

Cessna[®]



**AIRCRAFT LOG
AND MAINTENANCE RECORD**

N 4225K SERIAL NO. 18263734

ELT Due - May '89



AIRCRAFT LOG AND MAINTENANCE RECORD

Record of Cessna 182P 18263724 N4725K
Make Model Serial Certificate

With Engine Continental O-470-S 462282
Make Model Serial

From _____ 19__ to _____ 19__

Detailing Time From _____ Hours To _____ Hours

Owner _____

Address _____

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
1975							
Oct 2, 1975	Install King KX1700, 15 MA20, K1214, K1201C, KR86, KT76 in radio opening in center of instrument panel using #6 machine screws and stop nuts. The 2 Com antennas are mounted on the top of the fuselage through skin & doublers on either side of the fuselage. antenna is mounted on vertical beam using #8 hard-ware. The marker antenna, loop and transponder ant. are mounted on the bottom of the fuselage using #8 hardware & metal standoffs provided. Electrical loct with m-huts. Model equipment list. New weight and balance done. The compass checked for effect of radio change. Tests made on installation using FAR 23.1801, 1361, 1365 and 1431 as a guide.						
	GMPPT/WBIGNT 1785.7						
	USOENLOAD 1164.8						
	BWCG 35.66						
	MOMENT 63667.33						

PRENTICE AIRCRAFT, INC.

F A A Approved Repair Station #377A
 A Type Class 1 and 3 Unlimited
 Repair Plant Class 1
 Radio Class 1 Unlimited
 Specialized Services

SUPERSEDED

See new weight and balance sheet dated FEB 20, 1990
 Signed Ronald R. Head

AMERICAN AVIATION CO.
 Flying Cloud Field
 Eden Prairie, MN 55347
 CRS LJ2R980K

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

Adrian, Michigan

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19	
				NOVEMBER 28, 1975	I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100HR ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.
					TACH 95.8 hrs INSTALLED HOBBBS METER (HOBBBS - READING 00.0. CHECKED) A.D. NOTES TO R/O 75-23
					MAINTENANCE RELEASE
					"THE AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE PROPELLER, OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND IS APPROVED FOR RETURN TO SERVICE." PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER ORDER NO. 4556 DATE 11-28-75 SIGNED <u>Clifford K. Kautons</u>
					FOR MIDWEST AVIATION, INC. CERTIFIED REPAIR STATION 065-3

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 <u>4-Feb-76</u>	<u>Tach Time</u>	<u>195.4 HRS</u>					
	<u>Checked AD to 76-01</u>						
	I CERTIFY THAT THIS AIRFRAME HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100% ANNUAL</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.						
	MAINTENANCE RELEASE						
	"THE AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE PROPELLER, OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND IS APPROVED FOR RETURN TO SERVICE." PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER ORDER NO. <u>4836</u> DATE <u>2-4-76</u> SIGNED <u>[Signature]</u>						
	FOR MIDWEST AVIATION, INC. CERTIFIED REPAIR STATION C65-3						

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	Place	Signature		
	VOR 1	VOR 2		19 ____	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.
<u>31 MAR 76</u>	<u>TACH TIME</u>	<u>290.8 HRS</u>			<u>Checked AD's to 76-05</u>
	I CERTIFY THAT THIS AIRFRAME HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100% ANNUAL</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.				<u>REMOVED & REPLACED NOVA TIRE WITH NAW. GJK.</u>
	MAINTENANCE RELEASE				
	"THE AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE PROPELLER, OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND IS APPROVED FOR RETURN TO SERVICE." PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER ORDER NO. <u>5087</u> DATE <u>3-31-76</u> SIGNED <u>[Signature]</u> <u>C65-3 3-31-76</u>				
	FOR MIDWEST AVIATION, INC. CERTIFIED REPAIR STATION C65-3				

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 July 7, 1976	TT 498.3		I CERTIFY THAT THIS AIRFRAME HAS BEEN INSPECTED IN ACCORDANCE WITH A 100HR / ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.				
			Checked AD NOTE's To 76-12 Found no AD For this Air Frame Replace Right Tire Lubricated Bearings				
			MAINTENANCE RELEASE				
			"THE AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE PROPELLER, OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND IS APPROVED FOR RETURN TO SERVICE." PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THE REPAIR STATION UNDER ORDER NO. 5524 DATE July 2, 1976 SIGNED <i>[Signature]</i>				
			FOR MIDWEST AVIATION, INC. CERTIFIED REPAIR STATION C65-3				

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	Place	Signature		
Aug 12, 1976		TT 602.0		19	I CERTIFY THAT THIS AIRFRAME HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR / ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.
					Checked AD NOTE's 76-15
					MAINTENANCE RELEASE
					"THE AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE PROPELLER, OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND IS APPROVED FOR RETURN TO SERVICE." PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THE REPAIR STATION UNDER ORDER NO. 9044 DATE 8-17-76 SIGNED <i>[Signature]</i>
					FOR MIDWEST AVIATION, INC. CERTIFIED REPAIR STATION C65-3

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
12-20-76	TOTAL	TACH TIME	605.9				
			REMOVED & REPLACED ALTIMETER UNIT. PERFORMED STATIC SYSTEM CHECK. SYSTEM OPS CHECKS GOOD				Clifford J. Kothura C65-3
			I certify that the altimeter and static check required by FAR 91.170 has been performed.				
			Altimeter S/N 3051 has been tested to 20,000 feet. Test date 12-11-76				
			Static check performed on 8-20-76				
			Signature Clifford J. Kothura C65-3				
			Midwest Avia. Co., Inc.				
			Certified Repair Station C65-3				

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	Place	Signature		
	VOR 1	VOR 2		19__	
9/25/76					TOTAL TACH TIME 700.6 HRS. PERFORMED 100hr ANNUAL INSPECTION. CHECKED ALL A.D.'S UP TO AND INCLUDING 76-18. CHECKED AND SERVICED BATTERY.
					MAINTENANCE RELEASE
					"THE AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE PROPELLER, OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND IMPROVED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND IS APPROVED FOR RETURN TO SERVICE." PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER ORDER NO. 00116 DATE 9/25/76 SIGNED Stephen J. DeLuca
					I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100/10000L INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

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.

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 <u>NOV 15, 1976</u>	<u>TT 802.5</u>		<u>Checked AD Note To 76-22</u>				
<p>I CERTIFY THAT THIS <u>Airframe</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100% Annual</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p>MAINTENANCE RELEASE</p> <p>*THE AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE PROPELLER, OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER ORDER NO. <u>00264</u> DATE <u>11-15-76</u> SIGNED <u>Gene Stuber</u></p> <p>FOR MIDWEST AVIATION, INC. CERTIFIED REPAIR STATION C65 - 3</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
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19	
<u>DEC 29, 1976</u>	<u>TT 892.7</u>				<u>Checked AD Note To 76-24</u>
<p>I CERTIFY THAT THIS <u>Airframe</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100% Annual</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p>MAINTENANCE RELEASE</p> <p>*THE AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE PROPELLER, OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER ORDER NO. <u>416</u> DATE <u>12-23-76</u> SIGNED <u>Gene Stuber</u></p> <p>FOR MIDWEST AVIATION, INC. CERTIFIED REPAIR STATION C65 - 3</p>					

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	IOths	
19 77							
April 12 1977	TACH. 943.9		AIRCRAFT REPAIRED AS PER FAA Form 337 DATED 11 April 77. AIRCRAFT TEST FLOW AND CHECKED OK. REPAIR NUMBER NP1878834				
12-23-77	TACH & TOTAL HRS. 1014.7						
100 HR. INSPECTION, SCHEDULED MAINT. & LUBRICATION COMPLETED THIS DATE I/A/W CESSNA CHECK LIST, AD 77-04-05 (INDUCTION AIR BOX SEAL C/W I/A/W PAR B 1 THRU 5 OF AD. AD 77-14-09 (TOP SKIN OF HORIZ. STAB.) C/W I/A/W CESSNA S.L. SE 77-11. AD 77-23-11 (SECURITY OF ELT COAXIAL CABLE) C/W I/A/W CESSNA S.L. SE 73-41. AD 76-07-12 (IGN. SWITCH) RE C/W I/A/W S.B. 583. INSTALLED NEW HEAVY DUTY BRAKE LININGS ON BOTH MAIN GEAR. ELT BATTERY EXPIRES 12-79. AD COMPLIANCE LISTS IN BACK OF AIRFRAME & ENGINE LOGS. Stanley A Goddard DELTA AIRCRAFT CORPORATION ST. PETERSBURG-CLEARWATER AIRPORT CLEARWATER, FLORIDA 33609 ATP 271589431							

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	Place	Signature		
	VOR 1 VOR 2			19	
					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 <u>1-2-78</u> Time in Service <u>1014.7</u> Hrs. I certify that this aircraft has been inspected in accordance with a <u>visual</u> inspection and was determined to be in airworthy condition. Signature: <u>Walter Hudson</u> Walter Hudson A&E1072360
INSPECTION AUTHORIZATION					

AIRCRAFT LOG

o C Low Temp.
 gebrack

FLIGHT FROM

TO

NATURE OF FLIGHT

DURATION OF FLIGHT

ACCUMULATED TOTAL FLYING TIME
HOURS 10THS

SIGNATURE OF PILOT

18-80

TR-106390

checked all controls & structure
 serviced battery + brakes. cleaned
 & packed wheel bearings; replaced
 fuel drain valve
 Replaced BT battery
 AD-79-25-7
 on alternate ground

I certify that the Altimeter and Static System Tests required by F. A. R. Part 91.170 have been performed. This

Altimeter has been tested to 20,000 feet

Date 7.7.80

[Signature]
 ADP 1358298

It is certified that this aircraft has been inspected in accordance with a Annual inspection and was determined to be in air worthy condition.

[Signature]
 ADP 1358298

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 3-17-84	TR-1098 ⁰⁰		Annual inspection per check list See AD list near of Book it is certified that this aircraft has been inspected in accordance with a Annual inspection and was determined to be in air worthy condition.				Paul McEllen A I 1358298
6-20-84			Altimeter Certified per Metroflight instruments Station system checked OK I certify that the altimeter and static system tests required by F. A. R. Part 91.170 have been performed. This altimeter has been tested to 70 m feet Date 6-20-84				Paul McEllen A I 1358298

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	Place	Signature		
	VOR 1	VOR 2		19	
					KT-76 TRANSPONDER S/N 27686 TESTED ON 8-16-84 AND IS IN COMPLIANCE WITH FAR 91.172 IN ACCORDANCE WITH FAR 43 APPENDIX F. SIGNATURE <i>Greg McEllen</i> NO 5343 FOR FAA APPROVED REPAIR STATION 622-10 GENERAL AVIATION INC. CAPITAL CITY AIRPORT LANSING, MICHIGAN 48906

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 4-11-85	TR-1108	As	Annual inspection per check sheet Replaced left main tire, wheel bearings, & races Replaced main fuel cap adapters & fuel caps. Installation of Crossair SK-206-24 & 25 checked & placed on fuel tanks. AD-83-13-1 C/W this date AD 84-10-01 C/W Be installing Kit				
<p>It is certified that this aircraft has been inspected in accordance with a <u>Annual</u> inspection and was determined to be in <u>air</u> worthy condition.</p> <p><i>Jud Miller</i> AIP 1358298 AI</p>							
3/87	ELT	Due					

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	Place	Signature		
	VOR 1	VOR 2		19	
					<p>AIRCRAFT N <u>4725K</u> WITH TRANSPONDER MAKE <u>King</u> MODEL <u>KT76</u> NO-<u>6</u></p> <p>TSO <u>677B</u> HAS BEEN INSPECTED PER FAR 117 THIS DATE <u>5-22-85</u> AND MEETS THE REQUIREMENT OF FAR 43 APPENDIX F. NEXT INSP. DUE <u>3-22-86</u></p> <p><i>G. B. Dupont</i> 1995385 SIGNATURE CERTIFICATE NO. G. B. DUPONT CO., INC. LAPEER, MICHIGAN FAA REPAIR STATION # 3046</p>
					<p>Aircraft N <u>4725K</u> Transponder Make <u>King</u> Model <u>KT76</u> Engine</p> <p>Inspected per FAR 117 and FAR 135 Date <u>1-13-86</u> Signed <i>[Signature]</i></p> <p>Certificate No. <u>1995385</u> certify that Air meter and Static System tests 91.170 have been performed. A.I. tested to <u>25-K</u> Date <u>1-13-86</u></p> <p>Static Test Date <u>1-13-86</u> Signed <i>[Signature]</i> Cert. No. <u>152024</u></p> <p>G. B. DUPONT CO., INC., MICHIGAN, FAA REPAIR STATION NO. 3046</p>

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT	
					HOURS	10THS		
19 86 3/18			Check AD No 86-05-02 See yellow tag previous page Checked by [Signature]	Final	Not applicable			
			part # 3111-10 Serial # 151175 CFE 373463008					

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	Place	Signature		
	VOR 1	VOR 2		19	
				4-17-86	tach & TT, 1267.2 hrs. Compressions read 74 through 76 over 80 on all 6 cylinders replaced LT mag. impulse coupling Replaced all brass linings with 44-30 type, Replaced LT mag cowling light # 4569, replaced vacuum regulator filter # B3-5-1 New air filter installed.

I certify that this aircraft and/or engine was inspected in accordance with an Annual inspection and was found to be in an airworthy condition on this day Robert E. Suchodolski
 ROBERT E. SUCHODOLSKI (SUDOLSKI)
 Authorized Inspector No. 1487086AI

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
4-23-87	TACH	1376	PERFORMED ROUTINE MAINTENANCE FOR ANNUAL INSP., REPLACED RIGHT MAIN BRAKE PADS, SERVICED LEFT BRAKE MASTER CYLINDER WITH 5606 HYDROLIC FLUID. C/N AD 761-07-12 Jeff G. Smith A54470940503				
<p>I certify that this aircraft N 4725K T.T. 1376 Prop TSMO _____ has been inspected A.W. ANNUAL inspection under current F.A.A. regulations, and has been found to be in an airworthy condition and has been released for service this date 4-23-87</p>							
Name: Paul Hech 1370683 RA							

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	Place	Signature		
	VOR 1	VOR 2		19	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.
					4-16-87 Tach 1428 to 1428 installed 1 two new-camel flap pins, lightened elevator & aileron cables, serviced main gear with air 5606, adjusted, vacuume suction strapping auto pilot cable, E/H due May 89, replaced left seat ref. bearing, C/W AD 97-20-03 R 11 seat inspection - all due next annual, A/SFF-20-02 prop air filter ok 1767th, AD 76-07-13 pendip switch ok, next due 15028th, I certify that this aircraft/503 has been inspected in accordance with a 100 /an- nual inspection and was found to be in an airworthy condition. John P. Fisher #1878737 JA

AIRCRAFT LOG

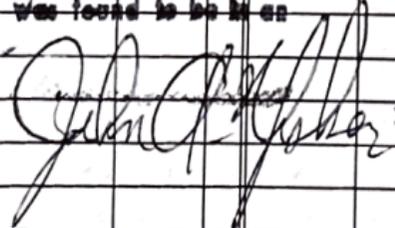
DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 <u>88</u> Oct 10, 1988	Tach 1468						
Installed a Newco AR-850 automatic altitude reporting system per the AR-850 installation instructions. Function tested per AC43-6A & FAR 43 Appendix E & F to 20,000 ft. See Form 337 this date. Weight change negligible. Airplane equipment not available for revision.							
I certify that the Altitude and Speed System tests required by FAR 43.171 have been performed. The altimeter has been tested to 20,000 ft.							
Signature <u>E. J. Brown</u>		No pilot status system leaks		Kollsman altimeter s/n 371K-10 s/n 151175 AR-850 encoder s/n 33625 AMERICAN AVIATION CO. FLYING CLOUD FIELD EDEN PRAIRIE MN 55449 FAA CERTIFIED REPAIR STATION 3065			
Date <u>10-25-88</u>		THE ABOVE DESCRIBED MAINTENANCE/REPAIR IS CERTIFIED ACCORDING TO A DETAILED RECORD IS FILED UNDER W/O # <u>61823</u>					
Certificate No. <u>CRS 3065</u>		SIGNED <u>E. J. Brown</u> INSPECTOR DATE <u>10-25-88</u>					
Automatic altitude reporter tested and found within limits of AC43-6A. Tested to 20,000 ft. Date <u>10-25-88</u> .							

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	Place	Signature		
	VOR 1	VOR 2		19__	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.
					I certify that transponder
					Model <u>KT-76</u>
					S/N <u>27686</u>
					has had a biennial test as required by FAR 91.172 and meets the requirements of FAR 43 appendix E.
					Signed <u>David R. Ward</u>
					Date <u>10-25-88</u>
					R.D. <u>61823</u>
					<u>CRS-3065</u>

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 4-24-89	Madison	1487	HP	1487	HP		
Replaced standing top light, replaced all probe harness, replaced lower left control magnet, installed compass screw on top #15. baffle, turned rot. top, rechecked rear left propeller. AD 97-20-03 R. Rechecked oil next due at next annual AD 94-26-02. Rechecked air filter spec at 1067th, C/O AD 70-07-12 Bendix magnetic switch check - ok due at 1587H.							
I certify that this aircraft/engine has been inspected in accordance with a 100-hour annual inspection and was found to be in an airworthy condition.							
 #1879737JA							

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	Place	Signature		
	VOR 1	VOR 2		19	
February 20, 1990	TACH 1534.6	Removed 2 KX-170B's, a KI-214, a KI201C, a KMA 20-03. Installed a Bendix/King KMA-24-03, KX-155-31, KX-155-30, KI209, KI208, and a KA-33 Avionics Cooling Blower. Installed a Synchron Intercom. Installed a Northstar M/A Loran-C system interfacing it only with the autopilot in place of the #2 Nav. The Loran-C installation is for VFR USE ONLY and complies with the requirements of AC 20-121A. The aircraft has been ground and flight checked with the Loran-C turned ON and OFF. No interference was noted in any of the aircraft systems from the Loran-C system. Installed a placard in clear view of the pilot stating "LORAN C NOT APPROVED FOR IFR." All the work described was done in accordance the acceptable methods, techniques, and practices outlined in AC 43.13-1A and AC 43.13-2A. Revised the aircraft weight and balance. Swung the magnetic compass and made up a new correction card. Made up a new sheet of equipment list and made it page number 12 of 12 and added the new equipment. Completed a form 337 for the installation.			
					AMERICAN AVIATION CO. FLYING CLOUD FIELD EDEN PRAIRIE, MN 55347 FAA CERTIFIED REPAIR STATION CRS L12R980K THE ABOVE DESCRIBED MAINTENANCE OR REPAIR IS CERTIFIED AIRWORTHY AND A DETAILED RECORD IS HELD ON FILE UNDER W/O # <u>820018</u> SIGNED <u>David R. Nord</u> INSPECTOR DATE <u>Feb. 20, 1990</u>

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 4-25-90	Jach	1547	#1547	#1547			
	C/W AD 87-20-03 Al seat I certify that this aircraft/engine has been inspected in accordance with a 100-hour annual inspection and was found to be in an airworthy condition.						
	emp. #1478737 emp. #1478737 emp. #1478737						
4-1-91	Jach	1597	#1597	#1597			
	replaced 4 seat cover mounts, rudder replaced with serviceable part & painted with 89. Several Motors Cronax single staple (no clear coat) Poly Weathering color washed, color replaced chocks. motor part built lowered nose strut with air, installed missing trimmer in lower tail cone, cleaned corrosion from battery post terminal, fixed rear baggage harness lower rollers, C/W AD 70-07-12 Bushy subitch						

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	Place	Signature		
	VOR 1	VOR 2		19	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.
					checked ab, due by 1697H, C/W AD 87-20-03 h2 seat rail ab - due credit annual AD 87-20-02 paper air filter due by 1767H I certify that this aircraft/engine has been inspected in accordance with a 100-hour annual inspection and was found to be in an airworthy condition.
					emp. #1478737 emp. #1478737

AIRCRAFT LOG

TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
			HOURS	10THS	
JM 7 Feb 1627 hrs	HAF + prop				
	100hr PE Annual nose & strut spinning dampener, annual battery, chkd cables & pulleys + controls chd pulleys & rope OK, filled motor syle				
	Flt go chd OK - Batt date June 94				
76-07-12	Mag pul chd OK - due 1932				
83-13-01	Chkd fuel cap seal OK - due next Annual				
87-30-03	Chkd fuel vent, struts, ropes, pulleys + rollers - OK - due 1932				
	DATE <u>5/29/93</u> T.T. IN SERVICE <u>1627</u>				
	I CERTIFY THAT THIS <u>H/C</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>ANNUAL</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.				
	<u>[Signature]</u> AIP 32319807A				

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		Place		
	VOR 1	VOR 2		19__	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.
6/25/93			Full 1657 hrs	HAF + prop	35 RPH
					100hr PE Annual nose strut spinning dampener, chkd wh rope + motor, filled master cups, annual battery, chkd cables & pulleys + controls, flap tracker jack screw.
					Flt go chd OK - Batt date June 94
					87-30-03 + Transponder chd post due
76-07-12					Brake magnet - mag pul chd 1757
83-13-01					Chkd fuel cap
87-30-03					Chkd fuel vent, struts, ropes, pulleys + rollers - OK - due
					DATE <u>6/25/93</u> T.T. IN SERVICE <u>1657</u>
					I CERTIFY THAT THIS <u>H/C</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>ANNUAL</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.
					<u>[Signature]</u> AIP 32319807A

