

AIRFRAME LOGS

LOG. #1

Cessna.



AIRCRAFT LOG
AND MAINTENANCE RECORD

N 9923Y SERIAL NO. 21064641



AIRCRAFT LOG AND MAINTENANCE RECORD

Record of CESSNA T210N 64641 N 9923Y
Make Model Serial Certificate

With Engine CONTINENTAL TS10-520-R 522361
Make Model Serial

From _____ 19 ____ to _____ 19 ____

Detailing Time From _____ Hours To _____ Hours

Owner _____

Address _____

FORM P121-13

SIMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
HRS	10THS	
5	4	KT 202, KR 87 W/KI 220
		ORDER ON TOP OF MAP COMPARTMENT
		DATE WITH MANUFACTURER'S
		1-1A-2 SEE NEW WEIGHT

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.23			DATE	REMARKS
Date	Bearing error	Place	Signature	<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			
7/11/83		TACH 183		1. REPLACED VACUUM PUMP (SHEARED SHAFT) AND MAIN LINE FILTER AND REGULATOR FILTER. PURGED VACUUM LINES. 2. SERVICED BRAKE SYSTEM WITH 56016. <i>Fred E. Lindy</i> AEP 574140087 ANC, AK.
8 5 83				226.8 hrs — Annual inspection completed this date. All items checked per Cessna check list. Clean and repack wheel bearing. Replace checked per Cessna check right brake linings, run retraction test, emergency extension, replace right main tire. Check all lights, stall warning, pitot heat. Inspect control surfaces for security and operation. Serviced battery, replaced C.I.T. battery. No AIs applicable at time of this inspection. Aircraft test down all item check O.K. to date.

I certify that this aircraft has been inspected in accordance with Annual inspection and was determined to be in an airworthy condition.
 Total Time 226.8 Tech Time 236.8
 Date 8-5-83 *Arthur [Signature]*
 Miller Flying Service FAA APPROVED
 Drawer 190, Plainview, Tex. R/S No. 2176
 E.L.T. Bull Exp. May 1984

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
184 Oct. 8	Jach Road	323.6 hrs	Annual Inspection	Completed	thru date		
all routine items checked per Cessna ck list. Rotated main gear tires, resealed plates on top of wings (fuel cell area) as required, with special sealant per Cessna News Letter #83-18. AD-82-27-02 on Prop Blades 1/4 per Blade serial numbers.							
I certify that this aircraft has been inspected in accordance with <u>Annual</u> inspection and was determined to be in an <u>airworthy</u> condition. Total Time <u>323.6</u> hours Date <u>Oct. 8 1984</u> <u>Clifford Mitchell</u> Miller Flying Service, Inc. JH2140186 FAA APPROVED Drawer 190, P.O. Box 110, Plainview, Texas ELT Batt. Exp. <u>March 1986</u>							

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

VOR Receiver operation checked in accordance with FAR 91.25				DATE	Enter and ALL
Date	Bearing error VOR 1 VOR 2	Place	Signature	10	

Date 5/27/85
 Replaced both
 props. Release

ATED
ME
DTHS

SIGNATURE OF
PILOT

Equipment
ording

Fov

5361

AIRCRAFT LOG

MOR Receiver operation checked
in accordance with FAR 91.25

Bearing error	Place	Signature
VOR 1 VOR 2		

DATE
19 ____

REMARKS

Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.

INSTALLED NEW A/C BATTERY - S.N. 60800524
Inspected and Approved
by Walter Kemp for
Cannon Aviation
Repair Station No. 5367
Hickory, N. C.
Date 8-13-85 T.T. 441 W.O. # 29256

AIRCRAFT LOG

DATE	FLIGHT	TO	NATURE OF	DURATION
------	--------	----	-----------	----------

ALTIMETER SCALE ERROR					
PART NO.	5934 PA-1BA.125	SERIAL NO.	6A992		
ALTIMETER PRESSURE					
TEST PT (FT)	INDICATOR READINGS AT + 25°C	TEST PT (FT)	INDICATOR READINGS AT + 25°C	TEST PT (FT)	INDICATOR READINGS AT + 25°C
-1000	+20	8,000	0	30,000	+10
0 0	-10	10,000	+20	35,000	0
500	+10	12,000	+30	40,000	
1000	0	14,000	+50	45,000	
1500	+20	16,000	+20	50,000	
2000	-10	18,000	+60	55,000	
3000	0	20,000	+60	60,000	
4000	0	22,000	+50	70,000	
6000	0	25,000	+40	80,000	

ACCUMULATED TOTAL FLYING TIME	
HOURS	10THS

SIGNATURE OF PILOT

This report was prepared and tested as required by meter was tested

Warren for
 in Aviation Company
 Station No. 5367
 y, North Carolina
 No. A 28623

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

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

AIRCRAFT LOG

SIGNATURE OF
PILOT

...ing and
...required by
...as tested

... for
... Company
... to 5367
... Carolina
... 28623

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

DATE
19 _____

REMARKS

Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.

"I certify the ATC transponder tests and inspections required by FAR 91.172 were performed this date and found to comply with FAR 43, Appendix F.

#1 Make KING Model KT-76A/N 32692

#2 Make N/A Model N/A S/N N/A

Details of this inspection are on file at this repair station under W.O. A28623

Date 10/18/86 (SIG) Eddie Warren
Cannon Aviation Company - Repair Station #5367.

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
10/18/85			C/w AD 84-26-92 OF INSPECTION REPLACED FUEL CAP SEALS. OPENED BIT + INSPECTED FOR CORROSION, REINSTALLED + FUNCTION TESTED OK.				
<p style="font-size: small; color: red; margin: 0;">I certify that this AIRCRAFT has been inspected in accordance with a <u>ANNUAL</u> inspection and was determined to be in airworthy condition. Pertinent details of this inspection are on file at this agency under work order # <u>29475</u>. Date <u>10/18/85</u> by <u>J.P. Jolley</u> for <u>Aviation</u> Repair Station # <u>5367</u> Hickory, N. C.</p>							
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

VOR Receiver operation checked in accordance with FAR 91.25

Date	Bearing error		Place	Signature
	VOR 1	VOR 2		
				INSTALLED
				VACUUM
				CONTAINS
				WAS TESTED
				MESSAGE
				PANEL.

AIRCRAFT LOG

SIGNATURE OF PILOT

Receiver operation checked in accordance with FAR 91.25		
Place	Signature	
	VOR 1	VOR 2

DATE
19 ____

REMARKS

Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.

INSTALLED PRECISE FLIGHT, INC STANDBY
 VACUUM SYSTEM AS PER INSTRUCTIONS
 CONTAINED IN STC SA 2162 PM. ACFT
 WAS TEST FLOWN, MINIMUM MANIFOLD
 PRESSURES RECORDED AND PLACED ON
 PANEL.

Inspected and Approved SEE PAPER 337 WITH
 by [Signature] for ACFT PAPERWORK.
 Cannon Aviation
 Repair Station No. 5367
 Hickory, N. C.

Date 1-24-86 T.T. 538-S.W.O. # 29608

AIRCRAFT LOG

FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
				HOURS	10THS	
02/03/86		Replaced pilot's barometric altimeter s/n 6A992 with United Instruments barometric altimeter s/n ID244. T.T. 543.6 Work Order Number A29662 Repair Station # 5367 Eddie Warner				
02/03/86		I certify the static system test and inspection required by FAR 91.171 have been performed, with no altitude reporting equipment installed. T.T. 543.6 Work Order # A29662 Repair Station # 5367 Eddie Warner				

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

Date	VOR Receiver operation in accordance with FAR 91.171		Place
	Bearing error		
	VOR 1	VOR 2	
02/03/86			
02/11/86			

UNITED INSTRUMENTS, INC.

ALTIMETER SER. NO. 1D244

SCALE CORRECTIONS

Alt Reads	Add Algebraically	
	Room Temp °C	Low Temp °C
-1000	+10	
0	-10	
500	-5	
1000	-20	
1500	-5	
2000	-25	
3000	-25	
4000	-25	
6000	-20	
8000	-10	
10000	-10	
12000	0	
14000	+5	
16000	+10	
18000	+10	
20000	+25	
22000	+25	

Alt. Reads	Add Algebraically	
	Room Temp °C	Low Temp °C
25000	0	
30000	+5	
35000	+90	
40000		
45000		
50000		

Handwritten notes:
 86
 02/11/86
 Edw...
 DATE TESTED BY: SM
 1-20-86

INSPECTED BY: DF

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME

ACCUMULATED TOTAL FLYING TIME

HOURS | 10THS

meter s/n 6A992
meter s/n 1D244

SIGNATURE OF PILOT

VOR Receiver operation checked in accordance with FAR 91.25

Date | Bearing error | Place | Signa

02/11/86 | *By* | *United*

02/11/86 | **I certify that required by FAR 91.25 with no**

PILOT
 992
 288

VOR Receiver operation checked in accordance with FAR 91.25

Date	Bearing error		Place	Signature	DATE 19__
	VOR 1	VOR 2			
02/10/86					
02/11/86					

Enter here general data with reference to "Line" and "Part" inspection and changes in propeller or engine - as outlined in the front of this book, under the heading, "Inspection and Changes in Propeller or Engine."
 ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.

Replaced pilots barometric altimeter of ID-244 with United Instruments barometric altimeter of 4C759.
 T.T. 544.3
 Work Order No. A
 Repair Station No.
 Eddie Warren

I certify the static system test and inspection required by FAR 91.171 have been performed with no altitude reporting equipment installed.

T.T. 544.3
 Work Order No. A
 Repair Station No.
 Eddie Warren

SIGNATURE OF PILOT

9992
242.

VOR Receiver operation checked in accordance with FAR 91.25			DATE	Enter h and cha ALL D's
Bearing error	Place	Signature	19 ____	
VOR 1	VOR 2			

02/11/86 Replaced pilot
United Instruments
T.T.
Wor
Rep
E.

02/11/86 I certify the static system test required by FAR 91.171 h) with no altitude reporting eq

T.T.
Wor
Rep
Ed

UNITED INSTRUMENTS, INC.

SCALE CORRECTIONS

Alt Reads	Add Algebraically	
	Room Temp °C	Low Temp °C
-1000	0	
0	+5	
500	+15	
1000	-5	
1500	+5	
2000	0	
3000	-5	
4000	+5	
6000	-10	
8000	-15	
10000	-25	
12000	-10	
14000	-10	
16000	-15	
18000	-10	
20000	+5	
22000	0	

DATE TESTED BY: Jm

ALTIMETER SER. NO. 10759

Alt Reads	Add Algebraically	
	Room Temp °C	Low Temp °C
25000	+50	
30000	+10	
35000	+10	
40000		
45000		
50000		

INSPECTED BY: JF

replaced by Ed Worner 9/20/86

19

FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
				HOURS	10THS	
02/20/86		Replaced Pilot's barometric altimeter sn 4C159 with United Instruments barometric altimeter, sn 132794. TT 549.3 Work Order No. A29671 Repair Station # 5367				
02/20/86		I certify the static system test and inspection required by FAR 91.171 have been performed with no altitude reporting equipment installed. TT 549.3 Work Order No. A29671 Repair Station # 5367				

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

VOR Receiver operation checked in accordance with FAR 91.25

Date	Bearing error		Place	Sign
	VOR 1	VOR 2		

I certify that this Alt
in accordance with a
was determined to be
Pertinent details of this
at this agency under w
Date 11-1-86
Signed J.A.
Cannon Aviation
Repair Station # 5367
Hickory, N. C.

ALTIMETER SCALE ERROR				(SEE NOTE ON REVERSE SIDE)	
NOMENCLATURE <u>L01735-01455</u>			SERIAL NO. <u>132794</u>		
ALTIMETER PRESSURE					
TEST PT (FT)	INDICATOR READINGS AT + 25 ° C	TEST PT (FT)	INDICATOR READINGS AT + 25 ° C	TEST PT (FT)	INDICATOR READINGS AT + 25 ° C
000	-15	6000	-25	25,000	-85
000	0	8000	-35	30,000	-55
300	-5	10,000	-55	35,000	15
1000	-5	12,000	-50	40,000	
1500	-10	14,000	-70	45,000	
2000	-10	15,000	-75	50,000	
2500		16,000	-80	55,000	
3000	-25	18,000	-85	60,000	
4000	-15	20,000	-80	70,000	
5000	-20	22,000	-95	80,000	

FORM NO 7-186

Work Order No. A 29621
 Repair Station # 5367

ACCUMULATED TOTAL FLYING TIME
 HOURS | 10THS

SIGNATURE OF PILOT

*meter
barometric*

VOR Receiver operation checked in accordance with FAR 91.25

Date | Bearing error | Place | Signature

I certify that this AIR in accordance with a P was determined to be in a pertinent details of this ins at this agency under work Date 11-1-56
 Signed J.P.
 Cannon Aviation
 Repair Station # 5367
 Hickory, N. C.

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

AIRCRAFT LOG

NATURE OF PILOT

VOR Receiver operation checked in accordance with FAR 91.25

Bearing error	Place	Signature
VOR 1	VOR 2	

DATE
19__

REMARKS

Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.

I certify that this ~~airframe~~ airframe has been inspected in accordance with a ~~periodic~~ annual inspection and was determined to be in airworthy condition. Pertinent details of this inspection are on file at this agency under work order # 43543.
 Date 11-1-56 TT 713.1
 Signed J. P. J. [Signature] for
 Cannon Aviation
 Repair Station # 5367
 Hickory, N. C.

REPLACED AIR BLOWER FAN & HOUSING
 INSTALLED NEW ELT BATTERY
 NEW DATE OCT 88 REPLACED
 NR MAIN TINE, REPLACED
 LT. & CRT. BRAKE PADS
 Also And. 86-19-11 FUEL CONTAMIN
 ACTION BY PLACING APPENDIX
 IN PILOTS MANUAL

lers -
 JOK."

12/1/56

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
	COMPLETED WITH AD 71-09-07A, HEAT EXCHANGER INSPECTION, 1/2/1/4 AD PROCEDURES. PART FOUND UNAIRWORTHY, REPLACED HEAT EXCHANGER WITH NEW UNIT; RUN-UP LEAK OK. AD 71-09-07A, DONE AGAIN IN 50 MINS 489.4 TH						
Inspected and Approved by <u><i>Jimmy Davis</i></u> for _____							
Carry Aviation Repair Station No. 5367 Hickory, N. C.							
Date <u>12-3-86</u> T. <u>119.4</u> W.O. # <u>43563</u>							

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

VOR Receiver operation checked in accordance with FAR 91.25			
Date	Bearing error	Place	Sig
2-5	VOR 1 VOR 2		

COMPLETED RECORD

SIGNATURE OF PILOT

[Handwritten signature]

AD

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91. 25				DATE	REMARKS
Time	Bearing error	Place	Signature		
2-5	VOR 1 VOR 2			19 82	Removed Pitch servo s/n 175 and installed pitch servo s/n 722. Ramp checks good.
					<p>ATLANTIC AERO, INC.</p> <p>P. O. Box 19508 Greensboro, N. C. 27419</p> <p>APPROVED REPAIR STATION #703-5</p> <p>Reference W/O # <u>38880</u></p> <p><i>A. J. Pelphry, Jr.</i></p>
					<p>COMPLETED WITH AD 71-09-07a, (CHECK EXAMINER'S INSTRUCTIONS)</p> <p>IN ACCORDANCE WITH AD PROCEDURES, NO DEFECTS NOTED.</p> <p>Inspected and Approved by <i>[Signature]</i> for</p> <p>Cannon Aviation</p> <p>Repair Station No. 5367</p> <p>Hickory, N. C.</p> <p>Date: <u>4-28-82</u> T.T. 8210 W.O. # <u>43751</u></p>

FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
				HOURS	10THS	
<p>"I certify the ATO transponder tests and inspections required by FAR 91.172 were performed this date and found to comply with FAR 43, Appendix F.</p> <p>W1 Make <u>King</u> Model <u>KT 76</u> S/N <u>32692</u></p> <p>W2 Make <u>N/A</u> Model <u>N/A</u> S/N <u>N/A</u></p> <p>Details of this inspection are on file at this repair station under W.O. <u>44126</u></p> <p>Date <u>12-2-87</u> (S/G) <u>Sam Stone</u> for</p> <p>Cannon Aviation Company - Repair Station #5367.</p> <p><i>Blind procedure Transponder Mode# disconnected from system due to transponder error. Amdt to be repaired at a later date.</i></p>						
				<p>I certify that the Altimeter and Static System Test required by FAR part 91.171 has been performed. The Altimeter was tested to <u>35000</u> ft.</p> <p>on <u>12-2-87</u>.</p> <p>Signature <u>Sam Stone</u></p>		
				<p>Cannon Aviation Company Repair Station No. 5367 Hickory, North Carolina</p>		

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

VOR Receiver operation checked in accordance with FAR 91.25				
Date	Bearing error		Place	Signature
	VOR 1	VOR 2		
				I certify that this...
				in accordance with...
				was determined to...
				Pertinent details of...
				of this agency and...
				Date <u>12-2-</u>
				Signed <u>Sam Stone</u>
				Cannon Aviation
				Repair Station #
				Hickory, N. C.

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		
			I certify that this AIRCRAFT has been inspected in accordance with a periodic inspection and was determined to be in airworthy condition.		G/W AD. 71-04-07 A1 HEAT EXCHANGER. G/W AD. 77-20-03
			Pertinent details of this inspection are on file at this agency under work order # 49126		SERV TRACKS, REPLACED
			Date 12-3-53 T.T. 952-8		LFT. MAIN TIRE, REBUILT
			Signed A. J. [Signature] for		LFT. BRAKE CALIPER.
			Cannon Aviation		DELIVERED AT. BRAKE.
			Repair Station # 5367		REPLACED OF FROTH COMPRESSOR
			Hickory, N. C.		MOUNT BRACKET AND REBUILT
					COMPRESSOR HOUSING, ETC. PART.
					DATE OCT 58.

AIRCRAFT LOG

FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
				HOURS	10THS	
Removed Torsion Blind Encoder (0120-P2-T JW 35448)						
for repair by Comander Trastornes						
Reinstalled encoder after repair and calibration						
by Comander Trastornes						
Inspected and Approved by <u>[Signature]</u> for Cannon Aviation Repair Station No. 5367 Hickory, N. C. Date <u>12-14-87</u> T.T. <u>939.4</u> W.O. # <u>5472</u>						
				I certify the altimeter, static system and FAR 91.171 ^{Altitude Reporting} has been tested as required by The altimeter was tested to <u>25000</u> ft. on <u>12-14-87</u> By <u>[Signature]</u> for Cannon Aviation Company Repair Station No. 5367 Hickory, North Carolina		

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

12-10-87
 551-87
 file at this agency
 ready for return to
 component repair
 was repaired with
 accordance with
 regulations of work

VOR Receiver
 in accordance
 Date _____ Bearing _____
 VOR 1 V _____
 CO
 BY
 PILOT
 AD
 LINE

AIRCRAFT LOG

	DATE	REMARKS							
VOR Receiver operation checked in accordance with FAR 91.25	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.							
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%; font-size: x-small;">Date</td> <td style="width: 10%; font-size: x-small;">Bearing error</td> <td style="width: 10%; font-size: x-small;">Place</td> <td style="width: 10%; font-size: x-small;">Signature</td> </tr> <tr> <td style="font-size: x-small;">VOR 1 VOR 2</td> <td></td> <td></td> <td></td> </tr> </table>	Date		Bearing error	Place	Signature	VOR 1 VOR 2			
Date	Bearing error	Place	Signature						
VOR 1 VOR 2									
00091 00861 00061 00081 00001 00028 0089 0009 4000 0005 0008 0008		<p>COMPLIED WITH AD 64-26-02 (INDUCTION AIR FILTER REPLACEMENT) BY REPLACEMENT OF AIR FILTER. COMPLIED WITH AD 71-09-07 BY PART EXCHANGER (INSP.) BY INSPECTION OF HEAT EXCHANGER 1/A/W AD PROCEDURE - PART FOUND AIRWORTHY; REPLACED ALL BRASS LININGS.</p> <p style="text-align: center; font-size: small;">Inspected and Approved</p> <p style="text-align: center;">by <u>Jerry Cline</u> for _____</p> <p style="text-align: center; font-size: x-small;">Canton Aviation Repair Station No. 5367 Hickory, N. C.</p> <p style="text-align: center; font-size: x-small;">Date <u>3-1-58</u> T.T. 10032 W.O. # <u>44292</u></p>							

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19			COMPLETED WITH AD 71-04-07 R. (HEAT EXCHANGER INSID) I/A/W ND PROCEDURES, PART FOUND AIRWORTHY, SERVICE A/C FACTORY; SERVICED OXYGEN. REPLACED NOSE "TANK": OBTAINED, INSP. REPACKED WHEEL BEARINGS				
Inspected and Approved by <u>[Signature]</u> Cannon Aviation Repair Station No. 5367 Hickory, N. C. Date <u>6-9-88</u> T.T. <u>1070.7</u> W.O. # <u>44394</u>							

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

VOR Receiver operation checked in accordance with FAR 91.25

Date	Bearing error	Place
	VOR 1 VOR 2	

I certify that this [Signature]
 in accordance with a [Signature]
 was determined to be [Signature]
 Pertinent details of the [Signature]
 at this agency under [Signature]
 Date 12-17-88

Signed [Signature]
 Cannon Aviation
 Repair Station # 5367
 Hickory, N. C.

[Signature]
[Signature]
[Signature]

AIRCRAFT LOG

SIGNATURE OF PILOT

*1/A/W
FRON;
INSP.*

VOR Receiver operation checked in accordance with FAR 91.25			DATE	REMARKS
Date	Bearing error VOB 1 VOB 2	Place	Signature	
			19__	
I certify that this <u>AIRCRAFT</u> has been inspected in accordance with a <u>ANNUAL</u> inspection and was determined to be in airworthy condition.				
Recurrent details of this inspection are on file at this agency under work order # <u>44685</u>				
Date	12-12-88	T.T.	1124/41	
Signed	<u>J. P. Taylor</u>			
Cannon Aviation				
Repair Station #	5367			
Hickory, N. C.				
				c/w A.A. 88-22-07 AIRCRAFT GOI HOSE 115SP. HOSE DETECTED c/w A.A. 87-20-03 AI TEST TANK 115SP. c/w A.A. 71-09-07 AI HEAT EXCHANGER 115SP. REPLACED RT. MAIN TIE. RECEIVED RT. BRAKES.
REMOVED PROP FOR OVERTHAUL BY U.S. PROPELLER SERVICE. REINSTALLED & GROUNDED PLANE.				
				Inspected and Approved by <u>J. P. Taylor</u> for Cannon Aviation Repair Station No. 5367 Hickory, N. C.
Date	2-7-89	T.T.	1195/2	W.O. # <u>44745</u>

AIRCRAFT LOG

SIGNATURE OF PILOT

*2 new indicator
KCS 55A HSI
in of slaving system*

15/6.51

					REMARKS
Receiver operation checked in accordance with FAR 91.25 Heading error Place Signature VOR 1 VOR 2			DATE	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		
2/8/89					Calibrated compass and HSI system. ATLANTIC AERO, INC. P. O. Box 19608 Greensboro, N. C. 27419 APPROVED REPAIR STATION #703-5 Reference W/O # <u>A0876</u> <i>Ashley Anuswood</i>
2/10-89					Repaired pitch flight guidance comp. S/N 338 ATLANTIC AERO, INC. P. O. Box 19608 Greensboro, N. C. 27419 APPROVED REPAIR STATION #703-5 Reference W/O # <u>0880</u> <i>Charles W. Powell</i>

MAINTENANCE RELEASE

COMPONENT AH SERIAL NO. T44812J

PART/MODEL NO: 5000B00

- Overhaul Repair Bench Ck & Test New

The Aircraft Appliance identified above was overhauled, repaired and bench tested, or is new as per block above in accordance with current Federal Aviation Administration Regulations and is approved for return to service. Details of this component are on file at this repair station under

Work Order # 09790 Date 4-18-89

Authorized Signature [Signature]

ACCUMULATED
TOTAL
FLYING TIME
HOURS IOths

SIGNATURE OF
PILOT

Date

and with
812J

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

SIGNATURE OF PILOT

I certify that the Altimeter, Altitude Reporting, and Static System Test required by FAR part 91.171 has been performed.

The Altimeter was tested to 30,000 ft. on 1-15-90

WO # A45253

Signature [Signature]

Catawba Valley Aviation, Inc.

Repair Station FSGR870D

I certify the ATC transponder tests and inspections required by FAR 91.172 were performed this date and found to comply with FAR 43, Appendix F.

#1 King Model KT-76A SN 32692

#2 N/A Model _____ SN _____

Details of this inspection are on file at this repair station under W.O. A45253

Date 1/15/90 (SIC) Sam Hon for

Catawba Valley Aviation, Inc. - Repair Station FSGR870D

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
<p style="color: red; font-size: small;">I certify that this <u>ACFT.</u> has been inspected in accordance with a <u>FAA</u> inspection and was determined to be in airworthy condition. Pertinent details of this inspection are on file at this agency under work order # <u>45250</u> Date <u>1-17-90</u> TT <u>1402.7</u></p> <p>Signed <u>J. P. Taylor</u> Catawba Valley Aviation, Inc. Repair Station FSGR870D Hickory, N. C.</p>							
			C/W A.D. 71-07-07 R1 LEAK OK. C/W A.D. 87-20-03 R1				HEAT EXCHANGER
			START TRACK AND ROLLER WSP. REPLACEMENT LEFT MAIN TIRE. REPLACEMENT RT. & L.F. BRAKES LIT-11-65 REPROVED & REPAIRED				
			ENG. 588 ENG LOG.				
1/22-90	Tach Time:	1407.1	Repaired PFGC, S/N 338 flight computer + returned A/C to service per specs. Charles W. Powell ATLANTIC AERO, INC. P. O. Box 19508 Greensboro, N. C. 27410 APPROVED REPAIR STATION 7520 ENGR-7520 Reference M/N # A-1743				

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

VOR Receiver in accordance with
 Date 1990 Bearing VOR 1 V

5-24-90

AIRCRAFT LOG

This logbook operation checked in accordance with FAR 91.25			DATE	REMARKS
Date	(Month/Year)	Place	Signature	
19	SO			<p>Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.</p>
	MAR 2			<p>Installed <u>mainwnt exchange T+B, S/N 5377E. A/c returned to service.</u> A/C Tach 1430.2</p> <p style="text-align: right;">ATLANTIC AERO, INC. P. O. Box 19608 Greensboro, N. C. 27419 APPROVED REPAIR STATION # 703-5 ENGR-7520 Reference W/O # A-1771 <i>Charles D. Howell</i></p>
	5-24-90		TT 1486.3	<p>Installed <u>factory repaired autopilot pitch computer PF6C S/N 338. Flight tested and adjusted.</u></p> <p style="text-align: right;">ATLANTIC AERO, INC. P. O. Box 19608 Greensboro, N. C. 27419 APPROVED REPAIR STATION #703-5 Reference W/O # <u>A2282</u> <i>W. Smith</i></p>

SIGNATURE OF PILOT

TACH EXCHANGED
 -20-0321
 16R 145P
 TACH
 B.P.M.E.
 T + REPLACES

computer + returned

ENGR-7520

DIGITIZER CALI

AIRCRAFT LOG

SIGNATURE OF PILOT

ed ADF KRST
Manufacturer

VOR Receiver operation checked in accordance with FAR 91.25			DATE	REMARKS
Date	Bearing error	Place		
VOR 1	VOR 2	Signature	19 ____	
I certify that this <u>ACFT</u> has been inspected in accordance with a <u>AMM</u> inspection and was determined to be in airworthy condition. Pertinent details of this inspection are on file at this agency under work order # <u>500166</u> Date <u>7-9-91</u> TT <u>1608.0</u>				c/w <u>A.P. 87-20-03R2</u> SUAT MAIL & NOZZLE 1/2 P. c/w <u>A.P. 71-09-07 R1</u> HEAT EXCHANGER 7/15 P. REPLACED LFT. WING TIP STROBE BULB. REPLACED EFT. BATTERY NEW RATE <u>JAN. 93.</u> REPLACED THROTTLE ROD CAME BEARING. REPLACED NOSE TIRE. REPLACED "WIRING" IN LFT. BRAKE CAPTOR. SERVICED AND BLEW BRAKES.
Signed <u>J. P. Taylor</u> Catawba Valley Aviation, Inc. Repair Station <u>F-GR 870D</u> Hickory, N. C.				

INDUSTRIES, INC. Ca. 91406 DIGITIZER CAL
 TUAL TRANSITION

AIRCRAFT LOG

SIGNATURE OF PILOT

VOR Receiver operation checked in accordance with FAR 91.25

Date	Bearing error	Place	Signature
9/1	VOR 1 VOR 2		

DATE
 19 91

REMARKS
 Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK."
 ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.

6:11
 fuel 1683.0

Propeller removed by Atlantic Aero to be resealed by US Prop Service and then reinstalled by Atlantic Aero R37019030 + 0 60 FLB.

Reg # 99237 Date 6-4-91 WO# 14112
 A/C Total Time 1682.2 Tac/AC HM
 Signed R. M. [Signature] for
 Atlantic Aero, Inc. FAA CRS EWGR7520

MEMORANDA

The Altitude Reporting, and Static System Test required by FAR part 91.411 has been performed.

The Altimeter was tested to 20,000 Ft on 2-3-92

Signature [Signature]
Catawba Valley Aviation, Inc.
Repair Station

Inspected and Approved
by [Signature] for
Catawba Valley Aviation, Inc.
Repair Station No.
Hickory, N. C.

Date 2-3-92 TT 1774, W.O. # 600275

I certify that ATC transponder tests and inspections required by FAR 91.413 were performed this date and found OK 91.43, Appendix F

#1 King Model KT26A 32692
#2 _____ Model _____

Details of this inspection are on file at this repair station under W.O. # 600275

Date 2-3-92 (SIG) [Signature] for
Catawba Valley Aviation, Inc. - Repair Station

Date