

DATE

## REMARKS

Enter here general data with reference to "Line" and "Periodic" inspections — Rigging Changes — Alterations — Repairs — 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.

19

100 HA INSPECTION COMPLETED 9/10/53 TACH 199.5  
PB-5 FROM OIL FILTER INSTALLED SER FORM 337 DATED 9/10/53  
THIS AIRCRAFT HAS BEEN THOROUGHLY INSPECTED, AS REQUIRED BY CIVIL  
AIR REGULATIONS AND FOUND TO BE AIRWORTHY Carl N Long A+E 238159



DATE 19 54	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					231	35	
2-1				5 -	236	35	
2-4				30	237	05	
2-7				2 20	239	25	
2-10				2 55	242	20	
2-11				1 25	243	45	
2-15				4 15	248	-	
2-19				3 05	251	05	
2-27				20	251	25	TACH 3-1 251.4
3-4				1 50	253	15	
3-5				20	253	35	
3-6				1 15	254	50	
3-8				3 15	258	05	
3-9				2 50	260	55	
3-10				1 40	262	35	
3-11				40	263	15	
3-19				1 10	264	25	
3-28				1 10	265	35	TACH 4-1 265.8
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							



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19.

100 NA. INSPECTION COMPLETED, THIS AIRCRAFT HAS BEEN THOROUGHLY INSPECTED AS REQUIRED BY CIVIL AIR REGULATIONS AND FOUND TO BE AIRWORTHY TACH 263.1 3/19/54 Carl H. Long A+E 238159

The annual inspection required by C.A.R. 43.22(a) was completed by me on March 20, 1954 and the aircraft was found airworthy. A Standard certificate of airworthiness, Form 1342 was issued to expire on March 20, 1956.

H. C. Schreyer DAME 1547

KEYSTONE AERONAUTICAL DIV. OF

L. B. SMITH, INC.

BOX 264, NEW CUMBERLAND, PENNA.



DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
19 54					265	35	
4-17				1 20	266	55	
4-22				1 35	268	30	
4-24				20	268	58	
4-30				1 45	270	35	TACH 5-1 270.6
5-5				2 10	272	45	
5-13				30	273	15	
5-14				2 30	275	45	
5-16				1 45	277	30	
5-17				2 -	279	30	
5-23				3 10	282	40	
5-24				2 05	284	45	
5-26				3 15	287	-	
5-27				1 55	288	55	TACH 6-1 288.9
6-1				3 55	292	50	
6-3				2 25	295	15	
6-6				4 -	299	15	
6-18				2 40	301	55	TACH 7-1 301.9
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							



DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					301	55	
19 54							
7-10				4 10	306	05	
7-13				1 50	307	55	
7-14				2 20	310	15	
7-18				1 -	311	15	
7-24				3 30	314	45	
7-27				1 05	315	50	TACH 8-1 315.9
8-1				1 -	316	50	
8-7				2 30	319	20	
8-8				1 55	321	15	
8-11				2 10	323	25	
8-20				3 15	326	40	
8-27				4 10	330	50	TACH 9-1 330.8
9-20				1 15	332	05	
9-21				1 05	333	10	
9-22				3 -	336	10	
9-24				3 15	339	25	
9-26				2 25	341	50	TACH 10-1 341.8
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							



DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					341	50	
19 54							
10-10				40	342	30	
10-11				30	343	-	
10-14				1 45	344	45	
10-16				3 10	347	55	
10-18				4 45	352	40	TACH 11-1 352.7
11-4				3 30	356	10	
11-8				2 40	358	50	
11-9				5 25	364	15	
11-12				1 30	365	45	
11-15				1 25	367	10	
11-21				1 30	368	40	
11-23				2 30	371	10	
11-25				20	371	30	
11-29				40	372	10	
11-30				50	373	-	TACH 12-1 373.0
12-8				2 50	375	50	
12-11				2 40	378	30	
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							



DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					378	30	
19 55							
12-19				30	379	-	
12-23				1 10	381	10	TACH 1-1 381.2
1-4				40	381	50	TACH 2-1 381.9
2-1 3-1	ANN- York- ANN			1 30	395	10	TACH 3-1 395.2
3-2				35	395	45	
3-3				40	396	25	
3-7				35	397	-	
3-8				55	397	55	
3-9				2 35	400	30	
3-10				25	400	55	
3-15				50	401	45	
3-21				5 15	407	-	
3-23				1 55	408	55	
3-24				35	409	30	
3-28				50	410	20	
3-29				30	410	50	
3-30				2 -	412	50	TACH 4-1 412.8
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							



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100 HR. INSPECTION COMPLETED, THIS AIRCRAFT HAS BEEN THOROUGHLY  
INSPECTED AS REQUIRED BY CIVIL AIR REGULATIONS AND FOUND  
TO BE AIRWORTHY, TACH 367.5 11/19/54 Carl H. Long AVE 238159



DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					412	50	
19 55							
4-1 - 4:30	ANN-York-ANN			18 25	431	15	TACH 5-1 431.2
<del>5-1 - 6-1</del>	<del>ANN-York-ANN</del>			<del>29 30</del>	<del>460</del>	<del>45</del>	<del>TACH 6-1 460.7</del>
5-2				35	431	50	
5-3				1 -	432	50	
5-4				15	433	05	
5-5				15	433	20	
5-6				15	433	35	
5-7				30	434	05	
5-9				30	434	35	
5-10				30	435	05	
5-11				30	435	35	
5-12				2 05	437	40	
5-13				30	438	10	
5-14				30	438	40	
5-16				2 45	441	25	
5-17				15	441	40	
5-18				15	441	55	
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							



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19 55

100 HR INSPECTION COMPLETED, INSTALLED TWO NEW MAIN LANDING GEAR TIRES, NEW BRAKE DISC RETAINING CLIPS, REPACKED MAIN AND TAIL WHEEL BRS. THIS AIRCRAFT HAS BEEN THOROUGHLY INSPECTED AS REQUIRED BY CIVIL AIR REGULATIONS AND FOUND TO BE AIR WORTHY TACH. 406.9 3/17/55 Carl H. Long AKE 238139

The annual inspection required by CAR 43:22d was completed by me on March 18, 1955 and the aircraft was found airworthy. A standard certificate of airworthiness, Form 1362 was issued to expire on March 18, 1956.

H. Shumaker DAME 1547

KEYSTONE AERONAUTICAL DIV. OF

L. B. SMITH, INC.

BOX 284, NEW GUMBERLAND, PENNA.



DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					441	55	
19 55							
5-19				30	442	25	
5-20				15	442	40	
5-21				15	442	55	
5-23				30	443	25	
5-26				1 30	445	55	
5-28				6 10	452	05	
5-30				8 35	460	40	TACH 6-1 460.7
6-1				30	461	10	
6-2				30	461	40	
6-3				30	462	10	
6-4				15	462	25	
6-5				2 50	465	15	
6-6				15	465	30	
6-7				2 40	468	10	
6-15				2 25	470	35	
6-16				1 35	472	10	
6-27				2 -	474	10	
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							



DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
19 55					474	10	
6-28				3 30	477	40	TACH 7-1 477.7
7-7				30	478	10	
7-31				5 55	484	05	TACH 8-1 484.1
8-3				1 45	485	50	
8-31				13 40	498	30	TACH 9-1 496.5
9-12				35	497	05	
9-26				30	497	35	
9-28				4 50	502	25	TACH 10-1 502.4
10-12				1 50	504	15	
10-18				2 05	506	20	
10-19				1 10	507	30	
10-28				1 50	509	20	TACH 11-1 509.3
11-10				1 55	511	15	
11-22				40	511	55	
11-24				30	512	25	
11-29				3 15	515	40	TACH 12-1 515.7
12-27				3 25	519	05	TACH 1-1 519.1
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							



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19

100 HR INSPECTION COMPLETED 9/1/55 TIGHTENED AIRRON CABLES  
LUBRICATED TAIL WHEEL BGGS. THIS AIRCRAFT HAS BEEN  
THOROUGHLY INSPECTED AS REQUIRED BY CIVIL AIR REGULATIONS  
AND FOUND TO BE AIRWORTHY TACH 496.5 Cowl N. Log NR 238159