

slide 2013 scanned

ONE

1972-98



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
INSPECTION REMINDER

The next inspection of this aircraft
is required by Federal Aviation
Regulation

SECTION _____
HOURS IN SERVICE Annual
DATE DUE: 1/1

FAA Form 8600-1 (4-78)
Formerly FAA Form 8320-2

AIRCRAFT LOG #2
AND MAINTENANCE RECORD #2

N 5722C

SERIAL NO. 12345678

Cessna®

AIRCRAFT LOG
AND MAINTENANCE RECORD

Record of Cessna
Make

172
Model

82-0
Serial

110702-0-0
Certificate

With Engine cont
Make

7310-5200
Model

110702-0-0
Serial

From _____ 19 _____ to _____ 19 _____

Detailing Time From _____ Hours To _____ Hours

Owner _____

Address _____

FORM P121-13

[illegible]

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 MAY 5-30-72	PRINCE GEORGE	PORT TACOMA	REPAIRS	6:15	0		
I CERTIFY THAT THE TOTAL TIME IS 6:15.00 Ed. K. Mc. The 1A1347248 A. B. C. Company 1000 10th St. S.E. Tacoma, WA							
Date <u>6-2-72</u> Tack <u>115.00</u> I certify that this aircraft has been inspected in accordance with <u>FAA 115.00</u> and was determined to be in airworthy condition. Ed. K. Mc. The 1A1347248							
AD 71-9-7 + 71-24-4 C/L	ROBILLY HEAT MUFFLER	IN FALL		8-15-72	704		
I certify that this aircraft has been inspected in accordance with <u>100 hr</u> inspection and was determined to be in airworthy condition. Ed. K. Mc. The 1A1347248							

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

AIRCRAFT LOG

[illegible]

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	IOTHs	
1977							
8/30/76	Lack 1159	Beleno Both Main tires.	Ron. (C/L) AF 71-10750				
AD 71-9-7 C/m	SERIAL 720116	Date 10-11-77 Lack L.L.	Certainty that this aircraft has been inspected in accordance with 16 CFR inspection was determined to be in airworthy condition. W.F. Bragg A.P.C. 391-48				
NWA MEXFLOP 1-27-78	AP 71-9-11 NW	1-26-78 Tolu BIC	A.P. 71-24-4 EW Certainty that this aircraft has been inspected in accordance with 16 CFR inspection was determined to be in airworthy condition. W.F. Bragg A.P.C. 391-48				

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

AIRCRAFT LOG

SIGNATURE OF
PILOT

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Place	Signature		
					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>3-12-73</u> Tack <u>976</u> <u>AD 71 9 700 By map</u> I certify that this aircraft has been inspected in accordance with <u>62.6</u> inspection and was determined to be in airworthy condition. <u>Ed R McRae</u> <u>AA1347249</u>
					Date <u>5-12-73</u> Tack <u>905</u> I certify that this aircraft has been inspected in accordance with <u>62.6</u> inspection and was determined to be in airworthy condition. <u>Ed R McRae</u> <u>AA1347249</u>
					Date <u>6-19-73</u> Tack <u>960</u> I certify that this aircraft has been inspected in accordance with <u>62.6</u> inspection and was determined to be in airworthy condition. <u>Ed R McRae</u> <u>AA1347249</u>

71-24.4 en

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
7-26-73	Tack	N.C.	9.7 C/w By	1007	20	20	AP 1-347248
			7-10-73 Tack	1074			AP 71-9-7 Cw b.j
			11-13-73 Tack	1093			AP 71-9-7 & 71-8 Cw By Insp
			2-10 Am Mm H.P. 1347248				
			Date 2-4-74 Tack	1152			AD-71-9-7 c/w b.j Insp

I certify that this aircraft has been inspected in accordance with 52 h.r. inspection and was determined to be in airworthy condition.

(Signature) 4-7-74 347248

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

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

AIRCRAFT LOG

REMARKS

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

DATE

VOR Receiver operation checked
in accordance with FAR 91.25

Date	Bearing error	Place	Signature
	VOR 1	VOR 2	

19

SIGNATURE OF
PILOT

Date 5-7-74

Tack 1207

AD 71-875 71-24-4

I certify that this aircraft has been inspected in accordance with FAR 91.25 inspection and was determined to be in airworthy condition.

2nd R M M 118134714

Date 7-5-74

Tack 1261

AD 71-9-7 C/w Bk

I certify that this aircraft has been inspected in accordance with FAR 91.25 inspection and was determined to be in airworthy condition.

2nd R M M 118134714

Date 8-6-74

Tack 1301

AD 71-9-7 C/w Bk

I certify that this aircraft has been inspected in accordance with FAR 91.25 inspection and was determined to be in airworthy condition.

2nd R M M 118134714

AP 71-9-7 + 71-29-9

CW BY 1090

AD 71-9-7 C/w Bk

1090

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19		A-17-24	12-57				ASD-71-27 C/w Rg - 10
		6068					
		61	1st Lt. A-17-30 31 32 33 34 35 36 37 38				
		6-7	1-30				AD 71-9-7, 71-24-2 and 72-7-9 C/w Rg map
		DO NOT					
		was determined to be in airworthy condition.					
		Samuel H. Ward ASD-30 31 32 33 34 35 36 37 38					

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

AIRCRAFT LOG

SIGNATURE OF
PILOT

[Handwritten signature]

7-24-4
7-29 c/w by msp

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Phase	Signature	19 <u>75</u>	
VOR 1	VOR 2				
1	5-15	True Time			Removed In-Flight Detector, Comp. SKYLINE 300
					TRANSMITTER located at station 21.5 and
					Tested 11-12-44 at 76.73 MHz. TRACKER 7/19/49
					11-13-44 76.73 MHz. Weight & Balance
					CHANGE NEGLIGIBLE AND EQUIPMENT LIST 01-141211
					SEE 299 FORM 337 Dated JAN. 3, 1975 FOR
					DETAILS OF INSTALLATION.
					The aircraft and/or component identified herein was repaired and inspected in accordance with current
					Federal Aviation Agency Regulations and was found airworthy for return to service.
					Pertinent details of the repair are on file at this agency under V.O. # 3948
					Date <u>1-3-75</u> Authorized Signature <u>C. A. Hall</u>
					LEARNED AIRCRAFT SERVICE CENTER
					Reno/Stead Airport 89506
					F.A.A. Approved Repair Station No 411-3

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
		1-24-75					
	Went from Portland to Tualuma for 5 hr					10802	C
	for 1 hr (Tualuma to Tualuma) for 5 hr					10752	C
	(Went with tach for 14482)						
	PORTLAND TROUBADALE AIRPORT						
	TROUBADALE, OREGON						
	EAA APPROVED REPAIR STATION						
	No. 4110						
			Date 7-1-75	Tach 14482			
	I certify that this aircraft has been inspected in accordance with 5242 and was determined to be in airworthy condition.						
	<i>Charles R. Wines</i> APPROVED BY 44530743706						
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

AIRCRAFT LOG

REMARKS

enter here general data with reference to "Line" and "Part" numbers - 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.

VOI Receiver operation checked in accordance with FAR 91.25			DATE	REMARKS
Date	Hearing error	Place	Signature	
VOR 1	VOR 2			
				enter here general data with reference to "Line" and "Page" inspections - Including 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 6-7-74 Tack 1697
				1 check of all aircraft has been completed according to 503. was determined to be in compliance with Zell R M B ARI 347240
				Date 11-20-75 Tack 1698
				1 check of all aircraft has been completed according to 503. was determined to be in compliance with C. Schuss AR 1347240

SIGNATURE OF
PILOT

CHIEF
RS 4110

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 7-6							
Date 7-12-76	Tack 1599						
I certify that this aircraft has been inspected in accordance with 100HR							
was determined to be in airworthy condition.							
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

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

AIRCRAFT LOG

REMARKS

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

10-76 JACK 2000 65 100hr Imp & Service
Completed. Sube/c. Replan. Put in in factory
Reman. shaft 7 + new. Alignment. Replaced
PT BRAKE CLOCKS. BLEED BRADES. REPLACE
P. PINS IN BRAKE HOUSINGS

1. Building #1000000 has been inspected in accordance with the inspection and determined to be in satisfactory condition.

Name Bertie E. Bice Long IA 1377119 Number 1377119

12-2-76 W. M. C. C. C. C. C.

420 3:17.27 2097

100-100000

Dep. R. B. W. R. 11 134724

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
			Date 8-9-77 Tach 2159				HP 71-9-7
			I certify that this aircraft has been inspected in accordance with 52.6 inspection and was determined to be in airworthy condition.				
			2nd R 9th Rwr Rwr 1347248				
			Date 8-10-77 Tach 2260				
			I certify that this aircraft has been inspected in accordance with 50.6 inspection and was determined to be in airworthy condition.				
			2nd R 9th Rwr Rwr 1347248				
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

AIRCRAFT LOG

REMARKS

Enter here general data with reference to "Line" and "Description" inspections - Regular Checks - Alterations - Repairs - Service Letters - and changes in properties of engine as indicated in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK". ALL DATA must bear the endorsement of a certified mechanic, and his rating and certificate number must be shown.

VOR Receiver operation checked
in accordance with FAR 91.25

DATE _____

Date	Bearing Officer	Place	Signature
	VOR 1 VOR 2		

VOR 1	VOR 2
-------	-------

Signature _____

SIGNATURE OF
PILOT

44-217

12. 71. 4-7

I certify this aircraft has been inspected in ac-

conformance with a ANNUAL inspection and
determined to be in airworthy condition.

IA 1377119
Number

10 Name 9-8-77 White, Mr.

AIRCRAFT LOG

[illegible]

AIRCRAFT LOG

REMARKS

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

VOR Receiver operation checked in accordance with FAR 91.25			DATE
Date	Bearing error	Place	Signature
	VOR 1	VOR 2	

19__

SIGNATURE OF
PILOT

3/17/75	Thick clouds	2405	Received the following notices from A/C: DME 170, RT 540 overcom with glide slope, RT 518R was coming, RT 513R glide slope, RT 513B, RT 513C, RT 513D, RT 513E, RT 513F, RT 513G, RT 513H, RT 513I, RT 513J, RT 513K, RT 513L, RT 513M, RT 513N, RT 513O, RT 513P, RT 513Q, RT 513R, RT 513S, RT 513T, RT 513U, RT 513V, RT 513W, RT 513X, RT 513Y, RT 513Z, RT 513AA, RT 513AB, RT 513AC, RT 513AD, RT 513AE, RT 513AF, RT 513AG, RT 513AH, RT 513AI, RT 513AJ, RT 513AK, RT 513AL, RT 513AM, RT 513AN, RT 513AO, RT 513AP, RT 513AQ, RT 513AR, RT 513AS, RT 513AT, RT 513AU, RT 513AV, RT 513AW, RT 513AX, RT 513AY, RT 513AZ, RT 513BA, RT 513BB, RT 513BC, RT 513BD, RT 513BE, RT 513BF, RT 513BG, RT 513BH, RT 513BI, RT 513BJ, RT 513BK, RT 513BL, RT 513BM, RT 513BN, RT 513BO, RT 513BP, RT 513BQ, RT 513BR, RT 513BS, RT 513BT, RT 513BU, RT 513BV, RT 513BW, RT 513BX, RT 513BY, RT 513BZ, RT 513CA, RT 513CB, RT 513CC, RT 513CD, RT 513CE, RT 513CF, RT 513CG, RT 513CH, RT 513CI, RT 513CJ, RT 513CK, RT 513CL, RT 513CM, RT 513CN, RT 513CO, RT 513CP, RT 513CQ, RT 513CR, RT 513CS, RT 513CT, RT 513CU, RT 513CV, RT 513CW, RT 513CX, RT 513CY, RT 513CZ, RT 513DA, RT 513DB, RT 513DC, RT 513DD, RT 513DE, RT 513DF, RT 513DG, RT 513DH, RT 513DI, RT 513DJ, RT 513DK, RT 513DL, RT 513DM, RT 513DN, RT 513DO, RT 513DP, RT 513DQ, RT 513DR, RT 513DS, RT 513DT, RT 513DU, RT 513DV, RT 513DW, RT 513DX, RT 513DY, RT 513DZ, RT 513EA, RT 513EB, RT 513EC, RT 513ED, RT 513EE, RT 513EF, RT 513EG, RT 513EH, RT 513EI, RT 513EJ, RT 513EK, RT 513EL, RT 513EM, RT 513EN, RT 513EO, RT 513EP, RT 513EQ, RT 513ER, RT 513ES, RT 513ET, RT 513EU, RT 513EV, RT 513EW, RT 513EX, RT 513EY, RT 513EZ, RT 513FA, RT 513FB, RT 513FC, RT 513FD, RT 513FE, RT 513FF, RT 513FG, RT 513FH, RT 513FI, RT 513FJ, RT 513FK, RT 513FL, RT 513FM, RT 513FN, RT 513FO, RT 513FP, RT 513FQ, RT 513FR, RT 513FS, RT 513FT, RT 513FU, RT 513FV, RT 513FW, RT 513FX, RT 513FY, RT 513FZ, RT 513GA, RT 513GB, RT 513GC, RT 513GD, RT 513GE, RT 513GF, RT 513GG, RT 513GH, RT 513GI, RT 513GJ, RT 513GK, RT 513GL, RT 513GM, RT 513GN, RT 513GO, RT 513GP, RT 513GQ, RT 513GR, RT 513GS, RT 513GT, RT 513GU, RT 513GV, RT 513GW, RT 513GX, RT 513GY, RT 513GZ, RT 513HA, RT 513HB, RT 513HC, RT 513HD, RT 513HE, RT 513HF, RT 513HG, RT 513HH, RT 513HI, RT 513HJ, RT 513HK, RT 513HL, RT 513HM, RT 513HN, RT 513HO, RT 513HP, RT 513HQ, RT 513HR, RT 513HS, RT 513HT, RT 513HU, RT 513HV, RT 513HW, RT 513HX, RT 513HY, RT 513HZ, RT 513IA, RT 513IB, RT 513IC, RT 513ID, RT 513IE, RT 513IF, RT 513IG, RT 513IH, RT 513II, RT 513IJ, RT 513IK, RT 513IL, RT 513IM, RT 513IN, RT 513IO, RT 513IP, RT 513IQ, RT 513IR, RT 513IS, RT 513IT, RT 513IU, RT 513IV, RT 513IW, RT 513IX, RT 513IY, RT 513IZ, RT 513JA, RT 513JB, RT 513JC, RT 513JD, RT 513JE, RT 513JF, RT 513JG, RT 513JH, RT 513JI, RT 513JJ, RT 513JK, RT 513JL, RT 513JM, RT 513JN, RT 513JO, RT 513JP, RT 513JQ, RT 513JR, RT 513JS, RT 513JT, RT 513JU, RT 513JV, RT 513JW, RT 513JX, RT 513JY, RT 513JZ, RT 513KA, RT 513KB, RT 513KC, RT 513KD, RT 513KE, RT 513KF, RT 513KG, RT 513KH, RT 513KI, RT 513KJ, RT 513KK, RT 513KL, RT 513KM, RT 513KN, RT 513KO, RT 513KP, RT 513KQ, RT 513KR, RT 513KS, RT 513KT, RT 513KU, RT 513KV, RT 513KW, RT 513KX, RT 513KY, RT 513KZ, RT 513LA, RT 513LB, RT 513LC, RT 513LD, RT 513LE, RT 513LF, RT 513LG, RT 513LH, RT 513LI, RT 513LJ, RT 513LK, RT 513LL, RT 513LM, RT 513LN, RT 513LO, RT 513LP, RT 513LQ, RT 513LR, RT 513LS, RT 513LT, RT 513LU, RT 513LV, RT 513LW, RT 513LX, RT 513LY, RT 513LZ, RT 513MA, RT 513MB, RT 513MC, RT 513MD, RT 513ME, RT 513MF, RT 513MG, RT 513MH, RT 513MI, RT 513MJ, RT 513MK, RT 513ML, RT 513MN, RT 513MO, RT 513MP, RT 513MQ, RT 513MR, RT 513MS, RT 513MT, RT 513MU, RT 513MV, RT 513MW, RT 513MX, RT 513MY, RT 513MZ, RT 513NA, RT 513NB, RT 513NC, RT 513ND, RT 513NE, RT 513NF, RT 513NG, RT 513NH, RT 513NI, RT 513NJ, RT 513NK, RT 513NL, RT 513NM, RT 513NO, RT 513NP, RT 513NQ, RT 513NR, RT 513NS, RT 513NT, RT 513NU, RT 513NV, RT 513NW, RT 513NX, RT 513NY, RT 513NZ, RT 513OA, RT 513OB, RT 513OC, RT 513OD, RT 513OE, RT 513OF, RT 513OG, RT 513OH, RT 513OI, RT 513OJ, RT 513OK, RT 513OL, RT 513OM, RT 513ON, RT 513OO, RT 513OP, RT 513OQ, RT 513OR, RT 513OS, RT 513OT, RT 513OU, RT 513OV, RT 513OW, RT 513OX, RT 513OY, RT 513OZ, RT 513PA, RT 513PB, RT 513PC, RT 513PD, RT 513PE, RT 513PF, RT 513PG, RT 513PH, RT 513PI, RT 513PJ, RT 513PK, RT 513PL, RT 513PM, RT 513PN, RT 513PO, RT 513PP, RT 513PQ, RT 513PR, RT 513PS, RT 513PT, RT 513PU, RT 513PV, RT 513PW, RT 513PX, RT 513PY, RT 513PZ, RT 513QA, RT 513QB, RT 513QC, RT 513QD, RT 513QE, RT 513QF, RT 513QG, RT 513QH, RT 513QI, RT 513QJ, RT 513QK, RT 513QL, RT 513QM, RT 513QN, RT 513QO, RT 513QP, RT 513QQ, RT 513QR, RT 513QS, RT 513QT, RT 513QU, RT 513QV, RT 513QW, RT 513QX, RT 513QY, RT 513QZ, RT 513RA, RT 513RB, RT 513RC, RT 513RD, RT 513RE, RT 513RF, RT 513RG, RT 513RH, RT 513RI, RT 513RJ, RT 513RK, RT 513RL, RT 513RM, RT 513RN, RT 513RO, RT 513RP, RT 513RQ, RT 513RR, RT 513RS, RT 513RT, RT 513RU, RT 513RV, RT 513RW, RT 513RX, RT 513RY, RT 513RZ, RT 513SA, RT 513SB, RT 513SC, RT 513SD, RT 513SE, RT 513SF, RT 513SG, RT 513SH, RT 513SI, RT 513SJ, RT 513SK, RT 513SL, RT 513SM, RT 513SN, RT 513SO, RT 513SP, RT 513SQ, RT 513SR, RT 513SS, RT 513ST, RT 513SU, RT 513SV, RT 513SW, RT 513SX, RT 513SY, RT 513SZ, RT 513TA, RT 513TB, RT 513TC, RT 513TD, RT 513TE, RT 513TF, RT 513TG, RT 513TH, RT 513TI, RT 513TJ, RT 513TK, RT 513TL, RT 513TM, RT 513TN, RT 513TO, RT 513TP, RT 513TQ, RT 513TR, RT 513TS, RT 513TT, RT 513TU, RT 513TV, RT 513TW, RT 513TX, RT 513TY, RT 513TZ, RT 513UA, RT 513UB, RT 513UC, RT 513UD, RT 513UE, RT 513UF, RT 513UG, RT 513UH, RT 513UI, RT 513UJ, RT 513UK, RT 513UL, RT 513UM, RT 513UN, RT 513UO, RT 513UP, RT 513UQ, RT 513UR, RT 513US, RT 513UT, RT 513UU, RT 513UV, RT 513UW, RT 513UX, RT 513UY, RT 513UZ, RT 513VA, RT 513VB, RT 513VC, RT 513VD, RT 513VE, RT 513VF, RT 513VG, RT 513VH, RT 513VI, RT 513VJ, RT 513VK, RT 513VL, RT 513VM, RT 513VN, RT 513VO, RT 513VP, RT 513VQ, RT 513VR, RT 513VS, RT 513VT, RT 513VU, RT 513VV, RT 513VW, RT 513VX, RT 513VY, RT 513VZ, RT 513WA, RT 513WB, RT 513WC, RT 513WD, RT 513WE, RT 513WF, RT 513WG, RT 513WH, RT 513WI, RT 513WJ, RT 513WK, RT 513WL, RT 513WM, RT 513WN, RT 513WO, RT 513WP, RT 513WQ, RT 513WR, RT 513WS, RT 513WT, RT 513WU, RT 513WV, RT 513WW, RT 513WX, RT 513WY, RT 513WZ, RT 513XA, RT 513XB, RT 513XC, RT 513XD, RT 513XE, RT 513XF, RT 513XG, RT 513XH, RT 513XI, RT 513XJ, RT 513XK, RT 513XL, RT 513XM, RT 513XN, RT 513XO, RT 513XP, RT 513XQ, RT 513XR, RT 513XS, RT 513XT, RT 513XU, RT 513XV, RT 513XW, RT 513XX, RT 513XY, RT 513XZ, RT 513YA, RT 513YB, RT 513YC, RT 513YD, RT 513YE, RT 513YF, RT 513YG, RT 513YH, RT 513YI, RT 513YJ, RT 513YK, RT 513YL, RT 513YM, RT 513YN, RT 513YO, RT 513YP, RT 513YQ, RT 513YR, RT 513YS, RT 513YT, RT 513YU, RT 513YV, RT 513YW, RT 513YX, RT 513YY, RT 513YZ, RT 513ZA, RT 513ZB, RT 513ZC, RT 513ZD, RT 513ZE, RT 513ZF, RT 513ZG, RT 513ZH, RT 513ZI, RT 513ZJ, RT 513ZK, RT 513ZL, RT 513ZM, RT 513ZN, RT 513ZO, RT 513ZP, RT 513ZQ, RT 513ZR, RT 513ZS, RT 513ZT, RT 513ZU, RT 513ZV, RT 513ZW, RT 513ZX, RT 513ZY, RT 513ZZ
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3/17/75 under this date. Equipment not satisfactory and corrections made this date. Alan Warner #2144221 A/C: B-NAV Limited VFR USE ONLY

N. E. 2001.7 (lbs)

W. E. 31.12

A. C. 1535

Alan Warner

AIRCRAFT LOG

[illegible]

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

AIRCRAFT LOG AIRCRAFT LOG

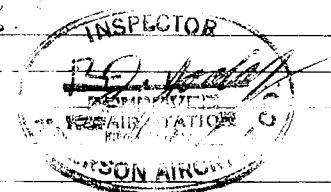
REMARKS

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

VOR Receiver operation checked in accordance with FAR 91.25				DATE
Date	Bearing error	Place	Signature	
	VOR 1	VOR 2		

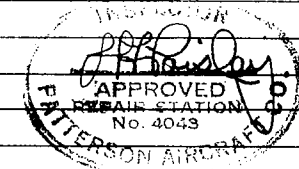
3-22-76 Touch 2405 Installed New Steering Stop Pin

Blum Repair Shop
AIP 2176278



4/2/78 Replaced additional horizon with S/N 32778 p/n SP 7701 - C.F. Touch reads 2428.61

Blum Machine
AIP 554760614



SIGNATURE OF
PILOT

Blum

AIP 2144221

AIRCRAFT LOG

SIGNATURE OF
PILOT

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
04/31/78	2554 IT			19	Accepted that this aircraft has been inspected FAW 5044215 P & was found to be in an Airworthy condition. M. W. Zieg RHP 530445544
05/03/78	2554 IT				FAW 5044215 P & was found to be in an Airworthy condition for Ferry Flight From Lovelock NV to Elko Nevada. M. W. Zieg RHP 530445544
					ANNUAL INSPECTION

1. Bob Zieg
 2. M. W. Zieg
 3. Cable Tensioning
 4. Surface Inspect
 5. M. W. Zieg
 6. RHP 530445544

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TO DATE FLYING TIME HOURS	SIGNATURE PILOT
19 7/10/78	TR677	London Heathrow	Come home from London Heathrow	1 hr 40 min		
20/79	TR2678	AD 79-05-02	(EIT Battery) N/A to this A/C. No employment EIT w/ Tri Magnesium Battery pack.			M. M. Zil AD53040504

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

[illegible]

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



FALCON
AIRCRAFT PAINTING CO.
Madison Cooper Airport
Waco, Texas • Phone 752-4410

AIRCRAFT LOG

REMARKS

Enter here general data with reference to "Line" and "Serial" numbers, "Shipping" date, "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." The DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.

VOR Receiver operation checked in accordance with FAR 91.25

DATE

Heading error
VOR 1 VOR 2

Place

Signature

19

SIGNATURE OF PILOT

18-1-78 10:00 AM

20-1-78 10:00 AM

10:00 AM

10:00 AM

10:00 AM

Inspected in accordance with FAR 91.25 inspection and was determined to be in airworthy condition.

2-1-78 10:00 AM HAW 134724

AIRCRAFT LOG

[illegible]

AIRCRAFT LOG

REMARKS

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

VOR Receiver operation checked in accordance with FAR 91.25

Date

Bearing error: Place

VOR 1 VOR 2

Signature

DATE

19

SIGNATURE OF PILOT

I certify this aircraft has been inspected in accordance with FAR 91.25

Name Number

Name

Date

Place

7-30-80

FLT WITH NEW BATTERIES INSTALLED
BATTERIE DOE DATE 6-83

Paul M. H. H. AC 426662

11-18-81

T. O. G. 915

REPLACED

NO. 2 VHF ANTENNA

Paul M. H. H. AC 426662

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

and Comments
Inspected
checked on
the following
date
checked all
items out of date.

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOT. FLYING TIME HOURS	SIGNATURE OF PILOT
19 19	YING DE 2001 E. Plumb Line Henderson, Nevada 89002		REPAIRED AND SOA APPROVED BY P-100-505 (UNCL) DATE 8-11-86			S/N 100-505-8-C MAINTAINED THIS LOG SMOG
	Tach/ 843.1 TO 846.6		MAGNET P/W 1250938-1			X
	By: <i>[Signature]</i>					



Hughes Aviation Services
6005 Las Vegas Blvd South
Post Office Box 18428
Las Vegas Nevada 89114-8428

FAA CERTIFIED REPAIR STATION
#410-02
LOG BOOK SUPPLEMENT FORM

N # 5702J Mfg. Cessna Model TP206D
S/N 0602 W.O.# 2206 DATE 8-12-86
tach: 929.2 ACFT TOT: ENG. TOT:

Removed and reinstalled LH fuel cell after repair by Floats & Fuel Cells, WO# T7305 dated 8-11-86. Removed and replaced fuel transmitter. Ops and leak checked good. APPROVED FOR RETURN TO SERVICE. *[Signature]*

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

MEMORANDA

Date						
AD 71-211	SW	By	Removal	S Dye	✓	10-1-71 Tack 396
AD 71-211	SW	By	Removal	S Dye	✓	507
AD 71-211	SW	By	Removal	S Dye	✓	302
"	"	"	"	"	"	355
"	"	"	"	"	"	402
"	"	"	"	"	"	454
"	"	"	"	"	"	507
"	"	"	"	"	"	549
"	"	"	"	"	"	613
AD 71-211	SW	By	Removal	S Dye	✓	527
AD 22-1-5						
AD 72-4	SW	By	AK150-37B	SL	SE 72-2	Tack 613

City Ontario		Otto's Instrument Service Ontario International Airport		FAA Approved #4005 Class 1-2-3
AF STOCK NO.	PART NO.	AF CLASS		
PART NO. <i>1140-01205</i>				
SERIAL NO. <i>1001 45 000 000000</i>				
INSPECTED ON THE <i>1</i> <i>1000</i> IF IN STORAGE AFTER				
ITEM NO.	ORDER OR CONTRACT NO.			
DATE	INSPECTOR			
MAR 8 1978	<i>[Signature]</i> (SIGNATURE)			

SERV CEABLE

1000 Date *3/7/78*

Repaired by Inspector

ALTIMETER ASSEMBLY

INCIDENT

Serial No. 216200
 Type 101120-01205
 Part No. 163658
 Work Order

St'd. Altitude	Up	Err. Down	
-1000	+20		1
-500	0		
0	+20		
500	0		
1000	0		
1500	-20		
2000	0		
3000	-10		
4000	-20		
6000	0		
8000	0		
10000	0		
12000	+20		
14000	-20		
16000	+10	40	
18000	0	30	
20000	-20		
22000	-40		
25000	-10		
30000	0		
35000	+160		2
40000			
45000			
50000			

Hysteresis: 00

Position Error: 11

Case Leak: 77

Lighting: ---

Remarks: OK, 11-2-78

Date 3/2/78

Repaired by Inspector

SCALE CORRECTIONS

Altimeter Reads	ADD	
	Room Temp.	Low Temp.
- 1000	- 0	
- 500	- 0	
0	- 0	
500	- 0	

1500	+ 20	
2000	0	
3000	+ 10	
4000	+ 20	
6000	0	
8000	0	
10000	0	

Date 3/2/78

ALTIMETER No. 23620 C

Altimeter Reads	ADD	
	Room Temp.	Low Temp.
12000	- 20	
14000	- 20	
16000	- 10	
18000	0	

20000	+ 20	
22000	+ 40	
25000	+ 40	
30000	+ 20	
35000	- 160	
40000		
45000		
50000		

Tested by C. H. H.

SERV LAB

NOMENCLATURE

MODEL

PART

MFG. BY

SERIAL

☒ OVERHAULED

☐ REPAIRED

☐ FUNCTIONALLY
TESTED ONLY

MAINTENANCE RELEASE

This aircraft component was repaired in accordance with current Federal Aviation Agency Regulations and was found airworthy for return to service, with respect to work performed. Pertinent details of the repair are on file at this agency under:

WORK ORDER

DATE 3-28-91

SIGNED

David Depert



MID-CONTINENT INSTRUMENT CO., INC.

771 EAST OSIE

WICHITA, KS 67207

F.A.A. OF 322-53 / C12R061L



MEMBER

OTTO'S INSTRUMENT SERVICE INC.

ENCODING ALTIMETER, TRANSPONDER CODING CHECK

Work Order 4-658Aircraft N 11174Date 3/9/78

Feet	Tolerance	Reading	Up	Down	
0	+ - 125	B2, B4, C2.	- 5	+ 110	
1000	+ - 125	B1, B2, C2.	- 50	+ 110	
1100	+ - 125	B1, B2, C1, C2.	- 5	+ 110	
1300	+ - 125	B1, B2, B4, C1.	- 5	+ 110	
1300	+ - 125	B1, B4, C4.	- 60	+ 110	
2600	+ - 125	B1, B2, C4.	- 5	+ 110	
2800	+ - 125	A4, B, C4.	- 8	+ 110	
6800	+ - 125	A2, A4, C4.	- 8	+ 110	
14800	+ - 125	A1, A2, C4.	- 30	+ 110	
30800	+ - 125	D4, A1, C4.	- 12	+ 20	
Max. Oper. Alt.	+ - 125		- 5	+ 30	

35000

1. To be acceptable the altimeter normally used to maintain flight altitude corresponds with the output of the digitizer within + - 125 feet at each test point and within + - 87 feet at no less than 70 percent of the test points.

Technician NO.