

VOLUME NO.

5218-1

SECTION I

AIRFRAME

LOG

AIRCRAFT

1. Nationality and Registration C-31YS
2. Manufacturer's Designation BELLANCA DECATHLON 8K CAB
3. Type Approval or Specification Number A-21-CE
4. Manufacturer's Serial Number 69-73
5. Date of Manufacture 2-6-73

US Department of Transportation Federal Aviation Administration

INSTRUCTION instructions are such violation.

1. Aircraft

2. Owner

4. Type

Repair

A. Agency's Name Robert

Address 1980 S

City Atlanta

Zip 30341

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39

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
			750	.4	OLD US OF A REGISTRATION N8505
NOV 14/77					AIRCRAFT IMPORTED VIA ITALY. TOTAL
					LAST INSPECTION IN US OF A
			750	.4	I HEREBY CERTIFY I HAVE
					NEAREST EQUIVALENT TO A
					OF THE AIRCRAFT DESCRIBED
					I HEREBY CERTIFY I HAVE FLOWN
					AND FLYING QUALITIES FUNCTIONS
					& LANDING GEAR ETC. WERE
NOV 26	1	2	751	.6	
DEC 18/77	1	6	753	.2	
JAN 26/78		6	753	.8	
27		6	754	.4	
28		5	754	.9	
29	1	8	756	.7	
31		6	759	.3	
FEB 2/78	1	4	760	.7	
3		5	762	.2	
5	2	1	764	.3	
7		4	764	.7	
9		4	765	.1	
12		7	765	.8	
17		4	766	.2	
19		7	766	.9	
20	1	8	768	.8	
24	2	6	771	.4	
26		8	772	.2	
27		7	772	.9	
MAR 1/78		8	775	.7	
2		10	774	.7	
3		9	775	.6	

CARRIED FORWARD

INSPECTION, REPAIRS & REPLACEMENT ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.	SIGNATURE	LICENCE NUMBER
NEW CANADIAN REGISTRATION C-GIYS ENGINE TACHOMETER		
AIRFRAME HRS. TAKEN FROM USAFA LOG		
BOOK (ANNUAL) AT 715.8 HRS MAY 9/77		
COMPLETED THE 100 HR INSPECTION HEREIN & IT IS AIRWORTHY		
A 100 hr. insp. completed as per Northland Aviation's Maintenance Manual		
THIS AIRCRAFT AND ITS PERFORMANCE, OF CONTROLS POWERPLANT EQUIVALENT TO THE STANDARD OF THE TYPE.	CR Livingston VPM 862	

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD			775	6	
MAR 4/78	20		777	6	
MAR 5/78	.1		777	7	A/C SUSTAINED MAJOR LEFT UNDER CARRIAGE & WHEEL
MAR 7/78					BOTH WINGS REMOVED TO
MAR 7/78					
APR 5/78			777	7	<u>AIRCRAFT WAS REPAIRED</u>
APR 5/78	4		778	2	
APR 10/78	1	1	779	3	
APR 12/78	1	4	780	7	
APR 22/78	1	4	782	9	
APR 24/78	1	1	784	0	
APR 28/78	1	1	785	1	
MAY 13/78	1	0	786	1	
MAY 16/78	1	2	787	3	
MAY 19/78	1	2	788	5	
MAY 24/78	0	5	789	0	
MAY 31/78	1	2	790	2	
MAY 31/78	0	6	790	8	
MAY 31/78	0	3	791	1	
MAY 31/78	0	7	791	8	
JUN 1/78	2	4	794	3	
JUN 1/78					

I hereby certify I have completed the nearest equivalent to a 2,000 Hr. periodic inspection of the aircraft described herein and it is airworthy.

CARRIED FORWARD

INSPECTION, REPAIRS & REPLACEMENT
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE LICENCE NUMBER

STRUCTURAL DAMAGE TO FUSELAGE,
DURING HEAVY LANDING & GROUND LOOP.
FACILITATE ABOVE REPAIRS.

[Signature]
[Signature]

ACCORDING TO ATTACHED 1016, MAX SPEED / DRAWINGS
[Signature]

I hereby certify I have completed the nearest equivalent to a 2,000 Hr. periodic inspection of the aircraft described herein and it is airworthy.

[Signature]

AEROPLANE INSPECTION RELEASE CERTIFICATE
(Aircraft After Overhaul, Major Repair Or Major Modification)

Aeroplane Type SINGLE ENG. LAND MONOPLANE Model BKCAB Registration C-GIYS
Manufacturer BELLANCA Serial No. 69-73
Type Approval No. A21ce or FAA Spec. or Suppl. T.C. No. _____
Date of Manufacture 1973 Time since new 777.6 Time since overhaul _____

Engines - Type and Model: LYCOMING 10-360-E1A
Serial Nos. Time since new Time since overhaul
1. L-4946-55A 777.6 _____
2. _____ _____
3. _____ _____
4. _____ _____

Propellers - Type and Model HARTZELL HC-C2YL-4F
Serial Nos. Time since new Time since overhaul
1. DW 165 777.6 _____
2. _____ _____
3. _____ _____
4. _____ _____

Particulars of Alighting Gear
Wheels Make MCCAULEY Model 600X6 Tire Size 600X6X6PR
Floats Make _____ Model _____
Skis Make _____ Model _____

Record of Approved Modifications Embodied during this operation

Drawing & Issue No. Description
LH GEAR LEG STRUCTURE STRAIGHTENED AND REINFORCEMENT TUBES INSTALLED AS IN ATTACHED DRAWING AND AS PER MANUAL AC43.13-1 PAGE 29. FABRIC REPAIRED, LH GEAR LEG REPLACED WITH FACTORY NEW, LH OUTER WHEEL HALE REPLACED WITH FACTORY NEW. LANDING GEAR ALIGNMENT COMPLETED.

I hereby certify that the overhaul, repair or modification, as detailed in the pertinent worksheet, has been done with certified material according to to accepted practice and the component is airworthy.

In the case of overhaul, I further certify that all Airworthiness Directives and mandatory modifications have been incorporated and the aircraft conforms with the approved drawings for the type.

Date APRIL 5, 1978 Signed [Signature] XDM132 "A+B"
Approved Inspector or 'B' Cat. A.M.E. Lic. No.

I hereby certify that I have inspected this aircraft, especially the flying and operating controls for correct operation, and the presence of all safety and locking devices, and the aircraft is airworthy.

Date 5 Apr 78 Signed [Signature] YZM 244
Approved Inspector or 'A' Cat. A.M.E. Lic. No.

Name of Approved Organization _____
Countersigned _____ Date _____
Airworthiness Inspector (Only required if the A/C is of U.S. Reg'd.)

Certificate of Pilot

I hereby certify that I have test flown the aircraft described herein and that its performance, flying qualities and functioning of all units, including control systems are up to the standard of the type.

Date 5 April 78 Signed [Signature] URC-15627
Pilot

ENGINEERING RECORD

NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETION

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.	
	HRS.	MIN.	HRS.	MIN.
BROUGHT FORWARD	—		855	5
June 1/79	1	5	867	4
June 2/79	2	3	869	7
June 3/79	1	0	870	7
June 4/79		5	871	2
June 9/79	1	5	872	7
June 10/79	2	0	874	7
June 13/79		6	875	3
June 14/79		8	876	1
June 14/79	1	2	877	3
June 18/79	1	0	878	3
June 19/79	2	0	880	3
June 20/79	1	0	881	3
June 22/79	1	5	882	8
June 23/79	1	5	884	3
June 24/79	1		885	3
June 25/79	1		886	3
June 27/79	1		887	3
June 28/79	1	5	888	8
June 29/79	2		890	8
June 30/79	2		892	8
July 1/79	1		893	8
July 4/79	1		894	8
July 5/79		5	895	3
July 7/79		5	895	8
July 8/79	2		897	8
July 10/79	1		898	8
July 13/79	1		899	8
July 15/79	1		900	8

CARRIED FORWARD

I hereby certify, I have completed the nearest equivalent to a 100 hour periodic inspection of the aircraft described herein and it is airworthy.

Apr 17 1979 [Signature] 4377-728
 DATE AME SIGNATURE LICENSE #

OIL CHANGED SCREEN CLEANED AEROSHELL W ADD TO ADDITIONAL WORK ON FILE. MAPLE AIR SERVICES LTD.

INSPECTION, REPAIRS & REPLACEMENT ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE LICENCE NUMBER

Certification (I) I certify I have inspected this aircraft in compliance with the Certification and Airworthiness Requirements prescribed in the Engineering and Inspection Manual and the aircraft is airworthy or serviceable, whichever is applicable. NOTE: For ultralight aircraft this certification is not required by the regulations. NAME of Approved Inspector: [Signature] *Applies to aircraft issued with a Flight Permit. SIGNATURE OF AME OR APPROVED COMPANY INSPECTOR: [Signature] AME/COMPANY NO.: 1811-720 DATE: Apr 17 1979

Certification (II) I certify that I have flown this aircraft and its performance, flying qualities, functions of controls, powerplant, and landing gear, etc., were equivalent to the standard of the type. NOTE: The elapsed time between the date of flight and certification (II) shall not exceed 7 consecutive days. Apr 17 1979 [Signature] DATE OF FLIGHT LICENCE NO.: SIGNATURE OF PILOT

AIR TIME AND

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD <small>NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETION</small>
	HRB.	MIN.	HRB.	MIN.	
BROUGHT FORWARD					
July 20/79	1		901	8	
July 21 79	5		906	8	
July 22 79	3		909	8	
July 24 79	3		912	8	
July 29 79	3	4	916	2	
July 30 79	3	2	919	4	
Aug. 1 79	6		925	4	
Aug. 2 79	1	9	927	3	
Aug. 4 79	1		928	3	
Aug 5 79	3		931	3	
Aug 7 79	1	5	932	8	
Aug 9 79	1	5	934	3	
Aug 11 79	1	0	935	3	
Aug 12 79	2		937	3	
Aug 15 79	1		938	3	
Aug 21 79	1		939	3	
Aug 22 79	1		940	3	
Aug 25 79	2		942	3	
Aug 26 79	1		943	3	
Aug 30 79	1		944	3	
Sept 1 79	1		945	3	
Sept 3 79	1		946	3	
Sept 6 79	1		947	3	
Sept 8 79	1		948	3	
Sept 9 79	1		949	3	
Sept 12 79	2		951	3	
Sept 13 79	2	5	953	8	
Sept 15 79	1	2	955	6	
Sept 16 79	3	2	958	2	
Sept 20 79		6	958	8	
Sept 22 79		3	959	1	
Sept 23 79		3	959	4	
Sept 24 79		5	959	9	
Sept 24 79	3	5	963	4	
Sept 27 79	1		964	4	CARRIED FORWARD

ENGINEERING RECORD

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD			964	4	
Dec 9	1	5	965	9	
Dec 13	1	0	966	9	
Dec 15	3	5	970	4	
Dec 9	2	2	972	2	
Dec 11		5	972	7	
Dec 13		5	973	2	
Jan 5 80	1	0	974	2	
Jan 6 80	1	0	975	2	
Jan 12 80	1	5	976	7	
Jan 14 80		5	977	2	
Jan 16 80	2	0	979	2	
Jan 19 80	1	0	980	2	
Jan 20 80	1	0	981	2	
Jan 26 80	1	0	982	2	
Feb 2 80	2	0	984	2	
Feb 3 80	2	0	986	2	
Feb 7 80	1	0	987	2	
Feb 10 80	1	0	988	2	
Feb 17 80	2	0	990	2	
Feb 23 80	3	0	993	2	
Feb 24 80	1	0	994	2	
Mar 1 80	1	3	995	5	
Mar 2 80	1	0	996	5	
Mar 9 80	1	0	997	5	
Mar 16 80	1	0	998	5	
Mar 24 80	1	5	1000	0	
Mar 15 80	1	1	1001	1	
Mar 16 80	1	0	1002	1	
Mar 18 80	1	0	1003	1	
Mar 20 80	1	0	1004	1	
Mar 28 80	2	2	1006	3	
Mar 30 80	1	2	1007	5	
Mar 31 80		5	1008	0	
Apr 4 80	1	0	1009	0	
Apr 5 80	1	5	1010	5	CARRIED FORWARD

INSPECTION, REPAIRS & REPLACEMENT ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE LICENCE NUMBER

100 HR PERIOD INST.

I HEREBY CERTIFY I HAVE COMPLETED THE NEAREST EQUIVALENT TO A 100 HR. PERIOD INSPECTION OF THE AIRCRAFT DESCRIBED HEREIN AND IT IS AIRWORTHY.
16-9-79 [Signature] 100891



US Department of Transportation
Federal Aviation Administration

INSTRUC
Instructions
Such as

1. Aircraft

2. Owner

4. Type

Repair

A. Agency's Name

Name Robert C
Address 1980 S
City Atlanta
Zip 30341

D. I certify that
have been
furnished

Extended range
per 14 CFR Part
129.2

Pursuant to the
Administrator of

FAA P

Inspe

FAA D

ate or Des

539

7 (1008)

ENGINEERING RECORD

NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.	
	HRS.	MIN.	HRS.	MIN.
			1010	5
APR 6 80	1		1011	5
APR 8 80	1		1012	5
APR 10 80	1		1013	5
APR 11 80	1		1014	5
APR 12 80	1		1015	5
APR 13 80	1		1016	5
APR 16 80	1		1017	5
APR 19 80	2		1019	5
APR 20 80	1	6	1020	5
APR 21 80	1		1021	5
APR 25 80		7	1022	2
APR 27 80	1	3	1023	5
MAY 2 80		4	1023	9
MAY 3 80		4	1024	3
MAY 11 80		8	1025	1
MAY 15 80		4	1025	5
MAY 16 80		2	1025	7
JUNE 12 80		3	1026	0
JUNE 13 80		9	1026	9
JUNE 14 80		8	1027	7
JUNE 15 80		7	1028	4
JUNE 17 80		4	1028	8
JUNE 19 80		7	1029	5
JUNE 20 80		9	1030	4
JUNE 25 80		7	1031	1
JUNE 30 80		9	1032	0
JULY 2 80		2	1032	2
JULY 3 80		2	1032	4
JULY 5 80		4	1032	8
JULY 8 80		4	1033	2
JULY 13 80		3	1033	5
JULY 13 80		3	1033	8
AUG 2 80		9	1034	7
AUG 4 80	1		1036	6
AUG 7 80		9	1037	5

CARRIED FORWARD

I certify that all applicable requirements stated in the engineering and inspection manual have been met and aircraft is determined to be airworthy.
10215
Terry Stuart
Licence # ULM 801. Date 21/4/81
COA

I certify that all applicable requirements stated in the engineering and inspection manual have been met and aircraft is determined to be airworthy.
Terry Stuart
Licence # ULM 801. Date 13/7/80

TEST FLT.

ENGINEERING RECORD

INSPECTION, REPAIRS & REPLACEMENT
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE
LICENCE NUMBER

I hereby certify that I have this day inspected this aircraft in compliance with the C.C.I. procedure described in the engineering and inspection manual, and this aircraft is airworthy.
21/4/80

ULM 801

I certify that I have flown this aircraft and its performance, flying qualities, functions of controls, powerplant, and landing gear, etc., were equivalent to the standard of the type.
21/4/80

12C10220

I hereby certify that I have this day inspected this Aircraft in compliance with the C.C.I. procedure prescribed in the engineering and inspection manual, and the Aircraft is airworthy.

13/7/80

ULM 801

I certify that I have flown this aircraft and its performance, flying qualities, functions of controls, powerplant, and landing gear, etc., were equivalent to the standard of the type.

13/7/80

12C10220

AIR TIME AND

DATE <i>1980</i>	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD <small>NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR CORRECTIONS</small>
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD					
8-13-80		5	1038	0	
8-18-80		5	1038	5	
8-21-80		6	1039	1	
8-22-80		6	1039	7	
8-23-80	1	1	1040	8	
8-25-80		9	1041	7	
8-30-80	1	9	1043	6	
7-31-80	1	9	1045	5	
8-5-80	2	4	1047	9	
8-14-80	1	4	1049	3	
9-1-80		9	1050	2	
9-4		9	1051	1	
9-6		5	1051	6	
9-7		5	1052	1	
9-9	1	1	1053	2	
9-17		9	1054	1	
9-19	1	3	1055	4	
9-20		5	1055	9	
9-21		9	1056	8	
9-24	1	1	1057	9	
9-26		9	1058	8	
9-27		5	1059	3	
9-28		5	1059	8	
10-2		9	1060	8	
10-5		9	1061	7	
10-11	1	0	1062	7	
10-17	1	4	1064	1	
10-24		9	1065	0	
10-25		5	1065	5	
10-26		5	1066	0	
10-29		9	1066	9	
11-1		7	1067	6	
11-15		5	1068	1	
11-16		5	1068	6	
12-20		7	1069	3	CARRIED FORWARD

AIR TIME AND

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD <small>NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COM.</small>
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD					
12-28-80		6	1069	9	
1-2-81		9	1070	8	
1-18-	1	1	1071	9	
1-19-	1	4	1073	3	
1-24		9	1074	2	
1-25		9	1075	1	
1-31	1	8	1076	9	
2-2	1	1	1078	0	
2-6		9	1078	9	
2-14		4	1079	3	
2-15		4	1079	7	
2-19	1	7	1081	4	
2-23		7	1082	1	
2-28		4	1082	5	
3-1		4	1082	9	
3-5	1	5	1084	4	
3-7		9	1085	3	
3-8		9	1086	2	
3-8		9	1087	1	
3-19	1	2	1088	3	
3-20	1	4	1089	7	
3-21		9	1090	6	
3-22		9	1091	5	
3-28			1093	1	
4-3		9	1094	0	
4-4	1	0	1095	0	
4-9		9	1095	9	
4-11		9	1096	8	
4-18		5	1097	3	
4-19		5	1097	8	
5-2		9	1098	8	
5-3		8	1099	6	
5-8	1	4	1190	0	
5-30		9	1190	9	
6-1		9	1102	8	CARRIED FORWARD

ENGINEERING RECORD

NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.	
	HRS.	MIN.	HRS.	MIN.
BROUGHT FORWARD				
6-6-81		7	1103	5
6-7-81	1	1	1104	6
6-12-		4	1105	0
6-14		9	1105	9
6-16		9	1106	8
6-19	1	0	1107	8
6-24	1	0	1108	8
6-25	1	0	1109	9
6-27	1	0	1110	9
7-4		9	1111	8
7-5		9	1112	8
7-9	1	0	1113	8
7-14	1	0	1114	8
7-18		7	1115	5
7-23	1	0	1116	5
7-26		9	1117	4
20/7/81	X	X	X	X
20/7/81			1117	4
20/3/82	/	/	/	/
20/3/82			1117	4
30/3/82	/	/	/	/
30/3/82			1117	4
30/3/82	/	/	/	/
30/3/82	0	2	1117	6
			1117	6

26/7/82

I certify that all applicable requirements stated in the engineering and inspection manual have been met and that it is deemed to be airworthy. 100 hr inspection
 Jerry Stuart ULM 891
 Licence # ULM 891. Date 30/3/82

CARRIED FORWARD

INSPECTION, REPAIRS & REPLACEMENT ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE LICENCE NUMBER

PROPELLER REMOVED AFTER TIPS DAMAGED ON ROUGH GRASS RUNWAY. SENT TO WESTERN PROPELLER ATLANTIC LTD. FOR OVERHAUL.
 ENGINES CRANK-FLANGE CHECKED FOR TRUES & FOUND WITHIN TOLERANCES 002" ULM 891

PROP REINSTALLED & TRACKED
 ENGINE/PROP - GROUND RUN & FOUND AIRWORTHY
 20/3/82 ULM 891

I hereby certify that I have this day inspected this Aircraft in compliance with the CCI procedure prescribed in the engineering and inspection manual, and the Aircraft is airworthy.
 ULM 891

I certify that I have flown this aircraft and its performance, flying qualities, functions of controls, powerplant, and landing gear, etc., were equivalent to the standard of the type.
 YZC10220

AIR TIME AND

ENGINEERING RECORD



INSTRUCTIONS
Instructions (such as violations)

1. Aircraft

2. Owner

4. Type

Repair

-
-
-
-

Agency Name
Robert Gil
1980 5th St
Atlanta
30341

Verify that
re been m
ished here

range fuel
R Part 43

o the
pr of the

FILE S
ector

Design
signe

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE IFU		ENGINEERING RECORD
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD			1117	6	
JUNE 4	1	1	1118	7	
JUNE 7	0	8	1119	5	
JUNE 21	1	0	1120	5	
JUNE 22	1	0	1121	5	
JULY 03	0	9	1122	4	
JULY 19	0	9	1123	3	
JULY 25	1	5	1124	8	
AUG 15	1	1	1125	9	
SEPT 1	0	7	1126	6	
SEPT 3	0	7	1127	3	
SEPT 28	1	3	1128	7	
OCT 10	0	9	1129	6	
FEB 5/83	0	7	1130	4	
FEB 14/83			1130	4	
MAR 17/83	1	3	1131	7	
MAR 24/83	1	2	1132	9	
MAR 29/83	0	7	1133	6	
MAR 30/83	0	9	1134	5	
APR 1/83	0	9	1135	4	
APR 2/83	1	9	1137	3	
APR 6/83	0	9	1137	2	
APR 13/83	0	8	1138	8	
APR 17/83	0	7	1139	5	
APR 26/83	0	0	1139	5	
APR 26/83	1	0	1140	5	
MAY 1/83	1	2	1141	7	
MAY 13/83	1	2	1142	9	
MAY 14/83	0	5	1143	4	
MAY 17/83	0	2	1143	6	
MAY 21/83	1	6	1145	2	
MAY 22/83	0	8	1146	0	
JUN 10/83	1	4	1148	1	
JUN 12/83	1	2	1149	3	
JUN 18/83	0	8	1150	1	
JUL 7/83	1	3	1157	4	CARRIED FORWARD

NOTE: USE BOTH PAGES AND AN ADJUTIVE LINE AS REQUIRED FOR COLUMN

INSPECTION, REPAIRS & REPLACEMENT
ENTRIES: DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

I certify that all applicable requirements stated in the Engineering and Inspection Manual have been met and the Aircraft is determined to be Airworthy. License No. 2220997 Date 2/26/83
Signature [Signature]

MANUFACTURER'S DATA PLATE INSTALLED
NEW TAIL WHEEL TIRE & TUBE INSTALLED
PUSH TO TALK SWITCHES CONNECTED
NEW BUCKS INSTALLED IN R/INAUT
TAIL NAV.

I certify that all applicable Airworthiness Requirements in the Engineering and Inspection Manual have been met with respect to the work done and the aircraft is released to service.
Date APR 29/83 Signed [Signature]
KELLY BULL ULM159373

US Department of Transportation Federal Aviation Administration
 INSTRUCTIONS: Instructions such as violation
 1. Aircraft
 2. Owner
 4. Type
 Repair Alt
 Agency's Name
 name Robert Gill
 address 1980 5th S
 Atlanta
 30341
 I certify that I have been furnished here
 needed range fuel
 4 CFR Part 43
 B
 sent to the administrator of the
 FAA Flight Inspector
 FAA Design
 or Designe
 ce)

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.	
	HRS.	MIN.	HRS.	MIN.
1783			1151	4
BROUGHT FORWARD				
JULY 8	2	4	1153	8
JULY 10	2	7	1156	5
JULY 17	1	3	1157	8
JULY 24	0	6	1158	4
JULY 30	0	9	1159	3
JULY 31	1	2	1160	5
AUG 1	0	4	1161	3
AUG 13	0	4	1162	1
SEPT 3	0	4	1162	5
SEPT 9	1	7	1164	2
SEPT 10	0	5	1164	5
SEPT 11	1	2	1165	7
SEPT 14	1	0	1166	7
SEPT 23	1	1	1167	8
SEPT 24	2	0	1169	8
SEPT 26	0	5	1170	3
SEPT 27	1	3	1171	6
SEPT 28	1	1	1172	7
SEPT 29	1	3	1174	0
SEPT 30	1	1	1175	1
OCT 1		6	1175	7
OCT 10	1	8	1176	8
OCT 15	1	9	1178	9
OCT 16	1	0	1179	7
OCT 19	0	9	1180	6
OCT 21	0	9	1181	5
OCT 22	1	9	1183	4
OCT 23	0	7	1184	1
OCT 24	1	0	1185	1
OCT 25	0	6	1185	7
OCT 27	0	9	1186	6
OCT 30	0	8	1187	9

CARRIED FORWARD

NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE

INSPECTION, REPAIRS & REPLACEMENT
 ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

NEW BRAKE disc installed RH
 MAIN - P/N 164-09200

I certify that all applicable Airworthiness Directives have been incorporated in the Engineering and Inspection Manual for this aircraft in accordance with the requirements of the work done and the aircraft is ready for service.
 Date: 9/28/83 Signed: [Signature]
 [Signature]
 9/28/83

ENGINEERING RECORD

NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFS.		REMARKS
	HRS.	MIN.	HRS.	MIN.	
1983/4					
BROUGHT FORWARD			1187	4	
MAY 4/84		3	1187	7	
MAY 24/		5	1188	2	
MAY 28		9	1199	0	
JUN 4	3	4	1192	4	
July 6/84	-	-	-	-	This AIRCRAFT HAS BEEN INSPECTED AT AIRPORT. PURPOSE IS TO RENEW AIRCRAFT FLIGHT ONLY
July 7/84		12	1192	6	
July 10/84					AIRCRAFT INSPECTED AFTER ALL COFA AND FOUND AIRCRAFT
July 12/84	1	9	1194	3	
July 13/84		5	1194	8	
July 14/84		5	1195	3	
July 15/84	2	3	1197	6	
July 16/84		8	1198	4	
July 19/84	1	0	1199	4	
July 21/84	1	1	1200	5	
July 27/84		8	1201	3	
July 28/84	1	1	1202	4	
AUG. 3/84		8	1203	2	
AUG. 6/84	1	6	1204	8	
AUG. 15/84	1	0	1205	8	
AUG. 16/84	1	4	1207	2	
AUG. 18/84	1	0	1208	2	
AUG. 18/84	3	6	1212	5	
AUG. 19/84	1	9	1213	7	
AUG. 20/84	1	1	1214	8	
AUG. 22/84		8	1215	6	
AUG. 24/84	1	7	1217	3	
AUG. 26/84	2	1	1219	4	CARRIED FORWARD

INSPECTION, REPAIRS & REPLACEMENT
 ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS. SIGNATURE LICENCE NUMBER

And is RELEASED FOR TEST FLIGHT AT OFFICE COFA. AIRCRAFT IS SERVICEABLE FOR TEST

[Signature] 12M 20000

I hereby certify I have flown this aircraft and its performance, flying qualities, functions of controls, powerplant and landing gear etc. were equivalent to the standard of the type.

July 27/84 *[Signature]* 12A-23684

TEST FLIGHT TO RENEW TO BE AIRWORTHY

I certify that all applicable requirements stated in the engineering and inspection manual have been met and the Aircraft is determined to be Airworthy.

[Signature] July 10/84 12M 20000

US Department of Transportation Federal Aviation Administration

INSTRUCT instructions such violat

Aircraft

Owner

4. Type

mpair A

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DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD	1247	3	1219	4	
AUG 29/84		3	1219	7	
AUG 30/84	1	0	1220	7	
AUG 31/84	1	9	1222	6	
SEPT 1/84		8	1223	4	
SEPT 2/84		7	1224	1	
SEPT 5/84		9	1224	9	
SEPT 7/84		9	1225	8	
SEPT 8/84	2	1	1227	9	
SEPT 9/84	1	7	1229	6	
SEPT 24/84	1	0	1230	6	
OCT 3/84	1	0	1231	6	
OCT 16/84		8	1232	4	
AUG 15/85					100 HR. INSP. CARRIED OUT AS PER ADDITIONAL WORK SHEETS. REPAIR ALL CONTROL CABLES CHECKED AND BADLY CORRODED STRUCTURAL TUBING + REINSTALLED. WING RIB TO SPAR NAILS FOUND LOOSE + A/C PLACARDED "ACROBATICS" C.C.I. PROCEDURE CARRIED OUT COMPASS SWUNG, PER E+I MANUAL
					I HAVE CONDUCTED AN INSPECTION FOR CONFORMANCE TO THE TYPE OF THE FLIGHT/POWERPLANT CONTROLS THAT WERE AFFECTED BY THE WORK ACCOMPLISHED. SIGNATURE: <i>W. R. Nunnally</i> LICENCE NO. 7211286 DATE 11/02/85

CARRIED FORWARD

ENGINE

H.E. Smith
River Rd Manotick Ont. KOA 2N0

INSPECTION, REPAIRS & MAINTENANCE RECORD

Signature: *ALVATOR CH* P.D.T. APP. NO. *8KCNW*

Model or Type: *BELLANCA*

Overhauled: *MINOR* Repaired: *REPAIRED*

Certification: *MINOR*

Date: *7-85* Inspector's Signature: *H. E. SMITH - ULM 289*

SERVICEABLE

COMPASS CARD	
FOR HDG STIER	
000	000
030	030
060	060
090	090
120	120
150	151
180	183
210	213
240	244
270	275
300	303
330	332

CHKD: JULY 30/85
DUE: JULY 31/86
SIG: *W. R. Nunnally*

MFG TRAINING MANUAL + INSP. CHECK SHEETS MENTIONED SHEET IN A/C FILE.

FOR TENSION. L/H ELEVATOR REMOVED FOR ELEVATOR REPAIRED, RECOVERED, RECERTIFIED, BUT WITHIN LIMITS. NAIL TAPPED BACK IN "PROHIBITED" AS PER BELLANCA S.L. C-139A.

ELI. REMOVED UNTILL RECERTIFIED.

I HAVE CONDUCTED AN INSPECTION FOR CONFORMANCE TO THE TYPE OF THE FLIGHT/POWERPLANT CONTROLS THAT WERE AFFECTED BY THE WORK ACCOMPLISHED. SIGNATURE: *S. Walker* LICENCE NO. 7211286 DATE AUG 14/85.

I CERTIFY THAT ALL APPLICABLE REQUIREMENTS STATED IN THE ENGINEERING AND INSPECTION MANUAL HAVE BEEN MET AND THE AIRCRAFT HAS BEEN DETERMINED TO BE SERVICEABLE FOR TEST FLIGHT ONLY.

S. Walker Y211286946.
AUG 16/85

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD			1232	4	
Aug. 16/85	0	3	1232	7	
Aug. 23/85	2	3	1235	0	
Aug. 24/85		6	1235	6	
Aug. 25/85		7	1236	3	
Aug. 26/85	1	6	1237	9	02 NOV 93 = 1239.0 HRS.
23 OCT 93	0.2		1239.2		(0.7 HRS + 0.4 HRS.)
30 OCT 93	1.3		1240.5		TIMES CORRECT 123783
22 NOV 93	0.5		1241.0		
23 NOV 93	0.5		1241.5		
13 DEC 93	0.7		1242.2		
16 DEC 93	2.0		1244.2		
18 DEC 93	0.6		1244.8		

INSPECTION

Serviceable Component
 FAA-PMA
 Safe Air Repair Inc.
 Albert Lea, MN.
 Part No. SAR 1-9888-1
 Airplane CHAMPION

Serviceable Component
 FAA-PMA

Serviceable Component
 FAA-PMA

Serviceable Component
 FAA-PMA

Serviceable Component
 FAA-PMA
 Safe Air Repair Inc.
 Albert Lea, MN. SAR # 211
 Part No. CHAMPION
 Airplane See SAR Form 101
 Model No.
 Date FEB 22 1994

INSPECTION, REPAIRS & REPLACEMENT
 ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

I certify that I have flown this aircraft and its performance, flying qualities, functions of controls, powerplant and landing gear, etc. were equivalent to the standard of the type.
 Name C. Joy YZA-23984

I certify that all applicable requirements stated in the Engineering and Inspection Manual have been met and the aircraft has been determined to be airworthy.
 STAN WATKINSON
 Signature *[Signature]*
 Licence No. YZ7286940 Date Aug. 1985

CARRIED OUT

- ① McCAULEY WHEELS AND BRAKES REMOVED. CLEVELAND AEROMOLDS (CHEM) RE-INSTALLED
- ② WINDSCREEN REMOVED AND NEW SMOKE TINT RE-INSTALLED. (L.P. PLASTIC)
- ③ COWLING FIBERGLASS REMOVED AND NEW TOP AND BOTTOM VALVES RE-INSTALLED USING SOUTH CO FASTENERS - SUPPLIED FROM SAFE AIR REPAIR
- ④ TAIL SPRINGS REMOVED AND NEW SPRINGS RE-INSTALLED.
- ⑤ PROPELLER CONSTANT SPEED REMOVED, OVERTHAULED AND ZERO TIED AT BFL AVIATION ST MATTHEWS
- ⑥ TWO NEW TIRES INSTALLED MAIN WHEEL SHIMS CAMBER; TORIN INSTALLED
- ⑦ LIFT STRUT TO WINGSPAR FITTINGS REMOVED AND REPLACEMENT PARTS RE-INSTALLED

AIR TIME AND

DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
HRS.	MIN.	HRS.	MIN.	
				⑧ CLEVELAND MASTER CYLINDERS INSTALLED AND NEW MUFFLER
				⑨ COMPLETE EXHAUST SYSTEM REMOVED,
				⑩ NEW EXHAUST SHROUDS (ALUMINUM)
		1244	8	
25 DEC 94	1.0	1245	8	
5 FEB 95	1.0	1246	8	
26 MAR 95	1.0	1247	8	
27 MAR 95	1.0	1248	8	
28 MAR 95	0.5	1249	3	
29 MAR 95	0.7	1250	0	
18 APR 95	0.3	1250	3	
01 AUG 95	ANNUAL INSPECTION CARRIED OUT			
28 SEP 95	1.0	1251	3	
20 NOV 96	29.6	1280	9	ANNUAL INSPECTION CARRIED OUT

CARRIED FORWARD

INSPECTION, REPAIRS & REPLACEMENT
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME

INSTALLED, NEW RUBBER LINES AND FITTINGS
FLEX LINES FROM BRAKE CYLINDERS INSTALLED

STACKS, MUFFLERS, REPAIRED AND RECERTIFIED

INSTALLED

Timothy Robinson
MAY 94

Timothy Robinson
SEP 94

Timothy Robinson
SEP 94

Timothy Robinson
NOV 94

Timothy Robinson
NOV 94

Timothy Robinson
NOV 94

Timothy Robinson
NOV 94

Timothy Robinson
NOV 94

Timothy Robinson
NOV 94

THE MAINTENANCE DESCRIBED ABOVE HAS BEEN PERFORMED WITHIN THE APPLICABLE STANDARDS OF AIRWORTHINESS

Timothy Robinson
NOV 94

THE MAINTENANCE DESCRIBED ABOVE HAS BEEN PERFORMED WITHIN THE APPLICABLE STANDARDS OF AIRWORTHINESS

Timothy Robinson
NOV 94

AIR TIME AND

ENGINEERING RECORD

NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD					
					<p>January 01, 2000 TTSN: 1295.0 C-GIYS</p> <p>Aircraft completely disassembled for fabric replacement. All fabric removed from fuselage. All systems removed from airframe. Airframe tubular structure bead blasted, inspected and painted with Randolph epoxy primer, top coated with Black Imron paint. Fuselage recovered with Ceconite 101 fabric and tapes. Fabric refinished in Randolph butyrate dope. Tail feather fabric removed for replacement. Tail feather tubular structure bead blasted, inspected and primed with Randolph epoxy primer. Tail feathers covered with Ceconite 101 fabric and tapes. Fabric refinished in Randolph butyrate dope. Wing fabric removed from wings and ailerons. Wing spars and structure inspected, several loose wing rib nails replaced and re-set. Wings and ailerons recovered with Ceconite 101 fabric and tapes. Fabric refinished in Randolph butyrate dope. See attached 3 page work report for further details, with list of colours used.</p> <p>The maintenance described above has been performed in accordance with the applicable standards of airworthiness.</p> <p style="text-align: right;"><i>Alan Bennett</i> 348208</p>
					<p>June 9 2002 A/c C-GIYS TAT:1295.0</p> <p>A/C PURCHASED IN A DISASSEMBLED STATE WITH NEW FABRIC COVERING ON FUSELAGE TAIL SURFACES , WINGS AND ALL CONTROL SURFACES. A/C REASSEMBLED IAW THE BELLANCA DECATHALON SERVICE MANUAL. ALL CONTROL SURFACES RIGGED AND CHECKED FOR CORRECT TRAVEL AND MOVEMENT IAW DECATHALON SERVICE MANUAL. ENGINE S/N L-4046-55A WAS RECEIVED REPAIRED AS PER LOG ENTRY IN ENGINE LOG BOOK DATED FEB 21 2001, WITH A TOTAL TIME OF 1295.0 HRS AND WAS INSTALLED ON THE A/C. PROP S/N DW165 RECEIVED SERVICEABLE , PROP SENT TO HOPE AERO FOR INSPECTION OF CONDITION, AND ALL SEALS REPLACED WO# T52773. PROP INSTALLED ON ENGINE WITH A TOTAL TIME OF 78.8 HRS SINCE O/H.</p> <p>ANNUAL INSPECTION C/O IAW CAR 625 APP. B & C</p> <p>-FRONT WINDSHIELD SUPPORT P/N 7-1438 REPLACED</p> <p>-HEAT DEFLECTOR P/N 2-2158 REPLACED</p> <p>-ENGINE RING GEAR SUPPORT ASSY P/N 76628 REPLACED</p> <p>-HEATER FRONT P/N 3-1582 REPLACED</p> <p>PROP GOVERNOR CABLE REPLACED P/N 2-2168</p> <p>NEW LIGHTWEIGHT STARTER P/N 149-12LS S/N FZL-Z90101 INSTALLED</p>
					CARRIED FORWARD

ENGINEERING RECORD

INSPECTION, REPAIRS & REPLACEMENT
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE
NUMBER

- LEFT SIDE PILOTS WINDOW REPLACED P/N 4-1487
- LH & RH LANDING GEAR BRAKE BRACKETS P/N 1-10280 REPLACED
- LH AND RH FUEL CAPS REPLACED P/N 1-8768
- REPLACED LH & RH WHEEL SHIMS P/N 1-9888
- NEW PLACARDS P/N 1-8767, P/N 1-10147, P/N 1-10614 AND P/N 1-10149 REPLACED
- THROTTLE AND CARB HEAT CONTROL KNOBS P/N 1-9186 AND P/N 1-596 REPLACED IN FWD AND REAR POS.
- INSPECTION COVER KIT INSTALLED P/N 3-1695
- NEW REPLACEMENT DATA PLATE INSTALLED
- NEW FUEL LINES FABRICATED FIRE WALL FWD FRO AEROQUIP 303 HOSE AND AEROQUIP 491 FITTING ASSY'S
- ENGINE BAFFLE REPAIRED AS REQUIRED AND NEW SEAL MATERIAL INSTALLED
- NEW GILL 635S BATTERY INSTALLED
- FUEL INJECTORS CLEANED
- ENGINE SERVICED WITH AEROSHELL 100 MINERAL OIL
- ENGINE RUN C/O AND LEAK CHECKED FOUND SERVICEABLE
- AD2000-25-02 WING SPAR INSPECTION C/W FOUND SERVICEABLE
- CF-90-03R2 HEATER INSPECTION C/W FOUND SERVICEABLE

CF-63-03-R1 WOOD COMPONENT INSPECTON C/W FOUND SERVICEABLE

I HAVE CONDUCTED AN INDEPENDENT INSPECTION OF THE AFFECTED FLIGHT/POWER PLANT CONTROLS FOR LOCKING, FREEDOM OF MOVEMENT AND PROPER OPERATION.

THE DESCRIBED MAINTENANCE HAS BEEN PERFORMED IN ACCORDANCE WITH THE APPLICABLE AIRWORTHINES REQUIREMENTS

DATE: June 9/02 SIGNATURE: *[Signature]*

DATE: June 9/02 SIGN. *[Signature]* LIC NO. **M353187**

RADIO: ON / OFF						
FOR	N	30	60	E	120	150
STEER	001	32	60	90	119	151
FOR	S	210	240	W	300	330
STEER	179	208	239	270	301	329
REG:	C-6145		DATE: June 9/02			

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
NOV 6/03			1322	3	<p>JUNE 9/03 ANNUAL INSP % SEE NEXT PG FOR 100 HR INSP % IAW FIGHTER COMBAT INT. SERV # 254 MAINT SCHEDULE P1756LON FIGHTER COMBAT INT. - PROP REMOVED FOR COMPLIANCE OF AD2001 - RE INSTALLED, TRACKED & SAFETYED - INSPECTOR LINES & INSPECTORS FLOW CHECKED - HOBBS METER INSTALLED - SPEAKER BOX SECURED - HEATER RECONNECTED & CONTROLS FUNCTION - PROP RPM ADJUSTED & CONTROLS FUNCTION - OIL DRAINED, SCREEN CHECKED, NO SIGNIFILANT - ENG SERV. WITH 100 MINERAL OIL - LANDING LIGHT WIRING REPAIRED & - ALT BELT TENSION ADJUSTED - TAIL WHEEL STEERING MECHANISM - NEW FIRST AID KIT INSTALLED TYPE A - NEW FIF EXTINGUISHER INSTALLED - NEW P/N LAJ TAL WHEEL SPRING - COMPRESSION CHECK 40 75/80 72/80 - COMPASS SWING 40 - ANNO. TACH CHECK C/D FOUND WITHIN</p>
NOV 21/0403			1324	4	<p>HEADER TANK FUEL CONNECTOR P/N 19860 BELLANCA MAINT MANUAL SEC 8-14 LEAKS DETECTED</p>
DEC 19/0403			1325	5	<p>GREENHOUSE ROOF P/N 7-128C REPALED IAW HORIZONTAL STAB LEADING EDGE REPAIRED IAW</p>
					CARRIED FORWARD

INSPECTION, REPAIRS & REPLACEMENT ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.	SIGNATURE	LICENCE NUMBER
MISSED ENTRY	<i>[Signature]</i>	M353187
CHECKLIST BY MEDALLION ATTACHE INX. AMO 46-02 IS TO BE USED TO MAINTAIN A/C FOR		
23-08 BY HOPE AERO WO# T60863, PROP		
CHECKED SERV.		
CHECKED SERV.		
METAL CONTAMINATION FOUND		
FUNCTION CHECKED		
REPAIRED WITH SCOTT TAIL WHEEL REPAIR KIT P/N 3200KIT		
KIT INSTALLED 76/80 78/80		
LIMITS		
TRANSCRIBED FM JOURNEY LOG Pg 26	<i>[Signature]</i>	M353187
AND FUEL LINE P/N 1-10089 REPALED IAW AIRCRAFT FUELED WITH GOL 100LL NO AIRMOBILE AMO 52-96 WO# 2224 2195		
TRANSCRIBED FM JOURNEY LOG Pg 26	<i>[Signature]</i>	M353187
BELLANCA MAINT. MANUAL SECTION 4-29 LEFT A43-13-1B SECTION 2-45		
AIRMOBILE AMO 52-96 WO# 2214		
TRANSCRIBED FM JOURNEY LOG Pg 27	<i>[Signature]</i>	M353187

ENGINEERING RECORD

NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE WFG.	
	HRS.	MIN.	HRS.	MIN.
JAN 8 / 04			1331	0
FEB 16 / 04			1333	0
MARCH 22 / 04			1344	.4
JUNE				
04-21-04			1349	7

CARRIED FORWARD

HEATER AIR INTAKE FOUND TAPED OVER REPOSITIONED FOR MORE POS. ENGINE

300 RPM DROP & 4 LOWER PLUG INSULATED ENGINE RUN COMPLETED, ENGL.

TIME UPDATED FM JOURNEY LOG Pg 28

MISSED ENTRY JUNE 9/03

- ANNUAL INSP 1/0 1AW CAR 625 APP
- ENG COMP CHECKED
- ENG OIL SCREEN CHECKED
- ENG SERV. WITH 100 MIN.
- AD 190-03R2 1/0 FOUND SERV HEATER
- AD 2000-25-02 1/0 FOUND SERV.
- AD 2003-01-03 N/A BY S/N & P/N
- AD 93-02-05 C/O
- AD 2001-23-08 PROP HUB INSP. DUB @ 1345

25 HR OIL CHANGE 1/0 OIL DRAINED SCREEN CHECKED FOUND CLEAN ENG. SERVICED WITH 15 W50 AEROSHELL OIL, OIL COOLER REMOVED & PRESSURE CHECKED FOR SUSPECTED LEAK. NO LEAK FOUND COOLER FOUND TO BE SERV. OIL COOLER REINSTALLED ASTRA WITH 4095

INSPECTION, REPAIRS & REPLACEMENT ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE NUMBER

TAPE REMOVED, WINDOW LATCH STRIKER PLATES INST OF WINDOW LATCHES
AIRMOBILE AND 52-99 WO# 2224 TRANSCRIBED FM JOURNEY LOG PG 27
C. B. R. #353187

FOUND CRACKED, SPARK PLUG REPALED WITH NEW RUNNING SMOOTHLY MAG. DROP WITHIN LIMITS.
AIRMOBILE AND 52-99 WO# 2245 TRANSCRIBED FM JOURNEY LOG BOOK PG 28
C. B. R. #353187
C. B. R. #353187

B. C. R. E.

DISCONNECTED FOR SUMMER MONTHS.

TRANSCRIBED FROM JOURNEY LOG BOOK PG 24
C. B. R. #353187

TRANSCRIBED FROM JOURNEY LOG BOOK PG 28
C. B. R. #353187

US Dept of Trans
Federal Aeronautics
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DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
05-18-04			1375	8	SO WR INSP. C/O IAW FIGHTER COMBAT INTERNATIONAL CHECK SHEET - COMP CHECKED 71/80 74/80 70/80 77/80 COND - ENG DRAINED SCREEN CHECKED, FOUND CLEAN ENG SERVICED WITH AEROSHELL 15W50 OIL - TAIL WHEEL UNIT REMOVED & STEERING- RIGID REPAIRED, UNIT REINSTALLED, LUBED & CHECKED SERVICABLE - HOBBS METER WIRING REPAIRED HOBBS READING - SMALL HOLE IN FABRIC REPAIRED BALDWIN NEAR WINDOW - AIRFILTER REPLACED WITH NEW BA 8103-1 FILTER - ENG RUV C/O & LEAK CHECKED
05-31-04			1409	2	OIL CHANGE C/O ENG. SERV. WITH 8 QTS
NOV 6/04			1412	0	ANNUAL INSPECTION C/O IAW CAR 625 APP - COMP CHECK C/O 76/80 75/80 74/80 70/80 - ENG SCREEN CHECKED FOUND CLEAN - OIL REMOVED FOR VC COST - AD CF 90-03 R3 C/O FOUND SERV - AD 2000-25-02 WOOD WSP C/O FOUND SERV - AD 93-02-05 C/O FOUND SERV. - TACK CHECK C/O FOUND SERV. - COMPASS SWING C/O.
JUNE 21/05			1437	6	OIL CHANGED & SCREEN CHECKED & CLEANED TEMP PRESS. NORMAL.
07-17-05			1448	6	LH EXHAUST MUFFLER CORE & BODY FOUND P/N B-1493L
					CARRIED FORWARD

INSPECTION, REPAIRS & REPLACEMENT ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.	SIGNATURE	LICENCE NUMBER
42.2		
TRANSCRIBED FROM JOURNAL LOG BOOK PG 29	[Signature]	M353187
AEROSHELL 15W50 OIL RUV UP & LEAK CHECKED	[Signature]	M353187
B&C & E.		
TRANSCRIBED FROM JOURNAL LOG PG 31	[Signature]	M353187
7L AEROSHELL 100 WAPPED, ENGINE RUV C/O TRANSCRIBED FROM JOURNAL LOG PG. 32	[Signature]	M353187
CRAKED. REPLACED WITH NEW CORE & BODY ACS4 TRANSCRIBED FROM JOURNAL LOG PG 33	[Signature]	M353187

A
D

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
26 AUG 05			1470	0	OIL CHANGED & SCREEN CHECKED FOUND CLEAN ENG SERVICED WITH ARROSHELL 100W OIL.
NOV 25/05			1491	3	ANNUAL INSPECTION C/O IAW CAR 625 APP B & C - compression check c/o All Cyl 71-73. - eng. oil screen checked & cleaned - tach check carried out found serv. - AD CF 90-0322 c/o found OK - AD 2000-25-02 c/o found serv. - AD 93-02-05 c/o found serv. - eng oil changed & eng serviced
14 APR 06			1498	5	TIP DAMAGE - FIBERGLASS TIP REMOVED & & WEST SYSTEM IAW AC 43/13. OLD RUB AS A TEMPLATE - IAW AC CLOTH & TAPES FINISHED TO
APR 17/07			1506	8	ANNUAL INSPECTION C/O IAW CAR 625 - compression checked all Cyl 75-78 - eng oil screen checked & found - eng serviced with 15W50 OIL - tach check c/o found serv - Compass swing c/o - First Aid Kit insp. c/o - fire Ext. insp c/o - AD CF-90-0322 c/o found serv. - AD 2000-25-02 c/o found serv. - AD 93-02-05 c/o found serv.
CARRIED FORWARD					

INSPECTION, REPAIRS & REPLACEMENT ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.	SIGNATURE	LICENCE NUMBER
TRANSCRIBED FROM JOURNEY LOG PG 33		
no metal found.		
with 80w Arrosshell oil		TRANSCRIBED FROM JOURNEY LOG PG 35
TIP RUB REMOVED FIBERGLASS TIP REPAIRED WITH 7781 GLASS NEW RUB FABRICATED FROM 2024-T3 .040 ALUM USING AC 43-13 FIBRE REPAIRED WITH NEW CECOWITE 101 SILVER WITH RANDOLPH PRODUCT DOPES. TRANSCRIBED FROM JOURNEY LOG PG 35		
APP. B & C & F		
clean		
TRANSCRIBED FROM JOURNEY LOG PG 36		

US Dept of Transport
 INSTR
 1. Aircraft
 2. Owner

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
JAN 25/07			1535	2	AD 2007-26-09 BLADE SHANK WSP.
19 MAR 09			1549	7	TAIL WHEEL TIRE REPLACED WITH NEW
16 MAY 2010			1564	3	ENTRY TRANSCRIBED FROM JOURNAL

INSPECTION, REPAIRS & REPLACEMENT
 ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

REWORK - N/A IAW PAR 6 OF AD. *[Signature]* M353187.

28 September, 2008

TTSN 15352

Annual inspection carried out I.A.W. CAR 625 appendix B and C. ELT removed for annual recertification. Canadian Airmotive Avionics Invoice #80810; received, reinstalled, tested and found serviceable. Oil drained, screens inspected, no contaminants found. Screens cleaned and reinstalled. Engine serviced with 7 litres of Aeroshell 15W50. Compression check carried out, found serviceable; cyl #1: 78/80 cyl#2: 78/80 cyl#3: 77/80 cyl#4: 78/80. Plugs removed, inspected, cleaned, gapped .0018" tested installed and torqued 32ft.lbs. Magneto timing check carried out l/h and r/h both firing at 25 b/c. Fuel injector intake cleaned. Fuel strainer disassembled, inspected, cleaned and reinstalled. Fire extinguisher reweighed, found serviceable. First aid kit contents inspected, found serviceable. AD # CF-90-03-R2: muffler core inspection carried out and found serviceable. AD# 2000-25-02 wing spar inspection carried out, found serviceable. AD# 93-02-05 fuel line inspection carried out. Run up carried out, no leaks found. Tach check carried out, found serviceable. Compass swing carried out, results as follows:

For	N	30	60	E	120	150	S	210	240	W	300	330
Steer	001	32	60	90	119	151	180	208	239	270	302	329

The described maintenance has been performed in accordance with the applicable standards of airworthiness.

Date: 28 Sept /08 Sign: *[Signature]* Lic.# M353187

TIRE & TUBE. TAIL WHEEL ASSY. LUBED.
 TRANSCRIBED FROM JOURNAL Vol. 38 *[Signature]*

Log *[Signature]* M410194

ANNUAL INSPECTION CARRIED OUT IAW CAR 625 APP B & C
 Compression check c/o ① 76/80 ② 74/80 ③ 77/80 ④ 77/80
 ELT REPLACED WITH CERT. UNIT S/N OFF 467276 S/N ON 460614
 FIRE EXT. WSP. c/o FOUND SERV-NEW HEADLINE PIN 4-1429
 FIRST AID KIT WSP c/o FOUND SERV.
 OIL DRAINED & SERVICED WITH 100 AEROSHELL PLUS.
 Replaced ~~roller~~ rocker cover gaskets on all four cyl.
 RE INSTALLED PROP AFTER OVERHAUL BY HOPE AERO WOTB5625
 EXHAUST WSP AS PER AD CF-90-03-R2 FOUND SERV.

WING SPARS WSP AS PER AD 2000-25-02 FOUND SERV.
 FUEL LINE WSP. c/o AS PER AD 93-02-05 FOUND SERV.
 ENG MOUNTS RETURNED TO AIRFRAME & RUBBERS REPOSITIONED & TORQUED
 NEW AIR FILTER INSTALLED. AIR BOX REPAIRED.
 Wing ground run c/o Prop function checked serv.
 all temps & press satis.

THE DESCRIBED MAINTENANCE HAS BEEN CARRIED OUT IN ACCORDANCE WITH THE APPLICABLE STANDARDS OF AIRWORTHINESS.

[Signature] M353187.

ENGINEERING RECORD

INSPECTION, REPAIRS & REPLACEMENT
 ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE
NUMBER



7088302 CANADA INC. - AMO
 1699 rue Arthur-Fecteau St
 Gatineau, QC
 J8R 2Z9

Airframe Technical Log

Aircraft: **GIYS**
 Airtime: **1580.0**
 Cycles: **0**

M410540

Work Order GIYS2011-1

GIYS2011-1a - CARRY OUT ANNUAL INSPECTION

Annual inspection carried out in accordance with CAR's appendix B. Compression check carried out all cylinders over 75. Oil drained and screen checked found clean. Engine serviced with Aeroshell W100 PLUS oil. Fuel filter checked and found clean. Plugs cleaned and tested. Mag timing reset to 25 deg LH and RH. New complete Tail wheel assy installed. Replaced Oil temp valve with new Lycoming Oil temp valve. Brake calipers removed and inspected cleaned and new o rings installed on pistons. Wheel bearings removed inspected and cleaned, repacked with aeroshell 5 grease and wheels installed. Brakes bled. Engine ground run and taxi test carried out all systems and pressures normal.

Parts installed:

- [1X TAILWHEEL ASSEMBLY P/N 06-00836] [1X TEMP VALVE P/N 75944]
- [1X BOLT P/N AN7-20A] [1X NUT LOCK P/N MS21044N7]
- [2X O'RING P/N MS28775-218] [2X WASHER LOCK P/N MS35338-44]
- [2X COTTER PIN, SS P/N MS24665-379] [2X WASHER LOCK P/N MS35338-44]
- [4X INSPECTION COVERS P/N CECLA40] [3X INSPECTION COVERS P/N CECLA40]
- [36X WASHER, NYLON P/N KTNW10] [COMPASS PEDESTAL P/N MCDN-2 S/N MCDN0704031]
- [3X LOCKNUTS P/N MS21044-N06] [1X SCREW, BRASS MACHINE P/N MS35214-29]
- [2X SCREW, SS P/N 8X1/2RTHAS.S]

GIYS2011-1b - CARRY OUT 12 MONTH ELT RE CERT.

ELT recertified by First Air ref RO R2011-33, p/n ak-450 s/n 460614 installed part ic 12532

Parts installed:

- [ELT P/N AK-450 S/N 460614]

GIYS2011-1c - CARRY OUT 12 MONTH FIRE EXTINGUISHER INSPECTION

Fire extinguisher inspected and found servicable

GIYS2011-1d - CARRY OUT COMPAS SWING

Compas swing carried out, 001, 032, 060, 090, 119, 151, 180, 208, 231, 270, 302, 321

GIYS2011-1e - CARRY OUT FIRST AID KIT INSPECTION

First aid kit inspected and found servicable

GIYS2011-1f - CARRY OUT TACH CHECK FOR ACCURRACY

Tach check carried out and found within limits.

GIYS2011-1g - CARRY OUT EXAUST INSPECTION AS PER AD

EXHAUST HEATER INSPECTED AND FOUND SERVICABLE

GIYS2011-1h - CARRY OUT WING SPAR INSPECTION AS PER AD

WING SPAR INSPECTED AND FOUND SERVICABLE

The maintenance above has been performed in accordance with the applicable standards of airworthiness

[Handwritten Signature]



Andre; Janik ACA-1

2011-04-15
Date

*engine oil drained screens found clean
 engine replenished with 7 liters of
 aeroshell 100 plus. Run-up carried
 out; no leaks found. [Handwritten initials]*



[Diagonal lines indicating unused rows]

ENGINEERING RECORD

INSPECTION, REPAIRS & REPLACEMENT
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE
NUMBER

[Signature] M410540

CGIYS, October 18, 2018. Aircraft reassembled including installation of wings, horizontal stabilizer, flight control surfaces, engine and propeller. All engine and flight control inspected for travel, sense and safety. Note: this entry is to record the independent control checks, details of work performed are in the following entry. I have conducted an inspection for conformance to the type of the FLIGHT and POWERPLANT controls that were affected by the work accomplished.

Wayne Hatch 104359

The maintenance described above has been carried out in accordance with the applicable standards of airworthiness.

Val Kyte

203108

CGIYS, December 11, 2018. EXCEPT FOR items: E-5 (battery box), F-22 (wing spar crack) and I-1 TO I-5 (general) WHICH WERE NOT DONE, an annual inspection was carried out per Bellanca Decathlon Service Manual Section 3 Inspection form. Engine repaired at ATC per form tracking number 5003 and reinstalled with new 71032 engine support bushings and AN8-42A bolts. Elevator trim pulleys at stabilizer aft spar R and I to clean and lubricate. Tail wheel pivot bolt tightened, and damper lubricated. Used serviceable RT-A400 extinguisher installed (CGRQW May 24, 2018). Throttle cable lubricated and adjusted. Brakes bled from wheels up to fill brake reservoir. Fuel tank connector hoses replaced with new 193-6. Fuel valve R and I to clean and lubricate, function check Ok. Tail flying wire terminals cleaned and coated. Door emergency release pins cleaned and lubricated. New 10399 park brake cable installed and adjusted. New knife connectors installed to connect left nav light wire. Rear seat phone jack wires reattached to jacks inside speaker cover. Passenger mike jack wires reattached. New 2395 pulleys, 2399 guard and 2759 bushing installed at the trim pulley position on the elevator. Wheel pants reinstalled. Airspeed indicator static line reconnected and leak checked. Replacement shop made fuel tank vent line installed. Rust spots removed from left master cylinder rod. New 31471 pitot-static tube assembly installed and leak checked Ok. Carb heat cable rerouted and swivel moved to inner hole on door arm. Wing strut nut and washer combinations corrected AR to obtain safety of nuts. Two new 8842 exhaust hangers installed on the tail pipes, spreader bar shortened, drilled and attached to second hole in tailpipe clamp (to maintain original separation). Oil cooler and fuel lines replaced with shop made hoses fabricated with new 111 hose and retained ends. Fuel line moved to filtered port of fuel servo (was on pressure gauge port). Shop made cover of 2024T3 x 0.040 aluminum and stainless sheet (from C-FAUX) installed on aft end of governor box. Lockwire size 0.040 used to replace 0.032 wire as required on aileron turn barrels. New ACK E-04R ELT kit including antenna and remote switch installed along right aft lower windowsill per manual E04M rev 1.9. ELT mounting location reinforced with an angle of 2024-T3511 and 2024T3 x 0.063 attached to existing structure; 2024T3 x 0.040 used to mount the antenna and aluminum tape used to expand the ground plane. Tail wheel chains lengthened AR to ensure full rudder travel. Trim tab travel corrected. Engine ground runs carried out per Service Instruction 1427C. Wings installed with new bolts. One new AN150-22S barrel installed in the aileron system. Comm moved up, AT3000 encoder and AT50A transponder installed below the comm with a prebuilt harness form Atlantic Avionics (form track 54185 for harness and components). Hooker harness set installed per STC SA312CH and Dwg 2STC-II. Starter and alternator reconnected with shop made wiring. New 31699R and 31699L aileron spades installed, left aileron R and I. New SL72566 ring gear installed. LW-16266-25-38 and 75165 clamps installed on the propeller governor line. New 10-1050-1 alternator installed with 10-3099 mounting kit per dwg 10-3001 (form track 01-0611789 01). One new 10106 jury strut installed. Overhauled F-6-31 governor installed and rigged. Tach checked within 4%. Compass adjusted: 358, 025, 055, 085, 116, 145, 177, 209, 238, 270, 299, 328. AD CF90-03R2 checked Ok. NOTE: dual control checks are on a separate entry.

Subject to completion of the outstanding inspection items, Weight and Balance amendments for the installation of the ELT, transponder and encoder and functional testing of the altimeter, transponder and encoder, the maintenance described above has been carried out in accordance with the applicable standards of airworthiness.

Val Kyte

[Signature]

203108

THE FOLLOWING DEFECTS WERE ENTERED IN THE JOURNALS LOG AFTER THE LAST ANNUAL INSP.



[Signature] M410540

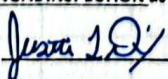
DEFECTS: INSPECTION ITEMS OUTSTANDING, PITOT STATIC/ALT M/ENC/TACH CORRECTION REQUIRED, WT & B AMENDMENT NEEDED (NO EQUIP LIST) U/P

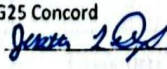
[Signature] M410540

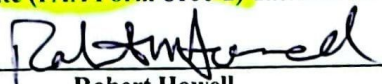
C-GIYS. A modification was carried out to install a uAvionix tailbeacon UAT ADSB transponder PN 11-17246 SN 2018642. The beacon was installed aft of the fuse/switch panel attached to the tubular structure with MS21919WCHxx (size as required) clamps and connected to an unused switch and fuse holder placarded UAT TXDR. A 1 amp fuse was installed to power the transponder. The weight and balance change is negligible with a unit weight of 3 oz, the electrical load increase of less than 0.5 amps is negligible. Wire PN M22759/34-20 and standard aircraft hardware was used for the installation. The installation was carried out according to uAvionix Tailbeacon TSO user and installation guide PN UAV-1002185-001 Rev E and **AC 43.13-1B**. CHAPTER 7. AIRCRAFT HARDWARE, CONTROL CABLES, AND TURNBUCKLES SECTION 2. SCREWS Par 7-14. General Par 7-15. Structural Screws Par 7-16. Machine Screws Par 7-17. Panhead Screws (NAS600 through NAS606, NAS610 through NAS616, NAS623, and NAS1402 through NAS1406) Par 7-18. Self-Tapping Screws Par 7-19 Wood Screws SECTION 4. NUTS Par 7-63. General Par 7-64. Self-Locking Nuts Table 7-2. Minimum Prevailing Torque Values for Reused Self-Locking Nuts Par 7-65. Nut Identification-Finishes Par 7-66. Castle Nut(AN310) Par 7-67. Sheet Spring Nuts(AN365) SECTION 5. WASHERS Par 7-85. General Par 7-86. Plain Washers(AN960 and AN970) Par 7-87. Lockwashers(AN935 and AN936) Par 7-88.) CHAPTER 10. WEIGHT AND BALANCE SECTION 1. TERMINOLOGY SECTION 2. WEIGHING PROCEDURES Par 10-16. Weight and Balance Computations Par 10-19. Equipment List CHAPTER 11. AIRCRAFT ELECTRICAL SYSTEMS SECTION 3. INSPECTION OF EQUIPMENT INSTALLATION Par 11-32. Wires, Wire Bundles, and Circuit Protective Devices Par 11-37. Determination of Electrical Load SECTION 4. INSPECTION OF CIRCUIT PROTECTION DEVICES Par 11-53. Switches Table 11-4. Switch Derating Factors Table 11-5. Selection of Contact Material SECTION 5. ELECTRICAL WIRE RATING Par 11-68. Instructions for Use of Electrical Wire Chart SECTION 6. AIRCRAFT ELECTRICAL WIRE SELECTION Par 11-77. Aircraft Wire Materials SECTION 7. TABLE OF ACCEPTABLE WIRES Par 11-85. Aircraft Wire Table Table 11-11. Open wiring Table 11-12. Protected Wiring Par 11-86. Open Airframe Interconnecting Wire SECTION 8. WIRING INSTALLATION INSPECTION REQUIREMENTS Par 11-98. Terminals and Terminal Blocks Par 11-100. Connectors SECTION 9. ENVIRONMENTAL PROTECTION AND INSPECTION Par 11-117. Minimum Wire Bend Radii Par 11-118. Slack Figure 11-9. Slack Between Supports Par 11-124. Heat Precautions SECTOIN 10. SERVICE LOOP HARNESS (PLASTIC TIE STRIPS) Par 11-137. Anti-Chafing Material SECTION 11. CLAMPING Par 11-147. Wire and Cable Clamps Inspection SECTION 12. WIRE INSULATION AND LACING STRING TIE Par 11-157. Stripping Insulation Par 11-158. Lacing and Ties Par 11-159. Insulation Tape SECTION 13. SPLICING SECTION 14. TERMINAL REPAIRS Par 11-175. Attachment of Terminals to Studs SECTION 17. CONNECTORS SECTION 19. PROTECTION OF UNUSED CONNECTORS CHAPTER 12. AIRCRAFT AVIONICS SYSTEMS SECTION 1. AVIONICS EQUIPMENT MAINTENANCE SECTION 2. GROUND OPERATIONAL CHECKS FOR AVIONICS EQUIPMENT (ELECTRICAL) Par 12-9. Inspection of Avionics Systems SECTION 3. GROUND OPERATIONAL CHECKS FOR AVIONICS EQUIPMENT (NON-ELECTRICAL) **AC 43.12-2B** CHAPTER 1 Structural Data; CHAPTER 2 Communication, Navigation and Emergency Locator Transmitter System Installations; CHAPTER 3. Antenna Installations. The system was tested serviceable as called for in the installation manual. Reference Atlantic Avionics Inc Work Order #59804.

"THE MAINTENANCE DESCRIBED ABOVE HAS BEEN PERFORMED IN ACCORDANCE WITH APPLICABLE STANDARDS OF AIRWORTHINESS." Atlantic Avionics Inc. AMO #2-94

Signature: Christopher Welling  License #:  411176 Date: July 23, 2021

12/15/2021 N8505 TACH: 1717.84 Hobbs: 364.5 TTAF: 1717.84 ENGINE TSMOH: 280.14 (2014) Propeller
 TSMOH: 78.44 (2020)
 - Replaced avionics toggle switch P/N MS35058-22.
 - Serviced main bearings and brakes.
 - Lubricated airframe per Belanca service manual
 - Replaced all fuel supply rubber hoses with 3/8 Superflex 397, P/N 05-03598.
 - Removed corrosion and repainted landing gear springs on left and right sides
 - Installed new wheel pant brackets onto left and right side main gear
 - Installed new air filter element PN BA-8103
 - Installed new throttle, and trim covers provided by the owner
 - Repaired loose connection to tail position light
 - Determined engine TSMOH to be 280.14 previous owners documentation to indicate that the engine had 170.0 hours at time of corrosion inspection in 2018 at 1607.7 TTAF
 - Inspected for AD 80-21-06 for muffler core and body - no cracks found. DUE: 12/31/2022 or 1817.7 TTAF
 - Inspected for AD 2000-25-02 for integrity of wood spar. - No defects found. DUE: 12-31-2022 or 2217.84 or if damage to wing occurs.
 - Inspected for AD 2009-22-02 seat hinge bolt hole cracks or elongation - No problems found. Due: 1817.7 or 12/31/2022.
 - Verified AD compliance through biweekly 2021-25/26 using Triton Aviation Data.
 - Inspected ELT per 14 CFR 91.207 (d) 1,2,3,4. Inspection Due: 12/31/2022 Battery due June 2023.
 - Inspected aircraft for an ANNUAL INSPECTION as defined in 14 CFR appendix D to part 43. Aircraft found to be airworthy at this time.
 Justin T. Dix A&P 3347687 IA  336-514-2724

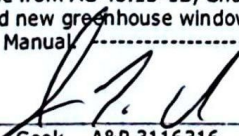
07/15/2021 N8505 TACH: 1717.84
 - Installed new battery PN RG25 Concord
 Justin T. Dix A&P 3347687 IA  336-514-2724

INSPECTION, REPAIRS & REPLACEMENT RIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.	SIGNATURE	LICENCE NUMBER
<p>Date: 21 APR 2022 Reg.: N8505 Model: Bellanca 8KCAB SN: 69-73</p> <p>I have found that this aircraft meets the requirements for the certificate requested and have issued a Standard Airworthiness Certificate (FAA Form 8100-2) dated 21 APR 2022.</p> <p>Signed <u></u> Robert Howell 443669539</p>		

N8505

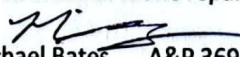
Date 7/29/22 Tach 1723.34 Hobbs 371.3

The following repairs were made after the skylight departed the aircraft in flight: Removed fabric coatings in multiple areas of small punctures in the fabric on the fuselage, left top inboard wing, vertical stabilizer, and left elevator. Installed fabric patches with New Super Seam Cement in accordance with the Ceconite Procedure Manual 101, Appendix E, June 2008 revision. Areas were brush coated with Rand-O-Proof. The Owner (an A&P) was advised that the repair to the area must be completed by spray coats of Rand-O-Fill for UV protection and Colored Butyrate Dope to complete the repair. Repaired two broken 1-9992 stringers in the area just aft of the skylight with guidance from AC 43.13-1B, Chapter 1. Installed new 2-2081 forward support. Installed new greenhouse window in accordance with the Bellanca Decathlon Service Manual.-----end


James L. Cook A&P 3116316


N8505 Date: 8/7/2022 Tach: 1723.34 Hobbs: 371.3

Applied Rand-O-Fill for UV protection and Colored Butyrate Dope to areas of fabric repair IAW Ceconite Procedure Manual 101.


Michael Bates A&P 3698810

N8505 Date: 2/15/2023 Tach: 1730.30

Replaced RSA-5AD1 with overhauled unit from G&N aircraft. G&N lost the fuel flow adapter and was unable to provide another so fuel flow gauge placarded "inop".
Serviced main bearings & brakes.
Lubricated A/C IAW Bellanca Decathlon Service Manual.
Repaired Damaged Firewall Heat Blanket.
Completed compression checks on Cylinders: #1 75/80 #2 75/80 #3 78/80 #4 78/80


Michael Bates A&P 3698810

AIR TIME AND

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD <small>NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE</small>
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD					

N8505 8KCAB S/N 69-73
 February 15, 2023 TTAF/Tach Time 1730.30
 Opened all panel for access of annual inspection IAW 43.13
 Complied with
 AD2000-25-02 R1 Inspection of wooden spar forward and aft good
 AD2009-22-02 Inspection of aft seat hinge point good
 AD80-21-06 Exhaust inspection no cracks noted
 I certify this aircraft has been inspected IAW an Annual Inspection and was determined to be in an Airworthy Condition
 James A Foecking
 A&P 3053135IA

N8505 Date: 4/26/2023 Tach: 1754.74
 Replaced LH & RH Main Landing gear tires and tubes, lubricated Wheel bearings, & inspected brake pads.
 Michael Bates A&P 3698810

N8505 Date: 8/16/2023 Tach: 1781.64
 Completed oil change – Screen inspected & no metal contamination found.
 Replaced ELT battery. Battery due July 2028.
 Michael Bates A&P 3698810

OCT 29, 2023 TACH 1793.0 Replaced tail/wheel tires & tubes. Serviced to 42 PSI. Edwin Schick A&P 2177198

June 24, 2024

N8505
 1803.2 hrs. tach. (TTAF).
 456.7 hrs. hobbs
 Cleaned, inspected, and lubricated lube points. Cleaned and repacked wheel bearings, Checked and serviced brake system. Removed fuel selector valve and replaced with overhauled valve. Replaced front and rear phone and mic jacks with new parts. Installed new Garmin USB ports on instrument panel. Installed new U Avionics Skybeacon UAX9003201 ADSB antenna on right wingtip. Removed old buss bar under instrument panel and replaced with new part. Replaced all circuit breakers with new Klixon breakers with the same amp ratings as those removed. Removed old comm radio and replaced with new Garmin 225 comm radio. Removed analog tachometer, manifold pressure guage, oil pressure and temp gauges. Installed new Electronics International CGR-30P engine monitor. Engine monitor, temperature probes, and pressure transducers were installed per the EI Installation Instructions, and under the authority of STC# SA022835E (FAA form 337 filed). Inspected ELT reference FAR 91.207. (expires 07/19/28). C/W AD 15-19-07 by inspection of fuel injector lines and clamps. C/W AD 90-04-06 R1 by inspection of prop governor oil line. C/W AD 00-25-02 by inspection of wooden spar. C/W AD 09-22-02 by inspection of rear seat assembly. C/W AD 18-14-06 by inspection of aileron hinge brackets. I certify that this aircraft has been inspected reference the applicable ANNUAL inspection checklist, and was found to be in airworthy condition at this time.
 IA 3796539

N8505

1. Approving Civil Aviation Authority/Country: FAA/UNITED STATES	2. AUTHORIZED REL FAA Form 8130-3, AIRWC
---	---

4. Organization Name and Address: QUALITY AIRCRAFT ACCESSORIES, 5746 E Apache St, Tulsa, OK

6. Item:	7. Description:	8. Part Number:	9.
1	MAGNETO	10-51360-37	

12. Remarks: COPY OF WORK ORDER AVAILABLE ON REQUEST FROM QUALITY AIRCRAFT. CERTIFIES THAT THE WORK SPECIFIED IN BLOCK 11/12 WAS CARRIED OUT IN WITH EASA PART 145 AND WITH RESPECT TO THAT WORK THE AIRCRAFT CO CONSIDERED READY FOR RELEASE TO SERVICE UNDER EASA APPROVAL CEF EASA.145.5982 AND BY THE FAA AIR AGENCY CERTIFICATE NUMBER QYIR334 THE ORIG. EQUIP. MFG. DATA APPEARS ON THE DATA PLATE IN THE LINES IDENT THE FOLLOWING SERVICE BULLETINS & AD NOTES HAVE BEEN COMPLIED WITH REPAIR SPECIFICATION: QAA6000 REV. IR DATE: 09/18/2023
