

Log Book
7/27/94

Airborne

Air Filter Change Reminder

Changed at: 1400.8 Hrs.
Next Change: 6K
8/23/94 Date 1900.8 Hrs.



REMOVE LOWER HALF AND
ATTACH TO
FRONT OF LOG BOOK

AIRCRAFT DESCRIPTION

MANUFACTURER

MODEL

1977

SERIAL NUMBER

4106

REGISTERED OWNER

ALBERTA

REGISTERED OWNER

5

STREET ADDRESS

CITY, STATE, ZIP

OPERATOR

STREET ADDRESS

CITY

REGISTERED OWNER

STREET ADDRESS

Inspection Station
(Check one)



F.A.R. 91.169 ANNUAL/100 HOUR



F.A.R. 91.71 PROGRESSIVE



F.A.R. 91.217 SUBPART D



F.A.R. 91.30 A.T.C.D.

INSTALLED EQUIPMENT

PROPERTY	NAME OF PROPERTY	ADDRESS	CITY	STATE	ZIP
1	Mr. J. W. Smith	1234 Main St.	Springfield	Ill.	62761
2	Mr. J. W. Smith	1234 Main St.	Springfield	Ill.	62761
3	Mr. J. W. Smith	1234 Main St.	Springfield	Ill.	62761
4	Mr. J. W. Smith	1234 Main St.	Springfield	Ill.	62761
5	Mr. J. W. Smith	1234 Main St.	Springfield	Ill.	62761
6	Mr. J. W. Smith	1234 Main St.	Springfield	Ill.	62761
7	Mr. J. W. Smith	1234 Main St.	Springfield	Ill.	62761
8	Mr. J. W. Smith	1234 Main St.	Springfield	Ill.	62761
9	Mr. J. W. Smith	1234 Main St.	Springfield	Ill.	62761
10	Mr. J. W. Smith	1234 Main St.	Springfield	Ill.	62761

[illegible]

F.A.R. 43.9

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
7/9/90	3999.2 TAT	Initiated New Airframe Log	1008 Initial
		#3 THIS DATE	50480008
	Date 7-7-90	N5702J	
	Total Time 1207.7 Tack 3999.2 TAT		
	W/O 02-06-28		
	I certify that this <u>A/C</u> has been Inspected in accordance with a <u>Annual</u> inspection (using manufacturers approved insp. procedures) and was found to be in satisfactory condition and released for service. All increased for compliance through <u>90-13</u> and are		
	located in the back of the airframe log book		
	For CRS #NCLR674G		
	Northeast Air Service		
	C/W AD 100-10 (Fuel System by inspection)		
	Installation of 100-10 and 100-11		
	100-12 100-13 100-14 100-15 100-16 100-17 100-18 100-19 100-20 100-21 100-22 100-23 100-24 100-25 100-26 100-27 100-28 100-29 100-30 100-31 100-32 100-33 100-34 100-35 100-36 100-37 100-38 100-39 100-40 100-41 100-42 100-43 100-44 100-45 100-46 100-47 100-48 100-49 100-50 100-51 100-52 100-53 100-54 100-55 100-56 100-57 100-58 100-59 100-60 100-61 100-62 100-63 100-64 100-65 100-66 100-67 100-68 100-69 100-70 100-71 100-72 100-73 100-74 100-75 100-76 100-77 100-78 100-79 100-80 100-81 100-82 100-83 100-84 100-85 100-86 100-87 100-88 100-89 100-90 100-91 100-92 100-93 100-94 100-95 100-96 100-97 100-98 100-99 100-100		
	100-101 100-102 100-103 100-104 100-105 100-106 100-107 100-108 100-109 100-110 100-111 100-112 100-113 100-114 100-115 100-116 100-117 100-118 100-119 100-120 100-121 100-122 100-123 100-124 100-125 100-126 100-127 100-128 100-129 100-130 100-131 100-132 100-133 100-134 100-135 100-136 100-137 100-138 100-139 100-140 100-141 100-142 100-143 100-144 100-145 100-146 100-147 100-148 100-149 100-150 100-151 100-152 100-153 100-154 100-155 100-156 100-157 100-158 100-159 100-160 100-161 100-162 100-163 100-164 100-165 100-166 100-167 100-168 100-169 100-170 100-171 100-172 100-173 100-174 100-175 100-176 100-177 100-178 100-179 100-180 100-181 100-182 100-183 100-184 100-185 100-186 100-187 100-188 100-189 100-190 100-191 100-192 100-193 100-194 100-195 100-196 100-197 100-198 100-199 100-200		
	100-201 100-202 100-203 100-204 100-205 100-206 100-207 100-208 100-209 100-210 100-211 100-212 100-213 100-214 100-215 100-216 100-217 100-218 100-219 100-220 100-221 100-222 100-223 100-224 100-225 100-226 100-227 100-228 100-229 100-230 100-231 100-232 100-233 100-234 100-235 100-236 100-237 100-238 100-239 100-240 100-241 100-242 100-243 100-244 100-245 100-246 100-247 100-248 100-249 100-250 100-251 100-252 100-253 100-254 100-255 100-256 100-257 100-258 100-259 100-260 100-261 100-262 100-263 100-264 100-265 100-266 100-267 100-268 100-269 100-270 100-271 100-272 100-273 100-274 100-275 100-276 100-277 100-278 100-279 100-280 100-281 100-282 100-283 100-284 100-285 100-286 100-287 100-288 100-289 100-290 100-291 100-292 100-293 100-294 100-295 100-296 100-297 100-298 100-299 100-300		
	100-301 100-302 100-303 100-304 100-305 100-306 100-307 100-308 100-309 100-310 100-311 100-312 100-313 100-314 100-315 100-316 100-317 100-318 100-319 100-320 100-321 100-322 100-323 100-324 100-325 100-326 100-327 100-328 100-329 100-330 100-331 100-332 100-333 100-334 100-335 100-336 100-337 100-338 100-339 100-340 100-341 100-342 100-343 100-344 100-345 100-346 100-347 100-348 100-349 100-350 100-351 100-352 100-353 100-354 100-355 100-356 100-357 100-358 100-359 100-360 100-361 100-362 100-363 100-364 100-365 100-366 100-367 100-368 100-369 100-370 100-371 100-372 100-373 100-374 100-375 100-376 100-377 100-378 100-379 100-380 100-381 100-382 100-383 100-384 100-385 100-386 100-387 100-388 100-389 100-390 100-391 100-392 100-393 100-394 100-395 100-396 100-397 100-398 100-399 100-400		
	100-401 100-402 100-403 100-404 100-405 100-406 100-407 100-408 100-409 100-410 100-411 100-412 100-413 100-414 100-415 100-416 100-417 100-418 100-419 100-420 100-421 100-422 100-423 100-424 100-425 100-426 100-427 100-428 100-429 100-430 100-431 100-432 100-433 100-434 100-435 100-436 100-437 100-438 100-439 100-440 100-441 100-442 100-443 100-444 100-445 100-446 100-447 100-448 100-449 100-450 100-451 100-452 100-453		

P. 43.9

PERFORMANCE ANALYSIS

**CERTIFICATE OF
D/R/RETIREMENT**

COMPLET

NS702J

7-7-90 Cont 3899.2 TAB

1997/98 Annual Report

referred to as the *between-subjects* or *good* condition. The *within-subjects* condition was referred to as the *bad* condition.

2. A. W. K. (1990) *Journal of the Royal Society of Medicine* 83: 101-102. (Received 17 June 1991)

[illegible]

Spot cleaned exterior-A/C OK for Service

John H. Steidinger
W/O 02-06-28

W/O 02-06-28

ERRY

MAINTENANCE RECORD

F.A.R. 39

DESCRIPTION OF WORK PERFORMED
BY APPROVED PERSONNEL

AGENCY & CERTIFICATE NO.
WORK IN REPAIR STATION RETURNED TO SERVICE

SENSOR

DATE OF
REPAIR

TIME OF
REPAIR

5-91

17:00

Shot up fuel flame sensor extend in 10°
fuel sensor and by re-ignition
to 4000 ft. sensor and plug connector
Step 1. Remove sensor from engine
Step 2. Remove sensor from engine

action of the Ck

is not working properly from

ss steel

ice

Heidinger

06-23

Re-attached carrier cover stud by drilling
and tapping stud and inserting screw

THE AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE, PROPELLER
OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND
INSPECTED IN ACCORDANCE WITH CURRENT REGU-
LATIONS OF THE FEDERAL AVIATION REGULATIONS AND
IS APPROVED FOR RETURN TO SERVICE

PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THE
REPAIR STATION UNDER ORDER

NUMBER 000355 DATE 6-5-91

FOR BAMA

AIR, INC. REPAIR STATION FPGK983D

ANNUAL INSPECTION REPORT

A.R. 43.5

DATE	AIRCRAFT IN SERVICE	DESCRIPTION OF WORK PERFORMED (DATA)	TIME & C.D. DATA WORK PERFORMED/RETURNED TO SERVICE
12/15/02	12/15/02	Revised all inspection data for current inspection. Inspected aircraft. Replaced landing gear. C/D at 10:00. Replaced oil. -08. Replaced all three wheel parts. Lubed aircraft. C/W AD 76-07-12. Bendix Fan switch. C/W AD 78-05-06 fuel cell. C/W AD 87-20-03 R2 sent for AD Compliance ckd thru 91-11 (see attached sheet) - end -	
I CERTIFY THAT THIS <u>Airframe</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>ANNUAL</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. <u>K. Gant</u> A.P. 12/15/02			

FREE

AGENCY CERTIFICATE NO.
FOR RETURN TO SERVICE

DATE OF
COMPLETION

*Engine overhaul and oil
change system and oil
change*

*Repair and test
craft 9/11 AD 16-09-12
to 15 hr fuel tank
and 10 hr A/C (continuous oil
and sheet) - end*

*Trans-
COR-
TERMINO
DITION*

HARBIN ELECTRONICS CO.

442 1/2 DORTCH STREET

MEMPHIS, TN 38118

801 792-1667

U.A.A. Repair
Station - TE485411A

CERTIFICATE NO.
RETURNED TO SERVICE

SPE-REPLACE PART



KING / P.W.T.

3046-11-01
THRASHER

12/8/1950

Port-

turbo intake seat hole partially blocking, intake, and oil nose,
reassembled, A/C was running on ground, oil, engine, and checked
OK.



MAINTENANCE RELEASE

Location KING, A.T.
 Date 10-1-91 P/N 01-40541-00
 The engine and/or component shown above was repaired and
 tested in accordance with the Federal Aviation Agency
 and was found to be safe for return to service. Details of
 the repair are on file at this agency, under Order.

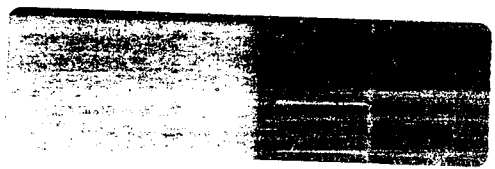
Date 10-1-91 Time 1130

NO. 10512
 ISSUED TO SEA

1. Repaired and tested. Repacked
on tested. Working. P.A. O.P.A.
 2. -OK. Replaced all three
craft. C/W AD 76-07-12
 4D 98-05-06 fuel cell-
 at Texas. AD Compliance (cd
 1 sheet) - encl -

1. 10-02-11-30

1. Owner reports engine will not develop full power on take off-
 checked intake and exhaust systems, checked and inspected cold
 side of turbo, checked OK, checked wastegate operation at idle,
 checked OK, attempted full power run up, same problem-found
 turbo intake scat hose partially blocking intake; R&R scat hose,
 reassembled, A/C was run up on ground, leak checked, JPS checked
 OK.



MINNED

11/12

11/12

AIRPORT

11/12

AIRPORT
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AP 423,48730

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Living

NO. 11/12

DATE 11/12

[illegible][illegible]

Replaced oil pump on left side brake lining.
filled brakes.

AP 423,48730

MAINTENANCE RECORD

DUKES, INC.

CHICKENBURGE, CALIFORNIA

DATA SHEET FOR

10-00

W/O
Total

100%

VICE

NO. TO SERVICE	DATE OF COMPLETION	TIME OF SERVICE

REMARKS
TUSCALOOSA
WORK ORDER
INSPECTED
SIGNED BY
DATE
FOR 1 M-6

Living

TUSCALOOSA
TUSCALOOSA
FAA CERT

FAA P-
Report

ENCOI

DATE

BY

THREASIER AVIONICS, MUNICIPAL AIRPORT
TUSCALOOSA, ALABAMA 35406
FAA CERTIFIED REPAIR STATION #ZY45717M

CURRENT: 4.6 AMPS 14 VDC
RATED FLOW: 37 GPH 23.0 PSI
NO FLOW: 30.0 PSI
TESTED BY: Buon DATE 3-28-92

WORK ORDER N

INSPECTED BY

SIGNED BY

DATE

SEP

PCB 114

Long

FAA Form 337

AGENCY & CERTIFICATE NO.
TURNED TO

WORKS WITH ... E & ... K 43.

THRASHER AVIONICS, MUNICIPAL AIRPORT
TUSCALOOSA, ALABAMA 35406
FAA CERTIFIED REPAIR STATION #ZY4R717M

FAA Part 91.217 Testing of Altitude
Reporting Equipment Complied With.

ENCODER

AEROSONIC

SINC 25024

DATE

9-7-92

BY

THRASHER AVIONICS, MUNICIPAL AIRPORT
TUSCALOOSA, ALABAMA 35406
FAA CERTIFIED REPAIR STATION #ZY4R717M

F.A.R. 42 0

AGENCY & STATE NO.
WORK PERFORMED/RETURNED TO SERVICE

[illegible]

57025.

[illegible]

100-338816-15 729 6 1/2 1/2

PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS
REPAIR STATION UNDER ORDER

NUMBER 000205 DATE 9-3-91

SIGNED Walter E. Galt FOR BAMA
AIR, INC. REPAIR STATION FPGR983D

REPAIR PART, AIRFRAME, AIRCRAFT ENGINE, PROPELLER, OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND
 REJECTED BY A COORDINATOR (WITH CURRENT RTG)
 1A

12.13.1948

~~FOR NAME~~

AND ENC. BEGAIN FORBAM

FAR 10/1/55

END OF WORK.
APPROVED

AGENCY REPORT NO.

ALL PERFORMED/COMPLETED TO SERVICE

APPROVED FOR PUBLICATION SERVICE

CONTINENT DELIVERIES OF THE REPAIR ARE IN FILE AT THIS
REPAIR STATION UNDER ORDER

NUMBER ACC 797

NUMBER 000797 DATE 2-3-92

410 INIC PEDALIS STATION LDC 20032

400 INIC DETAIL STATIONED EDC DOOR 2

ORD

MAINTENANCE RECORD

F.A.R. 29

1. NAME OF AIRCRAFT 2. TYPE OF AIRCRAFT 3. SERIAL NO. 4. ENGINE NO. 5. PROPPELLER NO. 6. AIRCRAFT NO. 7. AIRCRAFT NO. 8. AIRCRAFT NO. 9. AIRCRAFT NO. 10. AIRCRAFT NO.	11. AIRCRAFT NO. 12. AIRCRAFT NO. 13. AIRCRAFT NO. 14. AIRCRAFT NO. 15. AIRCRAFT NO. 16. AIRCRAFT NO. 17. AIRCRAFT NO. 18. AIRCRAFT NO. 19. AIRCRAFT NO. 20. AIRCRAFT NO.	21. AIRCRAFT NO. 22. AIRCRAFT NO. 23. AIRCRAFT NO. 24. AIRCRAFT NO. 25. AIRCRAFT NO. 26. AIRCRAFT NO. 27. AIRCRAFT NO. 28. AIRCRAFT NO. 29. AIRCRAFT NO. 30. AIRCRAFT NO.	31. AIRCRAFT NO. 32. AIRCRAFT NO. 33. AIRCRAFT NO. 34. AIRCRAFT NO. 35. AIRCRAFT NO. 36. AIRCRAFT NO. 37. AIRCRAFT NO. 38. AIRCRAFT NO. 39. AIRCRAFT NO. 40. AIRCRAFT NO.	41. AIRCRAFT NO. 42. AIRCRAFT NO. 43. AIRCRAFT NO. 44. AIRCRAFT NO. 45. AIRCRAFT NO. 46. AIRCRAFT NO. 47. AIRCRAFT NO. 48. AIRCRAFT NO. 49. AIRCRAFT NO. 50. AIRCRAFT NO.	51. AIRCRAFT NO. 52. AIRCRAFT NO. 53. AIRCRAFT NO. 54. AIRCRAFT NO. 55. AIRCRAFT NO. 56. AIRCRAFT NO. 57. AIRCRAFT NO. 58. AIRCRAFT NO. 59. AIRCRAFT NO. 60. AIRCRAFT NO.	61. AIRCRAFT NO. 62. AIRCRAFT NO. 63. AIRCRAFT NO. 64. AIRCRAFT NO. 65. AIRCRAFT NO. 66. AIRCRAFT NO. 67. AIRCRAFT NO. 68. AIRCRAFT NO. 69. AIRCRAFT NO. 70. AIRCRAFT NO.	71. AIRCRAFT NO. 72. AIRCRAFT NO. 73. AIRCRAFT NO. 74. AIRCRAFT NO. 75. AIRCRAFT NO. 76. AIRCRAFT NO. 77. AIRCRAFT NO. 78. AIRCRAFT NO. 79. AIRCRAFT NO. 80. AIRCRAFT NO.	81. AIRCRAFT NO. 82. AIRCRAFT NO. 83. AIRCRAFT NO. 84. AIRCRAFT NO. 85. AIRCRAFT NO. 86. AIRCRAFT NO. 87. AIRCRAFT NO. 88. AIRCRAFT NO. 89. AIRCRAFT NO. 90. AIRCRAFT NO.	91. AIRCRAFT NO. 92. AIRCRAFT NO. 93. AIRCRAFT NO. 94. AIRCRAFT NO. 95. AIRCRAFT NO. 96. AIRCRAFT NO. 97. AIRCRAFT NO. 98. AIRCRAFT NO. 99. AIRCRAFT NO. 100. AIRCRAFT NO.
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NON REGULATORY
SERVICE
REPAIR ARE ON FILE AT THIS
R
DATE 3-3-92
FOR BAMA

8/13/92
16370
TAF 4436.5

Installed new Auxiliary pump per
manual instructions, cleaned all switches,
resistors, and checked wiring. Cleaned battery
terminals and charged battery. All ops good,
no leaks noted.

THE AIRCRAFT AIRFRAME, AIRCRAFT ENGINE, PROPELLER
OR APPROPRIATE PARTS WERE REPAIRED AND
INSPECTED BY THE MAINTENANCE PERSONNEL
AND FOUND TO BE IN GOOD CONDITION
AND SAFE FOR FLIGHT
DATE 8/13/92
FOR BAMA

MAINTENANCE RECORD

F.A.R. 43.9

DATE	AIRCRAFT IDENTIFICATION	DESCRIPTION OF WORK PERFORMED (SEE DATA SHEET)	REPAIR STATION & CERTIFICATION (MED/RETURN TO SERVICE)
12-18-92	1771	Probable engine failure during flight. Pilot ejected. Aircraft crashed in field. No fire or explosion. No injuries to personnel. No damage to aircraft. No damage to ground. No damage to property. No damage to environment. No damage to public safety. No damage to national security. No damage to international relations. No damage to the United States. No damage to the world.	REPAIR STATION
12-18-92	1771	Removed and replaced pilot outboard seat track with new all pilot seat rollers, bushings and washers.	REPAIR STATION
THE AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE, PROPELLER, OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION REGULATIONS AND IS APPROVED FOR RETURN TO SERVICE. ALL REPAIRS AND DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER ORDER DATE: 12-18-92 SIGNED: [Signature] FOR BAMA AIR, INC. REPAIR STATION FGR983D			

MAINTENANCE RECORD

REARRANGE

PERFORMANCE OF WORK FORMED

AGENCY &
WORK PERFORMANCE

1. **CERTIFICATE NO.**
2. **RETURNED TO SERVICE**

DEPARTMENT DETAILS OF THE REPAIR ARE ON FILE AT THE
FBI NEW YORK UNDER FILE NO.

DATE 18th 1941

FOR BAC

AIR, INC. REPAIR STATION FGR983D

7764
1744.6
77
14511

Subst. first strainer cable.
removed Q3
Removed and replaced LH brake
hangers and springs in cables.
Bled brakes. Cps normal.

THE AIRCRAFT AIRFRAME, AIRCRAFT ENGINE, PROPELLER,
OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND
INSPECTED IN ACCORDANCE WITH CURRENT EEC
EFFECTS OF THE FEDERAL AVIATION REGULATION AND
IS APPROVED FOR RETURN TO SERVICE.

PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS
BUREAU UNDER CONTROL

FILED 1329 DATE 7

1. William J. Miller FC MA

Table 1

DATE _____

JUN 15 1992

SIGNED

AUTHORIZED SIGNATURE

(OVER)

FAA Repair Station LVHR759K
23215 E. 17th Avenue
Torrance, California 90505

P/N 468266

FOIA 4424 (b) : 20250604

1. DATE 12/1/71
 2. TO DIRECTOR, FBI
 3. FROM SAC, NEW YORK (100-100000)
 4. SUBJECT JAMES EARL RAY, AKA
 5. RE NEW YORK TELETYPE TO BUREAU, 11/29/71
 6. CLASSIFICATION CONFIDENTIAL
 7. REASON 1.00-4.2(2)
 8. APPROVED [Signature]
 9. FORWARDED [Signature]
 10. COPIES 100-100000-1000
 11. FILED 100-100000-1000
 12. INDEXED 100-100000-1000
 13. SEARCHED 100-100000-1000
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 129. FILED 100-100000-1000
 130. INDEXED

COMPLETION

001

THE WARRANTY PERIOD SHALL BE THREE (3) YEARS OR FIFTY (50) THOUSAND MILES, WHICHEVER IS LESS. THE WARRANTY SHALL BE VOID IF THE EQUIPMENT IS USED FOR OTHER THAN THE PURPOSES FOR WHICH IT WAS DESIGNED.

THE WARRANTY SHALL BE VOID IF THE EQUIPMENT IS USED FOR OTHER THAN THE PURPOSES FOR WHICH IT WAS DESIGNED.

THE WARRANTY SHALL BE VOID IF THE EQUIPMENT IS USED FOR OTHER THAN THE PURPOSES FOR WHICH IT WAS DESIGNED.

THE WARRANTY SHALL BE VOID IF THE EQUIPMENT IS USED FOR OTHER THAN THE PURPOSES FOR WHICH IT WAS DESIGNED.

(b) THE WARRANTY SHALL BE VOID IF THE EQUIPMENT IS USED FOR OTHER THAN THE PURPOSES FOR WHICH IT WAS DESIGNED.

(OVER)

1-10-0000 (17-0000)

100
100

Service of the battle
Service of the battle
Service of the battle
Service of the battle
Service of the battle

Service of the battle
Service of the battle
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FORM

INSPECTION RECORD

1. AIRCRAFT IDENTIFICATION
2. AIRCRAFT TYPE
3. AIRCRAFT REGISTRATION
4. AIRCRAFT SERIAL NUMBER
5. AIRCRAFT WEIGHT
6. AIRCRAFT LENGTH
7. AIRCRAFT WIDTH
8. AIRCRAFT HEIGHT
9. AIRCRAFT WING SPAN
10. AIRCRAFT WING AREA
11. AIRCRAFT WING LOADING
12. AIRCRAFT WING AREA
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Flight test OK

THE AIRCRAFT AIRFRAME, AIRCRAFT ENGINE, PROPELLER OR APPLICABLE IDENTIFIED AIRCRAFT COMPONENTS HAVE BEEN INSPECTED AND FOUND TO BE IN ACCORDANCE WITH THE CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS STATION UNDER ORDER NUMBER 135. SIGNATURE: [Signature] DATE: 3/3/83

ORD

217

MUS & DISCREPANCY LIST
ING OR DISSAPPROVING AIRCRAFT FOR SERVICE

*I saw Cessna motor manual.
in pencil. Inspected, lubed, co
parts. Replaced wheel bearing
I wheel. Checked lights and
the aircraft battery. Also checked
the 8/11-07-07 Exhaust heat
insulation and replaced shock mounts.
8/11-07-07 seat track inspection.
shock inspection. Saw AD 76-07-12
on ground. Saw engine oil
the 8/11-07-07 Exhaust heat
replaced engine air filter.
the 8/11-07-07 Exhaust heat
the 8/11-07-07 Exhaust heat*

I CERTIFY THAT THIS AIRCRAFT
HAS BEEN INSPECTED IN ACCOR-
DANCE WITH A *Manual*
INSPECTION AND WAS DETERMINED
TO BE IN AIRWORTHY CONDITION.

INSPECTION RECORD

F.A.R. 43.11 - 91.217

KIND OF INSPECTION - STATUS & DISCREPANCY LIST
SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE

AIRCRAFT TIME
IN SERVICE

4762.2 T.T.A.
0000.0

Replaced Tachometer and Drive Cable with
new units. Old Tach Read 1960.7 hrs.
Total aircraft time is 4762.2 hrs.
Ops ok on ground O.K.

THE AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE, PROPPELLER
OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND
INSPECTED IN ACCORDANCE WITH CURRENT REGU-
LATIONS OF THE FEDERAL AVIATION REGULATIONS AND
IS APPROVED FOR RETURN TO SERVICE
PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS
REPAIR STATION UNDER ORDER
NUMBER *1874* DATE *1-26-94*
SIGNED *[Signature]* FOR BAWIA
AIR, INC. REPAIR STATION FPC 1874

Tach
14.9
4777.1
Replaced Landing Light Galle, Rear nav Light Galle,
Ops good.
AD 74/5823362

INSPECTION RECORD

DATE AIRCRAFT
IN SER

3-22-94
TACH 85
AFTT 484

Mfg. PRESTOLITE

Serial No.

Model

☐ Repaired ☒

The aircraft access:
Current Regulations of the
Pertinent details of the

Work Order No.



ELECTROSYSTEMS, INC.

F.A.

12/93

stick 127
488

Sukendiss

Electrosystems, Inc.
P. O. Box 273
Fort Deposit, Alabama 36032 USA
205/227-8306
FAX 205-227-8596

WARRANTY DATA CARD

The following information must be
supplied when requesting warranty
consideration.

Prestolite-02061-4050766

MFR

P/N

S/N

DATE INSTALLED

DATE REMOVED

5-26-94

127:3

TACH TIME

TACH TIME

Southern Aerial Images, Inc.

OWNER'S NAME

ADDRESS Northport, AL

ATTEN: DAVID HALLMAN

PHONE 205-333-9900

6501

N 02061

and in accordance with
for return to service.

05/11/94

X 205/227-8596

6L

ESI Form QA-273

SERVICE

PROPELLER,
WIND AND
STRESS
CONDITIONS AND

FILE AT THIS

3-22-94

FOR BAMA

766

7

AP415803362

DATE	AIRCRAFT IN SER
3-22-94	
TACH	85
AFTT	484

Mfg. **PRESTOLITE**

Part No. **MCL6501**

Serial No.

4050766

ESI P/N **02061**

Model

TCM 634592
STARTER
☐ Repaired

☒ O'haul

☐ Tested

☐ Recertified

MAINTENANCE RELEASE

The aircraft accessory 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:

Work Order No. **24457**

Date **05/11/94**

ELECTROSYSTEMS, INC.

P.O. Box 273

205/227-8306

FAX 205/227-8596

FORT DEPOSIT, AL 36032 U.S.A.

F.A.A. APPROVED REPAIR STATION NO. UT2R226L

ESI Form QA-273

Shchy	127
	488

12/93

Sukeroids
275 S. 1002
AP415823362

SERVICE

PROPELLER,
WIND AND
THROAT
ATIONS AND

FILE AT THIS

3-22-94

FOR BAMA

766

MD

RVIC1

~~7.1~~ ~~4847.3~~ ~~main tire until new~~
~~AFTT~~ ~~4847.3~~ ~~Casing. Balanced~~
~~and reinstalled tire/~~
~~wheel assembly~~
~~BND~~

THE AIRCRAFT AIRFRAME, AIRCRAFT ENGINE, PROPELLER,
 OR APPLICABLE IDENTIFIED A/COW WAS REPAIRED AND
 INSPECTED IN ACCORDANCE WITH CURRENT MILITARY
 LATER FOR THE AIRCRAFT AVIATION REGULATION AND
 IS APPROVED FOR FLIGHT.
 PERFORMANCE OF THE AIRCRAFT ENGINE ON FILE AT THIS
 REPAIR STATION.
 NUMBER 9013769 DATE 3-22-9
 SIGNED Dennis J. Gault FOR BAMA
 AIR, INC. REPAIR STATION FPG9883

stick 127.3 Replaced starter with o/h unit s/n 4050766
 4889.5 And cleaned all connections on battery and
 Solenoids xps 500

48473889

LIBRARY

RECORD

U. Complex
Box 273
Deposit, Alabama 36032 USA
23-6366
05-227-8596

A CARD

tion must be
ling warranty

1-4050766

S/N

ITE REMOVED

ACH TIME

IMAGES
INC.

1. AL

YALLMAN

3-9900

AP415803362

3-9900

6501

N 02061

ed in accordance with
ed for return to service.

05/11/94

Tolliver

FAX 205/227-8596

S.A.

226L

ESI Form QA-273

SERVICE

PROFILE
AND
AND

FILE AT THIS

3-22-94

FOR BAMA

766

AUG. 9 1994

I certify that the Transponder test and inspection
required by FAR 91.413 has been performed in
accordance with Appendices E and F of FAR 43.

Model KING KT76 S/N 19779
FAR part 91.217 Testing of Altitude Reporting
Equipment complied with.

Model AEROSONIC S/N C75024
Signed Dennis L. Jacobs Date 8-10-94

Thrasher Avionics CRS Zy4R717M
Municipal Airport
Tuscaloosa, AL 35401

94

155.8

4918.0

Removed altimeter and sent to Aircraft Instrument Co. Inc. B'ham
al. for testing and calibration. Reinstalled altimeter after
receiving from instrument shop. Performed static system leak
check IAW Part 43 Appendix E, section A parts 1, 2, 3, & 4 no
leaks noted. Dennis L. Jacobs ATP 418803663.

Indicated	Error	Altitude
12,000'	-	12,000'
14,000'	-	14,000'
16,000'	-	16,000'
18,000'	-	18,000'
20,000'	-	20,000'
22,000'	-	22,000'
25,000'	-	25,000'
30,000'	-	30,000'
35,000'	-	35,000'
40,000'	-	40,000'
45,000'	-	45,000'
50,000'	-	50,000'

and/or component identified above was
inspected in accordance with current
Aviation Regulations and was found airworthy
for service. Pertinent details of this repair
are at this agency under work order

AUG. 9 1994

INSTRUMENT COMPANY, INC.
derbilt Road
m, Ala. Certificate No. TU28200L

INSPECTION RECORD

F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
8-12-94		Pulled interior and exterior panels, inspected & lubed where
TACH	155.8	required. Checked lights and electrical system. Inspected
TTAF	4918.0	wheels, brakes & tires, repacked wheel bearings. Inspected
		and serviced aircraft battery. Replaced Antifreeze housing
		with new, ops good. Replaced microswitch on throttle
		actuated fuel pump, ops good. Replaced Induction air
		filter with new. Replaced E&T battery, ops good. due 3-96
		%WAD 87-20-03 R2 seat track inspection, within tolerance.
		%WAD 71-09-07 exhaust heat exchanger inspection no cracks noted
		%WAD 76-07-12 landing ignition switch insp. ops good on ground, run
		%WAD 78-05-06 fuel cell inspection on R/H side only. I saw AD
		and SE 78-10 instructions, no leaks noted. L/H side N/A. Pulled
		oxygen bottle and sent out for hydrostatic test, reinstalled
		bottle and serviced oxygen system to spec. Inspected and
		tagged fire bottle. Replaced main instrument air filter with
		new, due at 655.8 TACH Hrs. — END —
		* AD notes checked to date.

REPAIR LIST APPROVING AIRCRAFT FOR SERVICE

inspected & lubed where
 fuel system. Inspected
 wheel bearings. Inspected
 replaced Antifreeze. Replaced
 microswitch on throttle
 Replaced Induction air
 Temp, ops good. due 3-96
 section, within tolerance.
 after inspection no leaks noted
 tech insp. ops good on good run
 on R/A side only. I saw AD
 sub. 4th side N/A. Pulled
 hydrostatic test, Reinstalled
 to spec. Inspected and
 installed air filter unit
 END

Equipment Data	
Product	Model No.
Part No.	Serial No.
Factory Ship Date	Distributor
Distributor Ship Date	Dealer
Installation Data	
Installation Date	Warranty ☐ YES ☐ NO Replacement? ☐ YES ☐ NO If yes, this unit replaced S/N:
Aircraft Hours	Owners Name & Address
Aircraft Model	
Aircraft Registration No.	

760712 Landix switch checked AD 780506 fuel
 cells no longer applicable new style cells
 installed & checked, Clay 1000hr. AD 720709
 tail Attach bolt inspection, pulled, pilots LH
 rudder pedal and clevises & pinions reinstalled,
 clean & painted battery box, installed insula-
 in both wing inboard fairing areas (over)

51764

Warranty Data
 5. SEE "SIGMA TEK LIMITED WARRANTY" FOR COMPLETE WARRANTY POLICY INFORMATION.
 a. Hours of usage will be computed at the rate of one hour per day after installation.
 b. Installation date will be computed by using the factory ship date plus fifteen days.
 4. If warranty record forms are not returned:
 a. Complete reverse side of aircraft copy when requesting warranty consideration.
 b. Return unit with aircraft copy of warranty record to your distributor.
 3. Aircraft copy: Keep in aircraft.
 a. Installation date is the start of service life warranty.
 b. Installation date and return to Sigma Tek.

RAFT, AIRFRAME, AIRCRAFT ENGINE, PROPELLER,
 APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND
 INSPECTED IN ACCORDANCE WITH CURRENT REGU-
 LATIONS OF THE FEDERAL AVIATION REGULATIONS AND
 IS APPROVED FOR RETURN TO SERVICE
 PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS
 REPAIR STATION UNDER ORDER
 NUMBER 002174/002175 DATE 8-12-94
 SIGNED Donner FOR BAMA
 AIR, INC. REPAIR STATION FPG983D

I CERTIFY THAT THIS airframe
 HAS BEEN INSPECTED IN ACCOR-
 DANCE WITH A Annual
 INSPECTION AND WAS DETERMINED
 TO BE IN AIRWORTHY CONDITION.

5 254.4
 6 5016.8

CLW 100hr, Annual inspection per CESSNA
 GUIDELINE CHECKED CHAKES, tires, lights etc.
 8/16 transponder due 8/99 0260 HLE, 3/96 EIT due
 Replaced R/H yaw cable, CLW AD 8720031R2 seat 1 and
 and seats, CLW 710907 exhaust inspection, CLW
 76-07-12 Gander switch, checked AD 780506 fuel
 cells so longer applicable new style cells
 installed & uprated, CLW 1000hr, AD 720709,
 tail attach bolt inspection, pulled, pilots LH
 rudder pedal and cleaned & painted reins installed,
 clean & painted battery box, installed insula-
 in both wing inboard fairing areas (over)

ORD
 17

JS & DISCREPANCY LIST
 NG OR DISSAPPROVING AIRCRAFT FOR SERVICE

carb, inspected & lubed with
 electrical system. Inspected
 red wheel bearings. Inspected
 wing. Replaced Antifreeze. Replaced
 red microswitch on throttle
 red. Replaced Induction air
 Throttle, ops good. due 3-96
 to inspection, within tolerance.
 change inspection no cracks noted
 on switch insp. ops good on ground, per
 action on R/H side only. IAW AD
 note noted. 4/H side N/A. Pulled
 for hydrostatic test, Reinstalled
 system to spec. Inspected and
 reinstalled air filter unit
 — END —

CARRETT**VALVE**

470908 9011

UI R0130

NAME OF MFG.

COMPONENT

MODEL

SERIAL NO.

THE AIRCRAFT COMPONENT ABOVE WAS INSPECTED AND☒ **OVERHAULED**☐ **REPAIRED - CONTINUED TIME**☐ **TESTED**☐ **RECALIBRATED**

IN ACCORDANCE WITH APPLICABLE MANUFACTURERS OVERHAUL AND/OR SERVICE REQUIREMENTS, COMPLIES WITH FEDERAL AVIATION ADMINISTRATION REGULATIONS. THIS COMPONENT IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE WORK PERFORMED ARE ON FILE WITH THIS AGENCY UNDER WORK.

ORDER NUMBER

0047691

Aircraft Systems Group
Garrett Automotive-North America

DATE **SEP 12 1991**

FAA Repair Station LVHR759K
1001 West 240th Street
Harbor City, California 90710

SIGNED

AUTHORIZED SIGNATURE

(OVER)

FORM 4424 (R. 4-90) DISK 4

P/N 488266

INDEXED
LAPSE
CAPTION

PERTINENT INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

NUMBER *24820* DATE *2-13-95*SIGNED *24820* FOR EASA
AIR INC. REPAIR STATION (P) 000000

GARRETTAllied Signal
Garrett Automotive-North America**AIRCRAFT PRODUCTS
REPAIR AND OVERHAULED EQUIPMENT WARRANTY**

This warranty is reproduced from the Garrett Aftermarket Division Form DAO4 Distributor Agreement and is subject to change in accordance with the agreement. As used in this warranty, the term "Seller" means Garrett Aftermarket Division and the term "Buyer" means the purchaser of new or repaired or overhauled equipment from Seller.

WARRANTY

(a) "Repair" as referred to herein means returning malfunctioning or damaged equipment to a serviceable condition in accordance with applicable publications and applicable Seller's specifications and drawings by correcting malfunctions and

"Overhauled Equipment" as referred to herein means equipment overhauled by performing, in accordance with applicable publications and applicable Seller's specifications and drawings, (1) disassembly of equipment, (2) inspection, (3) repair, (4) rework and replacement of component parts, (5) reassembly, and (6) test. Unless otherwise stated, Seller's procedures combine common parts of its equipment upon disassembly.

(b) The following warranties shall run to the Buyer, its successors, assigns and customers.

REPAIR WARRANTY: Seller warrants that equipment delivered hereunder is free from defects in workmanship with respect to replaced parts and repair services.

OVERHAULED EQUIPMENT WARRANTY: Seller warrants that equipment delivered hereunder is free from defects in material and workmanship.

(c) The warranty period shall expire three (3) months after first use of repaired or overhauled equipment ("Equipment") or fifteen (15) months after delivery from Seller's factory, whichever is earlier. The correction of any Equipment pursuant to this warranty shall not extend the aforementioned warranty period.

(OVER)

P/N 468323

Form 4623 (R 8-89)

GARRETT AIRCRAFT ENGINE DIVISION

U.S. AIR FORCE, U.S. NAVY, U.S. MARINE CORPS, U.S. AIR FORCE

U.S. AIR FORCE, U.S. NAVY, U.S. MARINE CORPS, U.S. AIR FORCE

NUMBER *2432* DATE *2-13-85*SIGNED *2432* FOR E/M/A

AIR, INC. REPAIR STATION FPG803D

INSPECTION RECORD

DATE

RETURN AUTHORIZATION AND SERVICE HISTORY TAG

CREDIT FOR YOUR RUNOUT UNIT WILL BE ISSUED ONLY IF IT IS RETURNED WITH THIS TAG COMPLETED AND ATTACHED.

	MAKE	MODEL	PARTNO.	SERIAL NO.	HRS. SINCE NEW	HRS. SINCE OVERHAUL
COMPONENT						
ENGINE						
AIRCRAFT						

REASON FOR REMOVAL

☐ OVERHAUL (TIMED OUT)

- | | | | |
|--------------------------------------|---|---------------------------------------|---|
| ☐ LOW BOOST | ☐ AIR/EXHAUST LEAK | ☐ DIRTY OIL | ☐ DAMAGED |
| ☐ INOPERATIVE | ☐ RUB | ☐ WON'T ADJUST | ☐ FOREIGN OBJECT |
| ☐ BEARINGS | ☐ SLUGGISH | ☐ OIL LEAK | ☐ OTHER (USE BACK OF FORM) |
| ☐ HIGH BOOST | ☐ ERRATIC/STICKING | | |

FORM 4337 (R. 10-89) DISK 3

P/N 468158

DATE OF RETURN 2-13-95
 RETURNED TO: 2432
 NUMBER 2432 DATE 2-13-95
 SIGNED [Signature]
 AMI, INC. REPAIR STATION (PGR983D)

INSPECTION RECORD

F.A.R. 43.11 - '91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
1/20/95	254.4	Replaced induction Air Filter, All new Exhaust hardware, clamps. Factory Boman engine MODEL T510 510 MGB (SN) 291615-R. Details in engine logs. Installed Accessory per engine logs, and runs good & working Aircraft.
T.T.	5016.8	
		Annual / 100 Hour Release Tach Time <u>254.4</u> Total Time <u>5016.8</u> TSMOH <u>0.0</u> (SFRM) I certify this aircraft / engine / propeller has been inspected in accordance with a 100 Hour or Annual Inspection and found to be airworthy. Work Order No. <u>2482 / 1001</u> Date <u>1/20/95</u> Signature <u>[Signature]</u> for Boman Air Inc. Repair Station FPG983D
2-13-95		Install pilot & copilot fresh air vents. S.T.C. approved see 337 this date.
		FOR AIRCRAFT AND ENGINE WORK ONLY DATE OF INSPECTION: 2-13-95 INSPECTED BY: [Signature] IN COMPLIANCE WITH THE REQUIREMENTS OF THIS REPAIR STATION NUMBER: <u>2482</u> DATE: <u>2-13-95</u> SIGNED: <u>[Signature]</u> FOR BOMAN AIR, INC. REPAIR STATION FPG983D

011

UIR0130

JEL
TED AND

SERIAL NO.

ERS OVERHAUL AND/OR SERV-
ON ADMINISTRATION REGULA-
E. PERTINENT DETAILS OF THE
ICY UNDER WORK.

0047691

p 12 1991

B. Smith

AUTHORIZED SIGNATURE

FORM 4424 (R. 4-90) DISK 4

INSPECTION RECORD

F.A.R. 43.11 - 91.217

AIRCRAFT TIME IN SERVICE		KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
5	357.1	Removed main wheel fairings and nose
	5119.5	wheel fairings. wt + Balanced updated.
		New Empty Wt. 2050.51
		New C.G. 36.88 New Useful Load 1549.49
		New Moment 75623.23
THE AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE, PROPELLER, OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGU- LATIONS OF THE FEDERAL AVIATION REGULATIONS AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER ORDER NUMBER <u>2707</u> DATE <u>6-29-95</u> SIGNED <u>W. J. Smith</u> FOR BAMA AIRC. INC. REPAIR STATION FPCR983D		

Bama Air, Inc.

220 Robert Cardinal Airport Road
Tuscaloosa, AL 35406
205-319-3991



DATE

8/11/95

WEIGHT AND BALANCE REPORT

Aircraft	Make & Model	Serial	N#
CESSNA	TP206	P206-0602	N5702J

OWNER: Name and Address

Southern Aerial Images Inc.

CATEGORY New Empty Weight	New C of G	New Useful Load
2065.01	36.94	1534.99

WEIGHT AND BALANCE COMPUTATION

ITEM	WEIGHT	ARM	MOMENT
	2050.51	36.88	75623.23
Instal 1/8 Main Wheel/Fairing	10.5	65.5	687.75
Nose Wheel/Fairing	4.0	-5.5	-22.0
	2065.01	36.94	76288.98

SIGNATURE

Repair Station #16078-013

INSPECTION RECORD

F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
8/14/95 A.P.T.:	387.0 5149.4	C/W 100hr Annual Inspection IAW Cessna manual + guideline. Pulled panels, checked reinstalled panels, lubed bearings, checked brakes Reinstalled wheel fairings and C/W WT + balance Empty WT - 2065.01 GR 3684 useful 1534.99, Adjusted Fuel Flow & Vacuum pressures, Installed new oil return line hose, Replaced screens in fuel pump for T.C.M. Tech rep, Replaced Induction Air Filter (each 100hrs) Replaced E/H Gaffes and C/W Annual test of unit Due August 1997, Replaced L/H main tire C/W AD 872003R2 Seat track inspection C/W AD 71-0997-R1 Exhaust inspection Replaced starter motor with new unit, checked all lights & electrical system New AD search to date and checked all WT + balance at 337th for compliance. GND run aircraft and washed aircraft

INSPECTION RECORD

F.A.R. 43.11 - 91.217

SERVICE

AIRCRAFT TIME
IN SERVICE

KIND OF INSPECTION - STATUS & DISCREPANCY LIST
SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE

1 Cessna

5 387.0

Annual / 100 Hour Release
Tech Time 387.0 Total Time 5149.4

2. Inspect

5149.4

I certify this aircraft complies with the applicable FAR and is approved for service.
8/14/95 208/27791
Car State Air 600 Repair Station #00000000

3. Balance

4. Gusted

5. New

45 438.9

Removed, replaced and balanced nose tire.

6. Flow

5201.3

7. In Air

8. C/w

9. AD/ACD

10. Back

11. Respective

12. Item

13. All

14. Items

15. Items

THE AIRCRAFT AIRFRAME, AIR ENGINE, AND AIR
OR AIR ENGINE IS IN COMPLIANCE WITH THE
INSPECTED IN ACCORDANCE WITH CURRENTLY
EFFECTIVE FEDERAL AVIATION REGULATIONS AND
IS APPROVED FOR SERVICE.
I AM NOT AWARE OF ANY DISCREPANCY ON THIS
REPAIR STATION UNDER ORDER
NUMBER 8913 DATE 11-10-95
SIGNED: James Galtman FOR NAME
AIR, INC. REPAIR STATION #PGR00000

F.A.R. 43.11 - 91.217

THE AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE, PROPELLER,
OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND
INSPECTED IN ACCORDANCE WITH CURRENT REGU-
LATIONS OF THE FEDERAL AVIATION REGULATIONS AND
IS APPROVED FOR RETURN TO SERVICE.
PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS
REPAIR STATION UNDER ORDER
NUMBER 2172 DATE 1-24-96
SIGNED [Signature] FOR BAMA
AIR, INC. REPAIR STATION FPCR983D

7

& DISCREPANCY LIST OR DISSAPPROVING AIRCRAFT FOR SERVICE

your link.
a nose street. serviced
open
a fairings.

ENGINE, PROPELLER,
AS REPAIRED AND
CURRENT REGU
REGULATIONS AND
TE
ARE ON FILE AT THIS

DATE 1-24-96
FOR BAMA

INSPECTION RECORD

F.A.R. 43.11 - 91.217

AIRCRAFT TIME IN SERVICE		KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
550.0	5312.4	INSTALLED CAMERA COVER PLATED FOR A/C WASHING SECURED ESTD LEAD TO KEEP LEAD FROM TOUCHING EXHAUST. COMPLIED WITH AD 71-09-07 K1 NEXT COMPLIANCE WITH THIS AD IS DUE 5362.4 ACT. THE AIRCRAFT AIRFRAME, AIRCRAFT ENGINE, PROPELLER, OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGU- LATIONS OF THE FEDERAL AVIATION REGULATIONS AND IS APPROVED FOR RETURN TO SERVICE PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER ORDER NUMBER <u>3073</u> DATE <u>3-26-90</u> SIGNED <u>[Signature]</u> FOR BAMA AIR, INC. REPAIR STATION #PCR9630

F.A.R. 43.11 - 91.217

THE AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE, PROPELLER,
OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND
INSPECTED IN ACCORDANCE WITH CURRENT REGU-
LATIONS OF THE FEDERAL AVIATION REGULATIONS AND
IS APPROVED FOR RETURN TO SERVICE.
PERMANENT DETAILS OF THE REPAIR ARE ON FILE AT THIS
REPAIR STATION UNDER ORDER
NUMBER 3089 DATE 4-2-96
SIGNED Whomie Gilbert FOR BAMA
AIR, INC. REPAIR STATION FPCR9830

INSPECTION RECORD

F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
5-9-96	535.9	
5-29-96	577.5	PERFORMED FIBERGLASS REPAIR TO LEFT WING TIP TRAILING EDGE. SANDED, SET WITH FIBERGLASS SANDED AGAIN AND PAINTED.

THE AIRCRAFT AIRFRAME, AIRCRAFT ENGINE, PROPELLER
OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND
INSPECTED IN ACCORDANCE WITH CURRENT REGU-
LATIONS OF THE FEDERAL AVIATION REGULATIONS AND
IS APPROVED FOR RETURN TO SERVICE.
PERTINENT DETAILS OF THE REPAIR ARE CONTAINED AT THE
REPAIR STATION UNDER ORDER

NUMBER 003107
SIGNED [Signature]
AIR, INC. REPAIR STATION FPCR983D

DATE 5-29-96

FOR BAMA

DISCREPANCY LIST
DISSAPPROVING AIRCRAFT FOR SERVICE

+ battery with a new

FRAME, AIRCRAFT ENGINE, PROPELLER,
IDENTIFIED ABOVE WAS REPAIRED AND
INSPECTED IN ACCORDANCE WITH CURRENT REGU-
LATIONS OF THE FEDERAL AVIATION REGULATIONS AND
IS APPROVED FOR RETURN TO SERVICE.

DETAILS OF THE REPAIR ARE ON FILE AT THIS
STATION UNDER ORDER

DATE 4-2-96

FOR BAMA
AIR, INC. REPAIR STATION FPCR983D

INSPECTION RECORD

F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE	
6-6-96	599.0	TACH	Complied with AD 71-09-07 Rev 1 of
	5361.4	ACTT	inspecting cabin heat exchanger for cracks
			No cracks noted.
THE AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE, PROPELLER, OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGU- LATIONS OF THE FEDERAL AVIATION REGULATIONS AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER ORDER NUMBER <u>3780</u> DATE <u>6-6-96</u> SIGNED <u>Wanda L. Miller</u> FOR BAMA AIR, INC. REPAIR STATION FPCR983D			
6-18-96	602.0	TACH	Reattached broken flap lead wire at flap
	5364.4	ACTT	lower micro switches - Ops normal.
THE AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE, PROPELLER, OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGU- LATIONS OF THE FEDERAL AVIATION REGULATIONS AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER ORDER NUMBER <u>3796</u> DATE <u>6-18-96</u> SIGNED <u>Wanda L. Miller</u> FOR BAMA AIR, INC. REPAIR STATION FPCR983D			

ORD

17

US & DISCREPANCY LIST
NG OR DISSAPPROVING AIRCRAFT FOR SERVICE70 71-09-07 Rev 1 of
- heat exchanger for crank
- oil -AIRCRAFT ENGINE, PROPELLER,
ABOVE WAS REPAIRED AND
NCE WITH CURRENT REGU-
AVIATION REGULATIONS AND
TO SERVICE.THE REPAIR ARE ON FILE AT THIS
ORDERDATE 6-6-96
FOR BAMA
FPCR983Dflap lead wire at flap
switches - Ops normal.AIRCRAFT ENGINE, PROPELLER,
ABOVE WAS REPAIRED AND
NCE WITH CURRENT REGU-
AVIATION REGULATIONS AND
TO SERVICE
THE REPAIR ARE ON FILE AT THIS
ORDERDATE 6-18-96
FOR BAMA
FPCR983D

1. UNITED STATES		2. FAA FORM 8130-3 AIR WORTHINESS APPROVAL TAG US Department of Transportation Federal Aviation Administration			3. System Tracking Ref. No.: 0731623	
4. Organization PRECISION AVIONICS & INSTRUMENTS, INC. 495 Lake Mirror Road, Bldg. 800, Suite G Atlanta Ga. 30349 FAA Approved Repair Station #ZV4R714M			5. Work Order, Contract, or Invoice Number: K4178			
6. Item	7. Description	8. Part Number	9. Eligibility *	10. Quantity	11. Serial/Batch No.	12. Status/Work
	ENC ALT	101420-01249	VARIOUS	ONE	C25024	F/T
13. Remarks: REFERENCE SHOP WORK ORDER FOR RECORD OF WORK PERFORMED. The article identified hereon received maintenance in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Limited life parts must be accompanied by maintenance history including total time/total cycles/times since new.						
14. New ☐ Newly Overhauled ☐ Certifies that the new or newly overhauled part(s) identified above, except as otherwise specified in block 13 was (were) manufactured in accordance with FAA approved design data and airworthiness. NOTE: In case of parts to be exported, the special requirements of the importing country have been met.			19. Return to service in Accordance with FAR 43.9 Certifies that the work specified in block 13 (or Attached) above was carried out in accordance with FAA airworthiness regulations and in respect to the work performed the part(s) is (are) approved for return to service.			
15. Signature:		16. FAA Authorization No:		20. Authorized Signature: G. Ray Dominguez		21. Certificate Number: ZV4R714M
17. Name (Typed or Printed):		18. Date:		22. Name (Typed or Printed): G. RAY DOMINGUEZ		23. Date: 07/31/96

FAA Form 8130-3 (11-93)

* Installer must cross check eligibility with applicable technical data

municipal Airport
Tuscaloosa, AL 35401

WORK ORDER

CUSTOMER		SHIP TO
Name:	PRECISION AVIONICS & INSTRUMENTS INC. 495 LAKE MIRROR RD. BLDG. 800, SUITE G ATLANTA, GA. 30349 (404)-767-5800 FAX (404)-767-5900 REPAIR STATION #ZV4R714M	Name:
Address:		Address:
Phone #:		Ship Via:
FAX #:		W/O #
Contact Name:		Previous W/O #
P.O. Number:		
Tracking #:		

<u>ITEM</u>	<u>TIMES SINCE LAST</u>	<u>AIRCRAFT REMOVED FROM</u>	<u>MAINTENANCE MANUAL</u>
Part #:	Overhaul:	Manufacturer:	Name:
Model #	Repair	Model:	Book / Section Number:
Serial #:	<u>DATE OF LAST</u>	Number:	
Cust. Part #	Overhaul:	Serial Num:	
Desc.:	Repair:		
Mfg.:			

REASON FOR REMOVAL:

REQUIREMENTS:

TROUBLE REPORTED:

RECEIVING INSPECTION COMMENTS:

PRELIMINARY FINDINGS: _____

Technician Signature: _____ Date: _____

INITIAL INSPECTION FINDINGS: _____

Technician Signature: _____ Date: _____

[illegible]

ALTIMETER CALIBRATION SHEET

Component Part Number: <u>101420-01249</u>	Component Serial Number: <u>C25024</u>	Work Order Number: <u>K4178</u>
---	---	------------------------------------

ALTITUDE PRESSURE		
ALTITUDE (FEET)	SCALE ERROR	FRICTION ERROR
-1,000	+20	
0	0	
500	+5	
1,000	+5	40
1,500	+10	
2,000	0	40
3,000	0	40
4,000	-10	
5,000		70
6,000	-5	
8,000	-15	
10,000	-20	70
12,000	-45	
14,000	-60	
15,000		65
16,000	-65	
18,000	-80	
20,000	-110	70
22,000		
25,000		
30,000		
35,000		
40,000		
45,000		
50,000		

HYSTERESIS		
ALTITUDE	UP HEADING	DOWN READING
0	0	+10
8,000	-15	+5
10,000	-20	-5
AFTER EFFECT: <u>+10</u>		
CASE LEAK: <u>15'</u>		
BARO. SCALE ERROR		
28.10		-1720
28.50		-1335
29.00		-855
29.50		-380
29.92		0
30.50		+540
30.90		+900
30.99		+975

This ALTIMETER has been tested in compliance with FAR Part 43, Appendix E.

Calibrated to 20000 feet

Technician's Signature: a Purser

Date: 7-31-96

INSPECTION RECORD

F.A.R. 43.11 - 91.217

CREPANCY LIST
DISSAPPROVING AIRCRAFT FOR SERVICE

71-09-07 Rev 1 of
seat exchanger for crash

WING ENGINE, PROPELLER,
WAS REPAIRED AND
TH CURRENT REGU-
ON REGULATIONS AND
VICE.
AIR ARE ON FILE AT THIS

DATE 6-6-96
FOR BAMA
83D

clap lead wire at flap
les - Ops normal

WING ENGINE, PROPELLER,
WAS REPAIRED AND
TH CURRENT REGU-
ON REGULATIONS AND
VICE.
AIR ARE ON FILE AT THIS

DATE 6-18-96
FOR BAMA
3D

DATE

AIRCRAFT TIME
IN SERVICE

KIND OF INSPECTION - STATUS & DISCREPANCY LIST
SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE

6-96

4

5378:40

616:0

5378:40

Removed altimeter and sent out for certification. Reinstalled
altimeter after certification by Precision Avionics + instruments
Inc., Atlanta, Ga. Performed static system leak check FAR
FAR 43 appendix E Section A. parts 1, 2, 3, + 4 system tight
no leaks noted. END

Dennis L. Jones
AEP 41880 state 3

I certify that the Transponder test and inspection
required by FAR 91.413 has been performed in
accordance with Appendices E and F of FAR 43.

Model King K 76A S/N 57025
FAR part 91.217 Testing of Altitude Reporting
Equipment complied with.

Model AE 1050M S/N 025024
Signed [Signature] Date 6-1-96

Thrasher Avionics CRS Zy4R717M
Municipal Airport
Tuscaloosa, AL 35401

INSPECTION RECORD

F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
8-5-96		Performed Annual inspection IAW Cessna maintenance manual. Pulled
TACH	616:0	interior and exterior panels, inspected, lubed and reinstalled
AFTT	5378:4	panels. Inspected tires, wheels and brakes. Removed and replaced
		windshield with new IAW Cessna maintenance manual, sealed windshield
		with RTV sealant. Serviced oxygen system to 1800 psi. Performed Annual
		inspection IAW FAR Part 91-209 (d) ops normal, battery due 8-97
		Replaced induction air filter element with new, due at 816:0 or 8-97
		Per AD 87-20-0382 seat track and retractor inspection, within tolerance
		Replaced main instrument filter. due at 1116:0 hrs. Fabricated and
		installed oil pressure line in cabin. Installed new knobs and
		spring on R/H near fresh air vent. Installed new magnetic
		compass and performed compass swing, installed new compass
		correction card. AD's checked to date, worked aircraft. EAD
		Annual / 100 Hour Release
		Tech Time 616:0 Total Time 5378:4 TSMOH
		I certify this aircraft / engine / propeller has been inspected
		in accordance with a 100 Hour or Annual inspection and found
		to be airworthy. Work Order No. 003240
		Date 8-5-96 Signature David J. [Signature]
		for Base Air Inc. Repair Station #PGR0330

INSPECTION RECORD

F.A.R. 43.11 - 91.217

DISCREPANCY LIST
OR DISSAPPROVING AIRCRAFT FOR SERVICE

DATE

AIRCRAFT TIME
IN SERVICE

KIND OF INSPECTION - STATUS & DISCREPANCY LIST
SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE

Classroom 10000 - manual. Pulled
out, lubricated and reinstalled
oil breather. Reinspired and replaced
manual. Manual sealed under
suction to 1800 psi. In Annual EL
1) ops manual, battery due 8-97.
at 8160 on 8-97
2) Reinspired with tolerance
at 11600 lbs. Delivered and
ins. Installed new knobs and
ins. Installed new magnetic
sewing, installed new compass
to work aircraft. R. 41

30/71

Tach 737.8
ALT 5500.2

Removed left Elevator. Replaced
Trailing Edge Skin Assy P/N 1234660-3 with
New factory Part. Painted By vendor.
Reinstalled and Checked Balance.

THE AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE, PROPPELLER
OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND
INSPECTED IN ACCORDANCE WITH CURRENT REGULA-
TIONS OF THE FEDERAL AVIATION REGULATIONS AND
IS APPROVED FOR RETURN TO SERVICE.

PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THE
REPAIR STATION UNDER CIRCULAR

NUMBER 3455 DATE 1-30-97

SIGNED *[Signature]* FOR BAMA
AIR, INC. REPAIR STATION #FPCR983D

1-1-87

Tach 746.8

Installed New Turn-Coordinate P/N 1394T100-7.2
S/N 9701-48.

[Signature] Bama Air
Repair Station #FPCR983D

SMOH

been inspected

section and found

240

and *[Signature]*

F.A.R. 43.11 - 91.217

Annual / 100 Hour Release
Tach Time 2486 Total Time 56110 TSMOH
I certify this aircraft engine / propeller has been inspected
in accordance with 100 Hour or Annual inspection and found
to be airworthy. Work Order No. 3817
Date 08.18.98 Signature [Signature]
for Bama Air Inc. Repair Station #PGR0830

DISCREPANCY LIST
R DISSAPPROVING AIRCRAFT FOR SERVICE

due again By Sep '99
PPS Check.
Seat Rail Inspection By
Ted.
Ignition Switch PPS check

Release
H. O. TSMOR
After has been inspected
ual inspection and found
3817
As Cebly
2A9830

1. UNITED STATES

2.

FAA FORM 813
AIRWORTHINESS APP

US DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

4. ORGANIZATION

ELECTROSYSTEMS, INC.
P.O. BOX 273
AIRPORT COMPLEX
FORT DEPOSIT, AL 36832

6. ITEM

7. DESCRIPTION

8. PART NO.

9. ELIGIBILITY

1

ALTERNATOR

XXXXXXXXXXXXXXXXXXXX END XXXXXXXXXXXXXXXXXXXXXXX

DD-F10300-1

VAR

13. REMARKS: A COPY OF WORK ORDER AVAILABLE ON REQUEST
APPROVED FOR EXPORT

THE ORIGINAL REC. SERIAL # AND MODEL # APPEARS ON
COMPLER WITH PPH-9001

NOTE: THE FAA-PMA 54001 OR THE 54001-1 ALL ONLY TO

1. UNITED STATES		FAA FORM 8130-3 AIRWORTHINESS APPROVAL TAG US DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION					3. SYSTEM TRACKING REF. <i>fw</i> NO. 56516	
4. ORGANIZATION		ELECTROSYSTEMS, INC. P.O. BOX 273 AIRPORT COMPLEX FORT DEPOSIT, AL 36032					5. Work Order, Contract, or	
							Invoice No: W/O: M411850	
6. ITEM	7. DESCRIPTION	8. PART NO.	9. ELIGIBILITY*	10. QTY.	11. SERIAL/BATCH NO.	12. STATUS/WORK		
1	ALTERNATOR ***** END *****	DOFF10300J	VARIOUS	1	7122188	OVERHAUL		
13. REMARKS: A COPY OF WORK ORDER AVAILABLE ON REQUEST FROM ELECTROSYSTEMS, INC. APPROVED FOR EXPORT THE ORIGINAL MFG. SERIAL # AND MODEL # APPEARS ON THIS DATA PLATE IN THE LINE IDENTIFIED AS MOD/NO. COMPLIES WITH PPS-9001 NOTE: THE FAA-PMA SHOWN ON THE DATA PLATE ONLY REPRESENTS FAA APPROVAL OF THE REPLACEMENT DATA PLATE OVERHAUL PER CESSNA MANUAL # D5107-1-13, REV 1								
Limited life parts must normally be accompanied by maintenance history including total time/total cycles/time since new.								
14. NEW ☐ NEWLY OVERHAUL ☐ Certifies that the new or newly overhauled part(s) identified above, except as otherwise specified in block 13 was (were) manufactured in accordance with FAA approved design data and airworthiness regulations. <u>NOTE:</u> In case of parts to be exported, the special requirements of the importing country have been met.					19. Return to Service in Accordance with FAR 43.9 ☒ Certifies that the work specified in block 13 (or attached) above was carried out in accordance with FAA airworthiness regulations and in respect to the work performed the part(s) is (are) approved for return to service.			
15. SIGNATURE:		16. FAA Authorization No:		20. Authorized Signature: <i>Alphonso Turner</i>		21. Certificate Number: UT2R226L		
17. NAME (typed or printed):		18. DATE:		22. Name (typed or printed): ALPHONSO TURNER		23. DATE: 01/14/98		

ORD

217

STATUS & DISCREPANCY LIST
 VING OR DISSAPPROVING AIRCRAFT FOR SERVICE

Y due again By Sep '99

T OPSS Check.

2 Seat Rail Inspection By

3 NOTED.

Ignition Switch OPSS Check

Hour Release

is 56110 TSMOR

propeller has been inspected

or Annual Inspection and found

to 3817

nature As Celly

on FPGR983D

INSPECTION RECORD

F.A.R. 13.11-91.217

AIRCRAFT TIME
IN SERVICE

KIND OF INSPECTION - STATUS & DISCREPANCY LIST
 SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE

88

972.7

REMOVED AND REPLACED ALTERNATOR WITH OVERHAULED UNIT.

5735.1

PLN-DOFF10300J SW-7122188. INSTALLED NEW ALTERNATOR

BEST. REMOVED AND REPLACED TURN COORDINATION WITH NEW UNIT.

ALTERNATOR OPS CHECK GOOD ON GROUND RUN.

THE AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE, PROPELLER,
 OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND
 INSPECTED IN ACCORDANCE WITH CURRENT REGU-
 LATIONS OF THE FEDERAL AVIATION REGULATIONS AND
 IS APPROVED FOR RETURN TO SERVICE.

ADDITIONAL DETAILS OF THE REPAIR ARE ON FILE AT THIS
 REPAIR STATION UNDER ORDER.

NUMBER

4159

DATE

3/27/98

SIGNED

FOR BAMA

AIR, INC. REPAIR STATION FPGR983D

INSPECTION RECORD

F.A.R. 43.11-91-217

DATE 6/17/98		AIRCRAFT TYPE TACH		AIRCRAFT TYPE AFTT	
1. United States		2. FAA FORM 8130-3 AIRWORTHINESS APPROVAL TAG U.S. Department of Transportation • Federal Aviation Administration		3. System Tracking Ref. No. AA 26866	
4. Organization Aero Accessories, Inc. 1240 Springwood Church Road Gibsonville, NC 27249		5. Work Order, Contract, or Invoice Number: 26866			
6. Item	7. Description	8. Part Number	9. Eligibility	10. Quantity	11. Serial/Batch Number
1	Airborne Dry Air Pump	212CW	Various	1	03758
12. Status/Work Newly Overhauled					
13. Remarks Overhauled & Tested					
Limited life parts must be accompanied by maintenance history including total time/total cycles/time since new.					
14. ☐ New ☐ Newly Overhauled					
19. Return to Service in Accordance with FAR 43.9 Certifies that the work specified in block 13 (or attached) above was carried out in accordance with FAA Airworthiness regulations and in response to the work performed the part(s) is (are) approved for return to service					
15. Signature		16. FAA Authorization No.: Vic Harris		21. Certificate Number YV4R688M	
17. Name (Typed or Printed):		18. Date		22. Name (Typed or Printed) VIC HARRIS	
				23. Date 6-16-98	

FAA Form 8130-3 (11/93)

* (Optional) Installer must cross check eligibility with applicable technical data.

INSPECTION RECORD

F.A.R. 43.11-91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
6/19/98		REMOVED AND REPLACED VACUUM PUMP WITH OVERHAUL
TACH	1031.6	UNIT P/N-212CW, S/N-03758, REMOVED AND REPLACED
AFTT	5794.0	INDUCTION TUBE FROM TURBO COMPRESSOR TO THROTTLE BODY
		WITH NEW UNIT P/N-1250928-2 AND INSTALLED NEW O-RING
		P/N-MS29513-138. ALL OPS CHECK GOOD ON GROUND ENGINE RUN.
		END
		THE AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE, PROPELLER,
		OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND
		INSPECTED IN ACCORDANCE WITH CURRENT REGU-
		LATIONS OF THE FEDERAL AVIATION REGULATIONS AND
		IS APPROVED FOR RETURN TO SERVICE.
		PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS
		REPAIR STATION UNDER ORDER
		NUMBER A 1270 DATE 6/19/98
		SIGNED [Signature] FOR BAMA
		AIRLINE REPAIR STATION FCR9830

acking Ref. No.

5866

r, Contract, or Invoice Number:

66

Number

12.

Status/Work

Newly

Overhauled

58

AA 439

in accordance with FAA Aircraft Inspections

Group

21. Certificate Number

YV4R688M

23. Date

6-16-98

IS

applicable technical data.

FOR HAWAII

0

INSPECTION RECORD

F.A.R. 43.11 - 91.217

KIND OF INSPECTION - STATUS & DISCREPANCY LIST

SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE

AIRCRAFT FOR SERVICE

DATE

AIRCRAFT TIME
IN SERVICE

OVERHAULED

NO REPAIRS

WHEEL BODY

NO OILING

CHANGING ENGINE PARTS

10747

5837.1

COMPLETED ANNUAL INSPECTION AND COSSMA MAINTENANCE

MANUAL. REPAIRED SEAT CUM ON FLOOR SEAT WITH NEW REPAIRS

LOWER LEFT START FIRING WITH NEW C/W A.D. 87-22-03K BY VISUAL

INSPECTION OF SEAT DISCOMBINATION AND RAIL. NO DEFECTS NOTED AT THIS TIME.

C/W A.D. 71-09-07-R1 ENGINE EXHAUST INSPECTION NO CRACKS AT THIS TIME.

C/W A.D. 76-07-12 IGNITION WP'S CHECKED. C/W A.D. 98-01-08C N/A

ROLLER ROCKERS NOT INSTALLED. INSTALLED NEW BRAKE CUMINGS ON LEFT

AND RIGHT M/LG WHEELS. REPAIRED NOSE START AND SERVICED WITH 5000

AND NITROGEN TO SPEC'S. REMOVED AND REPLACED 1 BLOWER AND 1 RAIL IN

NOSE WHEEL WITH NEW. C/W ANNUAL E.C.T. INSPECTION JAN 91.207(9)

BATTERY DIED 9/99. SERVICED OXYGEN SYSTEM. C/W AIRCRAFT INSPECTION FIVE

P.O.H.

Annual 100 Hour Balance

Test Time 10747 Total Times 5371 TSMON

I certify this aircraft / engine / propeller has been inspected

in accordance with a 100 Hour or similar inspection and found

to be airworthy. Work Order No. 4322

Date 9/1/98 Signature

for State Air Ins. State Inspector #150000

Repair Station #FTGR983U

1. UNITED STATES		2. FAA FORM 8130-3 AIRWORTHINESS APPROVAL TAG U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				3. SYSTEM TRACKING REF. NO. D01368	
4. ORGANIZATION CESSNA AIRCRAFT COMPANY CESSNA PARTS DISTRIBUTION DEPT. 702 5800 E. PAWNEE, WICHITA, KS 67218						5. WORK ORDER, CONTRACT, OR INVOICE NUMBER D9002285	
6. ITEM	7. DESCRIPTION	8. PART NUMBER	9. ELIGIBILITY *	10. QTY.	11. SERIAL/BATCH NO.	12. STATUS/WORK	
002	GASKET	0756009 8	VARIOUS	1	N/A	NEW	

13. REMARKS
AIRWORTHINESS APPROVAL-PARTS. THIS FORM IS NOT AN EXPORT APPROVAL SHELF LIFE PART-REF TO PRICE CATG OR REPORT

14. NEW ☒ NEWLY OVERHAULED ☐ 15. Return to Service in Accordance with FAR 43.9

16. FAA AUTHORIZATION NO. **PC4**

17. NAME (TYPED OR PRINTED): **JEFF HINMAN, DOA**

18. DATE: **01/08/99**

19. CERTIFICATE NO.

20. AUTHORIZED SIGNATURE

21. DATE

FAA Form 8130-3 (11-93) * (OPTIONAL) INSTALLER MUST CROSS CHECK ELIGIBILITY WITH APPLICABLE TECHNICAL DATA

1. UNITED STATES		2. FAA FORM 8130-3 AIRWORTHINESS APPROVAL TAG U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				3. SYSTEM TRACKING REF. NO. D0136	
4. ORGANIZATION CESSNA AIRCRAFT COMPANY CESSNA PARTS DISTRIBUTION DEPT. 702 5800 E. PAWNEE, WICHITA, KS 67218						5. WORK ORDER, CONTRACT, OR INVOICE NUMBER D900228	
6. ITEM	7. DESCRIPTION	8. PART NUMBER	9. ELIGIBILITY *	10. QTY.	11. SERIAL/BATCH NO.	12. STATUS/WORK	
0005	O-RING	MS29513 010	VARIOUS	1	N/A	NEW	

13. REMARKS
AIRWORTHINESS APPROVAL-PARTS. THIS FORM IS NOT AN EXPORT APPROVAL SHELF LIFE PART-REF TO PRICE CATG OR REPORT

14. NEW ☒ NEWLY OVERHAULED ☐ 15. Return to Service in Accordance with FAR 43.9

16. FAA AUTHORIZATION NO. **PC4**

17. NAME (TYPED OR PRINTED): **JEFF HINMAN, DOA**

18. DATE: **01/08/99**

19. CERTIFICATE NO.

20. AUTHORIZED SIGNATURE

21. DATE

FAA Form 8130-3 (11-93) * (OPTIONAL) INSTALLER MUST CROSS CHECK ELIGIBILITY WITH APPLICABLE TECHNICAL DATA

1. UNITED STATES		2. FAA FORM 8130-3 AIRWORTHINESS APPROVAL TAG U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				3. SYSTEM TRACKING REF. NO. D01368	
4. ORGANIZATION CESSNA AIRCRAFT COMPANY CESSNA PARTS DISTRIBUTION DEPT. 702 5800 E. PAWNEE, WICHITA, KS 67218						5. WORK ORDER, CONTRACT, OR INVOICE NUMBER D9002285	
6. ITEM	7. DESCRIPTION	8. PART NUMBER	9. ELIGIBILITY *	10. QTY.	11. SERIAL/BATCH NO.	12. STATUS/WORK	
0004	O-RING	MS29513 111	VARIOUS	1	N/A	NEW	

13. REMARKS
AIRWORTHINESS APPROVAL-PARTS. THIS FORM IS NOT AN EXPORT APPROVAL SHELF LIFE PART-REF TO PRICE CATG OR REPORT

14. NEW ☒ NEWLY OVERHAULED ☐ 15. Return to Service in Accordance with FAR 43.9

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6. ITEM	7. DESCRIPTION	8. PART NUMBER	9. ELIGIBILITY *	10. QTY.	11. SERIAL/BATCH NO.	12. STATUS/WORK	
0003	O-RING	MS29513 138	VARIOUS	1	N/A	NEW	

13. REMARKS
AIRWORTHINESS APPROVAL-PARTS. THIS FORM IS NOT AN EXPORT APPROVAL SHELF LIFE PART-REF TO PRICE CATG OR REPORT

14. NEW ☒ NEWLY OVERHAULED ☐ 15. Return to Service in Accordance with FAR 43.9

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FAA Form 8130-3 (11-93) * (OPTIONAL) INSTALLER MUST CROSS CHECK ELIGIBILITY WITH APPLICABLE TECHNICAL DATA

1. UNITED STATES		2. FAA FORM 8130-3 AIRWORTHINESS APPROVAL TAG U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				3. SYSTEM TRACKING REF. NO. D01368	
4. ORGANIZATION CESSNA AIRCRAFT COMPANY CESSNA PARTS DISTRIBUTION DEPT. 702 5800 E. PAWNEE, WICHITA, KS 67218						5. WORK ORDER, CONTRACT, OR INVOICE NUMBER D9002285	
6. ITEM	7. DESCRIPTION	8. PART NUMBER	9. ELIGIBILITY *	10. QTY.	11. SERIAL/BATCH NO.	12. STATUS/WORK	
0001	PLUNGER	0756010 6	VARIOUS	1	N/A	NEW	

13. REMARKS
AIRWORTHINESS APPROVAL-PARTS. THIS FORM IS NOT AN EXPORT APPROVAL SHELF LIFE PART-REF TO PRICE CATG OR REPORT

14. NEW ☒ NEWLY OVERHAULED ☐ 15. Return to Service in Accordance with FAR 43.9

16. FAA AUTHORIZATION NO. **PC4**

17. NAME (TYPED OR PRINTED): **JEFF HINMAN, DOA**

18. DATE: **01/08/99**

19. CERTIFICATE NO.

20. AUTHORIZED SIGNATURE

21. DATE

FAA Form 8130-3 (11-93) * (OPTIONAL) INSTALLER MUST CROSS CHECK ELIGIBILITY WITH APPLICABLE TECHNICAL DATA

INSPECTION RECORD

F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
9/29/98		REMOVED AND REPLACED RIGHT WING FUEL CELL WITH
TACH	1092.5	NEW UNIT. P/N-1200065-12, S/N-CR1294. INSTALLED
ITAF	5854.9	NEW FWD. AND AFT. FUEL SCREEN/LINES. INSTALLED NEW FUEL
		DRAIN VALVE. REFUELED AIRCRAFT. NO LEAKS NOTED.
		THE AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE, PROPELLER, OR APPLANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGU- LATIONS OF THE FEDERAL AVIATION REGULATIONS AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER ORDER NUMBER <u>4355</u> DATE <u>9/29/98</u> SIGNED <u>A. R. Edwards</u> FOR BAMA AIR, INC. REPAIR STATION FPO 9830
1-15-99		Removed fuel strainer and installed new plunger
TACH	1172.0	assembly gasket and o-rings, reinstalled fuel strainer,
ITAF	5934.4	ops manual, no leaks noted RNP
		* Plunger assembly Part # 0756010-6
		Repair Station # FPCR9831

D01368

D9002285

NEW

RT APPROVAL

FAIR-409
Back to 409 aircraft was current
as regulations and in respect to the
and for return to service

FAIR-409

FAIR-409

FAIR-409

and installed new plunger
reinstalled fuel streamer,
BND

Benjamin L. Jacobs

Rep # 418825003

Repair Station #EPGR9831

AIRCRAFT FOR SERVICE

CELL WITH
94.1 INSTALLED
ED NEW FUEL
RED.

INSPECTION RECORD

F.A.R. 43.11 - 91.217

AIRCRAFT TIME
IN SERVICE

KIND OF INSPECTION - STATUS & DISCREPANCY LIST
SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE

1223.6
5986.0

Removed and replaced L.H. main tire with new casing.
Balanced, rechecked wheel bearing, reinstalled tire/wheel
assembly. - BND

THE AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE, PROPELLER
OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND
INSPECTED IN ACCORDANCE WITH CURRENT REGU-
LATIONS OF THE FEDERAL AVIATION REGULATIONS AND
IS APPROVED FOR RETURN TO SERVICE.

PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS
REPAIR STATION UNDER ORDER

NUMBER 007513 DATE 2-10-75

SIGNED Benjamin L. Jacobs FOR BAMA
AIR, INC. REPAIR STATION #EPGR9831D

1227.8
6010.2

Chw KD 72-07-03
cracks in vertical fin
radder I saw AD
no cracks noted. Done at
2247.8 TAC 4 hrs. 7010.2
TTAF, no cracks noted
at 1000 hrs.

THE AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE, PROPELLER
OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND
INSPECTED IN ACCORDANCE WITH CURRENT REGU-
LATIONS OF THE FEDERAL AVIATION REGULATIONS AND
IS APPROVED FOR RETURN TO SERVICE.

PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS
REPAIR STATION UNDER ORDER

NUMBER 007513 DATE 3-3-75

SIGNED Benjamin L. Jacobs FOR BAMA
AIR, INC. REPAIR STATION #EPGR9831D

F.A.R. 43.11 - 91.217

F.A.R. 43.11-11.21		KIND OF INSPECTION - STATUS & DISCREPANCY LIST
DATE	AIRCRAFT TIME IN SERVICE	SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
3-8-99		Removed main strut on nose gear, installed new O-rings, and serviced with 5606 Hyd fluid and nitrogen to spec. I also checked main wheel operation. Removed and replaced taxi halt due to being bent.
TACH	1256.0	
TAF	6018.4	
		THE AIRCRAFT AIRFRAME, AIRCRAFT ENGINE PROPELLER, OR APPLANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION REGULATION AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER ORDER.
		NUMBER <u>60451</u> DATE <u>3-8-99</u>
		SIGNED <u>[Signature]</u> FOR BAWIA
		BAR, INC. REPAIR STATION #162983D

7

the gas, installed near
state highway and
some of the most beautiful
best due to being best.

F.A.R. 43.11 - 91.217

2/17

54

21

AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISAPPROVING AIRCRAFT FOR SERVICE
1400.8	COMPLETED ANNUAL INSPECTION TAIN LESSNA MAINTENANCE
6163.2	MANUAL. C/W A.D. 87-20-03R ² BY VISUAL INSPECTION OF SEAT RINGS AND LOCKING MECHANISM WITHIN LIMITS AT THIS TIME. REPLACED 5CC. COFFER BUTTONS ON FEET'S WITH NEW. A.D. 98-09-17L IS N/A PER MANUFACTURED DATE C/W A.D. 76-07-12 IGNITION SWITCH OP'S CHECK GOOD. END
	Annual / 100 Hour Release Tach Time <u>1400.8</u> Total Time <u>6163.2</u> TSMOH <u> </u> I certify this aircraft / engine / propeller has been inspected in accordance with a 100 Hour or Annual Inspection and found to be airworthy. Work Order No. <u>004729</u> Date <u>8/27/99</u> Signature <u>Stewart W. Miller</u> for Base Air Ins. Repair Station AFOP0000

~~Annual / 100 Hour Release~~

Tach Time 1400.8 Total Time 6063.2 TSMOH

I certify this aircraft / engine / propeller has been inspected in accordance with a 100 Hour or Annual Inspection and found to be airworthy. Work Order No. 004729

Date 8/27/99 Signature Edward W. Miller
for Boeing Air Inc. Repair Station FPOB0000

F.A.R. 43.11 - 91.217

[illegible]

INSPECTION RECORD

F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
12-23-99	TACH AFTT	Maintenance Release The aircraft, airframe, aircraft engine, propeller or appliance identified below 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 repairs under Work Order # <u>32441</u> are herewith attached Dated <u>12/16/99</u> Inspected by <u>[Signature]</u> Cert. # <u>469226857</u> SERVICEABLE Name <u>BAMA Air</u> Unit <u>EXHIBIT</u> Part # <u>1250860-104</u> Ser. # <u>469226857</u> Aircraft # <u>210</u> ID# <u>32441</u> Disposition <u>Repair</u> Reason for Removal _____ Removed By _____ Date _____ AD or Service _____ Bulletins <u>CLAD 71-09-07</u> Work _____ Performed <u>[Signature]</u> FAA Certificate No. <u>UWDR7921</u> AEROSPACE WELDING MINNEAPOLIS, INC. 12124 12th Ave. South Burnsville, MN 55337 1-800-597-4315
2-22-00	1549.2 TACH	(e). next due at 1599.2 hrs. <u>M Terry</u> Repair Station # <u>FFGR9831</u>

F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE — CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
12-23-99		
TACH	1472.3	Removed and replaced right side exhaust pipe into
AFTT	6234.7	waste gate, repaired by AWT Inc. PN 1250860-104.
		Ground run ops check good no leaks detected. — end —
		THE AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE, PROPELLER, OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGU- LATIONS OF THE FEDERAL AVIATION REGULATIONS AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER ORDER NUMBER <u>4839</u> DATE <u>12-23-99</u> SIGNED <u>M Terry</u> FOR BAMA AIR, INC. REPAIR STATION #FGR9831
2-22-00		c/w A.D. 71-09-07 R1 E+4 11-26-86 per para
1549.2	TACH	(a). next due at 1599.2 hrs.
		M Terry Repair Station #FGR9831

Disposition: Repair
Reason for Removal: _____
Removed By: _____ Date: _____
A/D or Service: _____
Bulb/ins: CLWAD 71-09-07
Work: _____
Performed: Repair
FAA Certificate No. UWDR792L
AEROSPACE WELDING MINNEAPOLIS, INC.
12124 12th Ave. South
Burnsville, MN 55337
1-800-597-4315

214 11-26-86 per para
9.2 hrs.

M Terry

Repair Station #FPGR9831

INSPECTION RECORD

F.A.R. 43.11 - 91.217

AIRCRAFT TIME
IN SERVICE

KIND OF INSPECTION - STATUS & DISCREPANCY LIST
SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE

1643.3 Removed & Replaced right main tire with new PN 606C66-2. Serviced
6405.7 all tires to specs. Replaced all brake linings & rivets on R&L
Main gears with all new parts. — end —

THE AIRCRAFT AIRFRAME, AIRCRAFT ENGINE, PROPELLER,
OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND
INSPECTED IN ACCORDANCE WITH CURRENT REGU-
LATIONS OF THE FEDERAL AVIATION REGULATION, AND
IS APPROVED FOR RETURN TO SERVICE.

PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS
REPAIR STATION UNDER ORDER

NUMBER 5128 DATE 8-7-00

SIGNED Phil Nays FOR DAVA
AIR INC. REPAIR STATION #FPGR983D

25-00 New Log Book started. M Terry
Repair Station #FPGR9831

AIRWORTHINESS DIRECTIVE COMPLIANCE RECORD

N# 5702 J

AIRCRAFT, ENGINE, PROPELLER, ROTOR, OR APPLIANCE: MAKE Cessna MODEL TP206 D SERIAL# P206-0608

A/D NUMBER	SUBJECT	DATE & HOURS AT COMPLIANCE	METHOD OF COMPLIANCE	ONE TIME	REOC- URING	NEXT COMP. DUE DATE/ HOURS	AUTHORIZED SIGNATURE & NUMBER
71-09-07 R1	Exhaust system	3857.6 TAT 6/3/88	c/w par. a by insp		50 HR X	3907.6 TAT	Jean Jacques CRS # 61-19
72-07-09	Cracks & loose rudder bolts	6/3/88 3857.6 TAT	c/w by insp		1000 HR X	4857.6 TAT	
72-03-23 R3	Flaps		N/A kit # SK150- 37 B installed	X			
86-14-11	Fuel contamination	6/3/88 3857.6 TAT	Installed manual supplement	X			
86-24-07	Eng. Control Ends	6/3/88 3857.6 TAT	Found P/C/W	X			
86-26-04	Shoulder Harness		N/A - this STA none installed				
87-20-03 R1	Seats & Tracks	6/3/88 3857.6 TAT	c/w by insp		ea. 12 month X	6/89	
86-08-27	Fuel Pump		N/A this model				
86-13-04 R3	Cyl. Barrel		N/A this SIN				
87-14-02	Starter Adapter		N/A this model				Jean Jacques CRS # 61-19

AIRWORTHINESS DIRECTIVE COMPLIANCE RECORD

N# 5702 J

AIRCRAFT, ENGINE, PROPELLER, ROTOR, OR APPLIANCE: MAKE Cessna MODEL TP206D SERIAL# 2204-0602

A/D NUMBER	SUBJECT	DATE & HOURS AT COMPLIANCE	METHOD OF COMPLIANCE	ONE TIME	REOC- URING	NEXT COMP. DUE DATE/ HOURS	AUTHORIZED SIGNATURE & NUMBER
87-03-08	Crank shaft					Due next c/s removal.	Jean Jacques CRS #1261-29
88-03-06	Tel. Cont. Oil Filter		N/A - none installed				
76-07-12	Bendix Sw.	3857.6 TAT 6/3/88	c/w by insp & operation		100 HR X		
78-05-06	Goodyear Fuel Cells	3857.6 TAT 6/3/88	c/w by insp		X	6/89	
76-16-02	Airborne Pump		N/A this S/N				
74-13-08	" "		" " "				
86-01-06	" "		" " "				
78-09-07	Impulse Couplings				500 HR. X	4/90, TAT	
76-02-07	Prestolite Alt.		N/A none installed				
86-05-02	U.I. Altimeter		N/A				Jean Jacques CRS #1261-29

N# 5702 J

SERIAL NO. P3060602

[illegible]

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SERIAL#	TACH. TIME	TOTAL TIME	N NUMBER	DATE RESEARCHED						
AD NUMBER EFFECTIVE DATE	ISSUE DESCRIPTION -----COMPLIANCE	FICHE# SER/GRID	DATE OF COMPLIANCE	HOURS AT COMP	METHOD OF COMPLIANCE	ONE TIME	RECUR- RING	NEXT COMP. DUE	AUTHORIZED SIGNATURE	
885-10-02 6/20/85 RECURRING	TO ELIMINATE THE POSSIBILITY OF ENGINE POWER REDUCTION DUE TO INGESTION OF PIECES OF A FAILED ENGINE, CONTO.	ACSB621 5 /F02	N/A							
85-17-07 9/30/85	TO PREVENT A POSSIBLE FAILURE IN THE HING REAR SPAR ON AIRPLANES THAT HAVE HAD THE FULL SPAR OR, CONTO.	ACSB621 5 /F04	N/A							
85-23-07 11/20/85	* KING RADIO - TO PREVENT UNDETECTED TRIM MALFUNCTIONS THAT MAY RESULT IN SIGNIFICANT MISTRIM CONDITIONS	ACSB621 5 /F06	N/A							
85-26-03 12/30/85	* SCOTT AVIATION - TO PREVENT THE BLOCKAGE OF OXYGEN FLOW DUE TO INCOMPLETELY DRILLED OXYGEN CONNECTORS	ACSB621 5 /F10	4/86	C/W						✓
86-05-02 3/24/86	* UNITED INSTRUMENTS, INC. - TO PREVENT POSSIBLE ERRONEOUS ALTITUDE INFORMATION FROM BEING DISPLAYED TO THE PILOT	ACSB621 5 /F12	N/A							
86-11-07 7/04/86	TO PRECLUDE LOSS OF THE IN-FLIGHT ENGINE RESTART CAPABILITY AND TO CORRECT A CONDITION THAT COULD, CONTO.	ACSB621 5 /F16	N/A							
86-19-11 10/04/86	TO ELIMINATE THE POSSIBILITY OF ENGINE POWER REDUCTION DUE TO CONTAMINATED FUEL	ACSB621 5 /F16	4/86	3857.6						✓
86-22-10 11/17/86	* COLLINS - TO PREVENT DISPLAY OF ERRONEOUS DME-42 INFORMATION	ACSB621 5 /F21	N/A							
86-24-07 1/07/87	TO PREVENT ENGINE POWER INTERRUPTION DUE TO LOSS OF ATTACHMENT OF THE ENGINE CONTROLS	ACSB621 5 /F22	4/86	3857.6						✓
86-26-04 1/04/87	TO PREVENT SLIPPAGE OF THE PILOT/CO-PILOT SHOULDER HARNESSES	ACSB621 5 /G01	N/A							

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SERIAL#	TACH. TIME	TOTAL TIME	N NUMBER	DATE RESEARCHED						
AD NUMBER EFFECTIVE DATE	ISSUE DESCRIPTION -----COMPLIANCE	FICHE# SER/GRID	DATE OF COMPLIANCE	HOURS AT COMP	METHOD OF COMPLIANCE	ONE TIME	RECUR- RING	NEXT COMP. DUE	AUTHORIZED SIGNATURE	
87-14-07 8/20/87	* HONEYWELL, INC. - TO ELIMINATE ERRONEOUS DISPLAY OF THE ANGLE OF ATTACK FAST/SLOW PRESENTATION	ACSB621 5 /G05	N/A							
88-20-03 R2 9/24/90 RECURRING	TO ASSURE PROPER ENGAGEMENT OF THE SEAT LOCKING MECHANISM AND TO PRECLUDE INADVERTENT SEAT SLIPPAGE	ACSB621 5 /G06	4/86	3857.6	EACH 100MS					✓
88-22-07 11/24/88	TO PREVENT POWER LOSS OR FIRE DUE TO FAILURE OF CERTAIN AERODUPE 401 HOSE ASSEMBLIES	ACSB621 5 /G14	N/A							
89-02-05 2/13/89	* B.F. GOODRICH - TO ELIMINATE CYLINDERS WHICH MAY LEAK DUE TO CERTAIN MATERIAL USED IN THEIR FABRICATION	ACSB621 5 /G16	N/A							
91-15-04 8/07/91	* MCCAULEY-TO PREVENT POSSIBLE BLADE SEPARATION, WHICH COULD RESULT IN THE LOSS OF THE ENGINE, CONTO.	ACSB621 5 /G18	N/A							
93-05-06 4/29/93 RECURRING	* ACS PRODUCTS/GERDES PRODUCTS COMPANY-TO PREVENT FAILURE OF IGNITION SWITCHES	ACSB621 5 /G23	N/A							

*** PLEASE REFER TO THE "ATP RECOMMENDED AD RESEARCH PROCEDURES"
SECTION OF THE MASTER REFERENCE FICHE FOR COMPLETE AD RESEARCH
RECOMMENDATIONS ***
*** AIRWORTHINESS DIRECTIVES THAT DO NOT SPECIFICALLY REFER TO THE
AFOREMENTIONED MODEL(S) MAY NOT BE INCLUDED IN THIS INDEX ***

*** END OF REPORT ***

C/W 1/95
APC 179831D

07/21/93

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SERIAL#	TACH.TIME	TOTAL TIME	N NUMBER	DATE RESEARCHED						
AD NUMBER EFFECTIVE DATE	ISSUE DESCRIPTION -----COMPLIANCE	FICHER SER/GRID	DATE OF COMPLIANCE	HOURS AT COMP	METHOD OF COMPLIANCE	ONE TIME	RECUR- RING	NEXT COMP.DUE	AUTHORIZED SIGNATURE	
77-13-17 7/06/77	* MCCAULEY - CONSTANT SPEED "NON-FEATHERING" PROPELLERS -----	ACSB421 5 /C06	N/A							
77-16-01 8/09/77	* MCCAULEY - BLADE ACTUATING PIN FAILURES -----	ACSB421 5 /C10	N/A							
77-16-05 8/11/77	TO PREVENT MALFUNCTION OF THE P/M C291503-0101 OR P/M 1216100-1 FUEL SELECTOR VALVE	ACSB421 5 /C14	C/W 10/78			✓				
77-26-03 R 6/07/78	* MCCAULEY - BLADE PITCH CONTROL FAILURES -----	ACSB421 5 /C17	N/A							
78-05-06 6/30/78 RECURRING	* GOODYEAR - FUEL CELLS -----	ACSB421 5 /C20	N/A		New style tanks verified 1/95					
78-07-01 4/06/78	TO PRECLUDE ENGINE OIL PUMP FAILURE DUE TO CONTAMINATION BY THE TURBOCHARGER THRUST BEARING ANTI-ROTATION, CONTD.	ACSB421 5 /C23	NEW 1/95							
79-03-03 2/12/79	TO PRECLUDE FAILURE OF THE ENGINE OIL PRESSURE AND SCAVENGE PUMP DRIVE SHAFT AND RESULTING OIL PRESSURE, CONTD.	ACSB421 5 /D07	NEW 1/95							
79-08-03 C 6/06/79	TO PREVENT ELECTRICAL SYSTEM FAILURE, SMOKE IN THE COCKPIT, AND/OR FIRE IN THE WIRE BUNDLE BEHIND THE INSTRUMENT PANEL	ACSB421 5 /D08	C/W 9/80			✓				
79-10-14 R1 5/30/88	TO PROVIDE AN ALTERNATE SOURCE OF FUEL TANK VENTING IN CASE OF FUEL TANK VENT OBSTRUCTION BY FOREIGN MATERIAL, CONTD.	ACSB421 5 /D10	C/W 12/84			✓				
79-13-08 6/07/79	* AIRBORNE MANUFACTURING CO. - TO PREVENT CATASTROPHIC FAILURE OF THE PUMP AND SUBSEQUENT LOSS, CONTD. -----	ACSB421 5 /D12	N/A							

07/21/93

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SERIAL#	TACH.TIME	TOTAL TIME	N NUMBER	DATE RESEARCHED						
AD NUMBER EFFECTIVE DATE	ISSUE DESCRIPTION -----COMPLIANCE	FICHER SER/GRID	DATE OF COMPLIANCE	HOURS AT COMP	METHOD OF COMPLIANCE	ONE TIME	RECUR- RING	NEXT COMP.DUE	AUTHORIZED SIGNATURE	
79-15-01 7/24/79	TO PROVIDE INSTRUCTIONS FOR RECOGNITION OF FUEL SYSTEM VAPOR BLOCKAGE AND OPERATING PROCEDURES TO RESTORE, CONTD.	ACSB421 5 /D13	N/A 6/81	(3600)		✓				
79-18-05 R 2/28/80	* LITHIUM SULFUR DIOXIDE BATTERIES - TO PREVENT FIRE, VENTING VIOLENTLY, EXPLOSION, CORROSION, OR LEAKAGE, CONTD. -----	ACSB421 5 /D16	N/A							
79-25-07 12/13/79	TO PRECLUDE THE POSSIBILITY OF ELECTRICAL OR ELECTRONIC COMPONENT DAMAGE OR AN IN-FLIGHT FIRE, CONTD.	ACSB421 5 /D18	N/A							
80-07-01 3/28/80	TO PRECLUDE FAILURE OF THE ENGINE OIL PRESSURE AND SCAVENGE PUMP DRIVE SHAFT AND RESULTING OIL PRESSURE, CONTD.	ACSB421 5 /D22	NEW 1/95							
82-27-02 R1 C 2/22/83	* MCCAULEY - PROPELLER BLADE SHANK FAILURE	ACSB421 5 /E04	N/A							
83-24-11 R1 3/12/84	* MCCAULEY - TO PREVENT PROPELLER BLADE FAILURE -----	ACSB421 5 /E10	N/A							
84-10-01 R1 7/05/88 RECURRING	TO PREVENT POWER LOSS OR ENGINE STOPPAGE DUE TO WATER CONTAMINATION OF FUEL SYSTEM	ACSB421 5 /E12	12/84 (805.0)			✓				
84-24-02 1/29/85 RECURRING	* INDUCTION AIR FILTERS - PREVENT POSSIBLE ENGINE POWER LOSS CAUSED BY ENGINE INGESTION, CONTD.	ACSB421 5 /E14	Brackett 1/85							
85-02-07 3/06/85	TO ELIMINATE THE POSSIBILITY OF LOSS OF THE FUEL SELECTOR ROLL PIN INSTALLATION	ACSB421 5 /E18	5/86 3679.7			✓				
85-03-01 3/15/85	TO REDUCE THE POSSIBILITY OF ENGINE CONTROLS FAILURE AND LOSS OF ENGINE POWER CONTROL	ACSB421 5 /E20	6/89 DCW			✓				
85-08-08 5/13/85	* MCCAULEY ACCESSORY DIVISION - TO DETECT PROPELLER HUB CRACKS AND PREVENT POSSIBLE FAILURE	ACSB421 5 /E22	propul 1/91							

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					68-08-01 R2 1/21/72	* MCCAULEY - TO PREVENT FAILURE OF THE PROPELLER CYLINDER ATTACH SCREWS -----	ACSB621 5 /A22	N/A						
					69-08-11 4/22/69	TO PREVENT COMPLETE LOSS OF ENGINE POWER WHEN USING THE FUEL BOOST PUMP	ACSB621 5 /A23	N/A						
					70-26-02 12/27/70	* WOODWARD - TO PREVENT LOSS OF PROPELLER CONTROL	ACSB621 5 /B01	N/A						
					871-09-07 R1 11/26/86 RECURRING	TO PREVENT EXHAUST GASES FROM ENTERING THE CABIN	ACSB621 5 /B03	N/A						
					71-17-03 8/31/71	* MCCAULEY - TO PREVENT LOSS OF PROPELLER CONTROL	ACSB621 5 /B05	N/A						
					871-24-06 11/23/73 RECURRING	TO DETECT LEAKAGE OF FLAMMABLE FLUIDS FROM FLEXIBLE HOSE ASSEMBLIES IN THE ENGINE COMPARTMENT	ACSB621 5 /B07	N/A						
					872-03-03 R3 10/15/84 RECURRING	TO PREVENT INADVERTENT RETRACTION OF KING FLAP AND TO INSURE POSITIVE OPERATION OF THE ELECTRICAL KING, CONTD.	ACSB621 5 /B09	N/A						
					872-07-09 R 10/17/74 RECURRING	CRACKS AND LOOSE BOLTS IN FIN AND RUDDER	ACSB621 5 /B11	N/A						

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SERIAL#	TACH.TIME	TOTAL TIME	N NUMBER	DATE RESEARCHED	AD NUMBER EFFECTIVE DATE	ISSUE DESCRIPTION -----COMPLIANCE	FICHE# SEQ/GRID	DATE OF COMPLIANCE	HOURS AT COMP	METHOD OF COMPLIANCE	ONE TIME	RECUR- RING	NEXT COMP.DUE	AUTHORIZED SIGNATURE
					74-08-01 4/09/76	* AIRCRAFT RADIO CORPORATION - TO PREVENT POSSIBLE JAMMING OF THE AUTOPILOT ACTUATOR -----	ACSB621 5 /B15	N/A						
					874-13-06 6/24/74 RECURRING	* MCCAULEY - TO PREVENT POSSIBLE WHEEL FAILURES DUE TO BREAKAGE OF THE WHEEL FLANGE ATTACHING BOLTS -----	ACSB621 5 /B17	N/A						
					74-18-15 1/23/75	* LEIGH SYSTEMS - EMERGENCY LOCATOR TRANSMITTER - SHARC 7 SERIES -----	ACSB621 5 /B18	N/A						
					874-20-10 R4 12/30/77 RECURRING	* LEIGH - SHARC 7 SERIES EMERGENCY LOCATOR TRANSMITTERS EQUIPPED WITH LITHIUM BATTERIES -----	ACSB621 5 /B19	N/A						
					74-24-13 12/05/74	* UNITED INSTRUMENTS - TO PREVENT BEING DEPRIVED OF ALTITUDE READING DURING CERTAIN OPERATING CONDITIONS -----	ACSB621 5 /B21	N/A						
					75-05-04 3/00/75	* MHELEN - TO PRECLUDE POSSIBLE IGNITION OF FLAMMABLE FLUIDS OR VAPORS BY ARCING AT THE STROBE LIGHT FLASH TUBE -----	ACSB621 5 /B22	N/A						
					75-16-03 7/30/75	TO PRECLUDE INADVERTENT FUEL EXHAUSTION DUE TO INCORRECT FUEL PLACARDED CAPACITIES -----	ACSB621 5 /B23	N/A						
					874-04-03 2/26/74 RECURRING	TO PRECLUDE RESTRICTIONS OF CONTROL MOVEMENT DUE TO JAMMING OF THE ARC PA-500A ACTUATOR GEAR TRAIN -----	ACSB621 5 /C01	N/A						
					77-02-09 2/03/77	KING FLAP ACTUATOR DATE CODE STAMP	ACSB621 5 /C02	N/A						
					77-12-08 6/27/77	TO PREVENT UNWANTED PROPELLER ROTATION	ACSB621 5 /C04	N/A						

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GRID
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281-17-04
RECURRING

1. HAYWARD - FAILURE OF THE
POWER PLANT HOSES CARRYING AIR
FUEL AND/OR OIL
OIL

ACSB573
6107/6110

N/A by M/N

282-13-01
RECURRING

2. BENIX - MAGNETO AND ENGINE
MALFUNCTION RESULTING FROM
LOOSE DISTRIBUTOR BLOCK
BUSHINGS

ACSB573
6112

N/A by S/N

82-20-01

2. BENIX - TO PREVENT FAILURE
OF IMPROPER COUPLING DUE TO
IMPROPERLY HEAT TREATED (SOFT)
FLYWEIGHTS

ACSB573
6117/6118

N/A by S/N

284-10-01
RECURRING

TO PREVENT POWER LOSS OF
ENGINE STOPPAGE DUE TO WATER
CONTAMINATION OF THE FUEL
SYSTEM

ACSB573
6119/6119

C/W 04-09-8

284-26-02
RECURRING

4. INDUCTION AIR FILTERS -
PREVENT POSSIBLE ENGINE POWER
LOSS CAUSED BY ENGINE
INGESTION. CONTD.

ACSB573
6120

N/A by Equip

85-02-01

TO ELIMINATE THE POSSIBILITY
OF LOSS OF THE FUEL SELECTOR
ROLL PIN INSTALLATION

ACSB573
6121

C/W 04-09-86

85-03-01

TO REDUCE THE POSSIBILITY OF
ENGINE CONTROLS FAILURE AND
LOSS OF ENGINE POWER CONTROL

ACSB573
6123

P/C/W

85-08-08

4. McCauley ACCESSORY DIVISION
- TO DETECT PROPELLER HUB
CRACKS AND PREVENT POSSIBLE
FAILURE

ACSB573
6401/6402

N/A by M/N

285-10-02
RECURRING

TO ELIMINATE THE POSSIBILITY
OF ENGINE POWER REDUCTION DUE
TO INGESTION OF PIECES OF A
FAILED ENGINE. CONTD.

ACSB573
6403

N/A by M/N

85-17-07

TO PREVENT A POSSIBLE FAILURE
IN THE WING REAR SPAR ON
AIRPLANES THAT HAVE HAD FULL
SPAR OR INBOARD END. CONTD.

ACSB573
6404

N/A by M/N

85-26-03

4. SCOTT AVIATION - TO PREVENT
THE BLOCKAGE OF OXYGEN FLOW
DUE TO INCOMPLETELY DRILLED
OXYGEN CONNECTORS

ACSB573
6405

C/W 04-09-86

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78-07-01

CONTAMINATION BY THE
TURBOCHARGER THRUST BEARING
ANTI-ROTATION FIRS AND SHAFT

ACSB573
6K07/ 6K08

C/W 10-13-

805 hr D42

578-04-07 R3
RECURRING

* BENDIX - MAGNETO OR ENGINE
FAILURE RESULTING FROM MAGNETO
IMPULSE COUPLING FAILURE

ACSB573
6K09

P/c/w 12-3-84 1305

578-20-01
RECURRING

PROPELLER HUB CRACKS

ACSB573
6K10/ 6K12

N/A by M/N

78-26-12

FUEL QUANTITY INDICATING SYS.

ACSB573
6K13

N/A by M/N

79-08-03 C

TO PREVENT ELECTRICAL SYSTEM
FAILURE, SMOKE IN THE COCKPIT,
AND/OR FIRE IN THE WIRE BUNDLE
BEHIND THE INSTRUMENT PANEL

ACSB573
6K15/ 6K16

P/c/w 9-17-80

79-11-14 C

FUEL TANK VENT OBSTRUCTION

ACSB573
6K17/ 6K18

P/c/w 7-13-81

79-13-04

* AIRBORNE HOF.CO. - TO
PREVENT CATASTROPHIC FAILURE
OF THE PUMP AND SUBSEQUENT
LOSS OF VACUUM SYSTEM

ACSB573
6K19

N/A by S/N

79-15-01

FUEL SYSTEM VAPOR BLOCKAGE

ACSB573
6K20/ 6K22

P/c/w 6-15-81

79-18-05

* LITHIUM SULFUR DIOXIDE
BATTERIES
AIRCRAFT OR IN EQUIPMENT USED
IN AIRCRAFT

ACSB573
6K23/ 6K24

N/A by Equip.

79-18-07

ELECTRICAL SHORTS

ACSB573
6L01

N/A by M/N

80-06-05

TO PREVENT A POSSIBLE MAGNETO
FAILURE AND SUBSEQUENT ENGINE
OR ACCESSORY MALFUNCTION

ACSB573
6L03/ 6L04

N/A by S/N

80-07-01

SCAVENGE PUMP DRIVE SHAFT

ACSB573
6L05

P/c/w 8-17-79

81-15-03

* BRACKET - POSSIBLE FAILURE
OF THE ALUMINUM AIR FILTER
RETAINER SCREEN OR GASKETS
SCREEN OR GASKETS

ACSB573
6L07/ 6L08

N/A by M/N

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QUANTITY
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72-25-07

2 McCABLEY PROPELLERS

ACS8573
6H22

1 N/A by M/W

P/C/W 01-24

73-07-04 P

2 BENDIX - TO PREVENT FAILURE OF MAGNETOS DUE TO MALFUNCTION OR FAILURE OF IGNITION COIL OR ROTATING MAGNET

ACS8573
6H23

1

74-18-15 R

2 LEIGH - EMERGENCY LOCATOR TRANSMITTER LEIGH SYSTEMS - SHARC 7 SERIES

ACS8573
6J01

1 N/A by S/W

74-20-10 R4
RECURRING

2 LEIGH - SHARC 7 SERIES EMERGENCY LOCATOR TRANSMITTERS EQUIPPED WITH LITHIUM BATTERIES

ACS8573
6J02/ 6J03

1 N/A by Equip

74-24-13

TO PREVENT BEING DEPRIVED OF ALTIMETER READING DURING CERTAIN OPERATING CONDITIONS

ACS8573
6J04

1 N/A

75-05-04

2 WHEEL - TO PRECLUDE POSSIBLE IGNITION OF FLAMMABLE FUELS OR VAPORS BY ARCING AT THE STROBE LIGHT FLASH TUBE

ACS8573
6J05

1 N/A by Equip

76-14-01 R

TO DECREASE THE POSSIBILITY OF MAIN GEAR EXTENSION FAILURE

ACS8573
6J06

1 N/A by M/W

04-07-8

76-17-12 R
RECURRING

100423

2 BENDER - SWITCH MALFUNCTION SWITCH MALFUNCTION

ACS8573
6J07

1

76-14-07 R2
RECURRING

TO DECREASE THE POSSIBILITY OF MAIN LANDING GEAR EXTENSION FAILURE

ACS8573
6J08/ 6J11

1 N/A by M/W

77-13-17

CONSTANT SPEED "NON-FEATHERING" PROPELLERS

ACS8573
6J14/ 6J17

1 N/A by M/W

77-16-01

2 McCABLEY - BLADE ACTUATING PIN FAILURES

ACS8573
6J18/ 6J21

1 N/A by M/W

77-16-05

TO PREVENT MALFUNCTION OF THE P/N 0291503-0101 OR 1215100-1 FUEL SELECTOR VALVE

ACS8573
6J22/ 6J24

1 N/A by M/W

77-20-03
RECURRING

2 McCABLEY - PROPELLER HUB CRACKS

ACS8573
6K01/ 6K02

1 N/A by M/W

78-05-06 R
RECURRING

DETERIORATION OF FUEL CELL OR FUEL CELL NIPPLES

ACS8573
6K04/ 6K06

1 P/C/W 06-15-81

CALIFORNIA 14151 408-1705
OUTSIDE CALIFORNIA 800 227-4610

AIRCRAFT TECHNICAL PUBLISHERS
101 SOUTH HILL DRIVE
OAKLAND, CA 94605

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AC NUMBER	DESCRIPTION	GROUP	DATE OF COMPLIANCE	AT	METHOD OF COMPLIANCE
66-24-04	* MCCAULEY - CRACKS IN THE BLADE THREADED SHANK ON SEVERAL PROPELLERS	ALCSB573 SH02	<i>NA by m/n</i>		
66-19-02	FUEL SYSTEM	ALCSB573 SH03	<i>NA by m/n</i>		
67-01-04	SUPERIOR FLOW - FAILURES OF SUPERIOR FLOW OIL FILTER ELEMENTS	ALCSB573 SH04	<i>NA by m/n</i>		
67-26-04 R RECURRING	* WESTON-GARMIN CARRUTH - LOSS OF RELIABLE ALTITUDE INFORMATION	ALCSB573 SH05 / SH06	<i>NA by m/n</i>		
68-08-01 R2	* MCCAULEY TO PREVENT FAILURE OF THE PROPELLER CYLINDER ATTACH SCREWS	ALCSB573 SH07	<i>NA by m/n</i>		
68-19-04 R RECURRING	* HARTZELL - BLADE SHANK CRACKS	ALCSB573 SH08	<i>NA by m/n</i>		
69-08-11	FUEL BOOST PUMP	ALCSB573 SH09	<i>NA by m/n</i>		
70-26-02	TO PREVENT LOSS OF PROPELLER CONTROL	ALCSB573 SH11 / SH12	<i>C/W</i>		<i>C/W-1-24-75 04-09-86 6/29/81</i>
71-09-01 RECURRING <i>50 hr</i>	EXHAUST GAS ENTERING CABIN	ALCSB573 SH13	<i>C/W</i>		<i>NA by m/n</i>
71-17-03	* MCCAULEY PROPELLERS	ALCSB573 SH14 / SH15	<i>NA by m/n</i>		<i>NA by m/n</i>
71-24-04 RECURRING <i>100 hr</i>	FLEXIBLE HOSES IN ENGINE COMPARTMENT	ALCSB573 SH16	<i>NA by Equip</i>		<i>04-07-86</i>
72-02-06	TO PREVENT FATIGUE FAILURE OF THE CONTROL WHEEL SHAFT	ALCSB573 SH17	<i>NA by Equip</i>		<i>04-07-86</i>
72-03-03 R3 RECURRING <i>100 hr</i>	TO PREVENT INADVERTENT TRACTION ON WING FLAP	ALCSB573 SH18 / SH19	<i>NA by Equip</i>		<i>04-07-86</i>
72-07-04 R RECURRING <i>1000 hr</i>	CRACKS AND LOOSE BOLTS IN FAN AND RUDDER	ALCSB573 SH20 / SH21	<i>NA by Equip</i>		<i>04-07-86</i>

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*** PLEASE REFER TO THE "AIP RECOMMENDED AD RESEARCH PROCEDURES"
SECTION OF THE MASTER REFERENCE FICHE FOR COMPLETE AD RESEARCH
RECOMMENDATIONS ***

*** AIRWORTHINESS DIRECTIVES THAT DO NOT SPECIFICALLY REFER TO THE
AFREMENTIONED MODELS MAY NOT BE INCLUDED IN THIS INDEX ***

DENOTES RECURRING INSPECTIONS MAY BE REQUIRED