

N 4726E



Log #1

Aircraft Flight and Maintenance Log

AIRCRAFT LOG

[illegible]

AIRCRAFT LOG

[illegible]

[illegible]

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
1983	VOR 1	VOR 2		19 <u>83</u>	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.
5-27-83			TI 35		PERFORMED ANNUAL INSPECTION ON THIS DATE. INSPECTION REPORT ON FILE. REMOVED ALL INSPECTION PANELS AND INSPECTED CONTROL CABLES AND PULLEYS, FUEL LINES, AND ELECTRICAL WIRING. SERVICED BATTERY SERVICED BRAKE RESERVOIRS. LUBRICATED ALL FLIGHT CONTROLS. REGREASED ALL WHEEL BEARINGS. RESEARCHED ALL AD'S THRU BI-WEEKLY LISTING 83-09. ELECTRICAL SYSTEM CHECK GOOD.
					I CERTIFY THAT THIS AIRFRAME HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION. TOTAL TIME 35 DATE 5-27-83
					ELT DUE FEB. 84'
					91.171 - 6-16-84
					91.172 - 6-2-84
					John Douglas M. Young IA 457137152
					W.O.# 10177

[illegible]

VOR Receiver operation checked in accordance with FAR 91. 25				DATE 19 ____	REMARKS Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2			
6 DEC 83					INSTALLED KING KN-64 DME WITH REMOTE CHANNELING IN ACFT. ALL WORK DONE IN ACCORDANCE WITH AC 43.13 1A AND 2A AND WITHIN MANUFACTURERES SPECS. A PERMANENT RECORD OF THIS WORK IS KEPT ON FILE AT THIS WORK STATION REF. W.O. # 648 <div style="text-align: right;"> <i>Garth W. Stout</i> Great Dixie Avionics SP3-78 </div>
1-17/84					removed std #2 NAV indicator and replaced with IN486 AC. all functions check good. weight and balance change made <div style="text-align: right;"> <i>Tom R. Bell</i> Great Dixie Avionics SP3-78 </div>
2/6/84					Tach Reads 109.4 Changed Oil & Filter, Serviced w 8qts AS 40w, Ran A/C, No Leaks <div style="text-align: right;"> <i>[Signature]</i> APP 521626518 </div>

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

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
VOR 1	VOR 2				
				19 <u>84</u>	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.
				5/31	100 hr / ANNUAL Insp completed this date Per Cessna insp form. Replaced 2 inst. Flood lamps. Replaced ELT battery & Tested NORMAL & "G" switch operation (Batt Replacement due MAY 1987). Tightened Elev cable tensions to spec's. Freed up Frozen Elev Pulley. C/w Cessna AD 83-22-06 Adm 39-4763 by insp of cotter hole in hinges of Ail. All ok. Serviced & changed ships battery. cleaned & lubed wheel bearings
		TAKU TOTAL		143.2	
					DATE <u>5/31/85</u> T.T. IN SERVICE <u>143.2</u> I CERTIFY THAT THIS <u>Aircraft</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100 hr</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.
					Arapahoe Aero Inc Charles P. Corio w/p 2000 & 2004 <u>[Signature]</u> A&P 1391958
					DATE <u>5-31-85</u> T.T. IN SERVICE <u>142.2</u> I CERTIFY THAT THIS <u>Aircraft</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>Annual</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.
					Gary Herrington Gary Herrington For Arapahoe Aero inc IA 479 74 3853

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 84 9-19-84	Tach Time 215.9		Replaced both main gear tires				Jerry B. Parker FIDP 256548682
<div style="display: flex; justify-content: space-between;"> <div> <p>COMPLETED INSPECTION THIS DATE ALL ROUTINE MAINTENANCE ACCOMPLISHED AS PER</p> </div> <div> <p>DETERMINED AIR WORTHINESS</p> </div> </div>							
<div style="display: flex; justify-content: space-between;"> <div> <p>MAINTENANCE</p> </div> <div> <p>INSPECTION AND FINDINGS</p> </div> </div>							
<div style="display: flex; justify-content: space-between;"> <div> <p>MAINTENANCE</p> </div> <div> <p>INSPECTION AND FINDINGS</p> </div> </div>							

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

AIRCRAFT LOG

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DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT		ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
						HOURS	IOths	
19								
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE								

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Place	Signature		
14 JAN 85				19 85	<p>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.</p> <p>Installed Pilot's Altimeter certified to 20,000 feet by BENSON ELECTRONICS, INC. Performed STATIC SYSTEM check per FAR 43 APP E. CHECKED CESSNA 300 TRANSPONDER ON BENCH, REINSTALLED IN AIRCRAFT, performed TRANSPONDER SYSTEM CHECK per FAR 43 APP E. Performed ALTITUDE CORRESPONDENCE check per FAR 91.36 THIS AIRCRAFT COMPLIES WITH FAR 91.171 AND FAR 91.172</p> <p>The aircraft and/or component identified hereon was repaired and inspected in accordance with current Regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at this repair station under Work Order No. 4985</p> <p>Signed <u>[Signature]</u> Date <u>14 JAN 85</u></p> <p>BENSON ELECTRONICS, INC. 7706 AIRPORT BLVD. HOUSTON, TEXAS 77017 FAA APPROVED REPAIR STATION # 2223</p>

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
AIRCRAFT LOG BOOK ENTRY							
DATE <u>02-08-85</u> N <u>4736E</u> W.O. <u>5483</u>							
The following appliance(s) <u>Install Exchange VOR/LOC indicator Model IN-485AC S/N 228. No Change in Weight & Balance data.</u>							
has (have been removed, repaired and reinstalled in this aircraft. Pertinent details of the repair are on file at this repair station under above work order.							
GIBBS AVIONICS, INC. Repair Station #205-36 Radio Class 1, 2, & 3 Instrument & Special Services Limited							
By: <u>Chas. J. Phifer</u>							
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

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DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	IOths	
19 85							
7-10			Replaced nose & wheel bearings & rudders.		437	1	
			William B. Weeks 266113640 A+P				
7-29-85			COMPLETED 100 HR INSPECTION THIS DATE. ALL ROUTINE MAINTENANCE ACCOMPLISHED AS PER Cessna 182T Inspection report		465	3	
			Replaced nose wheel bearings. Replaced R/W struts & tail beacon bulb				
			I CERTIFY THAT THIS Airframe HAS BEEN INSPECTED IN ACCORDANCE WITH AN 100 hr INSPECTION AND WAS DETERMINED AIR WORTHY.				
			William B. Weeks 266113640 A+P				

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

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2			
8-15			Tech 492.8	85	Replaced Hobb's meter this date. Tech reads 492.8 Hobb's reads 00.1 of V gear. William B. Weeks 266113640 A+P
9-18-85			Tech 562.0		COMPLETED 100 HR INSPECTION THIS DATE. ALL ROUTINE MAINTENANCE ACCOMPLISHED AS PER Cessna 182T Inspection report. Rotated right main tire rebr. 62 caliper replaced brake linings.
					I CERTIFY THAT THIS Airframe HAS BEEN INSPECTED IN ACCORDANCE WITH AN 100 hr INSPECTION AND WAS DETERMINED AIR WORTHY.
					William B. Weeks 266113640 A+P

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VOR Receiver operation checked in accordance with FAR 91.25				DATE 19 ____	REMARKS Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
Date	Bearing error VOR 1 VOR 2	Place	Signature		
8-28-86		Tach 828.6			Installed placards as per Cessna Service Bulletin SEB 86-5 on this date. William B. Weeks 266113640 ATP
9-6-86		Tach 840			COMPLETED 100 Hr S DATE. ALL ROUTINE MAINTENANCE ACCOMPLISHED AS PER Cessna 1827 Inspection report resealed nose strut. TCER S Anthony HAS BEEN S IN ORDANCE WITH AN 100/16 INSPECTION AND WAS DETERMINED AIR WORTHY William B. Weeks 266113640 ATP

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 87							
5/21	726.2	"Annual 87"					
Run up Comp ck 65, 58, 69, 75, 72, 73, Run + Recheck Compression 2nd Reading 70, 70, 72, 72, 72, 74, Change Jack Air, Remove wheels, Tighten, Pack Bearings, Replace wheels ck bridges, pins, linkages, housings, grease gear, fuel gear, service start, m, cylinders dampers. Remove all insp plates, ck controls + airframe, hub controls, Replace plates Rtn inverter pack for el panel Rtn dome lite lamp, Rtn L/Landing lite, Rtn Xistors + resistors for floods STOP drilled cracked fairings Removed + serviced Battery Rtn VAC Reg Filter Replace both elec Bonding Jumper. elt sent for repair Batt expiration date may 89 Rtn Rt a/c aft Rod end. Reinstall loose seat hoses for aux flow. inst Fuel Cup Restrictor Kits + Reseal 4 fuel plates. - cont'd)							
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

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AIRCRAFT LOG

DATE 1987	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
<p>— RELOCATED EXISTING ADF RECEIVER TO COPILOT INSTRUMENT PANEL. RELOCATED EXISTING TRANSPONDER TO MAIN AVIONICS STACK. INSTALLED II MURROW 604 LORAN C SYSTEM AND COUPLED TO THE EXISTING NAV-O-MATIC 300A AUTOPILOT. ALL WORK PERFORMED IAW 1043.13-1A, 1043.13-2A AND THE MANUFACTURER'S SPECIFICATIONS. WEIGHT & BALANCE HAS BEEN REVISED. FAA FORM 337 FILED.</p>							
<p>MAINTENANCE RELEASE</p> <p>The aircraft and/or component identified above was repaired and inspected in accordance with FAA Regulations and was found airworthy to return to service. Pertinent details of the repair are on file at this agency under work order:</p> <p>No. <u>3728A</u> Date <u>12-23-87</u></p> <p>Signed <u>[Signature]</u></p>							
<p>FAA CERTIFIED REPAIR STA. #E63-135 CENTERLINE AVIATION, INC. BRAINARD AIRPORT HARTFORD, CONN. 06114</p> <p>604 LORAN C RECEIVER S/N 38527</p>							
<p>CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE</p>							

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VOR Receiver operation checked in accordance with FAR 91.25				DATE 19	Enter here general data and changes in propeller c ALL DATA must bear the
Date	Bearing error VOR 1 VOR 2	Place	Signature		
<p>FAR 91.17 HAS BEEN ACCOMPLISHED IN ACCORDANCE WITH PART 43 APPENDIX E PARAGRAPH (b)(1) & (b)(2). THIS ALTIMETER HAS BEEN TESTED TO 29,000 FEET AND FOUND SATISFACTORY FOR RETURN TO SERVICE. PERTINENT DETAILS ARE ON FILE AT THIS FACILITY.</p>					
INSPECTOR <u>[Signature]</u>				WORK ORDER <u>3728A</u>	
MAKE <u>UNITED INST</u> MODEL <u>5934PA-1</u>					
SERIAL <u>8A531</u> DATE <u>12-24-87</u>					
<p>FAA CERTIFIED REPAIR STA. #E63-135 CENTERLINE AVIATION, INC. BRAINARD AIRPORT HARTFORD, CONN. 06114</p>					

SCALE CORRECTIONS

TRUE ALTITUDE	Gage Correction	
	Room Temp. °C	Low Temp. °C
-1,000	+20	
0	0	
500	+10	
1,000	0	
1,500	+10	
2,000	0	
3,000	0	
4,000	0	
5,000	0	
6,000	0	
7,000	0	
8,000	-5	

TESTED BY: [Signature]

AND FOUND TO COMPLY WITH FAR PART 43 APPENDIX E.

INSPECTOR <u>[Signature]</u>		WORK ORDER <u>3728A</u>
MAKE <u>SPERRY</u>	MODEL <u>RT-459A</u>	
SERIAL <u>10494</u>		

ALTIMETER SER. # 8A531

TRUE ALTITUDE	Gage Correction	
	Room Temp. °C	Low Temp. °C
12,000	-20	
14,000	-45	
16,000	-50	
18,000	-50	
20,000	-50	
22,000		
25,000		
30,000		
35,000		
40,000		
45,000		
50,000		

DATE: DECEMBER 24, 1987

MEMORANDA

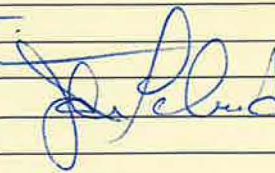
Date

1990:9

Date 5-23-88

New Log Stated this date and
high Time.

and

 AFPI 485882