

## REMARKS

INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS



06/01/2021

N9206C

C-180

serial # 31305

TTAF: 3226.54

TACH: 379.54

Aircraft cleaned, old paint stripped, inspection covers removed, primed with epoxy primer and painted with IMRON AXALTA. Removed windshield and both Left & Right cabin windows and installed 2" Great Lake Aero Products, Inc. bubble windows and one piece windshield see 337's dated 11/04/2020.

Complied with AD 2020-2-22 per SEL-55-01 dated 12/07/17. No discrepancies noted. Next DUE TTAF: 3726.54 (500hrs) or (5 years) 11/15/2025. Installed Airwolf remote oil filter kit #AFC-K008 IAW STC #SA00079NY per installation instructions AFC-K008-11-C dated 10/01/2002. See 337 dated 11/04/2020.

Above modifications determined to be compatible with aircraft and all systems. Both Left & Right wing fuel bladder's replaced with new Hartwig bladders McFarlane MS0716122 vent line installed with Cessna SK180-6. Removed top cabin vent 0716119-10. Installed Sportsman Leading Edge Cuff Kit and aileron gap covers and wing tips, IAW STC# SA2256WE per Master Drawing SASP-1 revision A dated 04/11/2016, see 337 dated 11/5/20. Installed Electronics International CGR-30C ser# 247578, per STC# SA02402SE. see 337 dated 06/04/2021, TACH: 00:00.

(NEXT)







## REMARKS

INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

DATE

New Prop control cable installed P/N MC1223-4, Throttle cable P/N MCVAS1222-1S, Mixture cable P/N MC600-72, Cowl flap cable MC0713401-1. Installed DOOR STEWARD IAW STC #SA01120SE per installation instructions & ICA P/N MVA-B40C10M&O Rev A dated 08/10/2009, see 337 dated 05/25/21. Removed old seat covers from pilot, co-pilot and rear passenger seat, stripped and painted seat frames. Installed Sport Aircraft Seat covers per installation directions. Burn cert on file. Aircraft weighed tail WT 95.0, Left Main 720.0 lbs., Right Main 703.0 lbs. and equipment list revised. Installed ACK E-04 ELT per ACK installation instructions, Mounted on previously installed bracket, AC 20-41A no 337 required FAA letter 04/08/2011. Tested per FAR 91.207 Battery DUE: OCT/25. FAR 43.9(a)(3) Techs: Drew Randall, Nolan Newton, Wayne Cook and Jeff Chatfield, FAR 43.3(d). Annual inspection performed per FAR 43 Appendix "D" check list. All AD's through bi-weekly 2021-11 complied with and listed. I certify that this aircraft has been inspected IAW an Annual inspection and was determined to be in an airworthy condition.

*Bruce* 3211171 IA

Test Flight per FAR 91.407 (b) performed by Brian Klenoski and found to be satisfactory, no discrepancies noted.



Premier Avionics, LLC

N: 9206C

## ALTIMETER, STATIC AND TRANSPONDER CERTIFICATE

|                            |       |            |     |             |            |             |            |                             |            |                                   |       |            |            |       |       |       |       |
|----------------------------|-------|------------|-----|-------------|------------|-------------|------------|-----------------------------|------------|-----------------------------------|-------|------------|------------|-------|-------|-------|-------|
| TEST ALT.<br>X 1000 FT.    | -1    | 0          | .5  | 1           | 1.5        | 2           | 3          | 4                           | 5          | 6                                 | 8     | 10         | 12         | 14    | 15    | 16    |       |
| TOL.<br>± FT.              | 20    | 20         | 20  | 20<br>70    | 25         | 30<br>70    | 30<br>70   | 35                          | 70         | 40                                | 60    | 80<br>80   | 90         | 100   | 90    | 110   |       |
| ACTUAL<br>FRICTION         | -1000 | 0          | 500 | 1000<br>0   | 1500       | 2000<br>0   | 3000<br>0  | 4100                        | 0          | 6000                              | 8000  | 10000<br>0 | 12000      | 14000 | 0     | 16000 |       |
| TEST ALT.<br>X 1000 FT.    | 18    | 20         | 22  | 25          | 30         | 35          | 40         | 45                          | 50         | BARO. SCALE ERROR (TOL. ± 25 FT.) |       |            |            |       |       |       |       |
| TOL.<br>± FT.              | 120   | 130<br>100 | 140 | 155<br>120  | 180<br>140 | 205<br>160  | 230<br>180 | 255                         | 280<br>250 | 28.10                             | 28.50 | 29.00      | 29.50      | 29.92 | 30.50 | 30.90 | 30.99 |
| ACTUAL<br>FRICTION         | 18000 | 20000<br>0 | X   | X           | X          | X           | X          | X                           | X          | -1730                             | -1340 | -860       | -390       | 0     | 530   | 890   | 975   |
| HYSTERESIS (TOL. ± 75 FT.) |       |            |     | 50%<br>MAX. | 0          | 40%<br>MAX. | 0          | AFTER EFFECT (TOL. 30 FT.): |            |                                   |       | 0          | CASE LEAK: |       |       |       | 60    |

ALTIMETER MAKE GarminBLIND ENCODER GarminTRANSPONDER NAME GarminMODEL GI275MODEL GI275MODEL GNX375S/N 5M2101967S/N 5M2101967S/N 5GJ003736CERTIFIED ALTIMETER PER FAR 43, APP. E (b) TO 20000 FT. TO COMPLY WITH FAR 91.411.

CERTIFIED STATIC SYSTEM PER FAR 43, APP. E (a) TO COMPLY WITH FAR 91.411.

CERTIFIED AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM PER FAR 43, APP. E (c) TO COMPLY WITH FAR 91.411.

CERTIFIED TRANSPONDER PER FAR 43, APP. F TO COMPLY WITH FAR 91.413.

This aircraft and/or component identified above was repaired and/or inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the following work number.

Date: 10-18-21Tech. MWW.O. 6080Signed [Signature]

PREMIER AVIONICS, LLC. • CRS# 7PMR634B • PH: (260) 747-4810 • 4424 Altitude Drive • FORT WAYNE, INDIANA 46809

TOTALS FORWARD

TOTALS TO DATE



Premier Avionics, LLC

2 N: 9206C

## ALTIMETER, STATIC AND TRANSPONDER CERTIFICATE

| TEST ALT.<br>X 1000 FT.    | -1    | 0          | .5  | 1           | 1.5        | 2           | 3          | 4                             | 5          | 6                                 | 8     | 10         | 12            | 14    | 15    | 16             |
|----------------------------|-------|------------|-----|-------------|------------|-------------|------------|-------------------------------|------------|-----------------------------------|-------|------------|---------------|-------|-------|----------------|
| TOL.<br>± FT.              | 20    | 20         | 20  | 20<br>70    | 25         | 30<br>70    | 30<br>70   | 35                            | 70         | 40                                | 60    | 80<br>80   | 90            | 100   | 90    | 110            |
| ACTUAL<br>FRICTION         | -1000 | 0          | 500 | 1000<br>0   | 1500       | 2000<br>0   | 3000<br>0  | 4000                          | 0          | 6000                              | 8000  | 10000<br>0 | 12000         | 14000 | 0     | 16000          |
| TEST ALT.<br>X 1000 FT.    | 18    | 20         | 22  | 25          | 30         | 35          | 40         | 45                            | 50         | BARO. SCALE ERROR (TOL. ± 25 FT.) |       |            |               |       |       |                |
| TOL.<br>± FT.              | 120   | 130<br>100 | 140 | 155<br>120  | 180<br>140 | 205<br>160  | 230<br>180 | 255                           | 280<br>250 | 28.10                             | 28.50 | 29.00      | 29.50         | 29.92 | 30.50 | 30.90<br>30.99 |
| ACTUAL<br>FRICTION         | 18000 | 20000<br>0 |     |             |            |             |            |                               |            | -1730                             | -1340 | -860       | -390          | 0     | 530   | 840<br>975     |
| HYSTERESIS (TOL. ± 75 FT.) |       |            |     | 50%<br>MAX. | 0          | 40%<br>MAX. | 0          | AFTER EFFECT (TOL. 30 FT.): 0 |            |                                   |       |            | CASE LEAK: 60 |       |       |                |

ALTIMETER MAKE GarminMODEL GI275S/N 5M2101965BLIND ENCODER GarminMODEL GI275S/N 5M2101965

TRANSPONDER NAME \_\_\_\_\_

MODEL \_\_\_\_\_

S/N \_\_\_\_\_

CERTIFIED ALTIMETER PER FAR 43, APP. E (b) TO 20000 FT. TO COMPLY WITH FAR 91.411.

CERTIFIED STATIC SYSTEM PER FAR 43, APP. E (a) TO COMPLY WITH FAR 91.411.

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This aircraft and/or component identified above was repaired and/or inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the following work number.

Date: 10-18-21 Tech. MWW.O. 6080Signed D



# LOG BOOK ENTRY

DATE

N

9206C

TIME

1.6 Tach Time

DATE

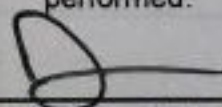
11-3-2021

Removed Turn Coordinator, SN: 400, Hobbs meter, Altimeter, SN: 41898, Airspeed Indicator, SN: T28872 and 2nd compass. Installed Garmin GI-275 Horizon, SN: 5MZ101965 with GMU11 Magnetometer, SN: 56J022056, GI275 HSI, SN: 5MZ101967, GNX375 GPS/Transponder, SN: 5GJ003736, GA35 GPS Antenna, SN: 196753, GTR225 Com, SN: 2A5009758, GTR225 Com, SN: 2A5009774, GMA345 Audio Panel, SN: 3Z0010113, CI-121 Com Antenna, SN: 649502 and 649507, CI-105 Transponder Antenna, SN: 99749 and GSB15 USB charger, SN: 63M350112. The GI-275 systems were installed in accordance with manufacturer's installation manual; PN: 190-02246-10, Revision 11, dated October 6, 2021. The GI-275 was installed per STC# SA02658SE. The GNX375 GPS/Transponder system was installed in accordance with manufacturer's installation manual; PN: 190-02207-A4, Revision 7, dated February 24, 2020. The GNX375 was installed per STC# SA02636SE. The GTR225 Com's were installed in accordance with manufacturer's installation manual; PN: 190-01182-02, Revision L, dated June 17, 2021. The GMA345 Audio Panel was installed in accordance with manufacturer's installation manual; PN: 190-01878-02, Revision 5, dated November 25, 2020. The GSB15 USB charger was installed in accordance with manufacturer's installation manual; PN: 190-00303-A3, Revision 6, dated March 11, 2021. Upgraded existing Aircraft radio panel with new aluminum panel using AC43.13-2B, Chapter 2, Page 11, Paragraph 203, Items A, B, C, and E, and AC43.13-2B, Chapter 11, Page 124, Paragraph 1104, Item A for approved data. The above mentioned systems were ramp checked in accordance with manufacturer installation

\*\*\* Page 1 of 2 \*\*\*

The aircraft, airframe, aircraft engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Agency and is approved for return to service. I certify that this aircraft is airworthy with respect to the maintenance, preventative maintenance, or alterations performed.

Signature:



Work Order:

6080

Premier Avionics, LLC 4424 Altitude Drive • Fort Wayne, IN 46809 • Tel: 260-747-4810 • CRS: 7PMR634B



# LOG BOOK ENTRY

N

9206C

TIME

1.6 Tach Time

DATE

11-3-2021

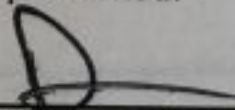
manuals listed above and were found to operate within manufacturer's performance specifications. No interference was found between the installed systems and the existing systems in the aircraft. Supplementary weight and balance data was updated with this change. An electrical load analysis was done and found that the load on the electrical system did not exceed 80% of the alternator data plate rating with this installation project. (See work order 6351 dated 11/3/2021 for alternator electrical load check and rewire work.)

Reference FAA Form 337 dated 11/3/2021 for the maintenance instructions (ICA) associated with this STC.

\*\*\* Page 2 of 2 \*\*\*

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Signature:



Work Order:

6080

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# FLIGHT LOG

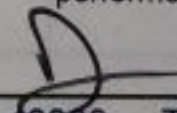
## LOG BOOK ENTRY

**N** 9206C **TIME** 1.6 Tach Time **DATE** 11-3-2021

During load analysis check, it was found that the alternator was incorrectly wired. Replaced alternator wiring with 4 gage wire and rewired alternator, shunt and bus bar wiring as per Manufacturers Maintenance Manual instructions. Ran aircraft and checked alternator system. Found alternator was charging properly and did not exceed 80% of alternator data plate rating with all electrical systems running. Alternator maximum draw was 27 amps total with all systems running.

\*\*\* Page 1 of 1 \*\*\*

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Signature: 

Work Order: 6351

Premier Avionics, LLC 4424 Altitude Drive • Fort Wayne, IN 46809 • Tel: 260-747-4810 • CRS: 7PMR634B



# LOG BOOK ENTRY

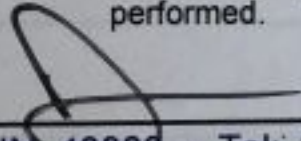
N 9206C **TIME** 1.6 Tach Time **DATE** 11-8-21

Performed Operational Flight Check IAW applicable STC's from installation project dated 11/3/2021.

The flight check was done by SHAWN AVRA 3506077 (Pilot/License#) on this date.

\*\*\* Page 1 of 1 \*\*\*

The aircraft, airframe, aircraft engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Agency and is approved for return to service. I certify that this aircraft is airworthy with respect to the maintenance, preventative maintenance, or alterations performed.

Signature: 

Work Order: 6080





## ELITE AIR SERVICE

03/29/2022 N9206C C-180 ser# 31305 TTAF: 3238.74 TACH: 2.2

Installed Airtex headliner, Plane Plastics sun visors, see 337 dated 03/28/2022. Knots 2U cabin & baggage door seals and new ABI seat belts all seats. Drained usable fuel from tanks, check oil was full. Weighed aircraft, see 337's and new weight and balance sheet dated 03/08/2022. Horizontal stabilizer P/N 0732600-2 removed from aircraft, stripped of skins & paint, cleaned inspected. Replaced nose ribs LH P/N 0732609-1, LH & RH 0732611-3 & -4. Skins P/N 0732600-5, -6, & -3. All etched & alodined, epoxy primed. New tips P/N 0732613-1 installed, and hinge spacers P/N 07321-1-7. Painted with following, Paint codes AXALTA Matterhorn white 765385, Smoke 409520, Arc Blue Pearl 818093, Champagne 398300, and Gloss Black 765268. Abrasion boots installed leading edge horizontal stabilizer P/N S19383-68.00.(1232040-5). QMI horizontal stab. attach brackets installed on aircraft per STC# SA02522AK see 337 dated 03/28/2022. Horizontal stabilizer reinstalled with new hardware. QMI "ICA" for AD 20-21-22 inspection every 10 years/1500 hrs. Due: 03/2037/TTAF: 4738.74. Joel Newton 4389274 A&P





# ELITE AIR SERVICE

06/01/2022 N9206C

C-180

ser# 31305

TTAF: 3229.64

TACH: 3.1

Performed 100 hour inspection per FAR 43 appendix "D" check list. All AD's through bi-weekly 2022-11 listed and complied with, see list this date. Prop static RPM adjusted to 2550, Idle adjusted to 600 rpm. Lubed all pulley and hinge points with LPS 2, wheel bearings serviced with AeroShell #5. ELT checked FAR 91.207(d) battery due OCT/25. Reference Cessna 100 series 1962 and prior maintenance manual, D138-1-13 Rev 1 dated 03/76. FAR 43.3(d) Tech Wayne Cook. I certify that this aircraft has been inspected IAW an 100 hour inspection and was determined to be in an airworthy condition.

Joel Newton 4389274 A&amp;P

06/01/2022 Tach 3.1 I certify that this air frame has been inspected IAW an annual inspection and was determined to be in air worthy condition.

James J. Pusch AIB 1972456 IA