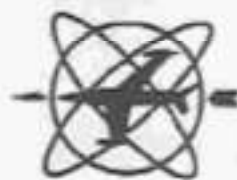


The Standard

AIRCRAFT LOG

ASA-5A-1

200



The Standard

AIRCRAFT LOG

ASA-SA-1

The Standard Aircraft Log
SA-1

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ASA-SA-1

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P N R A S A - S A - 1



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19108 ✓

Aircraft Record General Information

Manufacturer Cessna Model 177

Serial 17700512 Registration Number N3212T

Date of Manufacture _____

Engine(s) currently installed:

Manufacturer LYCOMING Model O-320-E2D Serial L-20623-274

Manufacturer _____ Model _____ Serial _____

Propeller(s) currently installed:

Manufacturer MCCALLEY Model 1C172/TM7653

HUB Model _____ Serial _____ Serial E8653

Blade Model _____ Serial _____ Serial _____ Serial _____

Blade Model _____ Serial _____ Serial _____ Serial _____

Reg#: N3212T

Date: 07/25/03

Tach: 2086.93

TTAF: 2086.93

ELT DUE: Aug 05

Trans due: **AT THIS**

TIME.

EXECUTIVE FLIGHT SERVICES

Waterbury/Oxford Airport 288 Christian St, Oxford CT 06478

Tele (203) 264 - 8800

Logbook Entry

TTE: 2086.93

SMOH: 25.43

TTP:

PSMOH:

O2 BOTTLE

HYDROSTATIC

TEST DUE:

This Airframe has been inspected IAW the Cessna 177 series inspection checklist and FAR 43 appendix D for an annual inspection. Remove ELT and install repaired unit from Merl inc model DM ELT 6.1 S/N 3530. For details see yellow tag dated 07/24/03. Install new P/N MC0756010-11, and MS29513-010 in fuel strainer.

This Airframe has been inspected IAW an Annual inspection and has been found to be in an Airworthy condition.

Kyle Bork AP 49788064 IA

Kyle Bork

Reg#: N3212T

Date: 08/02/04

Tach: 2097.00

TTAF: 2097.00

ELT DUE: Aug 05

Trans due: **AT THIS TIME.**

EXECUTIVE FLIGHT SERVICES

Waterbury/Oxford Airport 288 Christian St, Oxford CT 06478

Tele (203) 264 - 8800

Logbook Entry

TTE: 2097.00

SMOH: 35.5

TTP:

PSMOH:

O2 BOTTLE

HYDROSTATIC

TEST DUE: NA

This Airframe has been inspected IAW the Cessna 177 series inspection checklist and FAR 43 appendix D for an annual inspection. The ELT has been inspected per FAR 91.207. Replace flexible vac line from pump to firewall. Replace parking brake cable.

This Airframe has been inspected IAW an Annual inspection and has been found to be in an Airworthy condition.

Kyle Bork AP 49788064 IA

Kyle Bork

Reg#: N3212T

Date: 09/22/05

Tach: 2105.43

TTAF: 2105.43

ELT DUE: Nov 07

Trans due: **AT THIS
TIME.**

EXECUTIVE FLIGHT SERVICES

Waterbury/Oxford Airport 288 Christian St, Oxford CT 06478

Tele (203) 264 - 8800

Logbook Entry

TTE: 2105.43

SMOH: 43.93

TTP:

PSMOH:

O2 BOTTLE

HYDROSTATIC

TEST DUE: NA

This Airframe has been inspected IAW the Cessna 177 series inspection checklist and FAR 43 appendix D for an annual inspection. The ELT has been inspected per FAR 91.207. Install new BP1020 Battery, next replacement due Nov 07. Install new 164 02601 brake disk on the right main. Repair Left master cyl by installing new P/N 0541144 Rod, 0541143 Piston, 800-001-6 ring seal, and MS 28775-110 "O" ring. All work was done IAW the Cessna 177 series service manual. Replace damaged engine to engine mount ground wire hardware.

This Airframe has been inspected IAW an Annual inspection and has been found to be in an Airworthy condition.

Kyle Bork AP 49788064 IA

Kyle Bork

YEAR: _____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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KD Aviation Inc / Reese Aircraft

Log entry

Date: 07/14/2004

Aircraft: Cessna Cardinal 177 1967 s/n# 17700512 Reg# N3212T

Aircraft completely stripped, etched, conversion coated, primed, and painted. Control surfaces removed for process, checked for balance, and reinstalled. Replace left and right stab tips. Replace upper gear strut cuffs. Install stainless southco fasteners on engine cowl. Aircraft approved for return to service for the work performed above.

Colors: WA150 Matterhorn White Sherwin Williams Acryglo

143 Burgundy Dupont Imron

44453F Gold Metallic Dupont Chroma Premier

Kenneth Reese A&P# 2200970



YEAR: _____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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KD Aviation Inc / Reese Aircraft

Log entry

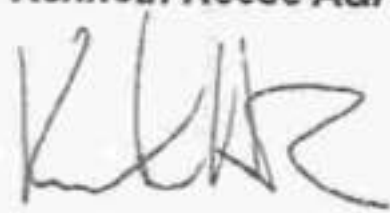
Date: 07/14/2004

Aircraft: Cessna Cardinal 177 N3212T s/n#17700512

Performed pre and post inspection of interior installation by Airtex Products, Inc, including seats wall panels, carpet, and headliner. No discrepancies noted.

Aircraft approved for return to service for the work performed above.

Kenneth Reese A&P# 2200970



YEAR: DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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F.A.A. - P.M.A.
AIRTEX PRODUCTS, INC.

NUMBER 26548


123	PART	<input checked="" type="checkbox"/>	CARPET
	PART	<input type="checkbox"/>	COWL PAD
337	PART	<input checked="" type="checkbox"/>	CUSHION UPHOLSTERY
N/A	PART	<input checked="" type="checkbox"/>	HEADLINER
422	PART	<input checked="" type="checkbox"/>	WALL PANELS
	PART	<input type="checkbox"/>	BAGGAGE COMPARTMENT
	PART	<input type="checkbox"/>	FIREWALL COVER
	PART	<input type="checkbox"/>	SEAT SLINGS
	PART	<input type="checkbox"/>	HAT SHELF PAD

ELIGIBILITY 1968 Cessna 177

YEAR: _____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
3/30/06	2110	—	2110	INSPECTED AIRCRAFT JAW CESSNA 177 SERVICE MANUAL INSPECTION GUIDE AND FAR 43 APPENDIX D. REPLACED AIRCRAFT BATTERY GILL G-35 S/N*G02248997. CLEANED BATTERY TERMINALS. OPERATION AND CONDITION CHECKED ELT PER FAR 91.207. SERVICED WHEELS, BRAKES, TIRES AND BRAKE RESERVOIRS. CLEANED AND LUBRICATED FLIGHT AND POWER PLANT CONTROLS. CLEANED & LUBRICATED FLAP TRACKS AND ACTUATOR JACKSCREW. INSPECTED AND CLEANED MAIN FUEL STRAINER AND ELECTRIC FUEL PUMP FILTERS. REPLACED FUEL RESERVOIR DRAIN VALVE. DRAINED CARBURETOR BOUL AND CHECKED FOR CONTAMINATION. CHECKED FOR FUEL CONTINUED NEXT PAGE

YEAR: _____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
3/30/06	2110		2110	<p>LEADS. SERVICED FUEL CAPS, DRAINS AND VENTS REPLACED VACUUM REGULATOR FILTER #B3-5-1. REPLACED INDUCTION AIR FILTER #BA5205. REPLACED LEFT NAV LIGHT BULB AND REPAIRED BROKEN GROUND. REPLACED CARBURETOR HEAT SHAT HOSE DUCT. INSTALLED MISSING REQUIRED PLACARDS. RETENSION ALTERNATOR BELT. C/W SEAT AND RAIL AD 87-20-03R2 BY INSPECTION AND MEASURE. ANNUAL RECURRING AIRWORTHY. C/W FLAP ACTUATOR JACKSCREW AD 72-03-03R3 BY INSPECTION AND LUBRICATION ANNUAL RECURRING. AIRWORTHY. CESSNA SERVICE KIT SK-177-17A PREVIOUSLY INSTALLED 10/18/88 TTA:1436</p>
				CONTINUED NEXT PAGE

YEAR: _____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
3/30/06	2110	-	2110	REPETITIVE INSPECTION PER AD 72-03-03R3 NO LONGER REQUIRED. C/W BENDIX IGNITION SWITCH AD 76-07-12R1 BY FUNCTIONAL CHECK. 100 HOUR RECURRING. CLEANED AIRCRAFT INTERIOR AND WINDOWS.
				I certify that this <u>AIRCRAFT</u> has been inspected in accordance with <u>AN ANNUAL</u> inspection and was determined to be in airworthy condition as of this date <u>3/30/06</u> .
				Richard E. Forrest A-PA63062931A <i>Richard E. Forrest</i>
				A/C Total Time <u>2110</u>
				Recorder Time <u>2110</u>

YEAR:	RECORDING TACH	TODAY'S FLIGHT	TOTAL TIME IN	Description of Inspections, Tests, Repairs and Alterations <small>Entries must be ordered with Name, Rating and Certificate Number of Technician or Repair</small>
DATE				
				<p data-bbox="413 451 1247 553">Southeast Aero Services, Inc. FAA Cert. Repair Station UV4R584M</p> <p data-bbox="1696 461 2225 565">385 Hawkeye View Lane St. Augustine, FL 32095</p> <p data-bbox="413 618 2214 1182">May 3, 2006, N3212T Removed: Cessna R-546E ADF receiver, IN-346A ADF indicator, L-346A loop antenna, R-402A Marker Beacon receiver and Audio switch panel, II Morrow model 800 loran receiver and A-23A loran antenna. Installed: Garmin 340 Audio/Marker Beacon/Intercom panel and Garmin 396 GPS. The GPS installation is approved for VFR only. Removed model 200-5A2 directional gyro, installed model 4000B-30 directional gyro. These modifications were accomplished as a minor alterations. Reference AC 20-138A paragraph 8c(1) and appendix 5 for the GPS installation. All work was done with reference to Garmin installation manuals and AC 43.13/2A chapter 2 as applicable. The aircraft was weighed to establish new weight and balance data.</p> <p data-bbox="413 1182 1220 1360"> Anthony W. Smith</p>

Southeast Aero Service Inc.

St Augustine, FL.

Phone (904) 824-1899/Fax (904) 824-6334

Cessna 177 Cardinal

s/n: 17700512

N3212T

3-15-07 Tach:2181.9hrs. AFTT:2181.9hrs. Completed an Annual inspection in accordance with Cessna 177 Series Service Manual Section 2-17 this date. Opened access provisions and inspection panels. Completed general servicing as required and lubricated airframe components per lubrication schedule. Installed Challenger Aviation Products Reusable Air Filter STC# SA01669CH in accordance with manufacturer's install document# 0402 Rev.J. Installed JPI Instruments EGT-701 Graphic Engine Monitor STC# SA2586NM in accordance with manufacturer's install document# 103 Rev.C. Installed Precise Flight Inc. SVS-5 Standby Vacuum System STC#'s SE1779NM, SA2162NM in accordance with manufacturer's install document# 08072. Installed Power Flow Systems Inc. Extractor Exhaust System STC# SA02674AT in accordance with manufacturer's install document# PFS-13751-00. Installed BAS Inc. Inertia Reel Shoulder Harness System STC# SA2067NM in accordance with manufacturers install document# 1200 Rev.A. Completed SE73-40 Inspection of Vertical Fin foreword attachment, no cracks found and new hardware installed. Completed SEB89-1 Inspection of Stabilator Balance Arm Bracket, no cracks found. Installed new bolts in stabilator attach points. Performed ACF-50 Corrosion Treatment of airframe. Installed new Control Yoke assemblies and push to talk switches, pilot/copilot positions. Installed new flap indicator cable assembly and rigged. Replaced cowl shock mounts as necessary. Installed new fresh air hoses above headliner. cleaned and rigged controls. Inspected and cleaned fuel system screens and filters. Installed new gasket in electric boost pump. Installed new plunger housing in fuel strainer assembly. Installed new fuel hose assembly from electric boost pump to carburetor. Fuel system and components checked for proper operation. No leaks noted. -----Continued next page-----

YEAR: _____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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----Continued from previous page-- 3-15-07 Tach:2181.9hrs. AFTT:2181.9hrs.-- AD's checked thru revision 2007-02 T-Data as follows: Complied with AD87-20-03R2 Seat Rails per Par. A and SE83-6. Complied with AD76-07-12 Ignition Switch by operational inspection. No defects Noted. Installed new nose gear steering bungee assembly. Installed new bolts in both main gear attach points. Installed new brake caliper assemblies, complete with new pressure plates and linings, left and right main gear position. Bled brake system. Installed new alternator belt, tensioned and saftied. ELT inspected in accordance with FAR 91-207d with satisfactory results. Battery expiration, 11-2007. Installed overhauled vacuum pump (see 8130-3 dated 12-19-06), purged system hoses. Installed new vacuum regulator and central air filters. Closed inspection panels and access provisions. Forms 337, weight&balance, flight manual revisions and instructions for continued airworthiness completed and filed.


I certify this Airframe has been inspected in accordance with an Annual inspection and determined to be in Airworthy condition at this time.




Bryan M Wood A&P3216290IA

YEAR: 2007 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
4/14	2195.2	/		CESSNA 177 CARDINAL S/N: 17700512 N3212T The following instruments were lighted with Nulites. AIRSPEED INDICATOR (LW3014A), CLOCK (LW2014) ATTITUDE INDICATOR (LW3014), ALTIMETER (LW3014A) CDI (LW3014A), CDI (LW3014A), DG (LW3014AB) TURN & BANK INDICATOR (LW3014), VSI (LW3014) TACHOMETER (LW3014), FUEL PRESSURE GAUGE (LW2014) AMP METER (LW2014), VACUUM PRESSURE GAUGE (LW2014) All work done in accordance with manufacturer's instructions P/N 62159 dated FEB. 2003
				<hr/> CONTINUE ON NEXT PAGE

YEAR: 2007 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
4/14				Continued From Previous Page
				Weight and Balance change was negligible and NO
				FAA Form 337 is required. The Nulitas are
				Certified under PMA PQ8765W. An electrical load
				ANALYSIS was performed in accordance with AC 43.13-
				1B Chapter 11, Section 3 Paragraph 11-37 and
				found within normal parameters of
				Aircraft Electrical System.
				I certify this aircraft has been inspected and is approved
				for return for service
				Charles H. Mount Jr. Commercial Pilot # 2732397 dated 2/17/2006
				

YEAR: 2007 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
5/15	2199.6			<p>Cessna 177 Cardinal S/N: 17700512 N3212T</p> <p>The following instruments were lighted with Nulites Oil Pressure (LB4014) oil Temp (LB4014) Left Fuel (LB4014) Right Fuel (LB4014). All work Done IAW manufacturers instructions P/N 62159 Dated Feb. 2003. Weight & Balance was Negligible iND FAA Form 337 is Required, The Nulites ARE Certified under PMA PQ876SW. An electrical load Analysis was Performed IAW AC.43.13-1B Chapter 11 Sect 3 Para. 11-37 and found within Normal Parameters of All Aircraft Electrical Systems.</p> <p>I certify This Aircraft has been Inspected & is Approved for Return for Service.</p> <p>Charles H. Mount Jr. Commercial Pilot #2732397 dated 5/17/2006</p> 

YEAR: DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				<h1>Flying Adventures LLC</h1> <p>Crescent City, FL. Phone (904) 824-1899/Fax (904) 824-6334 Cessna 177 Cardinal s/n: 38998 17700512 N3212T</p> <p>4-01-09 Tach:2304.06hrs. AFTT:2104.06hrs. Completed an Annual inspection in accordance with 14 CFR43 Appendix D and Cessna 177 Series Maintenance Manual this date. Opened access provisions and inspection panels. Completed general servicing as required and lubricated airframe components per lubrication schedule. Inspected and cleaned fuel system screens and filters. Fuel system and components checked for proper operation. No leaks noted. AD's checked thru revision 2008-03 T-Data as follows: ELT inspected in accordance with FAR 91-207(d) with satisfactory results.. Closed inspection panels and access provisions.</p> <p>I certify this Airframe has been inspected in accordance with an Annual inspection and determined to be in Airworthy condition at this time.</p> <p style="text-align: center;">Douglas L. Vayda A&P2640361A</p> 

YEAR: _____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

Aircraft Specialists, Inc.
 LOG ID# 1001 18-June-2009 WO# 10677
 N3212T S/N 177 CESSNA 177 TACH 2332.0

Pg 1 / 1

DISCREPANCY: FLAPS INOP.
 ACTION: OPERATED FLAPS. FLAPS INTERMITTENT. FOUND FEEDBACK CABLE PINCHED AND BINDING. REMOVED AND REPLACED FEEDBACK CABLE WITH A NEW CABLE AND CASING. CLEANED AND INSPECTED FLAP SWITCH. RE-ROUTED CABLE TO PREVENT BINDING. ADJUSTED CLAMPS. PERFORMED OPS CHECK OF FLAPS. OPS CHECK GOOD. INSURED FLAPS RIGGED IAW C177 MAINTENANCE MANUAL.

P/N ON: S1398-1 (WIRE)
 P/N ON: S990002 (WIRE CASING)


ACTION: TOP-CHARGED MAIN BATTERY.



JON GERSTEMEIER A&P 2822351

18 June 09
 Date

YEAR: _____	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				

REG. # : N3212T		DATE: 10-09-2009
TACH: 2351.20	HOBBS: 148.0	TT: N/A
<p>AIRFRAME Replaced flap limit switched at control handle with new pn# S1906-1 switch and pn# 1670019-1 insulators. Rigged switches per M.M. 10 degrees at notch and 30 degrees full down. Ops check OK. ****END****</p>		
		Mechanic <u><i>David V. AIP 2690553</i></u>

YEAR:	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations
DATE				Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

Georgia Avionics Inc. 841B Ronald Wood Road Winder, GA 30680 GX4R222M LOG ID# 991 24-March-2010 WO# 21716/1 REF# 21696 N3212T S/N 17700512 CESSNA 177	Pg 1 / 1
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***** IFR CERTIFICATION LOGBOOK ENTRY *****
 (PLACE IN AIRCRAFT LOG--VALID FOR 24 MONTHS)

THE AIRCRAFT ALTIMETER WAS TESTED TO AN ALTITUDE OF 20,000 FEET AND FOUND TO COMPLY WITH FAR 91.411.
 AUTOMATIC PRESSURE ALTITUDE REPORTING EQUIPMENT WAS TESTED AND FOUND TO COMPLY WITH FAR 91.411.
 THE ATC TRANSPONDER WAS TESTED AND FOUND TO COMPLY WITH FAR 91.413.
 THE AIRCRAFT STATIC SYSTEM WAS TESTED IN ACCORDANCE WITH APPENDIX E OF PART 43.



GX4R222M H. C. SWINDELL JR.

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YEAR: _____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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Georgia Avionics Inc. 841B Ronald Wood Road Winder, GA 30680 GX4R222M
 LOG ID# 1015 24-May-2010 WO# 21740 REF# 21740
 N3212T S/N 17700512 CESSNA 177

Pg 1 / 1

REMOVED EDM700 SHIPPED TO FACTORY FOR UPGRADE TO FUEL FLOW VERSION. INSTALLED UPGRADED UNIT PER MANUFACTURER'S SPECIFICATIONS PER STC# SA00432SE. GROUND CHECKS OK. NEGLIGIBLE WEIGHT CHANGE.
 INSTALLED OIL TEMP PROBE PER MANUFACTURER'S SPECIFICATIONS. NEGLIGIBLE WEIGHT CHANGE.
 INSTALLED OIL PRESSURE PROBE PER MANUFACTURER'S SPECIFICATIONS. NEGLIGIBLE WEIGHT CHANGE.
 INSTALLED OAT PROBE PER MANUFACTURER'S SPECIFICATIONS. NEGLIGIBLE WEIGHT CHANGE.
 INSTALLED RPM SENSOR IN LEFT MAG PER MANUFACTURER'S SPECIFICATIONS. NEGLIGIBLE WEIGHT CHANGE.

MODEL: R443B PART#: 42100-0000 SERIAL#: 4595
 ACTION: FOUND THAT THE 109 MHZ CHANNELING DOES NOT WORK IN THE GLIDESLOPE RECEIVER. INSTALLED SERVICEABLE UNIT R443B SN 24503. RAMP CHECKS GOOD. NO WEIGHT CHANGE

THE WORK DESCRIBED ABOVE IS INSPECTED AND FOUND IN AIRWORTHY CONDITION AND IS APPROVED FOR RETURN TO SERVICE.

HCS

 GX4R222M H. C. SWINDELL JR.

YEAR: _____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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REG. #: N3212T		DATE: 08-03-2010	
TACH: 2410.0	HOBBS: 214.9	TT: N/A	

AIRFRAME
 Replaced vacuum pump P/N 215CC S/N 11AN4500 with overhauled unit S/N 141690.
 Ops and leak check OK. ***END***




Mechanic *David J. G. AP 2690553*

YEAR: _____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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REG. # : N3212T		DATE: 12/07/2011	
TACH: 2468.61	HOBBS: N/A	TT: N/A	
<p>AIRFRAME Removed beacon assembly P/N- 01-0771055-00 S/N- 00678 and sent to Whelen Engineering Co. Inc. for warranty repair. Reinstalled upon completion of repair. Ops check OK. ***END***</p> <p>  Mechanic <u><i>Steve Givens</i></u> Steve Givens AP3267390 </p>			


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YEAR: _____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

REG. # : N3212T		DATE: 03/06/2012
TACH: 2485.9	HOBBS: N/A	TT: N/A
<p>AIRFRAME Removed shimmy dampner. Replaced seals and serviced with fluid. Reinstalled. Ops check OK. ***END***</p>		
		Mechanic <u><i>Steve G</i></u> Steve Givens AP3267390

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YEAR: DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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REG # N3212T		DATE: 03/06/2012	
TACH: 2485.9	HOBBS: N/A	TT: N/A	
<p>ENGINE Replaced intake hose and intake gasket on cylinder #4, P/N's 69603 and 71793 respectively. Ops and leak check OK. ***END***</p> <p>  Mechanic <u><i>Steve Givens</i></u> Steve Givens AP3267390 </p>			

TOTAL
TIME IN
SERVICE

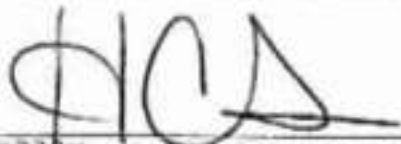
Reference of Major Repairs and Major Alterations To
FAA Form 337 by Date, or to the Work Order by Number and the Approving Agency

GEORGIA AVIONICS INC. 841B RONALD WOOD ROAD WINDER, GA 30680 GX4R222M
LOG ID# 1287 03-April-2012 WO# 22318/1 REF# 22318
N3212T S/N 17700512 CESSNA 177


Pg 1 / 1

***** IFR CERTIFICATION LOGBOOK ENTRY *****
(PLACE IN AIRCRAFT LOG--VALID FOR 24 MONTHS)

THE AIRCRAFT ALTIMETER WAS TESTED TO AN ALTITUDE OF 20,000 FEET AND FOUND TO COMPLY WITH FAR 91.411.
AUTOMATIC PRESSURE ALTITUDE REPORTING EQUIPMENT WAS TESTED AND FOUND TO COMPLY WITH FAR 91.411.
THE ATC TRANSPONDER WAS TESTED AND FOUND TO COMPLY WITH FAR 91.413.
THE AIRCRAFT STATIC SYSTEM WAS TESTED IN ACCORDANCE WITH APPENDIX E OF PART 43.



GX4R222M H. C. SWINDELL JR.

YEAR: 2012 DATE	TOTAL TIME IN SERVICE	Reference of Major Repairs and Major Alterations To FAA Form 337 by Date, or to the Work Order by Number and the Approving Agency
5/5	2500.51	<p>Cleaned and Repacked BEARINGS ON ALL 3 WHEELS WITH AERO-SHELL 22 GREASE. Replaced Right MAIN TIRE TUBE. Replaced GAS CAP Rubber washers Checked and Cleaned BRAKES. Replaced AVIONICS Filter with New P/N 10-01353 Filter. OPS Check All OK.</p> <p style="text-align: right;">  CHARLES H. MOUNT JR. CP#2732397 </p>

YEAR: DATE	A.D. NUMBER	TOTAL TIME IN SERVICE	Airworthiness Directives Chronological Listing of Compliance and Method of Compliance
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Flying Adventures LLC

Crescent City, FL.

Phone (386)467-2119

Cessna 177 Cardinal

s/n: 389-98

N3212T

6-01-12 Tach:2500.51hrs. AFTT:2500.51hrs. Completed an Annual inspection in accordance with 14 CFR43 Appendix D and Cessna 177 Series Maintenance Manual this date. Opened access provisions and inspection panels. Completed general servicing as required and lubricated airframe components per lubrication schedule. Inspected and cleaned fuel system screens and filters. Fuel system and components checked for proper operation. No leaks noted. AD's checked thru revision 2012-05 T-Data as follows: ELT inspected in accordance with FAR 91-207(d) with satisfactory results.. Closed inspection panels and access provisions.

I certify this Airframe has been inspected in accordance with an Annual inspection and determined to be in Airworthy condition at this time.

Douglas L. Vayda A&P2640361A

REG. # : N3212T

DATE: 10/02/2012

TACH: 2523.25

HOBBS: N/A

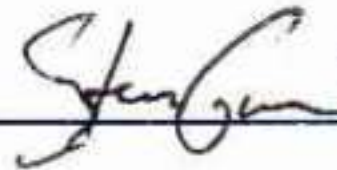
TT: N/A

AIRFRAME

Replaced seal in LH brake caliper with new MS29775-224. Bleed LH brake lines and serviced master cylinder with fluid. Ops and leak check satisfactory. ***END***

Gwinnett Aero
MAINTENANCE LLC

Mechanic



Steve Givens AP3267390

YEAR: DATE	TOTAL TIME IN SERVICE	Manufacturers' Mandatory Service Bulletins Chronological Listing of Compliance and Method of Compliance
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Make: Cessna
Model: 177
S/N: 17700512
Reg. No: N3212T
Tach: 2535.07




Gwinnett Aero Maintenance
850 Airport Road Box 7
Lawrenceville, GA 30046
770-962-9092
www.GwinnettAero.com

Performed VOR accuracy check IAW 14 CFR Part 91.171. Tested at two bearings, 0° and 90°.
 Nav #1 error at 0° is -1°, at 90° is -1°.
 Nav #2 error at 0° is 0°, at 90° is 0°.

I certify that this aircraft has been inspected and was determined to be in an airworthy condition and is approved for return to service.

Ref. Gwinnett Aero Maintenance W/O No. 185 for details. DATE: 12/04/2012

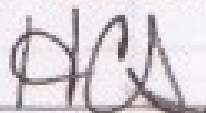
Signature: 
 Steven Glvens

FAA APPROVED CRS# 1GWR012C

Georgia Avionics Inc. 841B Ronald Wood Road Winder, GA 30680 GX4R222M
LOG ID# 1481 20-February-2014 WO# 22687/1 REF# 22687
N3212T S/N 17700512 CESSNA 177

Pg 1 / 1

REMOVED TURN COORDINATOR AND DIRECTIONAL GYRO
INSTALLED S-TEC SYSTEM 30 WITH 52D54 PER STC# SA09295AC-D AND ALL APPLICABLE FAR'S.
AUTOPILOT GROUND TESTS OK, READY FOR FLIGHT CHECK. REVISED WEIGHT AND BALANCE.
AIRCRAFT APPROVED FOR RETURN TO SERVICE.



GX4R222M H. C. Swindell Jr.

- Addition of Optional Equipment
- Removal of Optional Equipment
- Addition of Required-Exchanged for Optional
- Removal of Required-Exchanged for Optional

- Addition of Optional Equipment
- Removal of Optional Equipment
- Addition of Required-Exchanged for Optional
- Removal of Required-Exchanged for Optional

- Addition of Optional Equipment
- Removal of Optional Equipment
- Addition of Required-Exchanged for Optional
- Removal of Required-Exchanged for Optional

AIRWORTHINESS DIRECTIVE COMPLIANCE RECORD
T DATA CORPORATION

Manufacturer CESSNA AIRCRAFT CORP.
Model 177A, 177 SERIES, 177
TC A13CE, A13CE, A13CE

Registration # 3212T Tach 2004.8 Serial # 17700512
A/C Cert. Date _____ T.T. _____

68-07-09 11/16/68 LONGITUDINAL CONTROL SYSTEM/
Method of Compliance P/C/W MODIFICATION
SB # _____ DATE 9-26-81 NEXT DUE _____
Signature LOG ENTRY Cert # 547027377

*68-17-04 09/07/68 STALL WARNING SYSTEM/
Method of Compliance P/C/W HOAN + SWISSAN INSTALLED
SB # _____ DATE 9-26-81 NEXT DUE _____
Signature LOG ENTRY Cert # 547027377

68-18-02 09/05/68 OIL PRESSURE LINE/
Method of Compliance P/C/W REPLACED
SB # _____ DATE 9-26-81 NEXT DUE _____
Signature LOG ENTRY Cert # 547027377

70-01-02 01/03/70 FUEL QUANTITY TRANSMITTER FLOAT/
Method of Compliance P/C/W REPLACED
SB # _____ DATE 9-26-81 NEXT DUE _____
Signature LOG ENTRY Cert # 547027377

*70-24-04 12/06/70 FUEL SHUT-OFF VALVE/
Method of Compliance HAIRY CABLE INSTALLED PREVIOUSLY
SB # _____ DATE _____ NEXT DUE _____
Signature LOG ENTRY Cert # 4666152

71-01-03 01/05/71 CRACKS IN STABILIZER ATTACHMENT ANGLES/
Method of Compliance PREVIOUSLY INSTALLED STEEL BRACKETS
SB # SA 70-32 DATE 9-26-81 NEXT DUE _____
Signature LOG ENTRY Cert # 547027377

*71-24-04 11/23/71 FLEXIBLE HOSES IN ENGINE COMPARTMENT/
Method of Compliance LEADS REPLACED
SB # _____ DATE 9-26-81 NEXT DUE _____
Signature LOG ENTRY Cert # 547027377

AIRWORTHINESS DIRECTIVE COMPLIANCE RECORD
T D A T A C O R P O R A T I O N

Manufacturer: CESSNA AIRCRAFT CORP.
Model: 177A, 177 SERIES, 177
TC: A13CE, A13CE, A13CE

Registration # 3212T Tach 2004.6 Serial # 17700512
A/C Cert. Date _____ T.T. _____

- *72-03-03 B3 10/15/84 WING FLAP JACK SCREW/
Method of Compliance LUBED, PREVIOUSLY MOISTENED
SB # 72-2 DATE 18 MAY 86 NEXT DUE _____
Signature [Signature] Cert # 8866615L
- 74-16-06 08/09/74 OIL PRESSURE GAGE LINE/
Method of Compliance LAMP INSTALLED
SB # _____ DATE 9-26-81 NEXT DUE _____
Signature LOE KERRY Cert # 547027377
- 75-07-02 03/26/75 AIR FILTER SEAL/
Method of Compliance N/A S/M
SB # _____ DATE _____ NEXT DUE _____
Signature _____ Cert # _____
- 79-08-03 06/06/79 ELECTRICAL SYSTEM/
Method of Compliance ION LEAK FUSE
SB # _____ DATE 9-26-81 NEXT DUE _____
Signature LOE KERRY Cert # 547027377
- 79-10-14 R1 05/30/88 FUEL TANK VENTING/
Method of Compliance NEW CAPS
SB # _____ DATE 9-26-81 NEXT DUE _____
Signature LOE KERRY Cert # 547027377
- *86-19-11 10/04/86 CONTAMINATED FUEL/
Method of Compliance DRAINAGE INSTALLED
SB # _____ DATE 9-24-87 NEXT DUE _____
Signature LOE KERRY Cert # 547027377
- 86-24-07 01/07/87 ENGINE CONTROLS INSTALLATION/
Method of Compliance NEW HARDWARE
SB # _____ DATE 9-24-87 NEXT DUE _____
Signature LOE KERRY Cert # 547027377

AIRWORTHINESS DIRECTIVE COMPLIANCE RECORD
TDATA CORPORATION

Manufacturer: CESSNA AIRCRAFT CORP.
Model: 177A, 177 SERIES, 177
TC: A13CE, A13CE, A13CE

Registration # 3212T Tach 2004.6 Serial # _____
A/C Cert. Date _____ T.T. _____

86-26-04 01/06/87 SHOULDER HARNESS ADJUSTER/

Method of Compliance NA TYPE

SE # _____ DATE _____ NEXT DUE _____
Signature [Signature] Cert # 48666152

*87-20-03 R2 09/24/90 SEAT TRACKS/

Method of Compliance INSPECTION

SE # _____ DATE 16 May 96 NEXT DUE 2104.6/may 97
Signature [Signature] Cert # 48666152

76-07-12 Ion Switch C/W BY TEST 16 May 96 2004 hrs. DO NOT REPAIR 2104.6 hrs
[Signature] [Signature] A-48666152

Airworthiness Directive Compliance Record

AIRCRAFT RECORDS - DO NOT DESTROY

airframe

Company
Manufacturer CESSNA AIRCRAFT CORP.
Model 177
Tail #
Serial #
Current Time
Total Time
A/C Cert. Date

*72-03-03 R3 10/15/84 WING FLAP JACK SCREW/
Method of Compliance C/W BY INSPECTION and lubrication of jack screw.
SB # Date 2082.06 07/19/02 Next Due 2182.06 07/19/03
Signature *Ayl Bork* Cert. # 49788064 AP IA

*87-20-03 R2 09/24/90 SEAT TRACKS/
Method of Compliance C/W BY INSPECTION of seat tracks and locking pins.
SB # Date 07/19/02 2082.06 Next Due 07/19/03 2182.06
Signature *Ayl Bork* Cert. # 49788064 AP IA

97-01-13 02/03/97 COLLAPSED HOSE/
Method of Compliance NOT INSTALLED
SB # Date Next Due
Signature Cert. #

99-27-02 01/21/00 FUEL SELECTOR VALVE/
Method of Compliance NA the fuel selector has not had any work done to it during the affected years
SB # Date 07/19/02 2082.06 Next Due
Signature *Ayl Bork* Cert. # 49788064 AP IA

00-06-01 05/05/00 FUEL STRAINER ASSEMBLY/
Method of Compliance C/W BY INSPECTION
SB # Date 05/29/00 2064.8 Next Due
Signature Cert. #

Prepared by _____ Date _____

Category: Airframe

Manufacturer: Cessna Aircraft Company

Model: 177

PIN:

S/N: 17700512

9/9/2005

AD # Eff. Date	Description	Complied Date & Time	Amendment Number Method of Compliance / Applicability	One Time	Recurring	Next Due	Authorized Signature & Number
68-07-09 11/16/1968	TO PREVENT OSCILLATION IN THE LONGITUDINAL CONTROL SYSTEM	9/26/1981	PCW	X			
68-17-04 9/7/1968	TO ASSURE PROPER OPERATION OF THE STALL WARNING SYSTEM IN FLIGHT	9/26/1981	PCW HORN & SCREEN INSTALLED PREFLIGHT TEST DISCONTINUED PER PARA (E)		X	NLR	
68-18-02 9/5/1968	TO PREVENT FAILURE OF THE OIL PRESSURE GAUGE LINE BETWEEN THE ENGINE CRANKCASE AND AIRCRAFT FIREWALL	9/26/1981	PCW REPLACED	X			
70-01-02 1/3/1970	TO PREVENT POSSIBLE DAMAGE TO THE FUEL QUANTITY TRANSMITTER FLOAT ARM DURING REFUELING, WHICH CAN RESULT IN, CONTD.	9/26/1981	PCW	X			
70-15-16 1/1/1970	Superseded by 72-03-03			X			
70-24-04 12/9/1970	TO ASSURE THAT THE FUEL SHUTOFF VALVE WILL RETURN TO THE FULL OPEN POSITION AFTER BEING SHUT OFF	9/26/1981	PCW HEAVY CABLE INSTALLED PER SE70-34 RECURRING INSPECTIONS NO LONGER REQUIRED		X	NLR	
71-01-03 1/5/1971	TO PREVENT CRACKS IN THE STABILATOR ATTACHMENT ANGLES PIN 1712108	9/26/1981	PCW	X			
71-24-04 11/23/1971	TO DETECT LEAKAGE OF FLAMMABLE FLUIDS FROM FLEXIBLE HOSE ASSEMBLIES IN THE ENGINE COMPARTMENT	9/26/1981	PCW HOSES REPLACED RECURRING INSPECTIONS REQUIRED BY AD DISCONTINUED		X	NLR	
72-05-03 R3 10/15/1984	TO PREVENT INADVERTENT RETRACTION OF WING ELAP AND TO INSURE POSITIVE OPERATION OF THE ELECTRICAL WING, CONTD.	9/26/1981	PREVIOUS(SLY MODIFIED)		X	NLR	
74-16-05 8/9/1974	TO PREVENT FAILURE OR CHAFING OF THE OIL PRESSURE GAGE LINE LOCATED BETWEEN THE FIREWALL AND THE OIL PRESSURE GAGE	9/26/1981	CLAMP INSTALLED	X			
75-07-02 3/26/1975	TO PRECLUDE SEPARATION OF THE FOAM RUBBER AIR FILTER SEAL		DNA BY S/N	X			
78-26-08 1/1/1978	Superseded by 79-10-14			X			
79-06-03 C 6/6/1979	TO PREVENT ELECTRICAL SYSTEM FAILURE, SMOKE IN THE COCKPIT, AND/OR FIRE IN THE WIRE BUNDLE BEHIND THE INSTRUMENT PANEL	9/26/1981	INLINE FUSE INSTALLED	X			
79-10-14 R1 5/30/1988	TO PROVIDE AN ALTERNATE SOURCE OF FUEL TANK VENTING IN CASE OF FUEL TANK VENT OBSTRUCTION BY FOREIGN MATERIAL, CONTD.	9/26/1981	NEW CAPS INSTALLED	X			
85-19-11 10/4/1985	TO ELIMINATE THE POSSIBILITY OF ENGINE POWER REDUCTION DUE TO CONTAMINATED FUEL	9/26/1981	DRAINS INSTALLED	X			
85-24-07 1/7/1987	TO PREVENT ENGINE POWER INTERRUPTION DUE TO LOSS OF ATTACHMENT OF THE ENGINE CONTROLS	9/26/1981	NEW HARDWARE INSTALLED	X			
85-28-04 1/6/1987	Superseded by 2004-19-01			X			
87-20-03 R2 9/24/1980	TO ASSURE PROPER ENGAGEMENT OF THE SEAT LOCKING MECHANISM AND TO PRECLUDE INADVERTENT SEAT SLIPPAGE	3/30/2005 2110	BY INSPECTION & MEASURE-AIRWORTHY		X	ANNUALLY	R E DEFOREST
97-01-13 2/3/1997	TO PREVENT FUEL, OIL, OR HYDRAULIC SYSTEMS FAILURE CAUSED BY A COLLAPSED HOSE		DNA SUBJECT HOSES NOT INSTALLED	X			
99-27-02 1/21/2000	Fuel selector valve cams or fuel selector valves, when installed, could result in an inadequate supply of, contd.	7/18/2002 2082.08	DNA PER LOGS	X			
2000-08-01 5/5/2000	To prevent foreign material from entering the fuel system and engine, which could result in loss of engine power, contd.	6/29/2005 2084.8	PCW AIRWORTHY	X			

Category: Airframe
 Manufacturer: Cessna Aircraft Company Model: 177 P/N: S/N: 17700612 9/9/2005

AD # Eff. Date	Description	Complied Date & Time	Amendment Number Method of Compliance / Applicability	One Time	Recurring	Next Due	Authorized Signature & Number
2004-19-01 C 11/1/2004	To prevent slippage of the pilot/co-pilot shoulder harness, which could result in failure of the shoulder contd.		DNA NOT INSTALLED	X			

GATP

Category: Engine
 Manufacturer: Textron Lycoming Model: O-320-E2D P/N: S/N: L-20823-27A 9/9/2005

AD # Eff. Date	Description	Complied Date & Time	Amendment Number Method of Compliance / Applicability	One Time	Recurring	Next Due	Authorized Signature & Number
55-02-02 2/28/1955	ENGINE ACCESSORY DRIVE ADAPTER GASKET		DNA BY S/N	X			
59-10-07 7/1/1959	CYLINDER BAFFLE CLAMPS		DNA	X			
63-23-02 8/8/1968	EXHAUST VALVES AND VALVE GUIDES		DNA BY O/H		X		
64-16-09 7/10/1964	TO PRECLUDE THE POSSIBILITY OF ENGINE OIL BEING DRAINED OVERBOARD AS A RESULT OF OIL SEAL FAILURE, CONTD.		DNA BY PUMP P/N	X			
65-20-04 6/27/1965	TO PREVENT FURTHER FAILURES OF OIL FILTER ADAPTER GASKET, P/N 74904		DNA BY INSTALLED FILTER	X			
75-06-09 R(3) 8/18/1977	TO PREVENT OIL PUMP FAILURES, INSPECT, REPLACE AND ASSEMBLE THE OIL PUMP DRIVE SHAFT AND DRIVE IMPELLER		DNA BY S/N	X			
81-19-04 R2 6/7/1982	Superseded by 90-09-10			X			
87-10-06 R1 8/1/1989	TO PREVENT POSSIBLE ROCKER ARM FAILURE AND LOSS OF ENGINE POWER, INSPECT AND REWORK OR REPLACE ROCKER ARM, CONTD.		DNA BY S/N	X			
90-04-06 R1 5/28/1991	TO PREVENT OIL LINE FRACTURE AND LOSS OF ENGINE OIL		DNA NO GOVERNOR	X			
91-14-22 6/19/1991	Superseded by 2004-10-14				X		
92-12-05 7/10/1992	TO PREVENT PISTON PIN FAILURE, OR PISTON RELEASE, AND ENGINE FAILURE		DNA BY P/N	X			
94-14-13 L 6/23/1994	Superseded by 95-26-02			X			
96-26-02 1/24/1996	TO PREVENT DEFORMATION DUE TO LOW OCTANE, WHICH CAN RESULT IN SEVERE ENGINE DAMAGE AND SUBSEQUENT FAILURE		DNA BY REG#	X			
96-09-10 C 7/15/1996	TO PREVENT OIL PUMP FAILURE DUE TO IMPELLER FAILURE, WHICH COULD RESULT IN AN ENGINE FAILURE		C/W AT O/H NEW GEARS INSTALLED 8/25/98	X			
97-01-03 1/21/1997	Superseded by 97-15-11			X			
97-15-11 8/12/1997	TO PREVENT PISTON PIN FAILURE, WHICH COULD RESULT IN ENGINE FAILURE		C/W AT O/H 8/25/98	X			
98-02-08 3/30/1998	TO PREVENT CRANKSHAFT FAILURE, WHICH CAN RESULT IN ENGINE FAILURE, PROPELLER SEPARATION, FORCED LANDING, AND, CONTD.		C/W AT O/H 8/25/98 "PID" ENGINE RATED @ 150 HP DNA		X		
99-17-11 C 10/19/1998	TO PREVENT CRANKSHAFT FAILURE DUE TO CRACKING, WHICH COULD RESULT IN AN INFLIGHT ENGINE FAILURE AND POSSIBLE, CONTD.		DNA NO SERVICE FROM SUBJECT FACILITY	X			
2004-10-14 C 6/25/2004	To prevent loosening or failure of the crankshaft gear retaining bolt, which may cause sudden engine failure			X		CONDITIONA	

GATP

Category: Propeller
 Manufacturer: McCauley Model: 1C172 P/N: 1C172/TM7653 S/N: E8651 9/9/2005

AD # Eff. Date	Description	Complied Date & Time	Amendment Number Method of Compliance / Applicability	One Time	Recurring	Next Due	Authorized Signature & Number
2003-13-17 7/18/2003	To detect unsafe conditions that could result in separation of a propeller blade & loss of control contol		DNA NO SERVICE BY SUBJECT FACILITY	X			

GATP

Category: Carburetors
 Manufacturer: Marvel-Schebler Model: MA-4SPA P/N: 10-5135 S/N: CK-4-8086 9/9/2005

AD # Eff. Date	Description	Complied Date & Time	Amendment Number Method of Compliance / Applicability	One Time	Recurring	Next Due	Authorized Signature & Number
69-24-03 11/29/1969	TO PREVENT POSSIBLE POWER LOSSES DUE TO BLOCKAGE OF CARBURETOR METERING PASSAGES BY THREAD LUBRICANT, CONTD.		DNA BY P/N	X			
72-06-05 R2 7/3/1986	TO PREVENT LOOSENESS OR SEPARATION OF THE THROTTLE ARM		DNA BY INSTALLATION	X			
82-15-16 L 10/5/1992	Superseded by 93-19-04			X			
93-18-03 10/29/1993	Superseded by 98-01-09				X		
93-19-04 C 10/18/1993	TO PREVENT A DISRUPTION OF FUEL FLOW TO THE ENGINE, RESULTING IN ENGINE POWER LOSS, ENGINE FAILURE, CONTD.		PCW AT O/H 8/25/98	X			
95-01-05 2/13/1998	TO PREVENT DISRUPTION OF FUEL FLOW TO THE ENGINE RESULTING IN FAILURE TO ATTAIN RATED POWER, POWER LOSS IN CONTD.		PCW AT O/H 8/25/98 1 PC INSTALLED		X	CONDITIONA	

GATP

Category: Ignition Switches
 Manufacturer: Bendix Corporation Model: Any Model P/N: S/N: 9/9/2005

AD # Eff. Date	Description	Complied Date & Time	Amendment Number Method of Compliance / Applicability	One Time	Recurring	Next Due	Authorized Signature & Number
76-07-12 R1 6/30/1977	IGNITION SWITCHES	3/30/2005 2110	BY FUNCTIONAL CHECK-ABRWORTHY		X	2210	R E DEFOREST

GATP

Category: Magnetos
 Manufacturer: Bendix Corporation Model: S-20 SERIES P/N: 10-51360-32 S/N: A281329 9/9/2005

AD # Eff. Date	Description	Complied Date & Time	Amendment Number Method of Compliance / Applicability	One Time	Recurring	Next Due	Authorized Signature & Number
73-07-04 10/11/1973	Superseded by 94-01-03			X			
74-26-08 12/24/1974	S-20, -200, -1200 SERIES MAGNETOS		DNA BY P/N	X			
78-09-07 R3 1/17/1983	Superseded by 96-12-07				X		
82-20-01 6/14/1983	TO PREVENT FAILURE OF IMPULSE COUPLING DUE TO IMPROPERLY HEAT TREATED (SOFT) FLYWEIGHTS RESULTING IN ENGINE CONTD.		DNA BY RED LABEL	X			
94-01-03 R2 6/28/1995	TO PREVENT MAGNETO FAILURE AND SUBSEQUENT ENGINE FAILURE		DNA BY S/N	X			
94-06-09 5/20/1994	TO PREVENT INJURY OR DEATH TO GROUND PERSONNEL DUE TO A NON-GROUNDED MAGNETO		DNA BY O/H 7/8/98	X			

Category: Magnetos

Manufacturer: Bendix Corporation

Model: S-20 SERIES

PIN: 10-51360-32

SN: A281329

9/9/2005

AD # Eff. Date	Description	Complied Date & Time	Amendment Number Method of Compliance / Applicability	One Time	Recurring	Next Due	Authorized Signature & Number
96-12-07 7/18/1996	Superseded by 2005-12-06				X		
2005-12-06 7/19/2005	To prevent failure of the magneto impulse coupling assembly and possible engine failure		DNA BY ENGINE MODEL		X		

GATP

Category: Magnetos

Manufacturer: Bendix Corporation

Model: S-20 SERIES

PIN: 10-51260-20

SN: A281305

9/9/2005

AD # Eff. Date	Description	Complied Date & Time	Amendment Number Method of Compliance / Applicability	One Time	Recurring	Next Due	Authorized Signature & Number
73-07-04 10/11/1973	Superseded by 94-01-03			X			
74-26-09 12/24/1974	S-20, -200, -1200 SERIES MAGNETOS		DNA BY PIN	X			
76-09-07 R3 1/17/1983	Superseded by 96-12-07				X		
82-20-01 6/14/1983	TO PREVENT FAILURE OF IMPULSE COUPLING DUE TO IMPROPERLY HEAT TREATED (SOFT) FLYWEIGHTS RESULTING IN ENGINE CONTD		DNA BY RED LABEL	X			
94-01-03 R2 5/28/1995	TO PREVENT MAGNETO FAILURE AND SUBSEQUENT ENGINE FAILURE		PCW AT OIH 7/8/95	X			
94-06-09 5/20/1994	TO PREVENT INJURY OR DEATH TO GROUND PERSONNEL DUE TO A NON-GROUNDED MAGNETO		DNA BY OIH DATE 7/8/98	X			
96-12-07 7/18/1996	Superseded by 2005-12-06				X		
2005-12-06 7/19/2005	To prevent failure of the magneto impulse coupling assembly and possible engine failure		DNA BY ENGINE MODEL		X		

GATP

Category: Vacuum Pumps

Manufacturer: Airborne Manufacturing

Model: 211CC

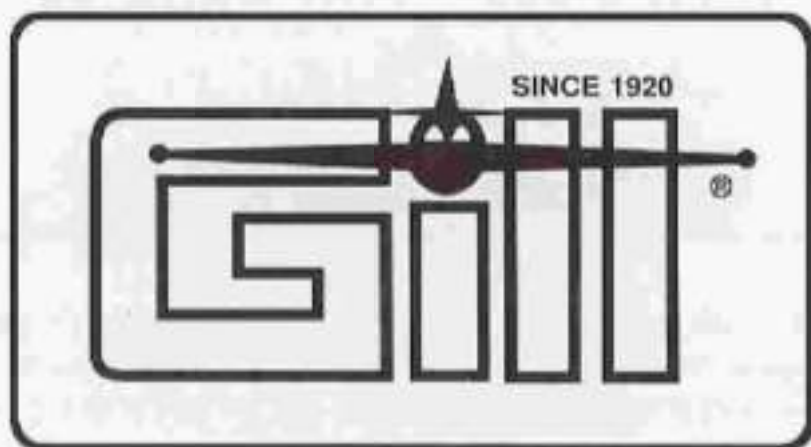
PIN:

SN: 22C 020

9/9/2005

AD # Eff. Date	Description	Complied Date & Time	Amendment Number Method of Compliance / Applicability	One Time	Recurring	Next Due	Authorized Signature & Number
79-13-08 6/7/1979	TO PREVENT CATASTROPHIC FAILURE OF THE PUMP AND SUBSEQUENT LOSS OF THE VACUUM SYSTEM		DNA BY SN	X			
88-23-01 11/20/1988	TO PREVENT FAILURE OF THE PRIMARY DRY AIR PUMP CAUSED BY DEFECTIVE FLEXIBLE COUPLING, WHICH COULD CONTD.		DNA BY SN	X			

GATP



**ACTIVATION AND
SERVICE INSTRUCTIONS**

for

Dry-Charged

Lead-Acid Aircraft Batteries

**BATTERY MUST BE CHARGED
BEFORE INSTALLATION
SEE INSTRUCTIONS WITHIN**

CALIFORNIA PROPOSITION 65 WARNING

Warning: Battery posts, terminals and related accessories contain lead and lead compounds, chemicals known to the State of California to cause cancer and reproductive harm. *Wash hands after handling.*

TBP 1560 REV E 06/09/05

Activation and Service Instructions for Gill Dry-Charged Lead-Acid Aircraft Batteries

-WARNING-

- ELECTROLYTE CONTAINS SULFURIC ACID WHICH IS HIGHLY CORROSIVE.
- ALWAYS WEAR RUBBER GLOVES AND SAFETY GOGGLES WHENEVER YOU HANDLE ELECTROLYTE OR LOOKING INTO CELLS TO VERIFY LEVELS.
- RINSE ACID SPILLAGE WITH CLEAN WATER.
- ENSURE CLEANLINESS OF ELECTROLYTE, BATTERY, AND ALL OTHER RELATED ITEMS AT ALL TIMES.

This aircraft battery is manufactured with dry charged plates. Do not remove vent plugs until ready to fill the battery with acid. These batteries will be activated (filled and charged) with electrolyte, of 1.285 specific gravity, provided by the manufacturer.

If you do not have the appropriate electrolyte, please refer to the Gill website for instructions on preparing the electrolyte. **PLEASE FOLLOW THE SAFETY REQUIREMENTS (-WARNING-) AS MENTIONED ABOVE.**

-ACTIVATION-

1. Inspect the battery for any shipping damage prior to filling.
2. Permanently mark the activation date (Month and Year) on the battery, making sure that the battery is not damaged while doing so.
3. Remove storage seals.
4. Make sure you have enough electrolyte. (Refer to TABLE 1.)

TABLE 1

ELECTROLYTE (1.285 SPECIFIC GRAVITY) VOLUMES

GILL PART NUMBER	FORMER PART NUMBER	FILL VOLUME (QTS)	GILL PART NUMBER	FORMER PART NUMBER	FILL VOLUME (QTS)
G-25	PS6-9	2	G-247	PS12-24P11M	4
G-35	PS6-11	3	GE-50C	AN3150	8
G-35M	-	3	GE-51C	AN3151	5
G-88	6GAA-13	8	GE-50E	MS18045-42	8
G-240	PS12-9	3	GE-51E	MS18045-41	5
G-241	PS12-9M	3	GE-54C	AN3154	3
G-242	PS12-11	3	G-638E/C	BB638/T-E	9
G-243	PS12-11M	3	G-6381E/C	BB638/T1-E	9
G-244	PS12-24P9	4	G-639E/C	BB639/T-E	5
G-245	PS12-24P9M	4	G-640E	BB640/T-E	3
G-246	PS12-24P11	4	G-641	G-41	4

5. Gently shake the electrolyte bottles before removing the cap to ensure electrolyte is thoroughly mixed.
6. Carefully add electrolyte through the funnel provided (to prevent spillage), filling each cell to the top of the separators.
7. Install the vent caps with a quarter turn and let the battery sit for approx. 30 minutes (soak time) – gently rock the battery a few times to allow the entrapped air to escape.
8. The battery may heat up due to the reactions going on in the cells, occasionally causing the electrolyte to react vigorously. This reaction is normal. Allow the reaction to subside before charging.
9. After the soak time, check each cell for electrolyte levels. Add electrolyte to the top of the separators. **DO NOT ADD ANY WATER AT THIS TIME.**
10. Connect the charging cables and begin charging using our recommended methods. (Refer to the charging rates in TABLE 2.)

▼
TABLE 2
GILL BATTERY MODELS AND INITIAL CHARGE RATES

BATTERY MODEL	CHARGE RATE (AMPS.)	30 MIN. EMERGENCY RATE (AMPS.)	BATTERY MODEL	CHARGE RATE (AMPS.)	30 MIN. EMERGENCY RATE (AMPS.)
G-25	3.0	30	G-247	3.0	32
G-35	3.0	40	GE-50E/C	3.0	55
G-35M	3.0	40	GE-51E/C	3.0	35
G-88	6.0	108	GE-54C	2.0	16
G-240	2.0	13	G-638E/C	3.5	60
G-241	2.0	13	G-6381E/C	3.5	70
G-242	3.0	17	G-639E/C	3.0	40
G-243	3.0	17	G-640E	3.0	25
G-244	3.0	30	G-641	3.0	30
G-245	3.0	30			
G-246	3.0	32			

11. After the first hour of charge, check the electrolyte level in each cell. Make sure that the level is just to the bottom of the split ring.
-USE ELECTROLYTE ONLY-
12. Replace vent caps finger tight, to ensure electrolyte does not leak.
13. Make sure that battery temperature does not exceed 115°F. Reduce the charge rate or use external cooling if it does.

14. Completion of charge is indicated by a stable specific gravity reading of 1.275 to 1.295 (temperature compensated) taken over three hours. A stable on-charge voltage reading could also be used.
15. At the end of charge, all cells should be gassing (bubbling) uniformly.
16. After the battery is fully charged, adjust the level of the electrolyte to the bottom of the split ring (bottom of vent well) with the charger still on,

▼
ALWAYS CHARGE BATTERIES IN A WELL VENTILATED AREA.
 ▲

- CHARGING -

Constant Potential Charge

Charge the battery at 14.1 to 14.3 volts (12 volt battery) or 28.2 to 28.6 volts (24 volt battery) for a period of 24 hrs. Inrush current could be as high as 100 amps, provided the charge voltage does not exceed the limits mentioned above.

Constant Current Charge

Charge the battery at the rates listed in TABLE 2, for 10-12 hrs. At the end of charge, the battery voltage will stabilize over three consecutive readings (with a slight voltage drop at the end). Individual cell specific gravity (temperature compensated) will stabilize (between 1.275 and 1.295).

IF NOT IN USE, BATTERIES SHOULD BE PLACED IN A COOL DRY AREA AND BOOST CHARGED AT LEAST ONCE A MONTH.

**CONTINUED AIR WORTHINESS INSTRUCTIONS
FOR DRY-CHARGED BATTERIES**

Airworthiness Limitations

To ensure continued airworthiness the battery should be removed and capacity tested. The service period shall be at 800 +/- 50 flight hours or 11 +/- 1 calendar month(s), whichever comes first. After the initial service, the next check shall be at 400 +/- 25 flight hours or 6 +/- 1 calendar month(s), whichever comes first. The capacity test shall be performed as follows:

CAPACITY TEST

1. Check for proper battery installation per STC Installation Instructions when performing annual and 100 hour inspections and when replacing battery after capacity test.
2. Remove the battery from the aircraft and charge it according to our recommended charging instructions. Allow battery to stand on open circuit for one (1) hour.
3. Connect the fully charged battery to a capacity tester that incorporates a load resistance, ammeter, voltmeter and a timer.
4. Discharge the battery at the 30-minute capacity rate to 1.75 volts per cell (10.5 volts for a 12 volt battery and 21 volts for a 24 volt battery). Note the discharge time.
5. The battery is considered airworthy if it meets 80% of the 30-minute emergency capacity rating (24 minutes to the cut off voltage).
6. If the battery fails to meet the minimum run time, recharge using the constant current method until the specific gravity reading stabilizes over three consecutive hourly readings. Allow the battery to stand on open circuit for one (1) hour after.
7. Repeat the discharge test as indicated. If the failure persists, replace the battery.
8. If the battery is found to be airworthy, **-it must be recharged-** prior to re-installing it in the aircraft.

The airworthiness limitations section is FAA approved and specifies inspections and other maintenance required under Sections 43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved.

PLEASE CALL TECH SUPPORT AT TELEDYNE BATTERY PRODUCTS IF THERE ARE ANY CONCERNS OR QUESTIONS REGARDING THESE INSTRUCTIONS.

Note:

**This instruction replaces the following sheet
Instructions: No.s 1535, 1536 and 1546.**

TELEDYNE BATTERY PRODUCTS

840 West Brockton Avenue
Redlands, CA 92374
800.456.0070
FAX 909.793.5818
www.gillbatteries.com

Battery Part # _____ Serial # _____

Date Installed **3/30/06** Tachometer Time in **2110**

Removed _____ Out _____

Service Period Hours	Date	Maintenance Log		Battery Voltage
		Cell Specific Gravity	Battery Voltage After	
50				12
100				11
150				10
200				9
250				8
300				7
350				6
400				5

Battery Capacity Check _____ First _____ Second _____ Battery Voltage _____

TELEDYNE CONTINENTAL MOTORS BATTERY PRODUCTS GILL BATTERY WARRANTY

Each GILL battery manufactured by Teledyne Continental Motors Battery Products (TCM-BP) installed after September 16, 2002 is warranted as follows:

- For a period of six or twelve months (as applicable), or 300 hours of operation, whichever occurs first after the date of installation, TCM-BP will replace at no charge any battery manufactured or supplied by it which within the applicable six or twelve months or 300-hour period is found to the satisfaction of TCM-BP to be defective in material or workmanship.
- After the expiration of the applicable six or twelve months or 300-hour period described above and before the expiration of the total number of months or number of hours of warranty period applicable to the battery type in question as shown on the chart (see Exhibit A), TCM-BP will replace any battery manufactured or supplied by it which is found to be defective in material or workmanship. When replacement is made under this paragraph, the owner will pay a net price for a new battery which will equal the greater of: i) the purchase price of the replacement battery divided by the total number of months included in the warranty period and then multiplied by the number of months the battery has been in service or ii) the purchase price of the replacement battery divided by the total number of hours included in the warranty period then multiplied by the number of hours the battery has been in service. In applying the above formula, the number of hours on the replaced battery will be actual logbook hours or recorded tachometer hours from the date of commencement of the warranty period as specified above. See Exhibit A.
- TCM-BP will not assume any responsibility for labor or transportation costs in connection with the replacement of any battery under this warranty.
- This warranty applies only to batteries on which the applicable manufacturer's inspection, maintenance and operating instructions and recommendations have been complied with. Performance of recommended inspections and maintenance must be documented by appropriate logbook entries.
- This warranty does not apply to any battery manufactured or supplied by TCM-BP which has been subject to misuse, neglect or accident or which has been installed, repaired, maintained or altered in any way that in the judgement of TCM-BP has adversely affected the condition of the battery or which has been operated beyond factory recommendations.
- This warranty does not apply if electrolyte other than that recommended by TCM-BP has been used; if the manufacturer's code markings have been destroyed; or if the battery is of a smaller size than that specified by the aircraft manufacturer.
- The provisions of this warranty do not apply to routine maintenance service.
- TCM-BP reserves the right to change any battery specifications or prices without incurring any responsibility with regard to batteries previously sold.
- THE SOLE AND EXCLUSIVE REMEDY UNDER THIS WARRANTY IS LIMITED TO REPLACEMENT AS SPECIFIED ABOVE. THERE ARE NO OTHER WARRANTIES EXPRESSED OR IMPLIED, SPECIFICALLY, BUT WITHOUT LIMITATION, THERE ARE NO IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. IN NO EVENT WILL TCM-BP BE RESPONSIBLE FOR ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES ARISING OUT OF ANY DEFECT IN ANY BATTERY, ARISING OUT OF THE FAILURE OF ANY BATTERY TO OPERATE PROPERLY, OR ARISING OUT OF ANY BREACH OF THE WARRANTY MADE HEREIN. No person is authorized to give any other warranty or to assume any additional obligation or liability on behalf of TCM-BP.

The GILL Battery Log

RECOMMENDED PRACTICES FOR
TAKING THE BEST POSSIBLE CARE
OF YOUR AIRCRAFT BATTERIES



TELEDYNE BATTERY PRODUCTS
840 W. BROCKTON AVENUE
REDLANDS, CA 92374
www.gillbatteries.com

CHARGING BASICS

Correct charging is very important and will affect the overall life of the battery. The charging process is not 100% efficient and will typically require 10% to 20% more recharge than the amount of capacity removed during discharge. Review charging instruction provided with the battery.

Undercharging of a battery occurs when the required 140% to 120% of the removed capacity is not returned during recharge. If this were to occur repeatedly, residual uncharged lead sulfate will eventually increase in the plates, making it very difficult to recover. In this case the battery will suffer a permanent loss of capacity.

Overcharging a battery repeatedly will corrode the grids in the positive plates and break down the water in the electrolyte to hydrogen and oxygen (electrolysis). This is quite detrimental to the life of valve-regulated ("sealed") lead acid batteries.

Charging efficiency is affected by temperature. Lower temperatures will require higher charging voltages and vice versa for higher temperatures. Please review such conditions with GILL Technical Support.

Constant Current (CC)

Useful in recovering deeply discharged batteries, if performed per GILL instructions.

This method uses a constant current throughout the charging period. Voltage could be as high as 2.67 volts per cell.

MUST have a functional timer to end charging.

Since the charge rate is constant, prolonged charging using this technique will result in excessive water loss and accelerate battery failure.

Constant Voltage (CV)

Charger output voltage is constant - typically around 2.36 volts per cell.

Initial charge rate is dependent on the charger - could be as high as 10A. The rate will continue to drop as the battery voltage approaches the charger output voltage (battery internal resistance changes).

End of charge is typically determined by the drop in charging rate to less than 0.5 amps.

Trickle Chargers are also CV chargers.

CONTINUED AIRWORTHINESS TESTING

If the user cannot discharge a battery at the recommended discharge rate, call Teledyne Tech Support for the performance curve for that battery. This curve can be used to determine the discharge time for a known discharge rate to a specified end voltage (1.75 volts per cell).

MANAGING PERIODS OF NON-USE/LIMITED USE

To maximize the life of your GILL battery, Teledyne recommends that the battery be removed from the aircraft during extended periods (more than 30 days) of non-use or repeated short duration - reduced number of flights (typically less than one hour, once or twice a month) and kept on trickle charge or fully recharged prior to the next flight.

All charging should be in accordance with Teledyne Service Instructions.

BATTERY SAFETY

ALWAYS WEAR ACID RESISTANT GLOVES AND SAFETY GOGGLES WHEN WORKING WITH BATTERIES

Batteries generate explosive gases when charging; do not create any sparks, flames, smoke cigarettes or introduce any ignition sources around the battery.

MAKE SURE THERE IS ADEQUATE VENTILATION WHENEVER A BATTERY IS USED.

FOLLOW BATTERY MANUFACTURER'S INSTRUCTIONS AT ALL TIMES.

RECYCLE SPENT BATTERIES RESPONSIBLY. CHECK OUR WEB-SITE FOR WORLD-WIDE RECYCLING RESOURCES.

Please keep the GILL Battery Log with aircraft/other logbooks at all times.

User must obtain GILL Warranty Authorization Number from manufacturer. Please have information on the following page completed prior to contacting GILL Tech Support. Do not dispose of battery until Tech Support evaluation is completed.

Once warranty is authorized, submit the GILL Battery Log to any authorized Dealer or Distributor **within 30 days of GILL authorization**. Incomplete forms will be rejected. Note website for authorized Dealer listings.

GILL Tech Support can be contacted at (800) 456-0070, ext 7 or 8, between 7 a.m. to 4 p.m. PST, Monday through Friday.

Our website address is:

www.gillbatteries.com

CALIFORNIA PROPOSITION 65 WARNING

WARNING: Battery posts, terminals and related accessories contain lead and lead compounds, chemicals known to the State of California to cause cancer and reproductive harm. **Wash hands after handling.**

EXHIBIT A

Battery Type	Warranty Period	Full Coverage Period	Pro-rata Coverage Period
12 Volt Series	24 Months or 1,200 Hours	First 12 Months or 300 Hours, whichever occurs first	Remainder of 24 Months or 1,200 Hours, whichever occurs first*
G-200 Series	12 Months or 1,200 Hours	First 6 Months or 300 Hours, whichever occurs first	Remainder of 12 Months or 1,200 Hours, whichever occurs first*
G-630 Series G-640 Series	12 Months or 1,200 Hours	First 6 Months or 300 Hours, whichever occurs first	Remainder of 12 Months or 1,200 Hours, whichever occurs first*
G-88, GE-50 Series	12 Months or 600 Hours	First 6 Months or 300 Hours, whichever occurs first	Remainder of 12 Months or 600 Hours, whichever occurs first*

* PRO-RATA CALCULATION IS BASED ON ACTUAL MONTHS OR ACTUAL HOURS, WHICHEVER IS GREATER

Date: _____

Owner: _____

Phone Number: _____

E-mail: _____

Distributor: _____

Dealer/Installer: _____

Aircraft Make/Model: _____

Description of defect: (please check one)

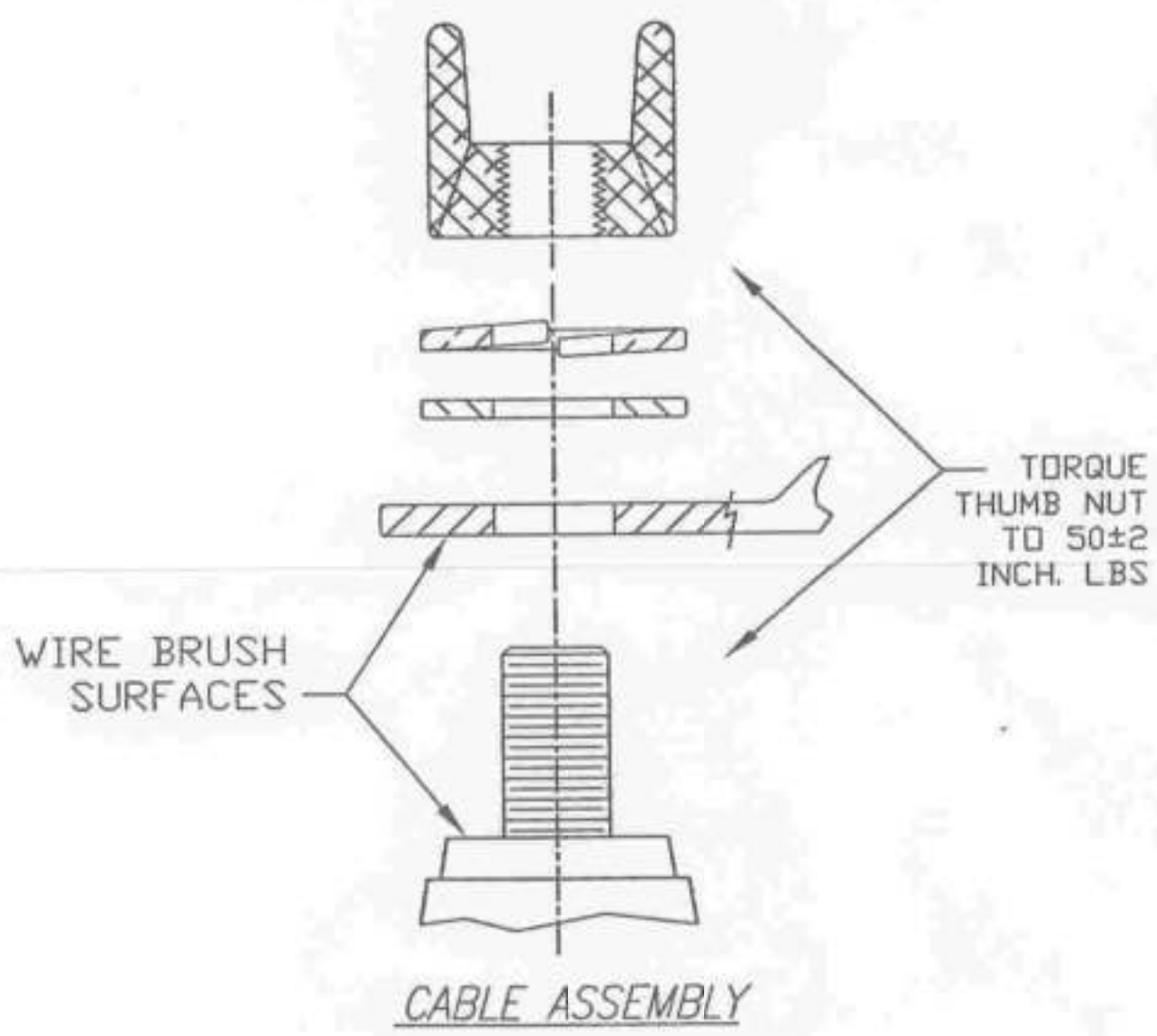
Won't take/hold a charge (circle one) Dead Cell Other (describe)

Gill contact: _____

Warranty Authorization #: _____

PLEASE COMPLETE REVERSE SIDE

PROPER BATTERY/CABLE
CONNECTION INSTRUCTION:



 **TELEDYNE BATTERY PRODUCTS**

TBP Dwg #1700-90
NO Rev
Dated 07/11/02



6.00-6
6 PLY RATING
TUBETYPE
TYPE III
AB3E4

5.00-5
6 PLY RATING
TUBETYPE
TYPE III
AB3D4

CAUTION: Observe mounting safety precautions as published in Specialty Tires of America, Inc. Aviation Tires & Tubes Catalog

**SPECIALTY TIRES
OF AMERICA, INC.
INDIANA, PA 15701**

NOTICE: The conditions and tests required for TSO approval of this article are minimum performance standards. It is the responsibility of those desiring to install the article on or within a specific type or class of aircraft to determine that the aircraft operating conditions are within the TSO standards.

If not within the TSO standards, the article may be installed only if further evaluation by the user/installer documents an acceptable installation that is approved by the Administrator.

If within the TSO standards, the article may be installed only if the user/installer documents an acceptable installation that is approved by the Administrator.

CAUTION: Observe mounting safety precautions as published in Specialty Tires of America, Inc. Aviation Tires & Tubes Catalog

**SPECIALTY TIRES
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MID-AMERICA AIRPARTS

937 N. BENNETT ROAD
 OTTAWA, KS 66067
 785-242-5505 fax 785-242-0028

Invoice No. 030207-001

INVOICE

Customer

Name SOUTHEAST AERO SERVICE
 Address 385 HAWKEYE VIEW LANE
 City ST.AUGUSTINE State FL ZIP 32095
 Phone 904-824-1899

Date 03/02/2007
 Order No. 0744
 Rep STEVE
 FOB _____

Qty	Description	Unit Price	TOTAL
1	1767078-202 CONTROL WHEEL NS	\$350.00	\$350.00
<p>TO THE BEST OF OUR KNOWLEDGE THIS IS A NEW SURPLUS PART # 20037</p> <p><i>Steven Baker</i> STEVEN BAKER</p>			

Payment Details

- Cash
- Check
- Credit Card #VALUE!

Name XXXX-XXXX-XXXX-4248 07/07
 CC # _____

Expires _____

SubTotal	\$350.00
Shipping & Handling	\$15.39
Taxes State	
TOTAL	\$365.39

Office Use Only

THANK

MID-AMERICA AIRPARTS, INC.
 937 N. BENNETT ROAD
 OTTAWA, KS 66067
 785-242-5505

DATE 03/02/07 TIME 02:13 PM

ITEMS 001 1767078-202 001 00
 ACTY:XXXXXXXXXXXX
 REPR: APT-TAT 000000
 ZING: 00000000

PHONE ORDER

TOTAL: \$365.39

FORCE TO PAY ABOVE WITHIN 15 DAYS
 ACCORDING TO PERMITS AND AGREEMENT
 *SIGNED AGREEMENT IS YOUR WARRANTY

STEVEN BAKER

1. UNITED STATES	2. FAA FORM 8130-3 AIRWORTHINESS APPROVAL TAG U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	3. SYSTEM TRACKING REF. NO. J00459
------------------	---	--

4. ORGANIZATION CESSNA AIRCRAFT COMPANY CESSNA PARTS DISTRIBUTION DEPT. 702 5800 E. PAWNEE, WICHITA, KS 67218	5. WORK ORDER, CONTRACT, OR INVOICE NUMBER D5062526
---	---

6. ITEM	7. DESCRIPTION	8. PART NUMBER	9. ELIGIBILITY*	10. QTY	11. SERIAL/BATCH NO.	12. STATUS/WORK
0033	WHEEL CNTL	1767078 202	VARIOUS	1	N/A	NEW

13. REMARKS
FOR IDENTIFICATION ONLY

LIMITED LEE PARTS MUST BE ACCOMPANIED BY MAINTENANCE HISTORY INCLUDING TOTAL TIME/TOTAL CYCLING TIME SINCE NEW

14. NEW <input checked="" type="checkbox"/> NEWLY OVERHAULED <input type="checkbox"/> Certifies that the new or newly overhauled part(s) identified above, except as otherwise specified in block 13 was (were) manufactured in accordance with FAA approved design data and airworthiness. <small>NOTE: In case of parts to be exported, the special requirements of the importing country have been met.</small>	15. Return to Service in Accordance with FAR 43.9 Certifies that the work specified in block 13 (or attached) was carried out in accordance with FAA airworthiness regulations and in respect to the work performed the part(s) is (are) approved for return to service.
--	---

16. SIGNATURE <i>Michelle Sutherland</i>	19. FAA AUTHORIZATION NO. DOA PC4	20. AUTHORIZED SIGNATURE	21. CERTIFICATE NO.
17. NAME (TYPED OR PRINTED) MICHELLE SUTHERLAND	18. DATE 06/28/95	22. NAME (TYPED OR PRINTED)	23. DATE

K.R. ODDY ASSOCIATES

1425 DOLPHIN ST.
ORANGE PARK, FL 32073
(904) 545-6497

2489

904-813-0636

I hereby authorize the following repair work to be done along with the necessary material, and hereby grant you and/or your employees permission to operate and fly the aircraft herein described for the purpose of testing and/or inspection. An express mechanic's use is hereby acknowledged on this aircraft to secure the amount of repairs thereto. You will not be held responsible for loss or damage to the aircraft or articles left in care of the shop, for any other cause beyond your control. If it becomes necessary for you to employ a collection agency and/or an attorney to collect the amount, I the undersigned agree to pay all court costs plus a reasonable attorney's fee and/or collection agency fee.

CURT. ORD. #
TERMS
CASH
CHARGE
OK'D BY _____

X

QUAN.	PART NUMBER AND DESCRIPTION	UNIT PRICE	TOTAL AMOUNT
	ME406 FLT		470
	(cost supplies)		
PAID CHECK 518			
KRO			
SUBLET REPAIRS			

NAME: <u>Chuck mount</u>		DATE: <u>10/10/07</u>
ADDRESS: <u>H.E.G.</u>		CITY: _____
MAKE & MODEL: <u>CESNA 177</u>	SERIAL NO.: <u>AIRCRAFT- 03512 - 2241.7</u>	TOTAL HOURS: _____
REGISTRATION NO.: <u>N3212T</u>	ENGINE: <u>R OR FWD.</u>	_____
RECEIVED: _____	A.M. _____	P.M. <u>L OR AFT</u>
PROMISED: _____	A.M. _____	P.M. _____
PHONE WHEN READY: YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		WRITTEN BY: _____
OPER. NO. SERVICE DESCRIPTION		

DESCRIPTION	SERVICE
CHANGE OIL	
CHANGE OIL FILTER CART	
INSPECTION 30 HOUR	
ANNUAL/100 HOUR PERIODIC INSP	
PRELIMINARY INSPECTION	
PRELIMINARY INSPECTION	
HIDDEN DAMAGE INSPECTION	
PROGRESSIVE INSPECTION	
FINAL INSPECTION	

1 Removed Factory FLT system and installed ARTEC FLT system with Remote Activation switch and High performance antenna model ME406, also had to manufacture WIRE HARNESS for remotes

2

3

4

5

6 NOTES: A/C HAS LEAKS, CARPET wet from rain on co-pilot's side

7

BARB

ORDER NO. _____ DATE 1/1

SIGNED _____
(SIGNATURE OF AUTHORIZED REPRESENTATIVE)

CERTIFICATE NO. _____ ADDRESS OF STATION _____

REMARKS AND RECOMMENDATIONS FOR REPAIRS

1. ACCEPTANCE OF REPAIRED PLANE: At time of delivery of said aircraft, the undersigned has read and examined all notations in the "Remarks and Recommendations Sections" and accepts the same as modifications of the repair and service work originally ordered as set forth herein above, hereby ratifying the original repair work except as modified.

OWNER'S SIGNATURE _____

GAS, OIL & SOLVENT		COMMENTS	TOTAL SERVICE
QTY	GALLONS GAS _____ OCTANE _____		<u>480.00</u>
	QUARTS OIL _____ DETERGENT WGT. NON DETERGENT _____		TOTAL PARTS
	SOLVENT _____		OUTSIDE REPAIRS
If any of ABOVE NOT subject to state tax, enter on bottom line (above).		TOTAL	<u>480.00</u>
		ENVIRONMENTAL CHARGES	TAX
		TOTAL	<u>480.00</u>

A token charge equivalent to approximately three percent of the labor charges may be included for supplies used on your aircraft. Applicable supply items are cotton-tips, aero-spray, caps, towels, solder, welding material, battery cleaner, window washer, bearing grease, parts cleaning solvent, etc.

CUSTOMER

SteinAir, Inc.
 21170 Eaton Ave.
 Suite A.
 Farmington, MN 55024
 877-282-8996
 sales@steinair.com



Sales Receipt

Date	Sale No.
11/28/2007	ST8033

Bill To:
Charles Mount 1621 Hampton Place Orange Park, FL 32003 United States
chuck@mountpoint.org

Ship To:
Charles Mount 1621 Hampton Place Orange Park, FL 32003 United States

Check No.	Payment Method	Ship Via
	PayPal	UPS

Qty	Item	Description	Rate	Amount
60	RG-400	RG-400. Teflon Coax, per foot	1.85	111.00
12	SA-1010M	3 Piece BNC Crimp Connector, Each	1.50	18.00
1	SHIPPING	SHIPPING	12.50	12.50

Thank you for your business. It's very much appreciated!		Subtotal	\$141.50
		Sales Tax (0.0%)	\$0.00
		Total	\$141.50



Grants Pass Airport 1301 Brookside Blvd.
Grants Pass, Oregon 97526

24-HR. FAX 1-541-479-4431 ORDERS 1-800-447-3408 INFORMATION 1-541-476-6605

Inv No: 0083558-IN	
Date: 11/26/2007	
Page No: 1	
Customer PO:	Ship Via: UPS GRD
Customer No: MOU3200	Ship Name: INTERNET SALES AIR

Buy To: Mount, Charles 1621 Hampton Pl Orange Park, FL 32003-7284 US United States	Ship To: Mount, Charles 1621 Hampton Pl Orange Park, FL 32003-7284 US United States
---	--

PART No.	U/M	Ordered	Shipped	On B/O	Price Each	Amount
CA 7-6889A PRIMER ZINC CHROMATE GREEN 342	EACH	1	1	0	4.50	4.50
TMPO A152 PAINT EPOXY PROP FLAT WHITE	EACH	1	1	0	6.95	6.95
OIL W100 C OIL W100 12 PER CASE	EACH	1	1	0	46.50	46.50
OIL W100 OIL AEROSHELL W100 SAE 50	EACH	12	12	0		
TMPO A150 PAINT EPOXY PROP FLAT BLACK	EACH	1	1	0	6.95	6.95

Comment: THANK YOU for your order!

4

CLAIM POLICY: Please Contact Chief Aircraft within 5 days of delivery with any Damage/Service Claims. Thereafter, no claims will be accepted.

Invoice: Missouri, Lewis

3023395 11:51:30AM	From: VISA	SubTotal: 64.90	Discounts: 0.00	Freight & Handling: 25.95	Total: 90.85
--------------------	------------	-----------------	-----------------	---------------------------	--------------

POLICY ** VERIFY ALL PARTS BEFORE INSTALLATION! **

EXCHANGE/RETURNS (COMPLETE FORM (SEE BACK)) may be made within 30 days in new condition, in original carton, unaltered warranty cards and all paperwork (including copy of this invoice). LUBE CORES must be returned within 90 days with a copy of this invoice. Missing/damaged parts on return will result in a reduced credit. FAILURE to comply with above specifications will result in denial of return, invoice fee, or additional charges. Stamped returns are subject to a 35% restock fee. SHIPPING/HANDLING ARE NONREFUNDABLE. COO RETURNS/EXCHANGES ARE NOT ACCEPTED!

IT IS THE PURCHASER'S/INSTALLER'S RESPONSIBILITY TO VERIFY CORRECT APPLICATION OF ANY ITEM PURCHASED FROM CHIEF AIRCRAFT INC. FOR INSTALLATION ON A CERTIFIED AIRCRAFT. Chief Aircraft Inc. is free from any liability, damage or loss by any purchaser due to manufacturer's failures, defects or misapplications. All new items carry manufacturer's warranty. Defective items are repaired/replaced at manufacturer's discretion. If you do not agree with this policy, please return merchandise prior to use or installation. Shipping is not refundable. DAMAGED COMPONENTS MUST BE REPORTED TO THE DELIVERY CARRIER WITHIN 3 BUSINESS DAYS!