

Cessna®



#1

AIRCRAFT LOG AND MAINTENANCE RECORD

N 758DP SERIAL NO. R172 3015



JIM RUDEEN
538 TRISHA CT
RIDGECREST, CA 93555
619-375-6110
W-619-939-2951

AIRCRAFT LOG AND MAINTENANCE RECORD

Record of Cessna R172K R1723015 N758DP
Make Model Serial Certificate

With Engine Continental IO-360-K 356099
Make Model Serial

From _____ 19____ to _____ 19____

Detailing Time From _____ To _____
Hours Hours

Owner _____

Address _____

MEMORANDA OF IMPORTANT INFORMATION AND DETAILS

Enter of this page any important facts of which you need a permanent record. These should include Make, Design Number, and Serial Numbers of such major accessories and parts as: Propeller, Wheels, Radio, Instruments, Starter, Carburetor, Generator, and all other important equipment. Enter here also memoranda regarding the weights of any such special equipment; together with any other data which might be valuable at a later date.

AD Notes Listed In Memoranda At Back of This Log

[illegible]

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

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
12-26-78	TACH: 100.00						
I CERTIFY THIS <i>Airframe</i> HAS BEEN INSPECTED IN ACCORDANCE WITH A 100-HOUR INSPECTION AND WAS FOUND TO BE IN AN AIR- WORTHY CONDITION. J. SOLBES A & P 566934590 <i>[Signature]</i>							
1-15-79	TACH: 200.00						
I CERTIFY THIS <i>Airframe</i> HAS BEEN INSPECTED IN ACCORDANCE WITH A 100-HOUR INSPECTION AND WAS FOUND TO BE IN AN AIR- WORTHY CONDITION. J. SOLBES A & P 566984590 <i>[Signature]</i>							

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

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
VOR 1	VOR 2			19 ____	
					I CERTIFY THIS <i>Airframe</i> HAS BEEN INSPECTED IN ACCORDANCE WITH A 100-HOUR INSPECTION AND WAS FOUND TO BE IN AN AIR-WORTHY CONDITION. <i>J. Solbes</i> A & P 566934390
					I CERTIFY THIS <i>Airframe</i> HAS BEEN INSPECTED IN ACCORDANCE WITH A 100-HOUR INSPECTION AND WAS FOUND TO BE IN AN AIR-WORTHY CONDITION. <i>J. Solbes</i> A & P 566934390

AIRCRAFT LOG

DATE 19	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
TACH 500.00 3-21-79	I CERTIFY THIS <i>Airframe</i> HAS BEEN INSPECTED IN ACCORDANCE WITH A 100-HOUR INSPECTION AND WAS FOUND TO BE IN AN AIR-WORTHY CONDITION.						
	J SOLBES A & P 566934590 <i>J Solbes</i>						
April 17, 1979	I CERTIFY THIS <i>Airframe</i> HAS BEEN INSPECTED IN ACCORDANCE WITH A 100-HOUR INSPECTION AND WAS FOUND TO BE IN AN AIR-WORTHY CONDITION.						
Tach 600.00	J SOLBES A & P 566934590 <i>J Solbes</i>						

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

[illegible]

J. COLBES A & P 566984590

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
Aug 6, 1979 TAK: 1000.00			I CERTIFY THIS Airframe HAS BEEN INSPECTED IN ACCORDANCE WITH A 100-HOUR INSPECTION AND WAS FOUND TO BE IN AN AIR-WORTHY CONDITION.				
			J. SOLBES A & P 566984590				
9-26-79 TAK: 1100.00			I CERTIFY THIS Airframe HAS BEEN INSPECTED IN ACCORDANCE WITH A 100-HOUR INSPECTION AND WAS FOUND TO BE IN AN AIR-WORTHY CONDITION.				
			J. SOLBES A & P 566984590				

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

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature	19	
VOR 1	VOR 2				
Nov 2, 1979					I CERTIFY THIS <i>Cessna 175</i> HAS BEEN INSPECTED IN ACCORDANCE WITH A 100-HOUR INSPECTION AND WAS FOUND TO BE IN AN AIR-WORTHY CONDITION.
Nov 20, 1979	1200-00				<i>Installed by H. Turner</i> <i>Coalington</i> <i>J. A. P. 566934590</i>
					I SOLDES A & P 566934590 <i>J. A. P.</i>
Nov 23, 1979					I CERTIFY THIS <i>Cessna 175</i> HAS BEEN INSPECTED IN ACCORDANCE WITH A 100-HOUR INSPECTION AND WAS FOUND TO BE IN AN AIR-WORTHY CONDITION.
Nov 23, 1979	1300-00				<i>A.D. Checked and accepted with D. H. date.</i>
					I SOLDES A & P 566934590 <i>J. A. P.</i>

AIRCRAFT LOG

AIRCRAFT LOG							
DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
12-1-79	747	1300 411	to date - non-				
I certify I have inspected this aircraft in accordance with a routine inspection and found it to be airworthy in accordance with AIT 661361							
12-26-79			I CERTIFY THIS <u>Airframe</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A 100-HOUR INSPECTION AND WAS FOUND TO BE IN AN AIR-WORTHY CONDITION.				
12-26-79			DSOLBES A & P 566934590				
				Dec 8, 1979	747	1310.00	
				Installed by	Signature	Conductor	
						AIP 566984590	

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

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AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE 19__	REMARKS <small>Enter here general data with reference to "Line" and "Periodic" inspections — Rigging Changes — Alterations — Repairs — Service Letters — and changes in propeller or engine — as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.</small>
Date	Bearing error VOR 1 VOR 2	Place	Signature		
Jan. 23, 1980					I CERTIFY THIS <u>Airframe</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A 100-HOUR INSPECTION AND WAS FOUND TO BE IN AN AIR- WORTHY CONDITION. J. SOLBES A & P 566934590 <i>[Signature]</i>
March 4, 1980					I CERTIFY THIS <u>Airframe</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A 100-HOUR INSPECTION AND WAS FOUND TO BE IN AN AIR- WORTHY CONDITION. J. SOLBES A & P 566934590 <i>[Signature]</i>

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature	19 <u>81</u>	<small>Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.</small>
	VOR 1	VOR 2			
				9-1	TACH: 1613.1
					1. C.W. A.D. 80-07-03 BY INSTALLATION
					OF NEW OIL PUMP DRIVE GEAR, P.No.
					634010, AND WOODRUFF KEY, P.No.
					M3 35756-1.
					2. A.D. 81-13-10 C.W. BY 80-07-03.
					3. INSTALLED NEW ALTERNATOR.
					4. INSTALLED NEW ELT BATTERY. 12/82
					5. INSTALLED NEW 28V BATTERY.
					6. INSTALLED "D" S.M.O.H. PROP.
					7. NEW SPINNER AND BACK PLATE.
					8. C.W. A.D. 79-08-07(R2) BY INSTALLATION OF
					NEW IMPULSE COUPLING CAMS, P.No. 10-102052.
					INSPECTION RECURS EVERY 500 HRS.
					I CERTIFY THIS AIRCRAFT WAS INSPECTED IN
					ACCORDANCE WITH A ANNUAL INSPECTION AND WAS
					FOUND TO BE AIRWORTHY.

John P. Selinger Jr.
566984590 I.A.

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
11/12/81	TACH Read 1618.6						
Executive Wings, Inc.							
	4985 E. Anderson	Fresno, CA 93727				RS404-20	
	Date 11/12/81	W/O 3505					
I certify that the altimeter & static system tests required by F.A.R. 91-170 have been performed. Its performance was found to be in accordance with F.A.R. 43 Appendix E.							
The altimeter has been tested to 18,000 ft. Insp. <i>Robert Bagley</i>							
Executive Wings, Inc.							
	4985 E. Anderson	Fresno, CA 93727				RS404-20	
The transponder in this A/C was checked this date in accordance with F.A.R. 91.177 (B). its performance was found to be in accordance with F.A.R. 43 Appendix F. Test results on file.							
	W/O # 3505	Type RI-359A S/N 16240					
	Insp. <i>Robert Bagley</i>	Date 11/12/81					

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

AIRCRAFT LOG

[illegible]

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
7-10-82	TT 1898		install new cables, 5 new rope mounts, new bushings & bolts in control links. Chris Helms A+P 572553819				
12-3-83	TT 2015		replace 5 post lamp, compass lamp, one lower cowling mount, etc. C/W AD 83-22-06 by oversize cotter pin. Lube H/C. I certify that I have inspected this airframe in accordance with a 100 hour inspection and found it airworthy. Chris Helms A+P 572553819				
12-21-84	TT 2044.8	PLACE BATTERY	GILL G-242	SIN 60753471			
5-4-84	TACH		R&R RUDDER - REPLACED BY SERVICABLE UNIT FROM MARSHALL AVIATION. INSPECTED CABLES, PULLEYS, BULKHEADS FROM NOSE WHEEL TO RUDDER, NO CRACKS, WARPS, OR BUCKLES FOUND. RETURNED TO SERVICE - R. W. Luff A+P 504460681				

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

AIRCRAFT LOG

[illegible]

I certify that the altimeter and static system tests required by F.A.R. Part 91.176 have been performed.

The altimeter was tested to 23,000 feet.

Date 12/7/83 Signature John Doe

Static System Tested. Date 12/4/83

AAR DEL MONTE, INC.

Repair Station #4639

Monterey, California 408-373-4151

United Inst. Attorneys
5934P-1 5/2N6149

ENCODER TESTED TO
15,000 FT.

I certify that the transponder system(s) tests required by F.A.R. Part 91-172 and Part 43, Appendix F have been performed.

Date 12/7/83 Signature Teri Colman

AAR DEL MONTE, INC.

Repair Station #4639

Monterey, California 408-373-1511

TO BE ATTACHED TO
HARVEY LOG BOOK.

repairs - Service Letters -
USE OF THIS LOG BOOK."
town.

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 6-13-84	Tach 2107	replace rear nav light,	Right rear engine mount, replace				
		both magnetos + pack bearings, & fuel tank repaired, A/C Lubed					
		+ serviced APU Cessna manual. I certify that I have inspected					
		this airplane in accordance with a PO in inspection					
		and found it airworthy Chris Kelubel N4572553819					
14 July 84	2164.9	Re Sealed Fuel tank Fillport Flange and					
		Gun Sensor Probe, Order New N4572553819					
12 Sept 84	Tach Time	2180.0	"O Time" Engine S/N 235841-R, Overhauled				
12 Oct 84	2170	Prop S/N 787855 And Overhauled Prop Governor					
Date Changed		S/N 78384 Installed This Date. I certify That This					
Made In Error		Aircraft Has Been Inspected In Accordance With					
Can't Remember		An Annual Inspection And Determined To					
		Be Airworthy. AD Notes Checked Through 84-19.					
		EKT Due April 1985. Can't Remember N4572553819					

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

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature	19	Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
VOR 1	VOR 2				
17 Nov 84					Tach Time 2190.5 Replaced "O" Rings In Shimmy Dampor. Serviced With New 5606 Fluid. Installed New Oil Pressure Gauge. O'Maywood #P1986818
1/5/85					TACH 2199.9 New gyro time tach installed. Mark E. Berry AIP 552295154IA
1/24/85					TACH 0048 - INSTALL - ELT BATTERY ONE FEB 1988
6/16/85					TACH 81.2 TOTAL 2281.1 Relocated seat straps in accordance with Corina Service letter SE84-18. Installed new tail nav light. Installed new brake linings left and right sides. I certify that this aircraft has been inspected in accordance with a 100 hour inspection and was determined to be in airworthy condition. Mark E. Berry AIP 552295154IA
11/19/85					TACH 178 TT 2378.1 Replaced left tire, adjusted Compressor packed rigging for reported problem nothing found. I certify that the aircraft was inspected in accordance with a 100 hour inspection and was found to be in an airworthy condition. C E Dutcher 1882450 1A

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
12-24-85	TACH 197.7	R/R THEN COORDINATE	OUT: 799-516 IN: 784-263				
	SERVICED NOSE STRUT. W/ <u>WILLY HOLT</u> A/P 504460001						
12-30-85	TACH-202.0	2401.9	TOTAL TIME				
	SERVICED MAG COMPASS W/ FLUID & SWUNG COMPASS NOW AGREE WITH CORRECTION						
	CAMPD - <u>Phil 2324507</u>						
<p>I CERTIFY THAT THE ALTIMETER AND STATIC SYSTEM TESTS REQUIRED BY FAR PART 91.171 HAVE BEEN PERFORMED AS PER FAR 43, APPENDICES E & F THE ALTIMETER WAS TESTED TO <u>30,000</u> FEET ON <u>12/30/85</u></p> <p>SIGNED: <u>Phil 2324507</u> FOR (SIGNATURE OF LICENSED INDIVIDUAL)</p> <p>WEST AIR INDUSTRIES FAA REPAIR STATION NO. 412-16 MUNICIPAL AIRPORT CHICO, CALIF. 95926</p>							

The ATC Transponder Tests and Inspections required by FAR 91.172 were performed this date and found to comply with FAR 43, Appendix F.

ATC Transponder

1. Make ARG Model RT-357A S/N ---

2. Make --- Model --- S/N ---

Details of this inspection are --- at this facility under

Work Order # 7036A Date 12/30/85

Phil 2324507

WEST AIR INDUSTRIES
FAA Repair Station No. 412-16 Chico, Calif.

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

SCALE CORRECTIONS

Altimeter Reads	ADD	
	Room Temp.	Low Temp.
- 1000	0	
- 500	0	
0	0	
500	0	
1000	0	
1500	0	
2000	0	
3000	0	
4000	+10	
6000	+20	
8000	+10	
10000	+10	

Date 12/30/85

ALTIMETER No. :7580.R.....

Altimeter Reads	ADD	
	Room Temp.	Low Temp.
12000	0	
14000	0	
16000	0	
18000	-10	
20000	-50	
22000		
25000		
30000		
35000		
40000		
45000		
50000		

Tested by David Hall

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Place	Signature	19	Enter here general data with reference to "Line" and "Periodic" inspections — Rigging Changes — Alterations — Repairs — Service Letters — and changes in propeller or engine — as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
13 MAR 1986					COMPLIED WITH CHECKS SPECIFIED BY AD B6-05-02 AND FOUND AD NOT APPLICABLE TO N75EOP JANUARY 1986
6-6-86	YALH 290.0				100HR INSP. DUE @ 1378.0 ① REPR BRAKE PADS, COI "D" RINGS & CHECKED FOR OPERATION ② RIKEED FLAPS & RUDDER TRIM. I certify this aircraft was inspected in accordance with a 100 hr inspection & found to be airworthy - Returned to Service W. G. H. 12/12/86 150460681
9-10-86	TACH 3531.0				SEAT LOCKED" AND "FUEL CONTAMINATION" PLACARDS INSTALLED PER CESSNA SERVICE BULLETIN SER 8675 JANUARY 1986
12-12-86	706.				Replaced 4 roud mounts - muffler - & certify that this aircraft was found to be in an airworthy condition during the annual inspection conducted, Chris Date C. Date 1882450 1A

C. Date 1882450 1A

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 APR 5 87	417	P+P	Right main tire, pressure supplied				
			CRP Dutcher		1852450	1A	
T1 2613 JULY 7 87			I certify that this air craft has been properly IAW a correct inspection and was found to be in an air worthy condition				
			CRP Dutcher		1882450	1A	
20 SEP 87	TACH 563	REPLACED BATTERY	GILL G-242				J. Wade
28 SEP 87	New Tach 0000	Serial removed	599.3	RHP.			
		TOTAL	2799.2				
		Replaced tach drive cable					
			CRP Dutcher		1882450	1A	
AD 87-20-03	DEC 15 87	checked for	limit this to				

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

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature	19	
	VOR 1	VOR 2			
DEC 15 87					Replaced L + R Bushes disk, I + R Pads.
DEC 15					A certificate that this aircraft has been inspected by A.W. PANKHURST in inspection and was found to be in satisfactory condition.
					TACH 014 TT 2793
6/3/87					Charged oil & filter added 8 qts oil 1882450 1A
3/4/87					Log book corrected, C. Dutch
DEC 15 87					AD due at next 100 HR.

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 2-23-88			ATO Transponder Check This is to certify that F.A.R. 91.172 part 43 Appendix "F" has been complied with Signature: <i>[Signature]</i> Date: 2-23-88 Aerospace Avionics, Inc. 407-3				
			Altimeter & Altitude Reporting Equipment Test & Inspection This is to certify that F.A.R. 91.171 paragraph "C" has been complied with. Altimeter and Altitude reporting tested to 22,000 ft Aerospace Avionics, Inc. 407-3				
2-23-88							
3-1-88			ELT BATTERY INSTALLED - DUE FEB 1990. COMPLIED WITH FAR PART 43, 45 & 91 BY MARKING AIRCRAFT EXTERIOR WITH MAKE, MODEL & SER. NO. ON FUSELAGE. PRIORITY AD 88-03-06 COMPLIED WITH.				<i>[Signature]</i> 3/1/88
10 May 88			Rearranged rudder.				

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			
10 May 88	TT	7285			I certify that this aircraft was inspected 1 AU as ^{supplied} inspection and was found to be in an airworthy condition C E Dutcher 1882450 1A
30 May 88	TT	203			Replaced right tire & tube. C E Dutcher 1882450 AP Log book corrected to read annual inspection C E Dutcher
12-27-88	TT	AF 3039	TT ENGINE 859		HOBBS 1139 TACH 240-3 I certify that this aircraft has been inspected 1 AU as 100 hr inspection and was found to be in an airworthy condition C E Dutcher 1882450 AVP.

AIRCRAFT LOG

DATE		FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
						HOURS	10THS	
19	89	TACH 304	HOOBS TACH 1207					
6-20				Replaced L & R upper strut fairing.				
				I certify that the aircraft has been inspected in accordance with annual inspection and was found to be in an airworthy condition				C E Dutcher 1882450 1A
28	86	TACH 408	HOOBS 1321					
				I certify that the aircraft has been inspected in accordance with a 100 hr inspection and was found to be in an airworthy condition				C E Dutcher 1882450 1A
2-21-90				nose strut "O" rings "lower" replaced				C E Dutcher 1882450

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

3-7-92

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Place	Signature	19 <u>90</u>	Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
					I certify that the altimeter system & altitude reporting equipment have been tested and inspected as required by FAR 91-171 and found to comply with appendix E and F of Part 43. Altimeter tested to <u>20,000</u> ft. Signature <u>Jim Lewis</u> Date <u>2/28/90</u> AIRTROPHICS ARS 4471 173 Dunbar Avenue Camarillo, CA 93010
					The transponder tests required by FAR 91-172 have been performed. Transponder meets the requirements of Part 43 appendix F. Signature <u>Jim Lewis</u> Date <u>2/28/90</u> AIRTROPHICS ARS 4471 173 Dunbar Avenue Camarillo, CA 93010
					<u>27 Nov 90</u> <u>TACH 463</u> <u>Replaced Right main tire</u> <u>CE Ditcher 1882450 ATP</u>

AIRTRONICS

SCALE CORRECTIONS

All Reads	Add Algebraically	
	Room Temp °C	Low Temp °C
1000	0	
0	0	
500	0	
1000	0	
1500	-5	
2000	0	
3000	0	
4000	-10	
6000	-20	
8000	-15	
10000	0	
12000	0	
14000	+10	
16000	+10	
18000	+30	
20000	+50	
22000		

DATE

2-27-90

TESTED

BY: RHO

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
Tach	51603	1441.8	Hobbs	18 May 90	I certify that this aircraft has been inspected in accordance with a annual inspection and was found to be in an air worthy condition		
					C E Dutcher 1882450 1A		
TT	599.34	2799.24		51603	= 3315		
9 SEP 90	TACH 603		REPLACED RT BATTERY - DUE SEP 92		J. M. H.		
			SERVICED MAIN BATTERY & COMPASS		C E Dutcher 1882450 AP		
OCT 4, 90	TACH 619.16		Next 100 due at 716. hr		I certify that this aircraft was inspected in accordance with a 100 hr inspection and was found to be in an air worthy condition		
					Charles E. Dutcher 18824501		
OCT 4, 90			prior to above inspection left and right tires were replaced				

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		
Enter here general data with reference to "Line" and "Periodic" inspections — Rigging Changes — Alterations — Repairs — Service Letters — and changes in propeller or engine — as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.				19 ____	
OCT 12		1990	TACH 625.7	Replaced seat rails	
PM 0511243	-4		and 0511243-5	Rails were near	
limits of AD 87-20703 R1					
C E Dutcher 1882450 IA					
Jan 25 1991				Repaired alt drive bushings and holder	
TT 674				alt repaired by Aero Elec. Van Nuys, Ca.	
				checked okay during a/c run up	
				C E Dutcher 1882450	
(18-21)		TACH 716.3	TT 3515.3		
Apr 20		1991	I certify that this air craft has been		
				inspected, in accordance with a ANNUAL inspection	
				and was found to be in an airworthy condition and	
				is returned to service C E Dutcher 1882450 IA	
				above should have read ANNUAL C E Dutcher	
MAY 6		1991	TACH 724.0	TT 3523.0	REPLACED GILL BATTERY 4-242

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
8/26/91		N758DP	TACH: 790.01				
R & R REGULATOR. INSTALL NEW UNIT PN#VR515G, SN#1062363. TEST RUN AND OPS CHECK GOOD AT THIS TIME. AIRCRAFT APPROVED FOR RETURN TO SERVICE.							
SIGNED: <i>L.C. Moors</i>							
A&P#572566752 L.C. MOORS							
MOORS AERO. SERVICES, INC. INYOKERN, CALIF. 93527							
TACH 795.23							
7 Sept 91	Replaced windshield with unit purchased from Great Paper Aero Products Flint Mich						
	CED Dutcher 1882450 1A						
8 Sept 91	Replaced DG with unit PN#PC11A-15 SN 91F0291						
	manufacturer date 06-28-91 CED Dutcher 1882450 A&P						
29 Oct	Replaced Hobbs meter 0000 time.						
	CED Dutcher 1882450 1A						

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

[illegible]

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	19	
<p>Jim's Avionics Service, Inc. FAA Certified Repair Station XD2R288L 16700 Roscoe Blvd. • Van Nuys Airport Van Nuys, CA 91406</p> <p>(818) 780-<u>6818</u> CERTIFIED TRANSPONDER P/N <u>RT3594</u> S/N <u>M/A</u> TO F.A.R. 91.413 AS PER PART TO: 43 APPENDIX F. TRANSPONDER MEETS ALL CRITERIA OF THIS SPECIFICATION.</p> <p>SIGNED <u>[Signature]</u> 2-28-92 INSPECTOR DATE</p> <p>WO # <u>6818</u> N # <u>75800</u> TACH <u>931.14</u></p>					<p>TACH 950.1 TT3749 1 May 92 I certify that this aircraft has been inspected in accordance with a current inspection and was found to be in an airworthy condition. C E Dutcher 1882450 1A 8.8.92 TACH 1007.8 Replaced prop spinner with new part purchased from Flightcraft OKford Exp. C E Dutcher 1882450 1A</p>

A.D. Note	Subject	MEMORANDA How C/W	Date	One Time Reoc	Sig & Number
77-12-08	Ext. Gnd Pt Receptacle	N/A By Serial #			
79-08-03	Gas lighter	N/A By Serial #			
79-10-14	Fuel Vent	N/A By Serial #			
80-04-08	Fuel Leak/Fire Hazard	Installed Choke Pad on Fuel Line	Unk	OneTime	Unknown
80-06-03	Wing Flap Direct Cable	Installed Kit #SK172-60A	Unk	OneTime	Unknown
80-07-03	Tach Drive	Installed New Oil Pump Gear	4-1-81	OneTime	Salher
81-05-01	Fuel Depletion	N/A By Serial #			
81-16-09	Elevator Control Sys	P/C/W	Unk	OneTime	Unknown
83-10-03	Possible Jamming of Elevator	P/C/W By SEB2-38	4-30-83	OneTime	Helm bold
83-22-06	Loss of Nylon Hing Pin	oversize cotter pins	12-3-83	OneTime	Helm bold
86-19-10	Fuel Drain	NA by date	12/2/86		
86-24-07	Engine Control		12/2/86	OneTime	DUTCH
87-20-03	Seat Rails	within limits	12/2/87		Dutch
87-20-03	SEAT RAILS	by inspection	2/16/87	OneTime	Grant Huff