

Book # 1

B

Cessna[®]



**AIRCRAFT LOG
AND MAINTENANCE RECORD**

N 1459V SERIAL NO. 17263596

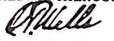
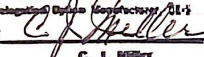
AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	IOths	
19 74 Aug 23	Act	Local	Test	22	2	2	James E. Ballard
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

AIRCRAFT LOG

Date	VOR Receiver operation checked in accordance with FAR 91.25		Place	Signature	DATE	REMARKS
	Bearing error VOR 1	VOR 2				
74	+1°	+1°	Act	JB	19 74	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.
7/23/74	+3°	+1°	JAY VOT	B.L.		

I have inspected this aircraft and found it complies with the requirements of FAR 21.183. All mandatory changes have been complied with. The static pressure system and sensitive altimeter instrument B0574 have been tested and inspected 3-7-74 and found to comply with FAR 91.170 to an altitude of 20 thousand feet. Standard Certificate of Airworthiness dated 8-12-74 was issued by me.


 Executive Engineer
 Cessna Aircraft Co., Pawnee Div.
 Delegated Design Representative, ME-1
 By 
 C. J. Miller

IMPORTANT NOTICE

Dear Owner:

Federal Aviation Regulation Part 91.170 requires that the static pressure system(s) and sensitive altimeter instrument(s) be inspected every two (2) years in accordance with Part 43, Appendix E, if the aircraft is to be operated in controlled airspace under IFR.

The entry in your aircraft log lists the date on which this test was performed on your static system(s) and altimeter(s). Because these tests are accomplished during instrument and aircraft assembly, this date may be a maximum of twelve (12) months prior to the date on your Airworthiness Certificate.

Because of this difference, Cessna recommends that you retest and inspect the static system(s) and altimeter(s) at your first Annual Inspection.

In following this recommendation, a schedule will be established whereby subsequent test and inspection periods will coincide with an Annual Inspection to minimize aircraft down time.

Customer Services Department
Cessna Aircraft Company

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25			DATE	REMARKS
Date	Heading error	Place	Signature	
VOR 1	VOR 2			
			1974	
		Sept. 26		T.T. 86.0 Changed oil & filter, serviced engine with 8 qts. Aeroshell 50w. Comp. Cht. 074 @ 75 @ 75 @ 76 Runup! OK. I certify that this aircraft has been inspected in accordance with a 100 hr inspection and was found to be in an airworthy condition. Dennis J. O'Neil AIP 2200707
		Nov. 7		T.T. 183.2 I certify that this aircraft has been inspected in accordance with a 100 hr inspection and was found to be in an airworthy condition. Dennis J. O'Neil AIP 2200707
		Dec. 23		I CERTIFY THAT A/D 74-24-13 HAS BEEN COMPLIED WITH. Joseph D. Lumb AIP 237603582

AIRCRAFT LOG						
DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME HOURS 10THS	SIGNATURE OF PILOT
18 75						
Feb. 7	Tech Time	280.7	Replaced Element in Rotating Beacon Repositioned wire on courtesy lamps Replaced Spare Emergency Locator Transmitter with Narco & made revisions to Weight & Balance and equipment list.			
<small>* Certify that this Aircraft has been inspected in accordance with A-1000 inspection and has determined to be in Airworthy condition.</small>						
				Date	2/7/75	Charles H. Hoess A/P 250800100
END						
<small>CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE</small>						

VOR Receiver operation checked in accordance with FAR 91.25				DATE		REMARKS
Date	Bearing error	Place	Signature	19		
VOR 1	VOR 2					
1	419.9	1975 TT		419.9		Repacked Wheel Bearings, Replaced Left tire greased fitting, oil hoses! Serviced VOR STRT. Replaced Brake Linings and Serviced Brake System & Certify that this Aircraft has been inspected in accordance with a Annual Inspection and was determined to be in Airworthy condition Charles H. Hoess 1873497 A1
ANNUL						
Sept 8 469.9 TT						Installed STEP & HANDLE Kit 404-A, 251-A in Equipment List. Revised Weight & Balance Information. Charles H. Hoess A/P 250800100

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT	
					HOURS	10ths		
19 35 Oct 16	Tach Time 5:30		Inspr & Lubed & Pulleys serviced light & Insi. Air Filter has been Inspr. T.A.W. & 100 hr. Inspr. & it is determined to be in an airworthy condition. Piston Frig. etc.	Flight controls & cables changed landing gear This Airframe 100 hr. Inspr. & it is determined to be in an airworthy condition.				
1976 Aug 16	Tach Time 1994-100		100 hr. inspection checked controls, cables, pulleys, ground battery - recharged, checked oil levels - oil changed, all AD's checked thru 71-15 & N/A - aircraft determined to be in an airworthy condition. Data 4-10-76 Tach Reading 1994.0 Total Time 1994.0					
I certify that this aircraft engine has been inspected in accordance with an <u>FAA</u> inspection and was determined to be in an <u>airworthy</u> condition.								
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE.								
Signature: <u>William H. Ferguson</u> Date: <u>10/16/35</u>								

A. & I. 494773

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE		REMARKS
Date	Bearing error	Place	Signature	19		
1976 10-15						Tach time 9:09 - 100 hr. inspection conducted this date & A/C was determined to be in an airworthy condition. <u>William H. Ferguson</u> 10/15/76
2/23/77						100 hr. inspection conducted this date and A/C was determined to be in an airworthy condition. AD's checked thru 77-300/114. <u>William H. Ferguson</u> 2/23/77

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	IOths	
19 77 5-16	Tech time	1141.9	-100 hr inspection conducted this date and % was determined to be in an air worthy condition - Checked All AD's thru 77-09 and N.A.				Elton H. Ferguson A&P 494773
8-18-77	Tech Time	1223.5	-100 hr inspection conducted this date and % was determined to be in an air worthy condition - All AD's checked thru 77-14 and N.A.				Elton H. Ferguson A&P 494773

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		
1977	VOR 1	VOR 2		19	
9-1					Tech time 1293.5 - 100 hr inspection conducted this date and % was determined to be in an air worthy condition. All's checked thru 77-16 and N.A. AD 75-8-9 Done at 1343 hrs Elton H. Ferguson A&P 494773
Date <u>9-1-77</u> Tech Reading <u>1293.5</u> Total Time <u>1293.5</u> I certify that this aircraft engine has been inspected in accordance with an <u>annual</u> inspection and was determined to be in an <u>airworthy</u> condition. - Elton H. Ferguson Elton H. Ferguson A. & I. 494773					

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
10-14-74	A.D.	7.5-8-9	Completed with by installing new Oil Pump & prop shaft & prop gear as instructed on 5.12.74. Parts supplied in kit. 100% inspection completed.				John H. Ferguson A.P. 494723

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		
10-14-74				10-14-74	Jack Tim 1426.5-100 hr inspection conducted this date - A/C was determined to be in airworthy condition - A.D. 77-12-8 N/A all other items 28/13 N.A. John H. Ferguson A.P. 494723

AIRCRAFT LOG TAC 15274

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
10-1-28			Tach Time - 1527.4 - 100 hr inspection. Checked all controls - cables - pulleys - + all wires. Checked all wheels + hubs. Replaced hose check strut + Shimms + secured Shimms clamps. Shimms Battery - checked new battery in E.L.T. - All A.D.'s checked thru 28-10-14 C/W. See list in rear of log book.				Elton H. Ferguson A.P. 494773
Date 10-3-28 Tach Reading 1527.4 Total Time 1527.4							
I certify that this aircraft engine has been inspected in accordance with an <u>Annual</u> inspection and was determined to be in an <u>airworthy</u> condition.							
Elton H. Ferguson A. & I. 494773							

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	Reading correct	Place		
10/1/28	1527.4	WOR 2	10	<p>Tach Time 1629.7 - 100 hr inspection conducted this date and O/C was determined to be in an airworthy condition. AD 79-08-03 C/W as per FAA (3). AD 79-10-14 W as per Sec 1.5E. 77-6. All other A.D.'s checked thru 79-14 and N.A.</p> <p>Elton H. Ferguson A.P. 494773</p> <p>Date 7-13-79 Tach Reading 1634.2 Total Time 1629.7</p> <p>I certify that this aircraft engine has been inspected in accordance with an <u>Annual</u> inspection and was determined to be in an <u>airworthy</u> condition.</p> <p>Elton H. Ferguson A. & I. 494773</p>

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
8/10	Aircraft	Trip Time	1839				
<p>Conducted per the inspection in accord with manufacturer check sheets All A.D.'s present, aircraft found satisfactory 7/11/10 80418 Barbara L. Remondy DAP 1304-00</p>							
<p>I CERTIFY THAT THIS A/C - ENG - HAS BEEN INSPECTED IN ACCORDANCE WITH A.D. 130418 INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION DATE 8-25-80 T. F. 1939 SIGNATURE: <i>Barbara L. Remondy</i> 117 1728809</p>							

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				

Enter here general data with reference to "Line" and "Portals" inspections - Piston 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.

AIRCRAFT LOG

NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
		HOURS	IOths	

THE TOP OF NEXT PAGE

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19 _____	

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

DATE 9/27/81 TIME IN SERVICE 2009.3
 I CERTIFY THAT THIS AIRCRAFT
 HAS BEEN INSPECTED IN ACCORDANCE
 WITH AN Annual INSPECTION AND
 WAS DETERMINED TO BE AN AIRWORTHY
 CONDITION. Richard Fernandez
 SIGNATURE IA 1305690
AD's checked c/w thru 81-18

AIRCRAFT LOG

TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
			HOURS	10THS	
			2243		

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 <u>82</u>	
VOR 1	VOR 2				

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

DATE ^{10/18} ~~10/18~~ TIME IN SERVICE 2243

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN Annual INSPECTION AND WAS DETERMINED TO BE AN AIR-WORTHY CONDITION. Richard E. Fernandez
SIGNATURE FA 1305690

3/18/83 I certify that this aircraft has been inspected in accordance with a 100 hr inspection and was determined to be in an airworthy condition.
Time in Service 2333

Richard E. Fernandez
ATP 1305690

AIRCRAFT

GENERAL

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

19

6/8/83	ARC M5H6	ADFL Re-Installed	See Svc. 1A9
1/1	SER# 6087	R.F. AIP 1305490	

9/29/83 Line in Svc. 7440 hrs. I certify that this aircraft has been inspected in accordance with an ~~Annual~~ inspection and was determined to be in an ~~airworthy~~ condition.
Richard Fernandez AIP 1305690

MEMORANDA

Date	
8-16-74	FI REPA FOR JAN 30 W. Disbrow
8-27-75	VDR SE. COMP. RECALL FOR AT MERTON, 4 th vs #2 → 42°

MEMORANDA

Date	A D			
10-23-74	74-24-13	unital inst	overhauled	East Shop
8-1-75	75-8-9	Ly Coming 0320	Due at 2000 Hrs	WPUKLE
2-24-77	76-21-6	oil cooler	N/A due to S/M	S/M
7-14-78	75-8-9	O/W by installing new shaft & gear		W.P.K.
10-1-78	77-7-7	N/A due to S/M		
10-1-78	78-12-8+9	N/A due to Model # S/M		
9-11-79	79-08-03	C/W IP A.131.		
9/11-79	79-10-14	C/W as per lesson SE-77-6		
10/14/80	80-25-07	NA due to model No. (E-4C6E) Stewart Clamm Cooler - E.D.G.		
10/15/82		causes S/L	SE-82-38	N/A via Sec 2 nd
8-24				
8-24				
2-26-88	87-20-03	C/W by measuring Holes, largest 0.38 found, inspected seat lock & found to lock more than 0.15, date inspected at next annual or 100 Hrs whichever comes first William H. Elwell 190 5220 2A		