

Serial 402-0270

Cessna[®]

REPLACE ELT BATTERY BY:

Nov 28, 1981

INV 2-1881



AIRCRAFT LOG
AND MAINTENANCE RECORD

Book #3

N _____ SERIAL NO. _____

AIRCRAFT LOG

AIRCRAFT LOG							
DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
25							
1-16	VISUAL INSPECTION OF LOWER WING SKINS SHOW MUCH OIL CANNING + WRINKLES JUST OUTBOARD OF EACH ENGINE. INSPECTION OF WING INTERIOR SHOWS NO SIGNS OF SHEARED FASTENERS OR WRINKLED RIBS, ETC. THE R. WING SHOWS MORE PROMINENT WRINKLES. SUSPECT POSSIBLE STRUCTURAL MOVEMENT IN THIS AREA OF RT. WING. CESSNA ENGINEERING + OTHER AUTHORITIES ARE BEING CONSULTED. AIRCRAFT APPROVED FOR SERVICE AT THIS TIME. THE WRINKLES ARE BEING VERY CLOSELY OBSERVED AT THIS TIME TO DETERMINE IF THE AREA IS ACTIVELY WORKING. SUSPECT DAMAGE WAS DONE AT SOMETIME IN THE PAST DURING A HIGH GROSS WT. LANDING						
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE					248	6	W.H. Green APR 28 1946

AIRCRAFT LOG

Operation checked with FAR 91.23		DATE	REMARKS
Place	Signature		
		19 25	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.
		1-16	ANNUAL INSPECTION: FUEL STRAINERS REMOVED & CLEANED ENTIRE FUEL SYS INCL. VALVES, FILTERS, STRAINERS, TANKS MANIFOLDS, GAUGES, LINES, HOSES, PUMPS, INDICATORS, INSP. FOR FUNCTION, SECURITY & CONDITION. ALL FLEX. FUEL LINES REPLACED W/ AEROQUIP 303 HOSE OF 1Q74 DATE. ALL FLT CONTROLS, INSP. & LUBRICATED. WINGS, TAIL & FUSE INTERIORS INSPECTED. 2 CRACKS EACH WING RIB FOUND AS RELATED PER SERVICE LETTER ME 71-2, REPAIR KIT ORDERED. O ₂ BOTTLES SENT OUT FOR HYDROSTATIC TESTING. O ₂ BOTTLE INSTALLATION MOVED FROM ORIG. LOCATION TO L. SIDE NOSE UNDER BAG. COMP (SEE 337). WINDSHIELD DEICE SYS DRAINED, FLUSHED & CLEANED. FUEL & PRESS TEST OK. ELECT. SYS. INSPECTED, L. ALTERNATOR INOP & R. ALTERNATOR WORN BEYOND ACC. LIMITS. BOTH ALTERNATORS REPLACE W/ WARD AERO #244 UNITS. MAIN VOLTAGE REGULATOR REPLACED W/ FACTORY NEW DELCO P/N 9000591. THOROUGH WING SPAR INSPECTION PERFORMED. ALL INST PANEL SHOCK MOUNTS REPLACED. R. FRONT SIDE WINDOW CRACKED - REPLACED

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME	
					HOURS	10THS
					<p>WITH NEW CESSNA WINDOW. ALL TRIM TABS INSPECTED FOR FREE PLAY & FOUND OK. ALL BRAKE PADS REPLACED. COMBUSTION HEATER INSPECTED - OK. ALL TRIM TAB ACTUATORS INSPECTED & LUBRICATED. FLAPS TESTED & INSPECTED & LUBRICATED. L. CONSOLE INSPECTED FOR SECURITY OF SWITCHES & CIRCUIT BREAKERS. L. ENG AIR INDUCTION DUCT (IN VACUUM) REPLACED. HEAT SHIELDS 5254012-1 & -2 REPLACED. PROP. DEICE BRUSHES L. ENG REPLACED W/ NEW P/N B40012. L. ENG HT. SHIELD P/N 0850712-17. REPLACED. NEW PROP. SPINNER SPACERS (BOTH ENGS). DEICE + VAC. LINES 5200106-112 & -113 REPLACED. THROB. (2 ea) OIL SCAVENGER LINES 0851053-5 & 0850696-8 REPLACED. ALL FLEXIBLE OIL LINES REPLACED W/ NEW AERQUIP 303 HOSES. (1974) NEW. FUEL SELECTOR VALVE KNOBS INSTALLED. P/N 0851147-2 & 0851143-3 BRACKETS (THROTTLE BODY) REPLACED. ALL FLEX FUEL LINE DUCTS FOR COOLING AIR REPLACED. ELT OPERATION TESTED OK. STALL WARNING SYSTEM INSPECTED & TESTED OK. LANDING & TAXI LTS. TESTED. ROTATING BEACONS & NAV LTS</p>	
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE						

AIRCRAFT LOG

checked 25 Signature	DATE 19 ____	REMARKS <small>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.</small>
		<p> TESTED FOR OPERATION - OK. ALL FLEXIBLE VACUUM + DEICE HOSES REPLACED. LANDING GEAR RIGGING INSP. PERFORMED - A/C BOTH MAIN GEAR. WERE NOT ACCEPTABLE. REPLACED THE FOLLOWING PARTS 0841202-1 (4ea) 5132-10 P17 BUSHING (2ea) NAS 77-10-45 BUSH. (2ea) 5041003-1 SPACER (2ea), 5132-10P24 BUSH (2ea), 5041017-2 BUSH (8ea), 5041013-2 (BUSH) 2ea, 5041013-3 BUSH. (2ea). MAIN GEAR DOOR TENSION (UP + DN) ADJUSTED, DOWN LOCK (MAIN GEAR) TENSION ADJUSTED, DROP OFF INSPECTED + ADJUSTED. GEAR UP TRAVEL ADJUSTED, UP LOCK HOOKS + PUSH PULL TUBE ADJUSTED. NOSE GEAR UP + DOWN LOCK TENSION ADJUSTED, NOSE GEAR CONNECTOR LINK OVERCENTER TRAVEL ADJUSTED. ALL GEAR UP + DOWN LOCK MICRO SWITCHES ADJUSTED. EMERGENCY GEAR EXTENSION SYS. TESTED + INSP. BOTH MAIN GEAR SCISSORS LINKS WEAR NOT ACCEPT. REPLACED ALL BUSHINGS IN BOTH MAIN GEAR SCISSORS REPLACED + KNEE BUSHINGS REAMED TO SIZE. ALL GEAR MEMBERS LUBRICATED BOTH MAIN GEAR SWAY BRACES COMPLETELY REBUSHED. A/C INSPECTED FOR PROPER PLACARDS, SEAT BELTS INSPECTED OK </p>

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
12			BATTERY REMOVED, BATTERY BOX REMOVED + AREA INSPECTED CORROSION REMOVED (MINOR) AREA SPRAYED W/ HA ACID RESIST. PAINT. DE SURFACE DE ICE BOOTS INSPECTED FOR COND. OK. ALL PRIMARY + SECONDARY FC. CONTROL CABLES INSPECTED FOR COND + WEAR. ALL PRIMARY CONTROL BELCRANKS INSPECTED + LUBRICATED. ALL OF THE ABOVE ITEMS + PROCEDURES WERE INSPECTED + PERFORMED IN ACCORDANCE WITH CESSNA SERVICE MANUAL INSTRUCTIONS + AC 43.13 -1 + -2. I CERTIFY THAT THIS AIRFRAME HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND IS AIRWORTHY AT THIS TIME. END				
1-16-75			I CERTIFY THAT THIS AIRFRAME HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR. INSPECTION AND IS AIR WORTHY AT THIS TIME.		248.6		
					248.6		M. H. Hume AP 2184036

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

Aircraft Total Time 5207.2

AIRCRAFT LOG

VOR Receiver operation checked
in accordance with FAR 91.25

Bearing error	Place	Signature
VOR 1	VOR 2	

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.

JAN 16 1975

I CERTIFY THAT THIS AIRCRAFT HAS BEEN
INSPECTED IN ACCORDANCE WITH AN ANNUAL
INSPECTION AND IS AIRWORTHY AT THIS
TIME. TACH 243.6
AD'S THRU 75-1

JOHN P. SMITH
2035724 JA
TORNADO SKYCRAPER
TT 5844

JAN 20 1975
Tach 250

REMOVED & REPLACED CO-PILOT'S GYRO HORIZON
M. Hoffman ATP 546827270 SERIAL 21927
MODEL RCA 21-14

JAN 23 1975
TACH 251

REMOVED & REPLACED PILOT'S GYRO HORIZON
SERIAL # 2077 M. Hoffman ATP 546827270

FEB 10/75

REMOVED GYRO HORIZON & SENT TO REPAIR
SHOP FOR OVERHALL. SERIAL #

FEB 14/75

INSTALLED GYRO HORIZON
PILOTS. AP 546827270

M. Hoffman

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
2-10-75	INSTALLED KOLLSMAN ENCODE ALT. PN B454510001 SN 0494 F/A/W MFR. DRAWINGS CORRESPONDING. OK. REQUIRED BY FAR 91.36 ACCOMPLISHED IN ACCORDANCE WITH AC 43.6.						
Pertinent details of this repair installation are on file at this repair station under W.O. # <u>08468</u> dated <u>2-6-75</u> Signed <u>Dian Spillman</u> for CONTINENTAL AVIONICS, INC. Orange County Airport Santa Ana, California 92707 FAA Approved Repair Station #4708							

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

AIRCRAFT LOG

VOR Receiver operation checked
in accordance with FAR 91.35

DATE

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.

Bearing error
VOR 1 VOR 2

2-10-75

I certify that the static system test
required by FAR 91.170 has been performed
check 25 feet per minute

R.P. Armstrong
FAR 4708

CONTINENTAL AVIONICS, INC.
ORANGE COUNTY AIRPORT
19711 CAMPUS DR.
SANTA ANA, CALIF. 92707

2/18/75

Hobbs
257

R+R FUEL FLOW GAUGE PART # cm 3302-1
SERIAL # 454

M. Hoffman
AP 54682727 0

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
28 JUL 75	0313L		I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 50% INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. OTHER DETAILS OF THIS INSPECTION ARE ON FILE AT THIS FACILITY UNDER WO. # 40335				A.D. 72-14-8 c/w BR PERS CHECK
	PT 5872L						2 USUAL INSP. A.D. 75-04-01 c/w BR PERS TEST & USUAL INSP. CESSNA SERVICE LIP. ME 75-17 CLAMP & FLANGE INSP. AND SMACK SUPPORT KIT SK 402-31 c/w
GUNNELL AVIATION 3000 AIRPORT AVENUE SANTA MONICA, CALIF.			APPROVED REPAIR STATION 4406		GUNNELL AVIATION SANTA MONICA, CALIF.		

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
Dev	Bearing error	Place	Signature		
VOR 1	VOR 2			19__	<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>I CERTIFY THAT THIS AIRCRAFT ^{aircraft} HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL ^{ANNUAL} INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. OTHER DETAILS OF THIS INSPECTION ARE ON FILE AT THIS FACILITY UNDER WO. # <u>40416</u></p> <p><i>[Signature]</i></p> <p>GUNNELL AVIATION APPROVED REPAIR STA. 3000 AIRPORT AVENUE 4406 SANTA MONICA, CALIF.</p> <p>REPLACED ALL BRAKE DISCS AND LININGS - RESEALED NOSTE AND LEFT MAIN STRUTS - RIGGED LANDING GEAR TO SPECS - ADJUSTED ALL CONTROL CABLE TENSIONS REPLACED LEFT PROP CONTROL.</p> <p>NOTE! OXYGEN CYLINDER REMOVED FOR RECERTIFICATION</p>



AIRCRAFT LOG

VOR Receiver operation checked
in accordance with FAR 91.25

DATE

REMARKS

Date

Bearing error
VOR 1 VOR 2

Place

Signature

19 ____

Enter here general data with reference to "Log" 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.

I certify that this aircraft has been inspected
in accordance with a 100-hour inspection
and was determined to be in airworthy con-
dition.

Chuck's Aircraft Service

FAA APPROVED REPAIR STATION #554

Auth. Signature

Charles H. Ventura

Cert. #

4600

Date

12-14-75

Time in Service

470⁰⁰

The aircraft and/or component identified above
was repaired and inspected in accordance with
current Federal Air Regulations and was found
airworthy for return to service. Pertinent details
of the repair are on file at this agency under

work order No. 6947Date 12-14-75

Signed

Charles H. Ventura

for

Chuck's Aircraft Service

FAA Certificate No. 4554

San Carlos Airport, California

On AD 75-23-08 sect I, II, III + VI - X STAMPED on "V" Band tail pipe clamp &
exh tailpipe modification (detw) - replace 2 springs on bellows, ADI All 3 pumps to length
replace bellows (on bellows) - ("V" clamp replacement due at 698 hrs) at turbo (3 ea)
On AD 72-14-08 & 70-3-4 on both engines by me OK -
retraction test good - some delays - repair both beacons

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
I certify that this aircraft has been inspected accordance with a <u>50th</u> inspection and was determined to be in airworthy con- dition.			The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Air Regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency under work order No. <u>6994</u> Date <u>1-2-74</u>				
Chuck's Aircraft Service APPROVED REPAIR STATION 4554 Signature <u>Charles M. Ventura</u> <u>Chuck's</u> Date <u>1-2-74</u> in Service <u>5200</u>			Signed <u>Charles M. Ventura</u> for Chuck's Aircraft Service FAA Certificate No. 4554 San Carlos Airport, California				
<u>AD 72-14-08 + 75-23-08 by sup - sup</u>							

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

19

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.

I certify that this aircraft has been inspected
in accordance with a 50817 inspection
and was determined to be in airworthy condition.

Chuck's Aircraft Service

FAA APPROVED REPAIR STATION 4554

Auth. Signature

Cert. #

Date

Time in Service

The aircraft and/or component identified above
was repaired and inspected in accordance with
current Federal Air Regulations and was found
airworthy for return to service. Pertinent details
of the repair are on file at this agency under

work order No. 17011 Date 1-12-76

Signed Charles H. Venturi for
Chuck's Aircraft Service

FAA Certificate No. 4554

San Carlos Airport, California

ch AD 72-14-8, 75-23-08 & 70-3-4 by me -

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
<p>I certify that this aircraft has been inspected in accordance with a <u>50101</u> inspection and is determined to be in airworthy condition.</p>			<p>The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Air Regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency under work order No. <u>7054</u> Date <u>1-25-76</u></p>				
<p>Aircraft Service APPROVED REPAIR STATION 4554</p>			<p>Signed <u>Charles H. Hartman</u> for</p>				
<p>Signature <u>Charles H. Hartman</u></p>			<p>Chuck's Aircraft Service</p>				
<p># <u>Cadmus</u> Date <u>1-25-76</u></p>			<p>FAA Certificate No. 4554</p>				
<p>Time in Service <u>620⁰⁰</u></p>			<p>San Carlos Airport, California</p>				
<p><u>for AD75-23-08 + 72-14-08 on both eng</u></p>							

AIRCRAFT LOG

VOR Receiver operation checked
in accordance with FAR 91.35

DATE

REMARKS

Date	Bearing error	Place	Signature
	VOR 1	VOR 2	

19 ____

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.

I certify that this aircraft has been inspected
in accordance with a COPIA inspection
and was determined to be in airworthy con-
dition.

Chuck's Aircraft Service

FAA APPROVED REPAIR STATION 4554

Auth. Signature

Charles H. Venter

Cert. #

No Log

Date

2-1-76

Time in Service

6799Tail 670⁰⁰

The aircraft and/or component identified above
was repaired and inspected in accordance with
current Federal Air Regulations and was found
airworthy for return to service. Pertinent details
of the repair are on file at this agency under

work order No. 7083 Date 2-1-76Signed Charles H. Venter for
Chuck's Aircraft Service

FAA Certificate No. 4554

San Carlos Airport, California

Retention

AD 12-14-08 70-3-4 + 75-23-08 upper clamps NUT 64832 RV57A4234
next replacement due at 1075 tail - retention goal
Replace LH fuel bendix pump -

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT	
					HOURS	10ths		
<p>I certify that this aircraft has been inspected in accordance with a <u>5007</u> inspection and was determined to be in airworthy condition.</p> <p>Aircraft Service APPROVED REPAIR STATION 4554</p> <p>Signature <u>Charles A. Ventura</u></p> <p>City # <u>Chico</u> Date <u>2-16-76</u></p> <p>Time in Service <u>1</u> <u>720</u></p>			<p>The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Air Regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency under work order No. <u>7125</u> Date <u>2-16-76</u></p> <p>Signed <u>Charles A. Ventura</u> for Chuck's Aircraft Service</p> <p>FAA Certificate No. 4554</p> <p>San Carlos Airport, California</p>					
<p><u>AD75-23-08 + 72-14-8</u></p>								

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

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR §1.25				DATE	REMARKS
Date	Bearing error	Place	Signature	19 ____	<small>Enter here general data with reference to "Line" and "Periodic" inspections — Rigging Changes — Alterations — Repairs — Scraps and changes in propeller or engine — as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG". ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.</small>
	VOR 1	VOR 2			
<p>I certify that this aircraft has been inspected</p> <p>in accordance with a <u>500 hr</u> inspection</p> <p>and was determined to be in airworthy condition.</p>					<p>The aircraft and/or component identified above</p> <p>was repaired and inspected in accordance with</p> <p>current Federal Air Regulations and was found</p> <p>airworthy for return to service. Pertinent details</p> <p>of the repair are on file at this agency under</p> <p>work order No. <u>7338</u> Date <u>3-1-76</u></p>
<p>Chuck's Aircraft Service</p> <p>FAA APPROVED REPAIR STA. <u>11-4554</u></p>					<p>Signed <u>Charles H. Ventum</u> for</p> <p>Chuck's Aircraft Service</p> <p>FAA Certificate No. <u>4554</u></p> <p>San Carlos Airport, California</p>
<p>Auth. Signature <u>Charles H. Ventum</u></p>					
<p>Cert. # <u>Co dump</u> Date <u>3-1-76</u></p>					
<p>Time in Service <u>6395⁰⁰</u> <u>770⁰⁰</u></p>					
<p><u>ch AD72-14-8, 70-3-4 + 75-23-08 by [signature]</u></p>					

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
I certify that this aircraft has been inspected in accordance with a <u>50752</u> inspection was determined to be in airworthy condition. Chuck's Aircraft Service APPROVED REPAIR STATION 4554				The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Air Regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency under work order No. <u>7380</u> Date <u>3-16-76</u> Signed <u>Charles H. Ventum</u> for Chuck's Aircraft Service FAA Certificate No. 4554 San Carlos Airport, California			
1st. Signature <u>Charles H. Ventum</u> Art. # <u>1000000</u> Date <u>3-16-76</u> Time in Service <u>820⁰⁰</u> <u>6445</u>							
<u>af AD72-14-8 + 75-23-08 by ramp</u>							
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	19 ____	
VOR 1	VOR 2				
<p>I certify that this aircraft has been inspected in accordance with a <u>50 hr</u> inspection and was determined to be in airworthy con- dition.</p>				<p>The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Air Regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency under work order No. <u>7395</u> Date <u>3-22-76</u></p>	
<p>Chuck's Aircraft Service FAA APPROVED REPAIR STA. No. <u>4554</u></p>				<p>Signed <u>Charles H. Ventura</u> for Chuck's Aircraft Service FAA Certificate No. <u>4554</u> San Carlos Airport, California</p>	
<p>Ruth. Signature <u>Charles H. Ventura</u></p>					
<p>Cert. # <u>10</u> Exp. <u>3-22-76</u></p>					
<p>Time in Service <u>870</u></p>					
<p><u>for AD 70-3-4, 75-23-08 & 72-74-08</u></p>					

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
August 2, 1976	1hr meter	922					
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.							
Details of inspection are on file at this agency under W.O.# <u>107</u>							
Tach. Time <u>922</u> T.S.N. <u>6501</u> T.S.M.O.H.							
Date <u>Aug 2, 1976</u> Sig. <u>L. Whitely Smith</u> <u>1A1202990</u>							
<u>AD 70-3-4, 72-14-8, 75-23-08 C/w by inspection</u>							
<u>AD 76-13-07 C/w by installation of 5243518-3 Foh</u>							
<u>Both. Both main gear scissors rebushed as needed</u>							
<u>LWS Smith</u>							
<u>8-30-76 Weighed aircraft in accordance with FAR 135.167 and weights entered in flight manual.</u>							
<u>L. Scherschligt</u> <u>QE1134173</u>							
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

AIRCRAFT LOG

DATE

Signature

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.

I certify this aircraft has been inspected in accordance with a General inspection, and was determined to be in airworthy condition.

Signature

Insp. Authorization

Total time in service

Date of Inspection

Replaced ELT BAT. EXPIRES NOV 28, 1978,
C/W A.D. 72-1408 by pressurizing FUEL SYSTEM
and ck for leaks. NO oil lines or fuel lines
leaking.

REPLACE ELT BATTERY BY:

NOV 28 1978

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
8-15-77	Time 983.3 Hours C/W INSPECTION FOR AD 72-14-8 & 75-23-8 50 HOUR CHECK COMPLETED — Ryan J. Wilson A#E13593						
9-7-77	HOBBS 1035.5 HOURS. INSTALLED RECAP TIRES ON BOTH MAINS & REPACKED WHEEL BEARINGS. LUBED BOTH PROP CONTROL CABLES. C/W INSPECTION FOR AD 70-3-4, 72-14-8 & 75-23-08						
I certify that this aircraft has been inspected in accordance with an <u>ANNUAL</u> inspection and was determined to be in airworthy condition.							
							Ryan J. Wilson IA 13593
							Inspection authorization
9-14-77	HOBBS 1086.9 C/W AD 72-14-8 & 75-23-8 10SP.						
							Ryan J. Wilson A#E13593

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

VOR Receiver operation checked
in accordance with FAR 91.25

DATE

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

19 ____

I HAVE INSPECTED THIS AIRFRAME
IN ACCORDANCE WITH A 100 HOUR
INSPECTION AND FOUND IT TO BE IN AN
AIRWORTHY CONDITION.

REPLACED R.H. AUX FUEL PUMP.
INSTALLED ALL NEW BRAKE LININGS.
REPAIRED CRACKS IN RIGHT INBOARD
SIDE OF RIGHT ENGINE ^{COUPLER} W/ INSP. FOR
AD 70-3-4, 72-14-8 & 75-23-08

DATE 9-22-77

MECHANIC: J. E. HOBBS
A#E13593

10-21-77 HOBBS 1187.5 Hours. AD 72-14-8 & 75-23-08 INSP c/w
Roger Johnson A#E13593

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
			I HAVE INSPECTED THIS AIRCRAFT IN ACCORDANCE WITH A 100 HOUR INSPECTION AND FOUND IT TO BE IN AN IR-WORTHY CONDITION.				CH/INSP FOR AD's 70-3-4, 72-14-08, 75-23-08 & REPLACED EXH CAMPS A/C TIME FOR EACH ENGINE EXHAUST SYSTEM. — RLW
			TACH READS 1237.8, RATE 11-4-77				
			NAME: Roger J. Wilson				
			LIC. N: N4E18593				
11-17-77			The Encoding Altimeter has been tested and found to comply with FAR 91.17 and Part 43 appendix F.				
			Clarence T. Purcell 560229773				
			Aero Trends Inc.				
							THE STATIC PRESSURE SYSTEM AND SENSITIVE ALTIMETER INSTRUMENT HAS BEEN TESTED AND INSPECTED 11-17-77 AM. FOUND TO COMPLY WITH FAR 91.17. TO AN ALTITUDE OF 20,000 THOUSAND FEET. BY: Roger J. Wilson (NAME) AERO TRE, U.S. INCORPORATED REPAIR STATION 402-24

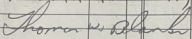
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

AF TT 6814.80

AIRCRAFT LOG

VOM Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Place	Signature	10 _____	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.
12-1-77			C/W LSP For AD 70-3-4, 72-14-08		
			75-23-08 RET Time 1285		
<p style="text-align: center;">I HAVE INSPECTED THIS <u>AIRCRAFT</u> IN ACCORDANCE WITH A <u>100 HOUR</u> INSPECTION AND FOUND IT TO BE IN AN <u>AW</u> WORTHY CONDITION. TAGH REAS <u>1351.4</u> DATE <u>12-14-77</u> NAME: <u>Roger S. [Signature]</u> LIC. N: <u>13593</u></p>					<p style="text-align: right;">TTAF 6956.7</p> <p>2-14-78 Total Time 1379.7 Hours.</p> <p>INSTALLED NEW HORBS WITH ZERO TIME. COPILOT'S ALTIMETER OVERHAULED BY GYRO HOUSE (THEIR W.D. 23974) & REINSTALLED. <u>Roger S. [Signature] AEE 13593</u></p>
12-14-77			C/W LSP For AD 70-3-4, 72-14-08		
TTAF			75-23-08 1285		
1341.4			77-13-22-1285		
TTAF			- 6918.4		
					<p>Del. to { A/C TT 6958 CTA. } Hobbs 1.3</p>

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10ths	
# 78							
7-10							
Hobbs	I certify That This Aircraft has been inspected in accordance with An Annual inspection and was found to be in Airworthy Condition						
2.0	<div style="text-align: center;">  TH 186513 </div>						
	<div style="text-align: right;"> REPLACE ELT BATTERY BY: APR 28 1980 </div>						
7-10-78	<div style="display: inline-block; vertical-align: middle;"> Assigned Side Installed Side </div>	<div style="display: inline-block; vertical-align: middle;"> TIO 520 TIOE - 325.0 </div>	<div style="display: inline-block; vertical-align: middle;"> S/N 5-922217 S/N 182288-72-L-R </div>	<div style="display: inline-block; vertical-align: middle;"> on Left 676.6 on Right </div>			
12-13-78	SEE Deliver. TRK 5.0 6961 7 TRANS WEST Acceptance Eng. Time SMAH 676.1						

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 VOR 1 VOR 2	Place	Signature		
				79	<p style="font-size: x-small;">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>
				3/7	<p>We certify that altimeter and static system tests required by FAR 91.170 (APPENDIX E PART 43) have been performed. Altimeter has been tested and calibrated to <u>20,000 ft</u></p> <p style="text-align: right;">5/0 D 3066 4757</p> <p style="text-align: right;">BAY AVIONICS FAA-Rep. Sta. 464-42 Oakland Airport <i>Paul J. Chubb</i> 3/7/79</p>
3-6-79		Chw		AP. 70-03-04 - 72-14-08	
		By visual		correction	
		Hobbs 0010.0		1556443	

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
79							
4-11	<p>I certify that this aircraft has been inspected in accordance with a 100 hr inspection and was found to be in airworthy condition.</p> <p>GEAR RETRACTION OK. NO Tire replaced. Brake release wire OK.</p> <p>TAF - 7061.7</p> <p>HOBBS 110</p> <p><i>[Signature]</i> 1578 443</p>						

CARRY FORWARD THE TOTAL ACCUMULATED DEPRECIATION TO THE

AIRCRAFT LOG

on checked
R 91.25

Signature

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.

March 14, 1979

at weighing completely this date
under W.O. 1994

SIG.

BAY AVIATION SERVICES, INC.,

OAKLAND AIRPORT, OAKLAND, CALIF.

FAA APPROVED REPAIR STATION NO. 4726

503

5/2/79 HOBBS 155.6 C/W A.D. 78-05-06 GOODYEAR FUEL CELL
INSPECTION. PER CESSNA ME 78-7 NO LEAKS. LEFT
TANK BTC 39 MFG. MAY 68 RT. TANK BTC 39 MFG
JEP 67 Jerry Mushkin A/P 1906589

AIRCRAFT LOG

over operation checked
nce with FAR 91, 25

error Place Signature
FOR 2

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.

I CERTIFY THAT THIS Aircraft

HAS BEEN INSPECTED IN

ACCORDANCE WITH A Annual

INSPECTION AND WAS FOUND

TO BE IN AN AIRWORTHY

CONDITION.

DONALD ALLISON

A & P 1481667

I.A.

TOTAL TIME

7128

TACK TIME

177

S.M.O.H. -

DATE

7-10-79

ADS

1) 78-05-06 c/w fuel cellings OK.

2) Replaced vacuum manifold check valve

Install R.H. Prop Control Cable

As the Radio 186.5

ATD Clame Chaville 1A

1663058

MEMORANDA

Date

3/17/81 Hobbs 181.5 FLI reinstalled batteries office 11/28/81 J. W. Smith ATP 1202990

3/26/81 I certify I have inspected this aircraft & find it
airworthy for ferry flight from Caldwell Idaho to
Portland Oregon J. W. Smith ATP 1202990

C/W AD 28-05-6 Fuel cells insp OK

C/W AD 70-3-4 Cyl insp

" AD 72-4-8 Cyl insp

" AD 75-23-8 Cyl insp

" 77-13-32 Cyl insp

Refraction Check Sals factory

Serviced all systems & insp

I/A/W Cessna 402 insp from

Date 5-23-81 Tach. 193

I certify that this Aircraft
has been inspected in accordance with a
Commutat inspection and was
determined to be in airworthy condition.

Billy R. Gray, IA1643753

Signed: Billy R. Gray