

32
Closed

Cessna®



AIRCRAFT LOG

AND MAINTENANCE RECORD

N 3212T SERIAL NO. 17700512

Cessna®

AIRCRAFT LOG
AND MAINTENANCE RECORD

Record of CESSNA 177 17700512
Make Model Serial Certificate

With Engine Avco Lycoming O-320-E2D L-26623-27A
Make Model Serial

From Sept. 26 19 81 to July 24 2001
July
July

Detailing Time From 1150.8 To 2074.0
Hours Hours

Owner _____

Address _____

AIRCRAFT LOG

DATE		AIRCRAFT LOG							
September	31	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT	
						HOURS	10THS		
9/26/31				All previous aircraft records have been lost. To the best of my knowledge this aircraft has 1150.8 hours total time on airframe and engine as read on the recording tachometer.				David C. Dodds A4P 547027377	
9/26/31				TACH - 1150.8 Airframe inspection. Checked wheels, tires, brakes, electrical systems, ELT, flight controls, cables, pulleys. Performed a general visual inspection of airframe. Replaced the following parts as listed - Fuel lines P/N 1700121-22 and 23, both brake disc-chromed 164-369, left brake housing P/N 61-19, with new brake flex hoses, left tire Goodyear Special II 600K6 4 ply, right aileron aft rod-end 51919-4, left stabilizer tip, control wheel bearings 51090-3, Airspeed indicator Macbad 514 TD971-11. Rigged aileron system as per manuf. specs. Serviced nose strut with fluid 5606 and air. Packed all wheel bearings. Lubed all moving controls. All AD's issued on this AC (as listed in rear of airframe logbook) checked and complied with as required - AD 70-24-4 Fuel shut-off valve checked and adjusted cable as per AD instructions. (Every week).					

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

— NEXT PAGE —

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

— NEXT PAGE —

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.23				DATE	REMARKS
Date	Serial no.	Place	Signature	19__	
VOR 1	VOR 2				
					Enter here general data with reference to "Line" and "Parade" inspections - Major 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.
AD 71-24-4 Flex line inop. C/W by replacing all fuel flex lines in eng. comp. AD 72-3-3 Wing flap jackcrew C/W by cleaning and lubed with moly lith. grease. (Every 100 hrs)					
AD 79-8-3 Electrical system failure C/W by installation of in-line fuse 7 1/2 amp. on cigar lighter circuit. AD 79-10-14 Fuel tank venting C/W by installation of two fuel caps P/N C156001-0106. AD 79-18-5 Li SO2 battery ELT C/W by installation of ELT kit P/N C589511-0119. Current aircraft weight & balance data lost. Obtained original data from factory and weighed a/c in closed door hangar with the following equipment installed since factory - Narco ADF-29 system, Dorne Margolin ELT with battery kit. - Empty fuel tanks and full oil.					
					I certify that this Airframe has been inspected in accordance with a 100 hr. inspection and was determined to be in airworthy condition.
Empty A/C weight		E.W.C.G.		Moment	
1453.3		106.70		155077.85	
Make up new aircraft weight & balance data sheet. Test flight found satisfactory.					
					DATE <u>9/26/81</u>
					TACH TIME <u>1150.8</u>
					TOTAL TIME <u>1150.8</u>
					SMOY <u>David C Dadds</u> A & P # <u>547-02-7377</u>

MAINTENANCE RELEASE

THE APPLIANCE IDENTIFIED ABOVE WAS REPAIRED
AND INSPECTED IN ACCORDANCE WITH CURRENT
REGULATIONS OF THE FEDERAL AVIATION ADMIN-
ISTRATION AND IS APPROVED FOR RETURN TO
SERVICE. PERTINENT DETAILS OF THE REPAIR ARE
ON FILE AT THIS REPAIR STATION UNDER WORK

ORDER NO. 1128-1 DATE 9-3-81

SIGNED

R. Keller

Capital Aviation Instrument Corp.

Repair Station No. 162-10

Bx. 542, Manassas Municipal Airport, Manassas, Va. 22110, (703) 389-0500

Model 2030-2018-001210 Ser. No. T. 0911-11

Type Airspeed (T) Mfg. McDonnell

Customer DC D Aero

Address Fredericks MD

☐ Overhauled ☐ Checked ☐ Calib. Checked Within Mfg's Specs.

☐ Repair ☐ TBO Supplied by Customer

Other New Exc

Signed R. Keller Date 9-3-81

SERVICEABLE

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10ths	
11/81	September 26, 1981		1150.8 hrs Total time inspected airplane. I certify that this airplane has been inspected in accordance with a <u>Annual</u> inspection and was determined to be in <u>airworthy</u> condition.				J. L. Smith 1A th 225904267
11/24/82	Tech 12510		Airframe inspection, check wheels, tires, brakes, electrical systems, FLT, flight controls, cables, pulleys. Perform a general visual of airplane. Complied with all recurring AD's - 70-24-4, 1071-24-4, 72-3-3 as listed in rear of airframe log. Replaced right main tire with serviceable Goodrich Custom II 600x6 sply. Replaced right outboard brake lining. Greased all wheel bearings. Lubed all moving controls. Replaced battery with new Rebat R-35. I certify that this airplane has been inspected in accordance with a <u>100 hr.</u> inspection and was determined to be in <u>airworthy</u> condition.				David C. Knudsen A1P547037377 ADAA - 15F
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 — Major 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	Plane	Signature
	VOR 1	VOR 2	

TACH TIME 121.0 T. II RSLD DATE 11/4/82

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED
IN ACCORDANCE WITH AN ANNUAL INSPECTION AND
WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

Terry L. Hill
TERRY L. HILL A & P 305547795 IA

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
8/20/83	TACH 1259.0		Removed the following equipment - ARC RT-540A NAV/Comm, Narco ADF-29 Receiver, sense loop antenna and cable.				
			Installed the following - Two ARC RT-338T NAV/Comm's with indicators, One ARC R-546E ADF receiver and indicator with sense loop L-346A and cable. One ARC RT-359A Transponder. One ARC Audio Panel. One ARC Marker Beacon receiver, One ARC R-443B Slidegate receiver. — Performed the following — Removed attitude gyro for overhaul and reinstallation (see tag) Removed altimeter for recertification, (see tag) and reinstallation. Performed static check. Installed Airborne Indicator Kit #344. Replaced fuel tanks & sending units P/N #1792600-1 + -2. Swing compass as per specs. (See 337 form this date for the above changes). Revised weight & balance records as required.				
			New empty weight - 1467.65				David C. Dodds
			New C.G. - 106.30				AP547027377
							ACPA-ASF

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

AIRCRAFT LOG

[illegible]

SERVICEABLE PARTS TAG

COMPONENT ALTIMETER MFG UNITED
 MODEL 5934P-1 SERIAL NO. J1041
 REMARKS TESTED TO 20,000 FT
 SIGNATURE [Signature] DATE 18 JUN 83
 FREDERICK AVIATION, INC.
 MUNICIPAL AIRPORT
 FREDERICK, MD 21701
 F. A. A. CERT. REPAIR STATION NO. 121-33

Capital Aviation Instrument Corp.

Repair Station No. 162-10

Bx. 542, Manassas Municipal Airport, Manassas, Va. 22110, (703) 389-0500

SERVICEABLE

Model 300-3CF Ser. No. 2480Type Horizon Mfg. AIMCustomer AOPA Air Safety Fd.Address Frederick MD☒ Overhauled ☐ Checked ☐ Calib. Checked Within Mfg's Specs.☐ Repair ☐ TSO Supplied by CustomerOther [Signature]Signed [Signature] Date 4-8-83

Installed

Tach 1259.

MAINTENANCE RELEASE

THE APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND
 INSPECTED IN ACCORDANCE WITH CURRENT REGULA-
 TIONS OF THE FEDERAL AVIATION ADMINISTRATION AND
 IS APPROVED FOR RETURN TO SERVICE. PERTINENT
 DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR
 STATION UNDER WORK

ORDER NO. 44063 DATE 4-8-83SIGNED [Signature]

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
1/8/84	Tach 1273.6		Airframe inspection. Checked wheels, bearings, tires, brakes, electrical systems, ELT, flight controls, cables, and pulleys. Replaced left master brake cylinder lock-o-seal P/N 300AC-6, ELT batteries BP-1020 - expires 4/85. Performed a general visual inspection of airframe. Lubed all moving controls. — I certify that this airframe has been inspected in accordance with a 100 hr inspection and was determined to be in airworthy condition. —				David C. Rodda ATP 547027377 ACPA - ASF
	TACH TIME 1273.6	TOTAL TIME 1273.6	DATE 1/8/84				
	I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.						
			Signed & filed by TERRY L. DILL A & P 305547795				
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		
84	VOR 1	VOR 2		15	
12/22/84		Tach 1299.0			Airframe inspection. Checked wheels, tires, brakes, electrical systems, EFT, flight controls, cables, and pulleys. Rigged flap system as per specs. Repack all wheel bearings. Serviced brakes and nose strut with 5606 fluid. Lubed all moving controls. I certify that this airframe has been inspected in accordance with a Annual inspection and was determined to be in airworthy condition. — David E. Danks ATP 547027377IA.
9/28/85		Tach 1335.0			Repacked all O-rings, gaskets, and seals in nose strut assembly - serviced with 5606 fluid and nitrogen as per manufacturer specs. David E. Danks ATP 547027377IA.

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
11/86							
11/1/86	Tach 13520		Airframe inspection. Checked <u>ropes</u> , <u>tires</u> , <u>brakes</u> , <u>electrical system</u> , <u>flight controls cables and pulleys</u> . <u>Serviced nose strut with fluid & nitrogen</u> . Checked all AD notes. I certify that this airframe has been inspected in accordance with a <u>company</u> inspection and was determined to be in <u>airworthy condition</u> .				David C. Dodds AIP547027377FA
BASIC AVIONICS CORP. FREDERICK MUNICIPAL AIRPORT FREDERICK, MARYLAND 21701 FAA CERT. REPAIR STATION 121-14							
			7-24-86 Performed FAR 91.172 transponder check this date. Jack M. Jager				
7/24/86			Remove altimeter for recertification (see tag), reinstall and perform static system check I/A/W FAR 91.171.				David C. Dodds AIP547027377
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

SERVICEABLE PARTS TAG

COMPONENT ALTIMETER MFG UNITED INSTRUMENTS
MODEL 5434P-1 SERIAL NO. J1041
REMARKS CERTIFIED TO 30,000 FT
SIGNATURE VKV DATE 7/24/86
FREDERICK AVIATION, INC.
MUNICIPAL AIRPORT
FREDERICK, MD 21701
F. A. A. CERT. REPAIR STATION NO. 121-33

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
9/24/87			Tach 1330.9 Airframe inspection I/P/W Cessna Pilot Manual. Replaced the following parts - aircraft battery Gill G-35, EMT batteries - expires 3/89 and left brake linings. C/W AD 86-24-07 Engine control hardware. See AD listing in rear of this logbook. - I certify that this airframe has been inspected in accordance with a annual inspection and has been determined to be in airworthy condition. David P. Rodols AIP 547027371A				
Oct. 18, 1988		Tail 1436	Replaced main TIRES AND TUBES. Changed 2 engine cowling shock mounts Replaced Beacon Bulb, power supply, and lens retaining clamp. Replaced instrument Air Filter Replaced collar #1752066-1 And clamp #1752060-200 in carb air intake system. Replaced 3 Flex Fuel Hoses				

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 is _____	REMARKS Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes to 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 the rating and certificate number must be shown.
Date	Bearing error VOR 1 VOR 2	Place	Signature		
					IN ENGINE compartment. Lubed Aircraft. ADIS IN Rear OF BOOK.
					I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH <u>ANNUAL</u> INSPECTION AND DETERMINED TO BE IN AIRWORTHY CONDITION. TACH <u>1436</u> DATE <u>2-17-1988</u> A&P <u>22230235 IA</u>
					TACH. time 1453.67 2/16/89
					REPAIRED FUEL SHUT OFF VALVE BY CLEANING & REPLACING "O" RINGS. INSTALLED NEW FUEL TUBING- OUTLET LINE FROM FUEL SHUT OFF VALVE OPS. OK. SATISF. FOR SERVICE. NO LEAKS NOTED.
					16444 RS 109-40

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
1989 6-16-89			Tank Time 1472.4 Replace fuel shut off valve wire PN 51903-1 and incoming and out going fuel line PN 1700121-72 & 170021-64. Operational check satisfactory, no leaks noted. Replaced L.H. fuel Tank Sump Drain, End. Fuel Valve At P 214822430				
Nov. 14, 1989			Tach 1492 Replace mixture control cable # 51777-1 Replace overboard landing light bulb. Repacked All wheel Bearings Replaced ELT Battery (Ex pires Nov 1991) Lubed Aircraft A/D's in rear of Book.				
I CERTIFY THAT THIS <u>Aircraft</u> HAS BEEN INSPECTED IN ACCORDANCE WITH <u>CAVROAL</u> INSPECTION AND DETERMINED TO BE IN AIRWORTHY CONDITION. TACH <u>1492</u> DATE <u>Nov 14, 1989</u> ASP <u>222302935</u> IA							
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

Shelton D. Olmstead

AIRCRAFT LOG

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

Enter here general data with reference to "line" and "in" and changes in propeller or engine - as outlined in the FAR. ALL DATA must have the endorsement of a certified

MARYLAND AIRLINES, INC.
9 Airport Circle
Easton, Md. 21601

CRS BVMR650C

Date 17 JULY 90
A/C 3212T

Records of these tests are on
file on W/O No. 1760

Technician [Signature]
Inspector [Signature]

This transponder tested as required by FAR
91.172 IAW FAR 43, Appendix F.

No. 1	No. 2
Model <u>RT 354A</u>	<u>N/A</u>
S/N	

This automatic altitude reporting system
tested as required by FAR 91.172 IAW FAR
43, Appendix E

No. 1	No. 2
Model <u>AR 850</u>	<u>N/A</u>
S/N <u>23183</u>	

Tested to 24400 feet

Maryland Airlines, Inc.

9 Airport Circle
Easton, Md. 21601

CRS BVMR650C

Pilot's Altimeter

Co-pilot's

Static System

Model	<u>5934P-1</u>		
S/N	<u>J1041</u>		
Tested to	<u>24000</u>	<u>N/A</u>	<u>1000</u>
Technician	<u>[Signature]</u>		<u>[Signature]</u>
Inspector	<u>[Signature]</u>		<u>[Signature]</u>

Records of this inspection can be found on file on W/O No. 1760

Date 17 JULY 90 A/C 3212T

The altimeters and static system of this aircraft
tested as required by FAR 91.171, IAW FAR
43, Appendix E.

Altitude Test Point Feet	± Tol.	Test Altimeter Indicated		Altitude Test Point Feet	± Tol.	Test Altimeter Indicated	
		Alt.	Error			Alt.	Error
-1000'	20	-1000φ	φ	14,000	100	14000φ	φ
0	20	φ	φ	16,000	110	1595φ	-5φ
500	20	500φ	φ	**18,000	120	1796φ	-4φ
1000	20	1000φ	φ	20,000	130	1998φ	-2φ
1500	25	1500φ	φ	22,000	140		
2000	30	2000φ	φ	25,000	155		
3000	30	3000φ	φ	30,000	180		
4000	35	4000φ	φ	35,000	205		
6000	40	6000φ	φ	40,000	230		
8000	60	7980φ	-2φ	45,000	255		
10000	80	995φ	-5φ	50,000	280		
12000	90	1196φ	-4φ				

AIRCRAFT LOG

DATE

FLIGHT
FROM

TO

NATURE OF
FLIGHTDURATION
OF
FLIGHTACCUMULATED
TOTAL
FLYING TIME

HOURS

10THS

SIGNATURE OF
PILOT**CORROSION
BLOCK**
TREATMENT CENTER

14SEP90

TREATMENT
DATE

MARCH 92

NEXT TREATMENT DUE

No

2360

1519.03

TACH TIME

N3212T

AIRCRAFT SN OR
N NUMBER

I certify that this aircraft has been treated with ACF-50 (MIL-C8138D) to prevent or arrest corrosion. Treatment is effective for 12-18 months, based on environmental conditions. It is recommended that the above be retreated at each annual, or when effectiveness ends - as determined by either time or visual inspection.

TECHNICIAN'S SIGNATURE

198321621

A & P NUMBER

14SEP90 TACH 1519.03 INSTALLED CESSNA FUEL TANK SERVICE KIT
SR. - 177-398 OF OCT. 05, 1984 REVISED 24 MARCH 90. LEAK CHECK
GOOD. *G. J. M. J. M. J. M.* A & P 198321621

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		
7/6				13 7/6	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.
10/24/76					INSTALL LORAN C RECEIVER TAW (INSTALL GUIDE, A/C 43.13-1A CHAP 11, A/C 43.13-2A CHAP 2, 5, A/C 20-121A APP 1, 3. POWER VIA 3AMP CIRCUIT BREAKER - ALL WIRES TYPICAL. REF: MARYLAND AIRLINES WO 41971 2 BVMR65DC
11-10-90 Jack Timor					Installed 1/2 EP177001 per part manufacturer! Instructions in EP177001 is a EXHAUST STACK FACING. Added facing to cowling around Exhaust pipe. Attached with #8 CS SCREW + #1921059 selflocking nut plates. I/AW AC 43-13-2A c 61 PAR 4-10 NOTE An oil cooler Baffle must be Installed when Ambient Temperatures are below 20°F. Baffle consist of a plate installed in the oil cooler air intake behind the #3 g/l with a 1 1/4" dia. hole centered in the plate. Appropriate placards to be installed in the Port And the instrument panel near the oil Temp gauge. See 337 dated this date for sample Drawing of placard. Placard AP 28852092 for Ground School End
11-10-90 Jack Timor					Installed 1/2 EFOO2A Added Lower Cowling Facing Fabricated from fiberglass + polyester resin. Attached Facing to bottom engine cowling using 8-32 SS SCREW AND #1921059 selflocking nut plates. Added them reinforcing plates at 9 OVC

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19	Locations on Added Fairing. Installed spacers as required to clear Fwxy parts installation. All work accomplished IAW AC43-13-2ACH/para 4-10 and suggested installation procedures supplied by Maple Leaf Aviation LTR. Offer to McCubert AD/28852-0792 LA - See 339 this date - End -						
							
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			
12/20			H. Chumak AEP 2337274		Replaced Compressor (w/ot) with Vertical condenser Compressor - 1 is now calibrated with 1 Master Compressor
7/8/91			H. Chumak AEP 2337274		Service Valve shut & inflated Tires.
12-92			1567161		100HR Inspection done on this Aircraft. I certify that this <u>AIRFRAME</u> has been inspected in accordance with a <u>100HR</u> inspection and was determined to be in air worthy condition. Date <u>JAN, 2, 93</u> Signed <u>J. M. Wall</u> AEP 223683442

AIRCRAFT LOG

[illegible]

AIRCRAFT LOG

FOR Reciever operation checked in accordance with FAR 91.23				DATE	REMARKS
Date	Boating error	Place	Signature		
	VOB 1	VOR 2		92	Enter here general data with reference to "Log" and "Personnel" 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 for endorsement of a certificated mechanic, and his rating and certificate number must be shown. Date <u>3/22/92</u> IT <u>1568</u> I certify that this <u>AIRCRAFT</u> has been inspected in accordance with <u>(A) Annual</u> inspection and was determined to be in airworthy condition. <u>Milton Sacks</u> MILTON SACKS A & P 1728586 1A
1574.				3/22	Remove VACUUM Pumps (Dry Air Pump) SER# <u>LD 6928</u> Installed OVERHAUL PUMP SER. <u>22 C 020</u> 3/22/92 Chgd Air Filter. Turnbup instruments good. W. H. Church AEP 2339994

211 00
SER. 5D 69Z8**LIMITED WARRANTY AGREEMENT**

Aero Accessories, Inc., warrants that this air pump is free from defects in material or workmanship for a period of one year from the date of sale or for the duration of one thousand hours of use (four hundred hours of use in the case of 400 series de-ice pumps), whichever first occurs. Aero Accessories, Inc. will, at its option repair or replace on an exchange basis any air pump remanufactured or supplied by it, which within the warranty period is returned, with freight prepaid, to it, and which upon examination is found to the satisfaction of Aero Accessories, Inc. to be defective in material or workmanship. This warranty does not apply to any air pump which has been subjected to misuse, neglect or accident, or which has been installed, repaired or altered in any way that in the judgment of Aero Accessories, Inc. has adversely affected the condition of the air pump. This is the sole and only warranty made by Aero Accessories, Inc. and no words or action by Aero Accessories, Inc., or its agents, shall constitute a warranty. No agent, employee or representative of Aero Accessories, Inc. has any authority to bind Aero Accessories, Inc. to any affirmation, representation, or warranty concerning this air pump, and unless an affirmation, representation, or warranty made by any person, including Aero Accessories, Inc., its agents, employees or representatives, is specifically included in this writing entitled "LIMITED WARRANTY AGREEMENT", it shall not be enforceable by the buyer.

There are no warranties which extend beyond the description on the face hereof.

Buyer affirms that he/it has not relied upon the skill or judgment of Aero Accessories, Inc. to select this pump for any particular purpose, and this sale is made without any warranty by Aero Accessories, Inc. that this pump is suitable for any particular purpose. Furthermore, without limitation, there is given to Buyer no warranty of merchantability of goods sold hereunder.

The sole and exclusive remedy for the breach of any warranty(s) pertaining to goods accepted by Buyer pursuant to this agreement is limited to repair or replacement as specified above. In no event will Aero Accessories, Inc. be responsible for any incidental or consequential damages arising out of the failure of this air pump or part to operate properly or arising out of any breach of warranty. This exclusion of liability for consequential damages shall be effective and continue to be effective even if, and notwithstanding that the sole and exclusive remedy hereinabove provided for breach of any warranties shall fail (if it should) of the essential purpose of the remedy.

SERVICEABLE PART

MANUFACTURER **AIRBORNE**
PART NAME **DRY AIR PUMP**
MODEL **211CC**
PART NO. **—**
SERIAL NO. **22 C 020**
REMARKS: **OVERHAULED & TESTED**

Accomplished By: **R. ABERCROMBIE**

THE AIRCRAFT COMPONENT IDENTIFIED ABOVE 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 THE REPAIR STATION UNDER THIS ORDER NO. **5012**

DATE **3-16-92**

Signed

Rich Lewis
Signature of Authorized Representative
FAA-REPAIR
2417124

FOR:

AERO ACCESSORIES INC.
1240 Springwood Church Road
Gibsonville, NC 27249

FAA Cert. Rep. Sta. No. YV4R688M

(919) 449-5054

(800) 822-3200

Telex: 9102400514

AIRCRAFT LOG

[illegible]

2/15/93 II-1584.06

T. verify this AirCom underwent
a annual Insp and was found
to be in a satisfactory cond
clw AD 76-2-12 By Insp; clw
AD 81-20-0321 By Insp;
clw AD 72-3-33 By Insp
clw AD 70-24-4 JAW AD
clw AD 71-24-4 JAW AD

~~SLP~~ - A-215505428-IA

2/4/94

THIS AIRCRAFT HAS BEEN INSPECTED
AND FOUND TO BE SAFE FOR THE
INTENDED FLIGHT

Topic: Homomorphisms
Date: 27/05/20

TT 1734.67
S/N 1770512

C177

Algorithmic Directive Compliance Record

Service Publication Compliance Record

NP 22647

Airframe	Engine	Propeller	Appliances
1	1	1	1
2	2	2	2
3	3	3	3
4	4	4	4
5	5	5	5
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96	96	96	96
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98	98	98	98
99	99	99	99
100	100	100	100

Manufacturer

1994/95

Left S/W

04/18

Printer: S/W

Pub #	Amend	Subject	At Compliance		Method of Compliance	Rept	Compliance Due		Signature & Number
			Date	Hours			Date	Hours	
14-12-97		Firearm - FF to 2nd	3/10/97	173902	CR 20 VENTRIE CR	X	3/10/95		
14-05-98		AGS/Grates 2nd 3rd	3/10/97	173903	N/A/RENTS INSTALLED				
07-22-98		WATER - 2nd 3rd			N/A				
17-29-98	2	Seal - 2nd 3rd	3/10/97	173904	3/30/97 IN 1st CR	X	3/10/95		
17-06-98		2nd 3rd 4th 5th	3/10/97	173905	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173906	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173907	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173908	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173909	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173910	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173911	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173912	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173913	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173914	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173915	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173916	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173917	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173918	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173919	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173920	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173921	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173922	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173923	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173924	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173925	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173926	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173927	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173928	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173929	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173930	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173931	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173932	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173933	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173934	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173935	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173936	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173937	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173938	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173939	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173940	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173941	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173942	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173943	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173944	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173945	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173946	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173947	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173948	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173949	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173950	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173951	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173952	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173953	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173954	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173955	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173956	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173957	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173958	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173959	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173960	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173961	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173962	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173963	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173964	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173965	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173966	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173967	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173968	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173969	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173970	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173971	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173972	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173973	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173974	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173975	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173976	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173977	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173978	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173979	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173980	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173981	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173982	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173983	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173984	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173985	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173986	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173987	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173988	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173989	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173990	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173991	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173992	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173993	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173994	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173995	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173996	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173997	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173998	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	173999	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	174000	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	174001	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	174002	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	174003	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	174004	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	174005	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	174006	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	174007	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	174008	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	174009	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	174010	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	174011	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	174012	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	174013	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	174014	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	174015	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	174016	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	174017	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	174018	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	174019	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	174020	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	174021	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	174022	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	174023	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	174024	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	174025	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	174026	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	174027	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98		2nd 3rd 4th 5th	3/10/97	174028	N/A/2nd 3rd 4th 5th INSTALLED				
22-07-98</									

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Searing error	Place	Signature	10	Enter here general item with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes to 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.
The AIRFRAME identified above was <u>Replaced</u> repaired and inspected in accordance with c. <u>1713159-1</u> <u>Brake</u> e. <u>1713102-14</u> <u>Shims</u> d. <u>1767989-1</u> <u>Shims</u> f. <u>1721078-1</u> <u>Brake</u> g. <u>031194</u> <u>Sig.</u> <u>James P. A. [Signature]</u> h. <u>VE AIR, INC. JZRR651K</u> <u>1713258-1</u> <u>Brake</u> i. <u>HAGERSTOWN, MD 21740</u>				10	I CERTIFY THAT THE ALTIMETER AND ALTITUDE REPORTING SYSTEM TESTS REQUIRED BY FAR 91.411 HAVE BEEN PERFORMED AND ARE IN COMPLIANCE <u>S/N 23185</u> <u>TESTED TO 18000</u> SYSTEM TESTED TO <u>18000</u> FILE AT THIS REPAIR STATION UNDER <u>4402034</u> <u>SIGNED James P. A. [Signature]</u> <u>VE AIR, INC. HAGERSTOWN, MD</u> <u>FAA [Signature]</u> AND CORRELATED LAW, FAR 91.217
<u>ANNUAL INSPECTION</u> I CERTIFY THAT THIS AIRFRAME HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>ANNUAL</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. W. <u>9402034</u> / T.T. <u>173508</u> <u>30266-35</u> D. <u>31194</u> SIGNED <u>James P. A. [Signature]</u> <u>Brake Pad</u> J. <u>VE AIR, INC. HAGERSTOWN, MD 21740</u> <u>B3-5-1</u> <u>FAA [Signature]</u> F. <u>VE AIR, INC. HAGERSTOWN, MD</u>				10	I CERTIFY THAT THE TRANSPONDER INSPECTION REQUIRED BY FAR 91.413 HAS BEEN COMPLETED ON THIS DATE <u>MARCH 11 94</u> AND COMPLIES WITH REQUIRE- MENTS OF PART 43 APPENDIX F MFC <u>RT357A</u> SERIAL # <u>[Signature]</u> PER <u>FILES ON FILE AT THIS REPAIR STATION UNDER</u> <u>4402034</u> SIGNED <u>James P. A. [Signature]</u> <u>VE AIR, INC. HAGERSTOWN, MD</u>
<u>OK</u> <u>BP1020</u> <u>Installed NEW GLT Battery checked</u> <u>FAA [Signature]</u> <u>21740</u> <u>Good till Sept 95</u>				10	

JRA EXECUTIVE AIR, INC.

AVIATION CONSULTANTS
INSURANCE INVESTIGATION
AVIATION APPRAISALS
ROUTE 1, BOX 401 • HAGERSTOWN, MARYLAND 21740 • (301) 791-3600

ALTITUDE AIRSPEED STATIC SYSTEM CHECK LIST (PAR 91.411)

AIRCRAFT MAKE/MODEL Cessna 171 NR 3212T WORK ORDER 9402034

OWNER John M. McGovern JT 1735.03 DATE MARCH 12 1994

ADDRESS Box 266 7 Westside Road STATIC SYSTEM TEST DATE 03-12-94
Wheat Ridge CT 06707

- I. AT 29.92" Hg, A/C ALTITUDE READS 420 75000 8.16 478
AT FIELD ELEV. PILOT/STAT ALTITUDE READS 20 IN. TORQUE OR EQUIVALENT BARO. PRESSURE 20
- II. STATIC SYSTEM LEAK RATE: UNPRESSURIZED AIRCRAFT AT 1,000 FT ABOVE FIELD ELEVATION:
LEAK RATE IS 6.0 FT PER MINUTE. (MAXIMUM PERMITTED, 100 FT PER MINUTE.)

III. ALTITUDE TEST: (UP READINGS)

AC FS
0.3175

FEET	SCALE ERROR	PERMITTED +/- FEET	ACTUAL ERROR POUND IN A/C		FRICTION ERROR PERMITTED	ACTUAL FRICTION ERROR IN A/C		
			#1 PILOT	#2 CO-PILOT		PILOT PILOT		ENCODER
1000	20	- 20	- 20					
0	20	- 20	- 20					
500	20	- 20	- 20					
1000	20	- 20	- 20		70	20		1000
1500	25	- 25	- 25					
2000	30	- 30	- 30		70	20		2000
3000	30	- 30	- 30		70	20		3000
4000	35	- 35	- 35					
5000	40	- 40	- 40					
6000	40	- 40	- 40					
8000	60	- 60	- 60					
10000	80	- 80	- 80		80	30		10000
12000	90	- 90	- 90					
14000	100	- 100	- 100					
16000	110	- 110	- 110					
18000	120	- 120	- 120					
20000	130				100			
22000	140							
24000	155				110			
26000	160							

* ALTITUDE CASE LEAK PERMITTED... 100 FEET +/- - 42

IV. HYSTERESIS (DOWN READINGS)

50% of MAXIMUM HEIGHT TESTED 45 FEET.
40% of MAXIMUM HEIGHT TESTED 40 FEET.

AND CORRELATED LAW, FAR 91.217

V. AFTER EFFECTS ERROR

TAKEN WITHIN 5 MINUTES OF HYSTERESIS TEST COMPLETION, AND SYSTEM RETURNS TO NORMAL
1.0 FT. ERROR (MAXIMUM PERMITTED ERROR... 30 FT DIFFERENCE FROM START OF TEST.)

VI. AIRSPEED TEST REPORT

PILOT SYSTEM LEAK RATE, RATE OF LEAK AT APPROX KED LINE OF AIRCRAFT 4 KTS/MILE:
(LEAK RATE SHOULD NOT EXCEED 5 KTS PER MINUTE.) PER MIN.

CERTIFICATE # JRPP651K

SIGNATURE

John M. McGovern

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
11/15/94	TACH 1852.4		CHANGED LANDING 9 TAXI LIGHTS AS LESSONA REPAIR manual PROCEDURES	103.38	5316		John McPherson
4-7-95	PERFORM ANNUAL INSPECTION OF AIRCRAFT. REPLACED LT MAIN						
TAC	+ NOSE TIRE WITH NEW, REPLACED LT MAIN WHEEL WITH						
TIME	SERVICEABLE ONE. INSPECTED SEAT TRACKS PER 87-20-03 B.K.						
1895.42	NEXT INSP DUE @ - 1995.42 TAC. SEE AD LIST FOR COMPLIANCE WITH						
	REMAINING REPAIRS AD'S, REINSTALLED.						
	AIRCRAFT WHEEL PAINTING ON AIRCRAFT						
	REPAIRING AIRFRAME DUE @ 1995.42 TAC						
AD'S	70-24-4 FUEL SHUT OFF VALVE						
	71-24-04 FUEL HOSES						
	72-3-3 WING FLAP JACK SCREW						
	87-20-03 SEATS - SEAT TRACK INSP.						
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE					Date 4-7-95 Tech 1895.42		

Certify that this Aircraft has
been inspected in accordance
with an ANNUAL
inspection and is determined
to be in an Airworthy Condition

A&P #1573494A

PERRY & K. AIRCRAFT, INC.

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 "Logs" 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.
16 MAY 96	TACH 2004.6	INSPECTED I/A/W C.177 100			DATE <u>16 MAY 96</u> TACH <u>2004.6</u> HRS
HR INSPECTION CHECKED	INSTALLED NEW BP 1020				ENGINE /AIRFRAME TOTAL TIME <u>2004.6</u> HRS
KIT BATTERY REPAIR	MAY 98, TESTED IS LIT				I CERTIFY THAT THIS AIRCRAFT WAS IN
FAR 91.207. REPLACED LEFT MAIN GEAR UPPER FAIRING					SPECIFIED IN ACCORDANCE WITH AN ANNUAL
WITH NEW PH1741005-2Y3 REPAIRED CRACK IN					INSPECTION AND WAS FOUND TO BE IN AIRWORTHY
STABILIZER BT TRAILING EDGE BY REPLACING A					CONDITION. SIGNED <u>L L</u>
6" X 16" AREA BETWEEN RIBS I/A/W C.177 SERVICE					BOOTH SPLITZER I/A 40666152
MANUAL SECTION SECTION 18-46, BALANCED STABILIZER					
I/A/W SECT 18-48 AND FIGURE 18-3, STABILIZER REINSTALLED					
AND RECEIVING CHECKED. SEE 777 THIS DATE. REBUILT BOTH BRAKE MASTER CYLINDERS,					
FINISHED OUT AND CONTAMINATED FUEL, BUILT BRANKS, C/W AD 97-20-03 BY					
INSPECTION FOR CURRENT AD LIST REAR OF LOGBOOK, FUEL TESTED, NO					
DEFECTS NOTED. <u>L L</u> AIP 40666152					
INSTALLED NEW BA 5705 FUEL ADJUST C/W AD 76-07-12 BY TST DUB ALLEN					
2004.6 HRS TO <u>L L</u> AIP 40666152					

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 THE ALTITUDE STATIC PRESSURE SYSTEM AND ALTITUDE REPORTING SYSTEM EQUIPMENT BY FAR 91.411 HAVE BEEN PERFORMED THE ALLOCATION WERE TESTED TO 20,000 FT. 3/25/97 PERTINENT DETAILS OF THIS TEST ARE AT THIS STATION UNDER NO. 6387 SIGNATURE: <i>[Signature]</i> AERO-MACHINE TECH COMPANY 21 FOREST ROAD - WESTON, CT 06883 (203) 222-8848 REPAIR STATION NO. VNSA281U						
	I CERTIFY THAT THE ATC TRANSPONDER TESTS REQUIRED BY FAR PART 91.413 HAVE BEEN PERFORMED TO MEET THE DETAILS OF THESE TESTS ARE AT THIS STATION UNDER NO. 6387 SIGNATURE: <i>[Signature]</i> DATE: 3/25/97 AERO-MACHINE TECH COMPANY 21 FOREST ROAD - WESTON, CT 06883 (203) 222-8848 REPAIR STATION NO. VNSA281U						

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

AIRCRAFT LOG

VOH Receiver operation checked in accordance with FAR 91.25				DATE 19__	REMARKS 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 the rating and certificate number must be shown.
Date	Bearing error	Plane	Signature		
23 MAY 97					TACH 2035 HRS TT INSPECTED W/RT L 177 100 HRS INSPECTION COMPLETED, BRAKES RT BRAKE C.Y. WITH NEW MS 28775-224 INSTALLED 4 NEW 66-105 LEANING. BLEED BRAKES, INSTALLED NEW 66-105 TANK LEAKY BOMB, CHANGED RUT OPS T/A/P. FAR 91.202 C/LW AD 87-20-03 R2 BY INSPECTION C/LW AD 76-07-12 BY TAST. TANK TESTER NO DEFECT NOTED AD 97-01-13 N/A PAR P/MS A+P YSL 6152 END DATE 23 MAY 97 TACH 2035 HRS ENGINE/AIRFRAME TOTAL TIME 2035 HRS I CERTIFY THAT THIS AIRCRAFT WAS IN SPED TO ACCORDANCE V A N A/C INSPECTION AND WAS FOUND TO BE IN AIRWORTHY CONDITION SIG 1 1 JIT SLETZER, J.A. 40551461
May 27, 1998 Removed engine. J. J. Sandberg A+P 40551461					

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
# 98							
Oct 23	2061.5 IV						
I certify that this airframe has been inspected I/A/W an annual inspection, is airworthy and ready for return to service. Reinstalled Engine O-320-E2D S/N L-20623-27A see engine log for installation. (cleaner) and treated pitting corrosion on carry through spar. Replaced ELT battery, new due 11/00. Replaced air system filters. Rerigged flap system. Replaced top right cowl shockmount. Replaced mid rivet to 14th rivet outboard on right wing skin joint on spar. Repaired right wing tip. Replaced left wing tank drain. Rerigged oileron system. Replaced throttle rod end. Replaced oil cooler duct. Replaced carb heat rod end. Replaced all exhaust hardware. Replaced cabin heat ducts. Repaired carb heat box duct collar. Tightened cabin door hinge hardware. Replaced right side radio rack vent duct. C/W AD 87-20-03 r2 by inspection of seat rollers, rails and engagement pins, no defects, reinspect 70/99. <i>[Signature]</i> LEP# 40581461 IA							

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
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2			
6/29/00			2064.8 TI		I certify that this airframe has been inspected I/A/W an annual inspection, is airworthy and is ready for return to service. Replaced right fuel transmitter gasket and seals, leak ck OK. Removed battery ground wire and removed corrosion, neutralized and reinstalled. Replaced left main tire. Replaced fuel strainer bowl Assy. with used serviceable. Checked Standpipe I/A/W AD 2000-06-01 and found within limits. AD '99-27-02 N/A, affected parts not installed. C/W AD 87-20-03 r2 by inspection of seat rollers, rails and engagement pins, no defects, reinspect 6/01. Tests and inspections required by FAR 91.413 passed. ELT op's OK normal, battery replacement due 11/00. [Signature] H40581461

AIRCRAFT LOG

[illegible]

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
VOR 1	VOR 2				
7-24		Tach 20740			COMPARE WITH 100HR INSP USING CROSBY 177 SERIES 100 HR CHECKLIST AND FAR 43 APPENDIX J AS GUIDED COMPRESSION ① 7400 ② 7400 ③ 7400 ④ 7400 REPLACE FLT BATTERY IN BP1020, SERVICED A/C BATTERY LUBED ALL FLIGHT CONTROLS & MOVABLE SURFACES REPLACE BRAKE LINE FOR RIGHT BEAR. BLUE BRAKE TIGHTEN SCREW FOR FLAPS ON FWD SLITCH OF CHECKED FLAPS CHECKED GOOD. Dutton Phillips #7622431 REP I Certify This AirFrame Was Inspected In Accordace With an Annual Inspection And Has Been Determined Airworthy. 7-25-2008 Dutton Phillips

Date

~~Closed~~ see book #2

MEMORANDA

(CONT)

7-12 BENDIX IGNITION *gus*20-3 R1 SENT TRACKS *gus*3-3 R2 JACK SCREW *gus*5-6 BATT BOX RELEASE *n/a*4-4 FUEL VALVE *gus*4-4 FLEX HOSES *gus*-3 BRACKET 'assembly' *n/a* (NEW TYPE)

14.9
21
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8657

[Handwritten signature/initials]

"N" NUMBER N3212T MODEL C-177

S/N NUMBER 17700512

Lycoming O-320-E2D S/N L-26623-21A

AIRWORTHINESS DIRECTIVES REPORT

D. C. D. AERO SERVICE Co.
CESSNA BUILDING
FREDRICK MUNICIPAL AIRPORT
FREDRICK, Md 21701

A.D.	DESCRIPTION	DATE	HOURS	METHOD OF COMPLIANCE	ONE TIME	RECURRING	NEXT COMP. DUE	SIGNATURE AND NUMBER
68-7-9	Longitudinal control system	9/26/81	1150.8	P/C/W	X			David C. Dodd AP 547027371
68-17-4	Stall warning system	↑	↑	P/C/W	X			
68-18-2	oil pressure line			P/C/W	X			
70-1-2	Fuel quantity trans			P/C/W	X	*		
* 70-24-4	Fuel shut off valve			checked & adjusted cable as per AD instr.		X	Every 100 hrs 1250.8	
71-1-3	Leaks in stabilizer attach			P/C/W	X			
71-24-4	Flex hoses in eng. comp.			c/w by insp. all lines replaced		X	Every 100 hrs 1250.8	
72-3-3	Wing flap jack screw			c/w by cleaning & lubed w/ moly lth.		X	Every 100 hrs 1250.8	
74-16-6	oil press gage line			P/C/W	X			
75-7-2	Foam rubber air filter seal			N/A by S/N				
77-8-3	Elec. system failure	↓	↓	Installed in-line fuse cigar light circuit	X			David C. Dodd AP 547027371
79-10-14	Fuel tank venting	9/26/81	1150.8	c/w by installation of two new fuel caps	X			
73-23-1	Piston pins	9/26/81	1150.8	N/A by S/N				David C. Dodd AP 547027371
75-9-9	oil pump failures	↓	↓	N/A by S/N				
81-18-4	Oil pump failures	9/26/81	1150.8	Due at each 2000 hrs	X			
79-18-5	Li SO2 ELT batteries	9/26/81	1150.8	c/w by installation of kit CS89511-0119	X			David C. Dodd AP 547027371

AIRWORTHINESS DIRECTIVES REPORT

IN 321RT S/N 17700512

MODEL C-177

A.D.	DESCRIPTION	DATE	HOURS	METHOD OF COMPLIANCE	ONE TIME	RECUR- RING	NEXT COMP DUE	SIGNATURE AND NUMBER
70-24-4	Fuel shut-off valve	11/24/82	1251.0	checked & adjusted AS PER AD instruction		EVERY 100 HR	1351.0	<i>David E. Dadds</i> ATP 547027377
71-24-4	Flex hoses in Eng. comp.	↑	↑	c/w by press and vacuum inspection - OK		EVERY 100 HR	1351.0	
72-3-3	Wing flap jack screw	↓	↓	c/w by cleaning + lube		EVERY 100 HR	1351.0	
76-14-8	Trim tab actuator			N/A by S/N				
82-20-1	Bendix Impulse coupling	11/24/82	1251.0	c/w by inspection AS PER AD instr. OK	X			<i>David E. Dadds</i> ATP 547027377
78-09-07	Bendix Impulse coupling insp.			Applied to left mag. Installed new at 1165.3		EVERY 500 HR	1665.3	
70-24-4	Fuel shut-off valve	12/1/86	1352.0	c/w		EVERY 100 HR	1452.0	<i>David E. Dadds</i> ATP 547027377
71-24-4	FLEX HOSE			c/w		"	"	
72-3-3	Wing flap jack screw	12/1/86	1352.0	c/w		EVERY 100 HR	1452.0	
84-26-02	Induction air filter	12/1/86	1352.0	Installed new at 1150.8		EVERY 500 HR	1650.8	<i>David E. Dadds</i> ATP 547027377
36-19-11	Fuel contamination	9/24/87	1380.9	P/c/w quick drains installed	X			<i>David E. Dadds</i> ATP 547027377
86-24-07	ENGINE CONTROL hardware	9/24/87	1380.9	c/w install correct hardware + throttle	X			<i>H. Danks</i> ATP 22308935
86-26-04	shoulder harness	Oct 12 1988	1436	N/A	X			<i>H. Danks</i> ATP 22308935
87-20-03R1	Seat Tracks	Oct 18 1988	1436	inspection OK		EVERY 100 HR	1536	<i>H. Danks</i> ATP 22308935
91-24-04	Flex hose	Oct 18 1988	1436	Replaced three fuel hoses inspected per AD		EVERY 100 HR	1536	<i>H. Danks</i> ATP 22308935
90-24-04	Fuel shut-off valve	Oct 18 1988	1436	inspect per AD		EVERY 100 HR	1536	<i>H. Danks</i> ATP 22308935
92-03-03R3	Wing flap jack screw	Oct 18 1988	1436	Kit SK177-17B PK/W	X			<i>H. Danks</i> ATP 22308935
				CONVERSATION WITH CROSSING TECH REP STEVE BROOKS Oct. 13, 1988 CONFIRMED That ABOVE KIT MUST HAVE BEEN INSTALLED PREVIOUSLY DURING TIME SPAN OF LAST LOG BOOKS. Repeat sign off of lubrication NOT NEEDED.				
87-20-03R1	Seat Tracks	NOV 1989	1492	inspect per AD OK		EVERY 100 HR	NOV 1990	<i>H. Danks</i> ATP 22308935