

MEMORANDA

Date

6-20-88 Tech: 2660.8 T.S.: 2660.8

Weight record cleaned and liquid through fore arm  
and all complete, positive, and positive. Initial  
new every five and five. Positive previous types  
positive light main fuel tank. Sprayed new probe  
positive control and spinner. Checked fuel system  
checked 11 out main and alternate status  
not 11 Probe data & report list updated C/1r SPD 26-16-08  
log ch. 0/1r PD 87-28-83 by inspector. Just 1st notification

10/1-20-88 Tech: 2660.8 T.S.: 2660.8

I certify that this aircraft has been inspected in accordance with Army Inspection and was found to be in an airworthy condition

Robert G. Siefert A59503721A

*R.G. Siefert*

(End of logbook #1)

MEMORANDA

D

**ALTIMETER, STATIC, AND TRANSPONDER CERTIFICATE**

AIRTRONICS, INC.  
FAA CRS C13.25

715-823-2161

P. O. BOX 297  
CLINTONVILLE, WI 54929

| TEST ALT.<br>x1000 FT. | -1  | 0   | .5  | 1   | 1.5 | 2                | 3   | 4           | 6           | 8   | 10 | 12  | 14  | 16  | 18  |
|------------------------|-----|-----|-----|-----|-----|------------------|-----|-------------|-------------|-----|----|-----|-----|-----|-----|
| TOL.<br>± FT.          | 20  | 20  | 20  | 20  | 25  | 30               | 30  | 35          | 40          | 60  | 80 | 90  | 100 | 110 | 120 |
| ACTUAL<br>± FT.        | -20 | -10 | +16 | +10 | +20 | +20              | +20 | +20         | +20         | +20 | 0  | -40 | -50 | -70 | -60 |
| TEST ALT.<br>x1000 FT. | 20  | 22  | 25  | 30  | 35  |                  |     |             |             |     |    |     |     |     |     |
| TOL.<br>± FT.          | 130 | 140 | 155 | 180 | 205 | TOL.<br>-100 FT. |     | 50%<br>MAX. | 40%<br>MAX. |     |    |     |     |     |     |
| ACTUAL<br>± FT.        | -40 |     |     |     |     | TEMP.<br>°C      | 24  |             |             |     |    |     |     |     |     |

CERTIFIED ALTIMETER PER FAR 43 APP. E TO 20,000 FT.

CERTIFIED AIRCRAFT STATIC SYSTEM PER FAR 91.170.

PERFORMED TRANSPONDER TEST REQUIRED BY FAR 91.170 AND 91.36 (b) IN ACCORDANCE WITH AC 43-6 AND FAR 43 APP. F.

TRANSPONDER MODEL K478

S/N 7C328

The aircraft and/or component identified hereon was repaired and inspected in accordance with current federal air regulations and was found airworthy for return to service

Date 8-27-86 W.O. 8125

Signed [Signature]

ALTIMETER

MAKE Kollsman

MODEL AN 5760-4B

S/N 13880

# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25

DATE

REMARKS

Enter here general data with reference to "Time" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.

| Date | Bearing error | Place | Signature |
|------|---------------|-------|-----------|
| 8/5  | VOR 1         | VOR 2 |           |

1/4 0° 30' MS [Signature]

8-21-87 Tech: [Signature]

weight spread found only in left. serviced by [Signature] and [Signature]

gearbox. repaired cabin floor/jumper near seat back and [Signature]

AD 76-07-19 complied with log card. Check AD's to this date. 8-5-87

Accepted this aircraft has been inspected in [Signature] [Signature]

with [Signature] [Signature] and we intend to be in [Signature]

announcing [Signature] [Signature]

8-21-87 Tech: 8592.4 - 1.7. 2592.4

Weight spread [Signature] [Signature] [Signature]

gear [Signature] in left [Signature] [Signature] [Signature]

opening of lully stop [Signature] [Signature] [Signature]

through 87-19 M [Signature] [Signature]

Send to Dept 88

I certify that this aircraft has been inspected in accordance with [Signature] inspection and was found to be in an airworthy condition

Robert [Signature] 469503732

[Signature] 469503732



# AIRCRAFT LOG

VOR Receiver operation checked  
in accordance with FAR 91.25

DATE  
19 84

## REMARKS

Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.

Date  
Bearing error  
VOR 1 VOR 2

Place  
Signature

8-4  
Tech: 23347 Total time 2334.7

8/6 -2 +1 RST overlying

8-4

Overight checked and checked through, all cables  
audible, good quality, fuel, right fuel tank forward  
recovered fuel, left翼 forward good till  
AP's checked to this date see last flight  
Slogans etc.

9/23/83 -1 -1 FST overlying

OB J. Smith 469503732 SAAR

I certify that the transponder

End

Model KT-76

Serial 7C3328

has been tested as per FAR 43

TOTAL=2334.7 Tach=2334.7

Appendix F and complies with

FAR 91.177 biennial check

I certify that this Aircraft has been

inspected in accordance with an ANNUAL

inspection and was determined to be in

signed by [Signature] for CRS 3065

Airworthy condition.

Date 8/4/83  
10/2 -3 -1 FST JWC  
11/20/84 0 +1 JWC

[Signature] 8-4-84

## AIRCRAFT LOG

| DATE                | FLIGHT FROM  | TO  | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME                                       |       | SIGNATURE OF PILOT |
|---------------------|--|---|------------------|--------------------|---|-------|--------------------|
|                     |  |   |                  |                    | HOURS   | 10ths |                    |
| 19                  |  |   |                  |                    |   |       |                    |
| <u>Aug 31, 1983</u> |  |   |                  |                    |   |       |                    |
|                     | <u>Tech 2201</u><br><u>Wop. of static system leads, Kollsman altimeter. No alt. fuel register</u>  |   |                  |                    |   |       |                    |
|                     | I certify that the Attimeter and Static System tests required by FAR Part 91.177 have been performed. The altimeter has been tested to <u>20,000</u> feet. |   |                  |                    |   |       |                    |
|                     |  |   |                  |                    | AMERICAN AVIATION CO.<br>FLYING CLOUD FIELD<br>HOPKINS, MINN. 55343 |       |                    |
|                     | FAA CERTIFIED REPAIR STATION 3065  |   |                  |                    |   |       |                    |
|                     | THE ABOVE DESCRIBED MAINTENANCE/REPAIR IS CERTIFIED AUTHORITY AND A REPAIRED RECORD IS HELD ON FILE UNDER W/O # <u>S241</u>                                |   |                  |                    |   |       |                    |
|                     | Signature <u>Fred J. Stamm</u><br>Date <u>8-21-83</u><br>Certificate No. <u>1782242</u>  | SIGNED <u>Fred J. Stamm</u><br>DATE <u>8-21-83</u><br>INSPECTOR |                  |                    |   |       |                    |
|                     |  |   |                  |                    |   |       |                    |
|                     |  |   |                  |                    |   |       |                    |
|                     |  |   |                  |                    |   |       |                    |
|                     |  |   |                  |                    |   |       |                    |
|                     |  |   |                  |                    |   |       |                    |
|                     |  |   |                  |                    |   |       |                    |
|                     |  |   |                  |                    |   |       |                    |
|                     |  |   |                  |                    |   |       |                    |

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

# AIRCRAFT LOG

| VOR Receiver operation checked<br>in accordance with FAR 91.25 |               |       |               | DATE | REMARKS   |
|--|---------------|-------|---------------|------|---|
| Date   | Bearing error | Place | Signature     | 19__ |   |
| 8/2  | VOR 1         | VOR 2 |               | 19__ |   |
| 2/11   | #2            | #2    | EET McClellan |      |   |
|  |               |       |               |      | 6-1-82 Then 2199.8 HRS                              |
|  |               |       |               |      | Service loss gear. Arrived Lubbock                  |
|  |               |       |               |      | paper cut   |
|  |               |       |               |      | I CERTIFY THAT THIS AIRCRAFT HAS BEEN               |
|  |               |       |               |      | INSPECTED IN ACCORDANCE WITH A MINIMAL INSPECTION   |
|  |               |       |               |      | AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION.      |
|  |               |       |               |      | EARL E. FRANCIS, A & P 1518483 IA                   |
|  |               |       |               |      | <i>Earl E. Francis</i>                              |
|  |               |       |               |      | 9-14-88 TACH 2199 Total Time Same                   |
|  |               |       |               |      | Went to Barrow Checked & Returned Airman loaded     |
|  |               |       |               |      | through air. Dg. Replaced yellow Tng to back Or Arg |
|  |               |       |               |      | I CERTIFY THAT THIS AIRCRAFT HAS BEEN               |
|  |               |       |               |      | INSPECTED IN ACCORDANCE WITH A MINIMAL INSPECTION   |
|  |               |       |               |      | AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION.      |
|  |               |       |               |      | EARL E. FRANCIS, A & P 1518483 IA                   |
|  |               |       |               |      | <i>Earl E. Francis</i>                              |

### AIRCRAFT LOG

| DATE    | FLIGHT FROM  | TO   | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT |
|---------|--|------|------------------|--------------------|-------------------------------|-------|--------------------|
|         |  |      |                  |                    | HOURS                         | 10THS |                    |
| 19 8/1  |  |      |                  |                    |                               |       |                    |
| 5-3     | TAN  | REAR | 2043.4           |                    |                               |       |                    |
|         | NORMAL NEW BATTERY - REPLACED ALL THREE - BELIEVED BROKER - SERVICED HYDRAULIC SYSTEM AIRCRAFT CURSED THROUGH. |      |                  |                    |                               |       |                    |
|         | I CERTIFY THAT THIS AIRCRAFT WAS   |      |                  |                    |                               |       |                    |
|         | INSPECTED IN ACCORDANCE WITH A <u>WARRANTY</u> INSPECTION  |      |                  |                    |                               |       |                    |
|         | AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION  |      |                  |                    |                               |       |                    |
|         | EARL E. FRANCIS, A & P. 4516483-16   |      |                  |                    |                               |       |                    |
|         |  |      |                  |                    |                               |       |                    |
| 10-1-31 | TAN  | REAR | 2082.0 HRS       | Removed            |                               |       |                    |
|         | L-33942-222A, INSTALLED NYC 6-320  |      | CDDA 37624-27A   |                    |                               |       |                    |
|         | GREEN RUN & TEST FLIGHT PERIOD   |      | STATUS           |                    |                               |       |                    |
|         |  |      |                  |                    |                               |       |                    |
|         |  |      |                  |                    |                               |       |                    |
|         |  |      |                  |                    |                               |       |                    |
|         |  |      |                  |                    |                               |       |                    |
|         |  |      |                  |                    |                               |       |                    |

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE



AIRCRAFT LOG

|  |                    |                   |              |  |
|--|--------------------|-------------------|--------------|--|
| VOR Receiver operation checked<br>in accordance with FAR 91.25 |                    |                   | DATE<br>19__ | REMARKS<br>Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown. |
| Date<br>Bearing error<br>VOR 1<br>VOR 2                        | Place<br>Signature | Signature<br>19__ |              |  |

Eagle Aviation Inc.

Eagle Aviation Inc.

I certify that the transponder,  
 Make *King*, Model *KT-76*  
 S/N *7C 308* meets tests required  
 by FAR 43 appendix P in compliance  
 with Part 91.177.

I Certify that the altimeter and  
 static systems tests required by  
 FAR 91.170 have been performed.  
 The altimeter was tested to *161006*  
 feet on *9/19/81*. Serial # *AE53-13880*

Date *9/19/81* Repair Station # *3405*  
 Signature *Dan Van Dusen*

Repair Station # *3405*  
 Signature *Dan Van Dusen*

### A I R C R A F T    L O G

| DATE    | FLIGHT FROM   | TO     | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT |
|---------|---|--------|------------------|--------------------|-------------------------------|-------|--------------------|
|         |   |        |                  |                    | HOURS                         | 10THS |                    |
| 19 8-22 |   |        |                  |                    |                               |       |                    |
| 4-18    | TRACIA  | TRACIA | 1981.6 HRS       |                    | 1921.6                        |       | WARD TRUETT        |
|         | WAS REPAIRS ORDERED AND REPAIRED  |        |                  |                    |                               |       |                    |
|         | <p style="text-align: center;">                     I CERTIFY THAT THIS AIRCRAFT HAS BEEN<br/>                     INSPECTED IN ACCORDANCE WITH <u>ADMM</u> INSPECTION<br/>                     AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION.<br/>                     EARL B. BARNES, A &amp; B 1518483 IA<br/> <i>[Signature]</i> </p> |        |                  |                    |                               |       |                    |
|         |   |        |                  |                    |                               |       |                    |
|         |   |        |                  |                    |                               |       |                    |
|         |   |        |                  |                    |                               |       |                    |
|         |   |        |                  |                    |                               |       |                    |
|         |   |        |                  |                    |                               |       |                    |
|         |   |        |                  |                    |                               |       |                    |
|         |   |        |                  |                    |                               |       |                    |
|         |   |        |                  |                    |                               |       |                    |
|         |   |        |                  |                    |                               |       |                    |
|         |   |        |                  |                    |                               |       |                    |
|         |   |        |                  |                    |                               |       |                    |
|         |   |        |                  |                    |                               |       |                    |
|         |   |        |                  |                    |                               |       |                    |
|         |   |        |                  |                    |                               |       |                    |
|         |   |        |                  |                    |                               |       |                    |
|         |   |        |                  |                    |                               |       |                    |
|         |   |        |                  |                    |                               |       |                    |
|         |   |        |                  |                    |                               |       |                    |
|         |   |        |                  |                    |                               |       |                    |
|         |   |        |                  |                    |                               |       |                    |
|         |   |        |                  |                    |                               |       |                    |
|         |   |        |                  |                    |                               |       |                    |
|         |   |        |                  |                    |                               |       |                    |
|         |   |        |                  |                    |                               |       |                    |
|         |   |        |                  |                    |                               |       |                    |
|         |   |        |                  |                    |                               |       |                    |

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25

DATE

REMARKS

Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." LMA/TA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.

19

Bearing error  
VOR 1 VOR 2

Place

Signature

| Date    | Bearing error<br>VOR 1 VOR 2 | Place | Signature | DATE                    | REMARKS   |
|---------|------------------------------|-------|-----------|-------------------------|---|
| 3-27-79 |                              | TACK  |           | <del>1981</del><br>1981 | AD 28-26-09 installed new fuel cap RT Tank - AD 29-05-02 N/A on CRT - mag resistor Battery Date 6/81                    |
| 4-20-79 |                              |       |           |                         | This also removed one empty flight from RED wing to P.S. ST Paul Airport w/ fuel stop @ ST Paul <del>9-21831240</del>   |
| 4-22-79 |                              |       |           |                         | Service D BATT washed engine Chw AD 99-05-02 by replacing BATT w/ magnistor Chw AD 78-26-09 by installing new fuel cap  |
| 7-17-79 |                              |       |           |                         | AD 78-25-05 Air Filter NA   |
|         |                              |       |           |                         | I certify that this aircraft has been maintained with <u>General</u> and was on <u>1531240</u> this date <u>1531240</u> |

# AIRCRAFT LOG

| DATE    | FLIGHT FROM   | TO                             | NATURE OF FLIGHT  | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |          | SIGNATURE OF PILOT |
|---------|---|--------------------------------|---|--------------------|-------------------------------|----------|--------------------|
|         |   |                                |   |                    | HOURS                         | 10THS    |                    |
| 1/15/79 | Moved ADF to right side of panel in center stack, installed Transponder also installed DME from both No. 1 & 2 radios | AMERICAN AVIATION CO           | and lowered transponder and DME system above and DME channeling |                    |                               |          |                    |
|         |   | HYMNS GROUND SCHOOL            |   |                    |                               | 1574516  |                    |
|         |   | MINN. 55818                    |   |                    |                               | CRS-3065 |                    |
|         |   | Certified Repair Station #3065 |   |                    |                               |          |                    |
|         |   |                                |   |                    |                               |          |                    |
|         |   |                                |   |                    |                               |          |                    |
|         |   |                                |   |                    |                               |          |                    |
|         |   |                                |   |                    |                               |          |                    |
|         |   |                                |   |                    |                               |          |                    |
|         |   |                                |   |                    |                               |          |                    |
|         |   |                                |   |                    |                               |          |                    |
|         |   |                                |   |                    |                               |          |                    |
|         |   |                                |   |                    |                               |          |                    |
|         |   |                                |   |                    |                               |          |                    |
|         |   |                                |   |                    |                               |          |                    |
|         |   |                                |   |                    |                               |          |                    |

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

# AIRCRAFT LOG

| VOR Receiver operation checked<br>in accordance with FAR 91.25  |                              |                                 | DATE                 | REMARKS<br><br>Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown. |
|---|------------------------------|---------------------------------|----------------------|--|
| Date  | Bearing error<br>VOR 1 VOR 2 | Place                           | Signature            |  |
|   |                              | Eagle Aviation Inc.             |                      |  |
| I Certify that the altimeter and static systems tests required by FAR 91.170 have been performed. The altimeter was tested to feet on <u>12-18-78</u> Serial # <u>AF-53-13880</u> |                              |                                 |                      | Altimeter Serial # <u>AF-53-13880</u><br>1000 <u>+10</u> 2000 <u>0</u> 10000 <u>+40</u><br>0 <u>+5</u> 3000 <u>+5</u> 12000 <u>+25</u><br>500 <u>0</u> 4000 <u>+10</u> 14000 <u>+25</u><br>1000 <u>-5</u> 6000 <u>+30</u> 16000 <u>+20</u><br>1500 <u>-10</u> 8000 <u>+15</u> 18000 <u>+20</u><br>20000 <u>+40</u>   |
|   |                              | Repair Station #3405            |                      |  |
|   |                              | Signature <u>J. Bruce Perry</u> | Date <u>12-18-78</u> | Repair Station # <u>340</u>  |
|   |                              | Signature _____                 | Date _____           | Repair Station # _____   |
| <u>2/3/79</u>   | <u>0 +2</u>                  | <u>FRT Robert Buckley</u>       |                      |  |
| <u>3/7/79</u>   | <u>2 2</u>                   | <u>FRT Robert Buckley</u>       |                      |  |
| <u>8/10/79</u>  | <u>2 2</u>                   | <u>RST QUD Cuckley</u>          |                      |  |
| <u>9/15/79</u>  | <u>2 2</u>                   | <u>NSP QUD Cuckley</u>          |                      |  |
| <u>10/9/79</u>  | <u>2 2</u>                   | <u>RST QUD Cuckley</u>          |                      |  |
| <u>11/29/79</u>   | <u>2 2</u>                   | <u>NSP RST Cuckley</u>          |                      |  |
| <u>1/25/80</u>  | <u>2 3</u>                   | <u>FRT RST Cuckley</u>          |                      |  |
| <u>2/19/80</u>  | <u>2 2</u>                   | <u>FOW RST Cuckley</u>          |                      |  |

# AIRCRAFT LOG

| DATE                | FLIGHT FROM | TO       | NATURE OF FLIGHT  | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT |
|---------------------|-------------|----------|---|--------------------|-------------------------------|-------|--------------------|
|                     |             |          |   |                    | HOURS                         | 10THS |                    |
| 19<br>June 10, 1978 | Tek Road's  | 1500 hrs | Serviced battery, checked RPM & 100hr inspection and found OK in an excellent condition.  |                    |                               |       |                    |
|                     |             |          | Eagle Aviation Inc.,<br>A 521-22-4034   |                    |                               |       |                    |
|                     |             |          | I certify that the transponder, make <u>Kenac</u> ; Model <u>KT-76</u> S/N <u>72328</u> meets tests required by FAR 43 appendix F in compliance with Part 91.177. |                    |                               |       |                    |
|                     |             |          | Signature <u>Robert</u> Repair Station #3405  |                    |                               |       |                    |
|                     |             |          | Signature <u>Don Van Der Meer</u>   |                    |                               |       |                    |

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

# AIRCRAFT LOG

| VOR Receiver operation checked<br>in accordance with FAR 91.25  |                                 | DATE  | REMARKS   |
|---|---------------------------------|-------|---|
| Date  | Bearing error<br>VOR 1    VOR 2 | Place | Signature   |
| <p>MAR 1, 1978</p> <p>Accordance with an "ANNUAL" inspection and found to be in Airworthy condition this date.</p>  | TACH                            | TACH  | <p>reads 1200 hrs. This aircraft inspected in accordance with an "ANNUAL" inspection and found to be in Airworthy condition this date.</p> <p style="text-align: center;">Eugene R. Cooner<br/>APP 133188 IA</p>  |
| <p>MAR 25, 1978</p> <p>replaced it main tire, a brake pads, cleaned exterior, serviced shipping damage, 9500 hrs. dressed prop. This airframe inspected in accordance with a 100 hour inspection and found to be in an Airworthy condition.</p> |                                 |       | <p>Tach reads 1300 hrs, changed oil to 40 wt AeroShell, replaced it main tire, a brake pads, cleaned exterior, serviced shipping damage, 9500 hrs. dressed prop. This airframe inspected in accordance with a 100 hour inspection and found to be in an Airworthy condition James Osello 4571-72-4034</p> |
| <p>MAY 9, 1978</p> <p>damages &amp; stress 100 hr. inspection and found to be in an airworthy condition</p>   | Tach                            | HEAD  | <p>changed oil to Aero 50W, serviced shipping damages &amp; stress replaced it brake pads, this airframe inspected 100 hr. inspection and found to be in an airworthy condition James Osello 4571-72-4034</p>   |

## AIRCRAFT LOG

| DATE<br>19 77 | FLIGHT FROM             | TO | NATURE OF FLIGHT                | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT                  |
|---------------|-------------------------|----|---------------------------------|--------------------|-------------------------------|-------|-------------------------------------|
|               |                         |    |                                 |                    | HOURS                         | 10THS |                                     |
| Sept 15, 1977 | Jack reads              |    | Jack reads                      | 100 hrs            |                               |       | <i>James Osell</i><br>A 521-72-4034 |
|               | 7. center<br>inspection |    | thru Aircraft<br>found to be in |                    |                               |       |                                     |
|               |                         |    |                                 |                    |                               |       |                                     |
|               |                         |    |                                 |                    |                               |       |                                     |
|               |                         |    |                                 |                    |                               |       |                                     |
|               |                         |    |                                 |                    |                               |       |                                     |
|               |                         |    |                                 |                    |                               |       |                                     |
|               |                         |    |                                 |                    |                               |       |                                     |
|               |                         |    |                                 |                    |                               |       |                                     |
|               |                         |    |                                 |                    |                               |       |                                     |
|               |                         |    |                                 |                    |                               |       |                                     |
|               |                         |    |                                 |                    |                               |       |                                     |
|               |                         |    |                                 |                    |                               |       |                                     |
|               |                         |    |                                 |                    |                               |       |                                     |
|               |                         |    |                                 |                    |                               |       |                                     |
|               |                         |    |                                 |                    |                               |       |                                     |
|               |                         |    |                                 |                    |                               |       |                                     |
|               |                         |    |                                 |                    |                               |       |                                     |
|               |                         |    |                                 |                    |                               |       |                                     |

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE



# AIRCRAFT LOG

## REMARKS

Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK". ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.

| Date     | VOR Receiver operation checked in accordance with FAR 91.25 |  | DATE | REMARKS   |
|----------|---|--|------|---|
|          | Bearing error<br>VORA   VOR2                                | Place<br>Signature   |      |   |
| 10/17/77 |   | <i>Revised United altimeter s/n 91193 and installed Collins altimeter s/n AFS1-10730 overhauled by Beacon Instrument Services, Inc. 9/19/77.</i> |      |   |
|          |   |  |      | <p style="font-size: small;">I certify that the altimeter and static system tests required by FAR Part 91.170 have been performed. The altimeter was tested to <u>approx</u> effect on <u>9/19/77</u> signed <u><i>Ray G. [Signature]</i></u> W.O. NO. <u>2873</u></p> <p style="font-size: small;">REID AIRWAYS INC.<br/>PURDUE UNIVERSITY AIRPORT<br/>WEST LAFAYETTE, IND. 47906<br/>REPAIR STATION 56193</p> |
|          |   |  |      |   |
|          |   |  |      |   |
|          |   |  |      |   |
|          |   |  |      |   |
|          |   |  |      |   |
|          |   |  |      |   |
|          |   |  |      |   |
|          |   |  |      |   |
|          |   |  |      |   |
|          |   |  |      |   |
|          |   |  |      |   |
|          |   |  |      |   |
|          |   |  |      |   |
|          |   |  |      |   |

# AIRCRAFT LOG

| DATE        | FLIGHT FROM  | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT      | VC In Date |
|-------------|--|----|------------------|--------------------|-------------------------------|-------|-------------------------|------------|
|             |  |    |                  |                    | HOURS                         | IOths |                         |            |
| 6-9<br>1977 | Repacked wheel bearing, changed oil (over 4000)  |    |                  |                    |                               |       |                         | 10/        |
|             | cleaned grease cables, serviced battery Aircraft AP's  |    |                  |                    |                               |       |                         | 12/        |
|             | up to date certify aircraft complies with 100 hour inspection requirements   |    |                  |                    |                               |       |                         | over       |
|             | Ach reads 942.0 hours  |    |                  |                    |                               |       | James O'Neil            |            |
|             |  |    |                  |                    |                               |       | <del>James O'Neil</del> |            |
|             |  |    |                  |                    |                               |       | Airframe 521724034      |            |
|             | July 1, 1977 Tach. reads 1000 hrs. This aircraft inspected in accordance with an ANNUAL inspection and found to be in airworthy condition this date. |    |                  |                    |                               |       |                         |            |
|             | Install new Willard battery and replaced r.t. starter using tip and used life assemblies   |    |                  |                    |                               |       | James H. Comer          |            |
|             |  |    |                  |                    |                               |       | AP # 163318B IA         |            |
|             |  |    |                  |                    |                               |       |                         |            |
|             |  |    |                  |                    |                               |       |                         |            |
|             |  |    |                  |                    |                               |       |                         |            |
|             |  |    |                  |                    |                               |       |                         |            |
|             |  |    |                  |                    |                               |       |                         |            |
|             |  |    |                  |                    |                               |       |                         |            |
|             |  |    |                  |                    |                               |       |                         |            |
|             |  |    |                  |                    |                               |       |                         |            |
|             |  |    |                  |                    |                               |       |                         |            |

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

# AIRCRAFT LOG

| VOR Receiver operation checked in accordance with FAR 91.25   |       | DATE | REMARKS |
|---|-------|------|---------|
| Date  | Place |      |         |
| 11/6  | VOR 1 | 19   |         |
| 11/6  | VOR 2 |      |         |
| <p> <i>James</i><br/> <i>3060</i><br/> <i>Packed wheel bearings, checked tires</i><br/> <i>serviced nose gear. Installed new brake</i><br/> <i>linings, serviced battery and cleaned</i><br/> <i>aircraft vents. Removed spray tail.</i><br/> <i>Subed ball ends, etc. certify this aircraft</i><br/> <i>has been inspected in accordance with</i><br/> <i>an annual inspection and was de-</i><br/> <i>termined to be airworthy as indicated.</i><br/> <br/> <i>Levin Jones</i><br/> <i>JAP 1037894 IA.</i> </p> |       |      |         |
| <p> <i>10-2-76 851.3 - Aircraft now on data net</i><br/> <i>call within. Contact called out by emergency</i><br/> <i>AD note on Stewart Warner, oil cooler. J</i><br/> <br/> <i>Levin Jones</i><br/> <i>JAP 1037894</i> </p>  |       |      |         |

# AIRCRAFT LOG

| DATE          | FLIGHT FROM | TO                | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT |
|---------------|-------------|-------------------|------------------|--------------------|-------------------------------|-------|--------------------|
|               |             |                   |                  |                    | HOURS                         | 10THS |                    |
| 19<br>5-27-76 |             | CHECKED           | CESS 300 TR      |                    |                               |       | (K78) SMC 328      |
|               |             | AS REQUIRED FAR   |                  | 91.177             |                               |       | AND FOUND TO       |
|               |             | COMPLY WITH AC 93 |                  | APP F              |                               |       | Raymond Murphy     |
|               |             |                   |                  |                    |                               |       | TORP ERB 3611-10   |
|               |             |                   |                  |                    |                               |       |                    |
|               |             |                   |                  |                    |                               |       |                    |
|               |             |                   |                  |                    |                               |       |                    |
|               |             |                   |                  |                    |                               |       |                    |
|               |             |                   |                  |                    |                               |       |                    |
|               |             |                   |                  |                    |                               |       |                    |
|               |             |                   |                  |                    |                               |       |                    |
|               |             |                   |                  |                    |                               |       |                    |
|               |             |                   |                  |                    |                               |       |                    |
|               |             |                   |                  |                    |                               |       |                    |
|               |             |                   |                  |                    |                               |       |                    |
|               |             |                   |                  |                    |                               |       |                    |
|               |             |                   |                  |                    |                               |       |                    |
|               |             |                   |                  |                    |                               |       |                    |
|               |             |                   |                  |                    |                               |       |                    |
|               |             |                   |                  |                    |                               |       |                    |
|               |             |                   |                  |                    |                               |       |                    |
|               |             |                   |                  |                    |                               |       |                    |
|               |             |                   |                  |                    |                               |       |                    |
|               |             |                   |                  |                    |                               |       |                    |
|               |             |                   |                  |                    |                               |       |                    |
|               |             |                   |                  |                    |                               |       |                    |
|               |             |                   |                  |                    |                               |       |                    |
|               |             |                   |                  |                    |                               |       |                    |

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

Date: 1/6

# AIRCRAFT LOG

| VOR Receiver operation checked in accordance with FAR 91.25 |                    | DATE | REMARKS  |
|---|--------------------|------|--|
| Bearing error<br>VOR 1   VOR 2                              | Place<br>Signature | 19__ |  |
| 26  | 2/24               | 7160 | Replaced down locker checked operation checked aircraft found ok. operation oil cooler etc. Lewis Jett 1037874   |
|   |                    |      | 2-23-76 Jacks 7160 Replaced Stern No 335-19 Flasher unit on tail, Replaced with the correct Blue unit 30-0399 with 4 bal. data corrected component lost corrected Lewis Jett 1037874 |
|   |                    |      |  |
|   |                    |      |  |
|   |                    |      |  |
|   |                    |      |  |
|   |                    |      |  |
|   |                    |      |  |
|   |                    |      |  |

# AIRCRAFT LOG

| DATE    | FLIGHT FROM     | TO | NATURE OF FLIGHT  | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT       |
|---------|-----------------|----|---|--------------------|-------------------------------|-------|--------------------------|
|         |                 |    |   |                    | HOURS                         | IOths |                          |
| 8/29/75 | tack time 622.6 |    | Serviced Airframe in Accordance with Mfg service manual. Replaced Right Mast Light. A.D. 74 8-1 N/A AD 75-58-90 N/A due to total time, no other A.D.'s found applicable to this make model & serial no. |                    |                               |       |                          |
|         |                 |    | I certify this aircraft has been inspected in Accordance with a 100 hr inspection and found to be in airworthy condition  |                    |                               |       |                          |
|         |                 |    | J<br>B. C. Colledge   |                    |                               |       |                          |
|         |                 |    |   |                    |                               |       | A.P. 41804883            |
| 8/30/75 | 622.6           |    | I certify that the engine has been inspected in accordance with the manual requirements and found to be in airworthy condition. PM work done according to MCAH manual                                   |                    |                               |       |                          |
|         |                 |    |   |                    |                               |       | E.D. Koblitz Do 01781895 |

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

|      |         |        |        |         |        |         |        |      |     |      |      |       |       |       |
|------|---------|--------|--------|---------|--------|---------|--------|------|-----|------|------|-------|-------|-------|
| Date | 5-27-75 | 6-3-75 | 6-8-75 | 6-17-75 | 7-8-75 | 7-26-78 | 8-9-77 | 8-23 | 9-6 | 9-12 | 9-21 | 10-11 | 10-20 | 10-29 |
|------|---------|--------|--------|---------|--------|---------|--------|------|-----|------|------|-------|-------|-------|

**SERVICEABLE**

FORM AT-1

(317) 244-7225

ASTRO-TECH, INC. CRS 361-2

P. O. BOX 41746  
WEIR COOK AIRPORT  
INDIANAPOLIS, IND. 46241

MFG Unitech Instruments TYPE Altimeter  
MODEL 5934P-R56 SERIAL NO. 91193  
CUSTOMER Richard Cron  
ADDRESS 4401 Dickson  
CITY Indianapolis STATE Ind ZIP 46226

OVERHAUL  
&  
CERTIFY

REPAIR

CALIBRATION CHECK  
TO MFG'S SPECS.

(See Reverse Side)

RD 74-24-13 Complied with

Changes - Alterations - Repairs - Service Letters -  
including, "INSTRUCTIONS FOR USE OF THIS LOG BOOK."  
Certificate number must be shown.

FOR THE AIRCRAFT LOG

# AIRCRAFT LOG

## REMARKS

Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Lett and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG B ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.

VOR Receiver operation checked in accordance with FAR 91.25

| Date    | Bearing error |       | Place          | Signature | DATE                  |
|---------|---------------|-------|----------------|-----------|-----------------------|
|         | VOR 1         | VOR 2 |                |           |                       |
| 5-24-75 | -3            | +2    | SAB 3431R      |           | RD &                  |
| 6-3-75  | 0             | +7    | INA VOT        |           | RD &                  |
| 6-8-75  | 0             | +8    | INA VOT        |           | #2 BARNARD 6-6-75 RAS |
| 6-17-75 | 0             | 0     | INA VOT        |           | RAS                   |
| 7-8-75  | 0             | 0     | " "            |           | RAS                   |
| 7-26-75 | 0             | 0     | INA VOT        |           | RAS                   |
| 8-9-75  | 0             | 0     | STEVEN PT VOR  |           | RD &                  |
| 8-23    | 0             | 0     | INA VOT        |           | RD &                  |
| 9-6     | 0             | 0     | INA VOT        |           | RD &                  |
| 9-12    | 0             | +2    | PERSON 239 202 |           | RAS                   |
| 9-21    | 0             | 0     | INA VOT        | 6521.2    | RD &                  |
| 10-11   | 0             | 0     | INA VOT        | 646.0     | RD &                  |
| 10-20   | 0             | 0     | INA VOT        | 6520      | RD &                  |
| 10-29   | 0             | 0     | INA VOT        | 652A      | RD &                  |
|         |               |       |                |           |                       |
|         |               |       |                |           |                       |
|         |               |       |                |           |                       |
|         |               |       |                |           |                       |



Date 12/27/74 ASTRO-TECH, INC. Temp 25°C  
 WEIR COOK AIRPORT  
 INDIANAPOLIS, IND. 46241  
 CRS #361-2

ALTIMETER TEST RECORD

Mfg. United Invs Model 5934P-R58 Serial # 91193

| Test point | Alt | Test point | Alt | Test point | Alt |
|------------|-----|------------|-----|------------|-----|
| -1000      | +10 | 6000       | -25 | 22000      |     |
| 00         | -5  | 8000       | -30 | 25000      |     |
| 500        | 0   | 10000      | -55 | 30000      |     |
| 1000       | 0   | 12000      | -60 | 35000      |     |
| 1500       | +5  | 14000      | -50 | 40000      |     |
| 2000       | 0   | 16000      | -20 | 45000      |     |
| 3000       | 0   | 18000      | +5  | 50000      |     |
| 4000       | 0   | 20000      | +40 | 55000      |     |

REPAIRMAN D/M INSPECTOR W B. (SEE NOTE-REVERSE)

UMULATED TOTAL FLYING TIME  
 HOURS IOTHS  
 SIGNA PII

CHECK  
 CHECK

5375 REPLACED ALL 4 BARO PROS TACH 552.1  
 CASE

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

# AIRCRAFT LOG

| VOR Receiver operation checked in accordance with FAR 91.25 |                              | DATE   | REMARKS   |
|---|------------------------------|--------|---|
| Date  | Bearing error<br>VOR 1 VOR 2 | 19__   |   |
| 74  |                              |        |   |
| 8/19  |                              | 493.17 | Changed left main tire                            |
|   |                              |        | prev. to this inspection - Piston input bearings  |
|   |                              |        | serviced and stacked - Serviced battery. Checked  |
|   |                              |        | oil glands & attachments, AD 72-3-3 (10) - ground |
|   |                              |        | Hub Jack screws. ADs 73-17-1 73-20-4 - 73-23-7    |
|   |                              |        | 74-6-2 and 74-8-1, all not applicable             |
|   |                              |        | To this airplane, I certify this aircraft         |
|   |                              |        | has been inspected and found with                 |
|   |                              |        | no annual inspection and was de-                  |
|   |                              |        | termined to be in airworthy condition,            |
|   |                              |        | John Pence  |
|   |                              |        | JHP1037894 I.                                     |
|   |                              |        |   |
|   |                              |        |   |
|   |                              |        |   |
|   |                              |        |   |
|   |                              |        |   |
|   |                              |        |   |
|   |                              |        |   |
|   |                              |        |   |
|   |                              |        |   |
|   |                              |        |   |

# AIRCRAFT LOG

| DATE  | FLIGHT FROM | TO         | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT |
|---|-------------|------------|------------------|--------------------|-------------------------------|-------|--------------------|
|   |             |            |                  |                    | HOURS                         | IOTHS |                    |
| 19 74   |             |            |                  |                    |                               |       |                    |
| 3-29-74   | CHANGED     | LT. TIGER  | BLED LT. BRONZE  |                    |                               |       |                    |
|   | GREASED     | NOSE STRUT | & LINDAGET       |                    |                               |       |                    |
|   | CLEANED     | ENGINE     | CHANGED OIL      |                    |                               |       |                    |
|   | TACH 47108  |            |                  |                    |                               |       |                    |
|   |             |            |                  |                    |                               |       |                    |
|   |             |            |                  |                    |                               |       |                    |
|   |             |            |                  |                    |                               |       |                    |
|   |             |            |                  |                    |                               |       |                    |
|   |             |            |                  |                    |                               |       |                    |
|   |             |            |                  |                    |                               |       |                    |
|   |             |            |                  |                    |                               |       |                    |
|   |             |            |                  |                    |                               |       |                    |
|   |             |            |                  |                    |                               |       |                    |
|   |             |            |                  |                    |                               |       |                    |
| CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE |             |            |                  |                    |                               |       |                    |

# AIRCRAFT LOG

| DATE               | FLIGHT FROM | TO                    | NATURE OF FLIGHT                      | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT |
|--------------------|-------------|-----------------------|---------------------------------------|--------------------|-------------------------------|-------|--------------------|
|                    |             |                       |                                       |                    | HOURS                         | 10THS |                    |
| 19 <i>10/12/44</i> | <i>Waco</i> | <i>100 A.D. Notes</i> | <i>Notes</i>                          | <i>3</i>           |                               |       |                    |
|                    |             |                       | <i>through Card No. 73-242</i>        |                    |                               |       |                    |
|                    |             |                       | <i>I certify that this</i>            |                    |                               |       |                    |
|                    |             |                       | <i>Has been insp.</i>                 |                    |                               |       |                    |
|                    |             |                       | <i>in accordance with an</i>          |                    |                               |       |                    |
|                    |             |                       | <i>100 hr Insp. and</i>               |                    |                               |       |                    |
|                    |             |                       | <i>is determined to be in an air-</i> |                    |                               |       |                    |
|                    |             |                       | <i>worthy condition.</i>              |                    |                               |       |                    |
|                    |             |                       | <i>Waco 100 A.D.</i>                  |                    |                               |       |                    |
|                    |             |                       | <i>100 A.D.</i>                       |                    |                               |       |                    |

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

# AIRCRAFT LOG

VOR Receiver operation checked  
in accordance with FAR 91.25

DATE

Bearing error  
VOR 1 VOR 2

Place

Signature

REMARKS

Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.

Replaced ignition switch and  
door lock. New key # PK 664

YINGLING AIRCRAFT, INC. WICHITA, KANS.

FAA APPROVED REPAIR STATION #3923

Carl J. Tolpin

V.O. 14208 TACK 280 DATE 8-11-73

A I R C R A F T   L O G

| DATE | FLIGHT FROM | TO | NATURE OF FLIGHT   | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT |
|------|-------------|----|--|--------------------|-------------------------------|-------|--------------------|
|      |             |    |  |                    | HOURS                         | 10THS |                    |
| 19   |             |    | Depressed & Refpacked All wheel Bearings<br>Replaced left main gear tire. Replaced left<br>Flap And serviced the Brake cylinders   |                    |                               |       |                    |
|      |             |    | WINGLING AIRCRAFT, INC.   WICHITA, KANS.<br>FAA APPROVED REPAIR STATION #3923<br>I CERTIFY THIS AIRCRAFT HAS BEEN INSPECTED<br>IN ACCORDANCE WITH A <u>ANNUAL</u> INSPECTION<br>AND WAS DETERMINED TO BE AIRWORTHY.<br><i>Leonard Bell</i><br><u>W.O. 14205</u> TACK <u>250.4</u> DATE <u>8-8-73</u> |                    |                               |       |                    |
|      |             |    |  |                    |                               |       |                    |
|      |             |    |  |                    |                               |       |                    |
|      |             |    |  |                    |                               |       |                    |
|      |             |    |  |                    |                               |       |                    |
|      |             |    |  |                    |                               |       |                    |
|      |             |    |  |                    |                               |       |                    |
|      |             |    |  |                    |                               |       |                    |
|      |             |    |  |                    |                               |       |                    |
|      |             |    |  |                    |                               |       |                    |
|      |             |    |  |                    |                               |       |                    |

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

# AIRCRAFT LOG

## REMARKS

Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK". ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.

VOR Receiver operation checked in accordance with FAR 91.25

| Date | Bearing error |       | Signature |
|------|---------------|-------|-----------|
|      | VOR 1         | VOR 2 |           |

*Check right track*

YINGLING AIRCRAFT, INC. WICHITA, KANS  
FAA APPROVED REPAIR STATION #3923

*[Signature]*

W.O. 14171 TRACK 228 DATE 7-25-73

A I R C R A F T   L O G

| DATE | FLIGHT FROM | TO | NATURE OF FLIGHT   | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATUR<br>PILOT |
|------|-------------|----|--|--------------------|-------------------------------|-------|-------------------|
|      |             |    |  |                    | HOURS                         | 10THS |                   |
| 19   |             |    |  |                    |                               |       |                   |
|      |             |    | <p><i>Drawn to check engine - checked gear</i></p> <p><i>and engine bolts</i></p> <p><i>AD. Note of w to this date</i></p>   |                    |                               |       |                   |
|      |             |    | <p>INGLING AIRCRAFT, INC. WICHITA, KANS.</p> <p>FAA APPROVED REPAIR STATION #3023</p> <p>I CERTIFY THIS AIRCRAFT HAS BEEN INSPECTED</p> <p>IN ACCORDANCE WITH A 100hr INSPECTION</p> <p>AND WAS DETERMINED TO BE AIRWORTHY.</p> <p><i>Keenan R. Dyer</i></p> |                    |                               |       |                   |
|      |             |    | <p><del>W.O. 14093</del> <del>STACK 212.0</del> <del>DATE 7-17-73</del></p>  |                    |                               |       |                   |
|      |             |    |  |                    |                               |       |                   |
|      |             |    |  |                    |                               |       |                   |
|      |             |    |  |                    |                               |       |                   |
|      |             |    |  |                    |                               |       |                   |
|      |             |    |  |                    |                               |       |                   |
|      |             |    |  |                    |                               |       |                   |
|      |             |    |  |                    |                               |       |                   |
|      |             |    |  |                    |                               |       |                   |

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE



# AIRCRAFT LOG

|  |               |       |           |
|--|---------------|-------|-----------|
| VOR Receiver operation checked<br>in accordance with FAR 91.25 |               |       | DATE      |
| Date   | Bearing error | Place | Signature |
| VOR 1  | VOR 2         |       |           |

## REMARKS

Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.

*Drained Fuel tanks. Check gears.  
& continue*

**YINGLING AIRCRAFT, INC. WICHITA, KANS.**

**FAA APPROVED REPAIR STATION #3923**

**I CERTIFY THIS A/C HAS BEEN INSPECTED  
IN ACCORDANCE WITH A 100 INSPECTION  
AND WAS DETERMINED TO BE AIRWORTHY.**

*E. E. Brown & Rogers*

**N.O. 13867 TACK 102:3 DATE 6-12-73**

*Replaced lower cowl. doubler & air scoop  
skin*

**YINGLING AIRCRAFT, INC. WICHITA, KANS.**

**FAA APPROVED REPAIR STATION #3923**

*Leonard Belts*

**N.O. 13861 TACK 119:7 DATE 6-19-73**

*639240 E. E. Brown*