



## AIRCRAFT LOG AND MAINTENANCE RECORD

Record of Cessna 182P 18264402 N1649M  
Make Model Serial Certificate

With Engine Continental O-470-S 463521  
Make Model Serial

From \_\_\_\_\_ 19\_\_\_\_ to \_\_\_\_\_ 19\_\_\_\_

Detailing Time From \_\_\_\_\_ Hours To \_\_\_\_\_ Hours

Owner McCauley model 2A34C 203 Hub SN 755633

Address Blade SN K49119 & K49124  
Blade Design 90DCA-8



## EXCERPT FROM THE FEDERAL AVIATION REGULATIONS

### NOTE

Since the following excerpt is subject to change, a periodic check of the latest FAR, Part 91 should be made to insure that adequate maintenance records are being kept.

"FAR 91.173 Aircraft and Engine Maintenance Records. The registered owner or operator shall maintain a maintenance record in a form and manner prescribed by the administrator which shall include a current and accurate record of the total time in service on the aircraft and on each engine, a record of inspections, and a record of maintenance required by Part 18 of this sub chapter. Such records shall be:

- "(a) Presented for required entries each time inspection or maintenance is accomplished on the aircraft or engine,
- "(b) Transferred to the new registered owner or operator upon disposition of the aircraft or engine involved, and
- "(c) Make available for inspection by authorized representatives of the administrator or board."

### INSTRUCTIONS FOR THE USE OF THIS LOG BOOK

All required data must be entered in the proper columns regularly. The column headed REMARKS is particularly important, for in that column must be entered the following information:

1. A record of all Line and Periodic inspections and results.
2. A record of all accidents in which the aircraft is involved, whether major or minor. All entries covering alterations or repairs to aircraft or propeller shall be endorsed by the certificated mechanic responsible for same, including his rating and certificate number.
3. A record of rigging changes; all repairs and alterations to aircraft or propeller; changes in engines or propellers; and a record of operation of both — installed, and also prior to installation.
4. When repairs or alterations to aircraft or propeller necessitate submission of FAA Form ACA 337 (Repairs and Alterations) the original of this form shall be incorporated in the back of this book, and become a part thereof; and each such incorporated form shall be noted in the REMARKS column.
5. A record of all repairs to instruments used on certificated airline aircraft.
6. Chronological listing of compliance with service bulletins, airworthiness directives, etc., including a description of the method of compliance.

MAKE ALL ENTRIES WITH PEN AND INK—MAKE NO ERASURES.



## AIRCRAFT LOG

[illegible]



## AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
75	VOR 1 VOR 2			19	<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> <div style="border: 2px solid black; padding: 10px; margin: 10px;"> <p>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 <u>5085</u> have been tested and inspected <u>10-16-75</u> and found to comply with FAR 91.170 to an altitude of <u>20</u> thousand feet. Standard Certificate of Airworthiness dated <u>12-8-75</u> was issued by me.</p> <p style="text-align: right;"><i>D. Wells</i> Executive Engineer</p> <p style="text-align: center;">Cessna Aircraft Co., Pawnee Div. Delegation/Option Manufacturer, CE-1</p> <p style="text-align: right;">By <u><i>Arthur E. Solkey</i></u> Arthur E. Solkey</p> </div>
11/28	0° 0°	Alt			



## 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

[illegible]



DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 3-15-76	Tack 101.0 hrs.						
<p>RED'S AIRCRAFT SERVICE, INC.  Meacham Field Loc. 21  Fort Worth, Texas</p> <p>FAA APPROVED REPAIR STATION NO. 2300</p> <p>I certify that this <u>(Aircraft)</u> Engine has been  inspected in accordance with A <u>100 HR.</u>  inspection and was determined to be in  Airworthy Condition. Details of inspection are  on file under W.O. No. <u>10991</u>  Date <u>3-15-76</u> Total Time (or Tach Reading) <u>101.0</u>  SIGNED <u>Charles L. Tidwell</u>  TITLE OR NO. <u>Shop Supervisor</u></p>							
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							



## AIRCRAFT LOG

[illegible]



DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 8-4-76			Tach 300.2 hrs. Functional check of AD 76-07-12				
<p>RED'S AIRCRAFT SERVICE, INC.  Meacham Field Loc. 21  Fort Worth, Texas</p> <p>FAA APPROVED REPAIR STATION NO. 2300</p> <p>I certify that this <u>Aircraft</u> Engine has been  inspected in accordance with A <u>Annual</u>  inspection and was determined to be in  Airworthy Condition. Details of inspection are  on File under W.O. No. <u>11775</u>  Date <u>8-4-76</u> Total Time (or Tach Reading) <u>300.2</u></p> <p>SIGNED <u>Gerald L. Tidwell</u>  TITLE OR NO. <u>Shop Supervisor</u></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

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	Bearing error		Place	Signature
	VOR 1	VOR 2		

19 \_\_\_\_

9-15-76

Carb heat valve safety in cold position

Jack 344

W. H. / Gundry  
P21612156



## AIRCRAFT LOG

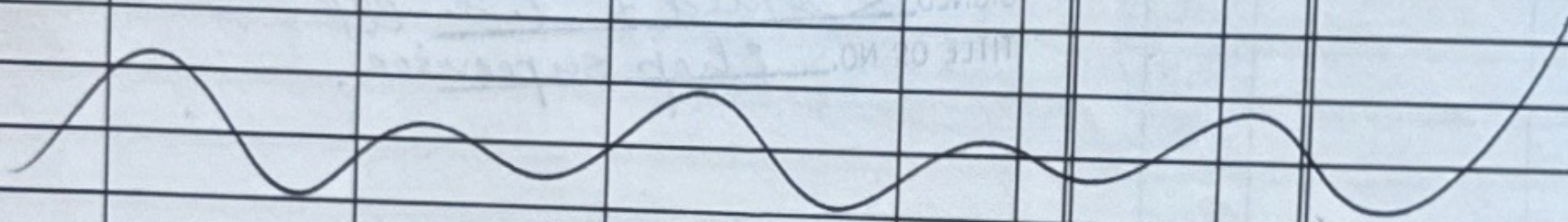
DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
10-18-76	TACK	409.7 hrs.					
	C/W AD 76-07-12 (Installed Bendix ignition switch)						
<p>RED'S AIRCRAFT SERVICE, INC.  Meacham Field Loc. 21  Fort Worth, Texas</p> <p>FAA APPROVED REPAIR STATION NO. 2300  I certify that this <u>Aircraft</u> Engine has been  inspected in accordance with A <u>ANNUAL</u>  inspection and was determined to be in  Airworthy Condition. Details of inspection are  on file under W.O. No. <u>12207</u>  Date <u>10-12-76</u> Total Time (or Tach Reading) <u>409.7</u>  SIGNED <u>Gerald L. Tidwell</u>  TITLE OR NO. <u>Shop Supervisor</u></p>							
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							



## AIRCRAFT LOG

[illegible]



DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 <u>77</u>							
	June 22, 1977 Tach Time 572. Total Time 572						
	1 Checked battery & serviced brake system						
	2 Checked all lights & controls & lubricated controls						
	3 Installed two main tires (new)						
	4 E.L.T. Batteries on order 6-22-77						
	<p>I certify that this <u>AIRCRAFT</u> has been inspected in accordance with a <u>100 hr.</u> inspection and was determined to be in airworthy condition. Time in service: <u>        </u></p> <p>Date: <u>6-22-77</u></p> <p>Signed: <u>P. Procco ACP #1551439</u></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		
77	VOR 1 VOR 2			19	<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."</p> <p>ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.</p>
9/1					<p>ELT Battery, UNIT ON order, Compass Swing Taxi light Replaced. Right Wing Washed OUT. Mel Romans 1827071IA</p>
9-15					<p>Installed factory new ELT this date C S Hartley AIP 1234682</p>
10-31					<p>checked ELT G-04 cable as per Cessna SL - SE-73-41 677.4 hrs. C S Hartley AIP 1234682</p>



## LOG

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



## AIRCRAFT LOG

[illegible]



DATE		FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
						HOURS	10THS	
19 78								
5-8-78 TACH & TOTAL TIME 830.1 HRS.						I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED		
APPLICABLE ADS THRU 78-08 & W/AS						IN ACCORDANCE WITH A <u>Annual</u> INSPECTION		
REQUIRED. REPLACE ALL TIRES. RE-						AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.		
LINE LEFT BRAKE. CLEAN & PACK						"The aircraft, airframe, aircraft engine,		
WHEEL BEARINGS. F.A.R. 91.170 inspection not						propeller, or appliance identified above		
accomplished Date 5-8-78						was repaired and inspected in accordance		
						with current Regulations of the Federal		
						Aviation Administration and is approved		
						for return to service."		
						"Pertinent details of the repair are on		
						file at this repair station under Order		
						No. <u>12319</u> Date <u>5-8-78</u>		
						Signed <u>Anthony Bludra</u> for		
						(signature of authorized representative)		
						Showalter Flying Service, Inc.		
						Municipal Airport - Orlando, Florida		
						FAA Approved Repair Station #4444		
						Airframe"		
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE								



# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1   VOR 2	Place	Signature		
				19__	<p>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>
8/16/78		TACH TIME		868	INSTALL ONE NEW AIRBORNE INST FILTER P/N-127-1
9-26-78		TACH & T.T.		941.2 HRS	<p>I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN <u>ANNUAL</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p>"The aircraft, airframe, aircraft engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service."</p> <p>"Pertinent details of the repair are on file at this repair station under Order No. <u>12916</u> Date <u>9-26-78</u></p> <p>Signed <u>Anthony S. Andrea</u> for (signature of authorized representative)</p> <p>Showalter Flying Service, Inc. Municipal Airport - Orlando, Florida FAA Approved Repair Station #4444 Airframe"</p>
					APPLICABLE AD'S THRU 78-18 C/W
					AS REQUIRED, REPLACE D60 SEE CARD REAR OF BOOK. RELINE LEFT BRAKE C/W AD 78-01-14 (INSTALL SOLENOID COVER). CLEAN & PACK WHEEL BEARINGS. REPLACE LANDING LIGHT. FAR 91.170 inspection not accomplished Date <u>9-26-78</u>



DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
<p>DATE: <u>10/26/78</u></p> <p>I certify that transponder, MAKE <u>CESSNA</u>  MODEL <u>RT-359A</u> S/N <u>6436</u>  and system has been tested and inspected and  found to comply with the requirements set  forth in FAR 91:177. Details are recorded  on work order NO. <u>04883</u></p> <p>SIGNATURE <u>Stanley A. Wagner</u></p> <p>GREENVILLE AIR, INC.  P.O. Box 5959  Downtown Airport  Greenville, S.C. 29606  R/S # 709-7</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 19__	Enter here general data with reference to "Line" and "P" and changes in propeller or engine - as outlined in the fa ALL DATA must bear the endorsement of a certificated
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2			
<p>2-22-79 TACH &amp; T.T. 1043.3 HRS. APPLICATION  ADS THRU 79-03 C/W AS REQUIRED  CLEAN &amp; PACK WHEEL BEARINGS.  RELINE BRAKES</p> <p>FAR 91.170 Inspection not  accomplished Date <u>2-22-79</u></p>					



# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature	19 ____	
VOR 1	VOR 2				
2-22-79	TACH & T.T.	1043.3 HRS.	APPLICABLE		I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED
	ADS THRU 79-03	C/W AS REQUIRED			IN ACCORDANCE WITH AN ANNUAL INSPECTION
	CLEAN & PACK WHEEL BEARINGS				AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.
	REFINE BRAKES				"The aircraft, airframe, aircraft engine,
					propeller, or appliance identified above
					was repaired and inspected in accordance
					with current Regulations of the Federal
					Aviation Administration and is approved
					for return to service."
					"Pertinent details of the repair are on
					file at this repair station under Order
					No. <u>13415</u> Date <u>2-22-79</u>
					Signed <u>Anthony Shudra</u> or
					(signature of authorized representative)
					Showalter Flying Service, Inc.
					Municipal Airport - Orlando, Florida
					FAA Approved Repair Station #4444
					Airframe <sup>4</sup>



[illegible]

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



# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1   VOR 2	Place	Signature	19 ____	<p style="font-size: small; margin: 0;">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>
8	3-79	Track Time 1180.0			
<p>Replaced Rt Fuel Cell with new cell. Performed minor repairs to Lt + Rt Clew Lons C/w AD 79-08-03 Installed Fuse. Checked AD 79-05-02 Clt Battery N/A. Replaced Lt main and nose tire. Replaced Both Brake Disc. Shimmed nose gear scissors</p>					<p><b>I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>Annual</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</b></p> <p>"The aircraft, engine, aircraft engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service."</p> <p>"Pertinent details of _____ are on file at this repair station under No. <u>14278</u> Date <u>8-3-79</u></p> <p>Signed <u>[Signature]</u> for (signature of authorized representative)</p> <p style="text-align: center;">Showalter Flying Service, Inc. Municipal Airport - Orlando, Florida FAA Approved Repair Station #4444 Airframe"</p>



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

ALTIMETER SN C11622

Altimeter Reads	ADD Algebraically	
	Room C Temp	Low C Temp
-1000	+5	
0	0	
500	-10	
1000	-5	
1500	-20	
2000	-15	
3000	-5	
4000	-10	
5000	+20	
6000	+15	
7000	+25	
8000	+50	

Altimeter Reads	ADD Algebraically	
	Room C Temp	Low C Temp
14000	+65	
16000	+50	
18000	+30	
20000	+25	
22000		
25000		
30000		
35000		
40000		
45000		
50000		

TESTED BY TS AL CIA

DATE \_\_\_\_\_

## ADMINISTRATION

## FORMATION

C116727

o luy

## MANUFACTURE



## MANUFACTURE

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
VOR 1	VOR 2				
		11-2-79			<p>I certify that the <u>PI-559A</u> transponder installed in this aircraft meets the requirements of FAR 91.209 and Appendix A.</p> <p>F. Refers: <u>W.C. 1143</u> - 102 Phoenix, FIA Repair Station in 00-20.</p> <p>Date <u>11/2/79</u> Signed <u>[Signature]</u></p>
11-12-79		TACH TIME: 1290.4			<p>100 HR / MSP COMPLETED THIS DATE. ALL WHEEL BEARINGS CLEANED / MSP'D - LUBED. CONTROL SYST'S MSP'D, LUBED WHERE REQ'D. TIRES &amp; BRAKES MSP'D. HYD SERVICED, BATTERY SERVICED. NOSE WHEEL FAIRING REPAIRED. RE-WORKED PILOT DOOR. TAXI LITE REPLACED.</p> <p>INSP'D BY <u>W.A.</u> 100 HR / MSP FORM. <u>Richard</u> <u>134059</u></p>
12/4/79		TACH TIME - 1304.5			<p>Installed new vacuum pump EDD-AIRE 11/2/101281</p> <p>W.P. 3x153 (Raymond H. Bessard) AIC 1013281 -</p>



# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 79							
Dec 27	Tach	1338.5 hrs	Replaced voltage Regulator & Rebuilt New Battery, Rebat R-35 & Alt. sensor capacitor				D. N. M. Yair APT 152408
1-30-80	TACH TIME	1367.3	100 HR INSP COMPLETED THIS DATE. ALL WHEEL BEARINGS CLEANED - INSP'D - LUBED. FLT CONTROL SYS INSP'D, LUBED WHERE REQ'D. RT TIRE ROTATED - LT & NOSE. BRAKES INSP'D. BRAKE CYL'S & BATTERY SERVICED. NOSE WHEEL FAIRING REPAIRED. LT GEAR STRUT FAIRING REPAIRED AT STEP AREA. REPLACED OIL TEMP / CARB AIR TEMP GAGES. INSTALLED 4 PRONG PLUG ON CARB AIR TEMP GAGE. INSPECTION PERFORMED. IMA/W A 100 HR INSP FORM.				Richard Tom Yair APT 134009
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							



# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
VOR 1	VOR 2			19__	
4 FEB 80		TACH TIME	1367.3		OLD ENG REMOVED S/N 463521 AND A NEW
		TOTAL TIME	1637.3		0470-S S/N 463897 ENG. INSTALLED THIS
					DATE. NEW ENG OVER Hauled BY MATTHEW AIRBASE
					INC. ENG OK & RUN OK P/Lt W. Shady A/P 1836445.
2-4-80		Tach Time	1367.3		
		I certify this aircraft has been inspected in			
		accordance with an annual inspection and was			
		determined to be in airworthy condition. See			
		showing flying service work order #14976			
		John H. Lawrence			
		LH 1623727			
20 FEB 80		1378.1 hr TACH TIME			R/R ATTITUDE GYRO New P/N 23-501-06-9
					S/N 96630H BARRED INST CORP. — P/Lt W. Shady A/P 1836445



# AIRCRAFT LOG

DATE 19 <b>80</b>	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
6-10-80 Taxi Time 1496.2							
Repacked Landing Fuel Tank Drain. Adjusted Right Cable Rigging Replaced Rotary Beacon Bulb and Lens.							<p><b>I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>ANNUAL</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</b></p> <p>"The aircraft, airframe, aircraft engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service."</p> <p>"Pertinent details of the repair are on file at this repair station under Order No. <u>15312</u> Date <u>6-10-80</u></p> <p>Signed <u>[Signature]</u> for (signature of authorized representative) Showalter Flying Service, Inc. Municipal Airport - Orlando, Florida FAA Approved Repair Station #4444 Airframe"</p>

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



TOTAL FLYING TIME		SIGNATURE OF PILOT
HOURS	10THS	
<p><b>CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH: <u>ANNUAL</u> INSPECTION</b></p> <p><b>AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION</b></p>		
<p>The aircraft, airframe, aircraft engine, propeller, or appliance identified above is repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service.</p>		
<p>Pertinent details of the repair are on file at this repair station under Order # <u>15512</u> Date <u>6-18-80</u></p>		
<p>Signature of authorized representative: <u>[Signature]</u> for <u>Showalter Flying Service, Inc.</u></p>		
<p><u>Municipal Airport - Orlando, Florida</u></p>		
<p><b>FAA Approved Repair Station # <u>1444</u></b></p>		
<p><b>Airframe #</b></p>		

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2			
<p>8-29-80 Total Time 1566.0 hrs. <u>Left the haul, the propeller and engine reinstalled, new engine reinstalled both sides</u></p> <p><u>Mike D. Wynn AIP 262192470</u></p>					
<p>Oct. 23, 80 Total Time 1629.5 hrs. Completed 100 hrs inspection, checked all controls, checked &amp; lubed Air Frame, cleaned &amp; re-packed wheel bearings, checked tires &amp; brakes, replaced vacuum filter, checked &amp; recharged battery, hyd. fluid, lights &amp; warning devices checked AID's thru 80-21, this air frame is airworthy. - D.N. McNamee AIP 1524089</p>					
<p>10-23-80 Total Time 1629.5</p> <p>I, <u>John McNamee</u> certify this aircraft has been inspected in accordance with an annual inspection and was determined to be in Airworthy Condition</p> <p><u>John McNamee</u> AIP 1623727 TP</p>					



# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
2-11-81			1743.8				
Replaced Both Brakes Replaced Nose Tire and wheel Replaced Drum and Replaced Rotating Hardware Base Left Brake Cylinder Replaced Flap Cable Replaced Propeller Filton. See all applicable AD's thru 81-2					CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH <u>FAIRPLAY</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION The airframe, aircraft engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this station under Order No. 16449		

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



# AIRCRAFT LOG

VOR Receiver operation checked  
in accordance with FAR 91.25

DATE

REMARKS

Date Bearing error Place Signature

VOR 1 VOR 2

19 81

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.

Feb 23, 91 Fast 1748.1 Ins. Installed new Battery Rebat R35 Code  
OK 27-06P E.N. McNeil AXP1524089

APR 6 1981 VOR CHECK DAB 112.6 - To #2VOR + 2° FROM 0/0  
DE Rutkowsky ACP 691974

5/4/81 RECORDING TACH READS 1851.1 HRS

PAINTED AND INSTALLED NEW NOSE WHEEL PANT.

PAINTED AND INSTALLED LOWER COWL FAIRING.

REPLACED REAR ROD END AND BOLT IN LEFT AILERON

PUSH ROD, REPLACED BOTTOM HINGE AND PIN IN

LEFT CABIN DOOR.

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED  
IN ACCORDANCE WITH A PERIODIC INSPECTION  
AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.  
"The aircraft, engine, propeller, or appliance identified above

propeller, or appliance identified above  
was repaired and inspected in accordance  
with current Regulations of the Federal  
Aviation Administration and is approved  
for return to service."

"Pertinent details of the repair are on  
file at this repair station under Order

No. 16579 Date 5/4/81

Signed Raymond H. Bassett for  
(Signature of authorized representative)

Showalter Flying Service, Inc.

Municipal Airport - Orlando, Florida

FAA Approved Repair Station #4444

Airframe"



# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 <u>81</u>							
<u>August 7, 1981</u> <u>Woon</u> <u>Time: 1953</u> <u>AD's</u> <u>81-15</u> <u>checked</u> <u>Removed, cleaned left wing fuel drain &amp; reinstalled; 1/2 W Cessna SL SE81-18 snap of rear section nose gear tunnel; replaced saddle; Replaced bearing &amp; race front wheel; Replaced both main tires</u>					I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH <u>Annual</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. "The aircraft, airframe, aircraft engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service." "Pertinent details of the repair are on file at this repair station under Order No. <u>17192</u> Date <u>Aug 7/1981</u> Signed <u>Raymond H. Baret</u> for <small>(signature of authorized representative)</small> <u>Showalter Flying Service, Inc.</u> <u>Municipal Airport - Orlando, Florida</u> <u>FAA Approved Repair Station #4444</u> <u>Airframe"</u>		
<div style="position: absolute; top: 0; left: 0; width: 100%; height: 100%; background: repeating-linear-gradient(45deg, transparent, transparent 2px, black 2px, black 4px); background-size: 100% 100%; background-position: 0% 0%; background-repeat: repeat; opacity: 0.5;"></div>							

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

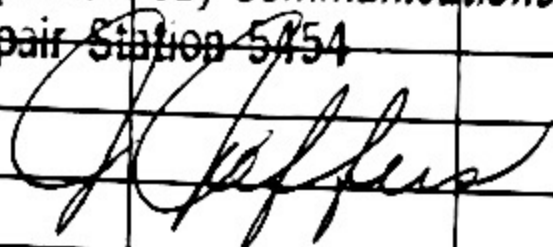


# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
VOR 1	VOR 2			19__	
<div style="font-size: 1.5em; font-family: cursive;"> <p>SEPT 12 1981 Aircraft Stripped, Cleaned, etched, primed &amp; Repainted.</p> <p>Used Interior products enamel U.H.</p> <p style="margin-left: 40px;">White Base 817 "</p> <p style="margin-left: 40px;">Yellow 124 "</p> <p style="margin-left: 40px;">Brown 3295</p> <p style="margin-left: 40px;">Homet Aircraft Refinishing</p> <p style="margin-left: 40px;">3069 19th Highway Airport</p> <p style="margin-left: 40px;">Orlando Florida</p> <p style="margin-left: 40px;">W.D. Hicks -</p> </div>					
<div style="font-size: 1.5em; font-family: cursive;"> <p>SEPT 14 1981 Hickens Removed for painting - Re installed after balanced.</p> <p style="text-align: right; margin-right: 50px;">J. M. Mham</p> <p style="text-align: right; margin-right: 50px;">Att. no 16478</p> </div>					
<div style="font-size: 1.5em; font-family: cursive;"> <p>10-9-81 TACH 1995.4</p> <p>Resealed nose strut installed clamp on dipstick.</p> <p style="text-align: right; margin-right: 50px;">Arthur W. Lang</p> <p style="text-align: right; margin-right: 50px;">APZ61088793</p> </div>					



# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19	The ATC Transponder Tests and Inspections required by F. A. R. 91.177 were performed this date and found to comply with F. A. R. 43, Appendix F.						CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN <u>ANNUAL</u> AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.
	<u>ARC</u>	<u>RT 359A</u>	<u>6436</u>				"The engine, propeller, or propeller identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service."
	Make	Model	Serial No.				
	Details of this inspection are on file at this Repair Station under W. O. # <u>50243</u> Date <u>11-12-81</u>						"Pertinent details of the repair are on file at this repair station under Order No. <u>17681</u> Date <u>12/7/81</u>
	Cape Kennedy Communications, Inc. Repair Station <u>5454</u>						Signed <u>R. Bassett</u> <small>(Signature of authorized representative)</small>
							
							Showalter Flying Service, Inc. Municipal Airport - Orlando, Florida FAA Approved Repair Station #4444 Aircraft #

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

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	Bearing error	Place	Signature
	VOR 1 VOR 2		

11-1-81	Tach Time	2055.2	Re-lined both main wheel brakes
			Stephen E. Greeny 26-180933
12/7/81	RECORDING TACH	READS 2110.2 HRS.	CLEANED CORROSION & REPLACED
	TAIL NAV BULB.	DRILLED OUT & REPLACED	RUSTED SCREWS SERVICED NOSE
	STRUT FUEL CELL	PLACARDS ON ORDER.	LUBED RUDDER & ELEVATOR TRIM
	MECHANISMS.	REMOVED RUST,	REPLACED SEALS & LUBED FUEL CAPS.
	REROUTED STIRIC LINE	RUBBING BULKHEAD	UNDER FLOOR, REPLACED VAC. REG
	FILTER, TIED UP WIRES	RUBBING THROTTLE CABLE.	REPLACED BOLTS IN
	CONTROL WHEEL U JOINTS.	REPAIRED BAGGAGE DOOR LATCH	REMOVED,
	CLEANED & RE INSTALLED	BATTERY.	REPLACED COWL FASTENER



[illegible]

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



# AIRCRAFT LOG

VOR Receiver operation checked  
in accordance with FAR 91.25

DATE

REMARKS

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 Bearing error Place Signature

VOR 1 VOR 2

19

5/5/82 TACH READS 2180.1 HRS REPLACED ALL  
BRAKE LINES REPLACED BAGGAGE DOOR LATCH  
C/W AD 76-07-12 CHECKED MAG SWITCH C/W AD 77-04-05  
(S/L SE 76-12) INSTALLED AIR BOX SEAL. REMOVED RUST  
AND LUBED FUEL VALVES. REPLACED ELEVATOR TRIM  
TAB BOLT AT TAB REPLACED BULB AND POWER  
SUPPLY IN FLASHING BEACON. REPLACED OVERHEAD  
LAMP HOLDER REPLACED POST LIGHT BULB.

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED  
IN ACCORDANCE WITH A ANNUAL INSPECTION  
AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION  
"The aircraft, airframe, aircraft engine,  
propeller, or appliance identified above  
was repaired and inspected in accordance  
with current Regulations of the Federal  
Aviation Administration and is approved  
for return to service."

"Pertinent details of the repair are on  
file at this repair station under Order

No. 18255 Date 5/5/82

Signed Raymond A. Bennett for  
(Signature of authorized representative)

Showalter Flying Service, Inc.  
Municipal Airport - Orlando, Florida  
FAA Approved Repair Station #4444  
Airframe"

F.A.R. 91.170 inspection not  
accomplished Date 5/5/82



NATURE OF  
FLIGHT

DURATION  
OF  
FLIGHT

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

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	Bearing error		Place	Signature
	VOR 1	VOR 2		

7/21 Tech 2250G

REMOVED OLD OIL PUMP S/N 46744  
P/N 10128-002 & installed new pump  
P/N 10128-003 S/N 2402  
Installed new central filter  
P/N D9-187.

J. L. Galloway ACP 254300490

The ATO Engine and Tests and Inspections  
required by F.A.R. 91.177 were performed  
this date and to comply with F.A.R.  
43.17, volume 1.

Cessna RT 359N 11 589

Name Model Serial No.

Details of this inspection are on file at this

Repair Station Order No. 50380 Date 8-7-82

Cape Kennedy Communications, Inc.  
Radio Station 5054

*[Signature]*

# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
1982							
ALL PERTINANT A.D.'S THRU 82-16 COMPLIED WITH. CLEANED AND REPAIRED ALL WHEELS AND BEARINGS. REPLACED BOTH FUEL TANK FILLER NECK ASSEMBLIES AND INSTALLED NEW FUEL PLACARDS. REPLACED RIGHT MAIN TIRE ACCORDING TACH READS 2281.8 HRS.					I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.		
10-7-82	TT 2306.1		REPLACE BOTH LININGS ON LEFT BRAKE. Tony Thomas				<p>"The aircraft, airframe, aircraft engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service."</p> <p>"Pertinent details of the repair are on file at this repair station under Order No. 18616 Date 8/19/82"</p> <p>Signed <u>Raymond H. Bussard</u> for (Signature of authorized representative)</p> <p>Shower Flying Service, Inc. Municipal Airport - Orlando, Florida FAA Approved Repair Station #4444 Airframe"</p>
11-29-82	REPLACE VAC PUMP		10128-002 584583				
12-6-82	Tach Time: 2328.1		Replaced Lt. tire and tube inflate to proper pressure; Replaced Lt. & Rt. inner brake linings, installed & secured. Gary K. Turner				
			Ref 253942002				
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__	
79	VOR 1	VOR 2			
12-24	-1T	-1T	ORL - KRCPT		ORL 6MD CK IT 300° T / 120° F
	+1F	+1F	D. Sullivan		
12-24	0	+1	ORL - KRCPT		150° TO / 330° FROM
11-2-82	0	+2	ORL - KRCPT		309° FROM / 132° TO
	0	-3	" "		B
12/28/82 RECORDING TACH READS 2407 HRS. CHANGED					AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION
RUDDER CABLE TO RUDDER BOLTS. REPLACED LOOSE					"The aircraft, airframe, aircraft engine,
COWLING RIVETS. CLEANED POSITIVE BATTERY TERMINAL					propeller, or appliance identified above
AND CABLE. REPLACED TRIM INDICATOR BULB. REPLACED					was repaired and inspected in accordance
BOLT & TIGHTENED ELEVATOR TRIM TAB. REPLACED					with current Regulations of the Federal
NOSE WHEEL TIRE. TIGHTENED NOSE GEAR SCISSORS.					Aviation Administration and is approved
NOSE WHEEL BEARING LOOS IN WHEEL HALF, NEW					for return to service."
WHEEL HALF ON ORDER.					"Pertinent details of the repair are on
					file at this repair station under Order
					No. 19052 Date 12/28/82
3-3-83 TACH 2494.9 INSTALLED NEW VACUUM					Signed Raymond H. Bursick for
PUMP D/N 14128-003 S/N 4253					(signature of authorized representative)
M. J. Ferraro AEP 146526966					Showalter Flying Service, Inc.
					Municipal Airport • Orlando, Florida
					EAA Approved Repair Station #4444
					Airframe





# MEMORANDA

Date	
1-7-83	<p>Researched AD-82-27-2 with aviation Propellers at Orlando. This AD does not apply per prop SN 11 ATP 1234682          L S Hatley</p>
4/13/83	<p>RECORDING TACH READS 2539.1 HRS.          RELINED RIGHT BRAKES. REPLACED LANDING LIGHT BULB. INSTALLED NEW COWL FLAP BUSHINGS          REMOVED AND REPLACED (WITH NEW) FUEL VALVE          DRAIN PLUG CHECKED AD'S THRU. 83-06. SEE AD          RECORD IN BACK OF THIS LOG BOOK.</p>
9/1/83	<p>Installed new windshield. CRS 121-12</p>
10/25/83	<p>MERL BP-1015 ELT Bat. Installed - Exp. 10/85          Mike Pugin cap 989664</p>
	<p>I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>ANNUAL</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. "The aircraft, airframe, aircraft engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service."</p> <p>"Pertinent details of the repair are on file at this repair station under Order No. <u>19379</u> Date <u>4/13/83</u>"</p> <p>Signed <u>Raymond G. Bennett</u> for  <small>(Signature of authorized representative)</small></p> <p>Showalter Flying Service, Inc.          Municipal Airport • Orlando, Florida          521 Approved Repair Station #4444</p>

# MEMORANDA

Date

I CERTIFY THAT THIS AIRCRAFT  
 WAS REPAIRED AND/OR INSPECTED IN ACCORDANCE  
 WITH A ANNUAL INSPECTION AND IS  
 APPROVED FOR RETURN TO SERVICE. PERTINENT  
 DETAILS ARE ON FILE AT THIS REPAIR STATION UNDER

ORDER NO. 4900 DATE MAY 1984  
Ralph M. Buckingham Jr INSPECTOR

SUMMIT AVIATION, INC.

MIDDLETOWN, DELAWARE

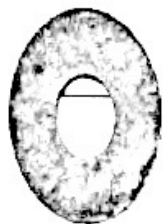
TACH TIME 2,662.2

F.A.A. APPROVED

STATION 1216 CLASS 3

C/W AD 83-13-1 FUEL CAP SEALING BY PRESSUREIZING BOTH FUEL TANKS  
 & INSTALLING PLACARD- C/W AD 76-7-12 BENDIX IGN. SWITCH BY  
 MANUAL OPERATION- INSTALLED ALL NEW BRAKE PADS & DISC.





SERVICEABLE

FAIR - LEESBURG  
Municipal Airport  
Leesburg, Florida

Repair Station  
No. 708-7

Model 1011035-01197 Serial No. C115488  
Type Enc Altimeter Mfg. Boeing  
Customer Avenco Inc.

☐ Calibrate TO 20,000 ft ☒ Check Part 43-bppf  
☐ Repair RW FOR 91.170 ☐ Overhaul

T.S.O. \_\_\_\_\_ TTIS \_\_\_\_\_

Work Order No. 31101-1 Date 4/9/82

Mechanic [Signature] Inspector [Signature]

12000 | - 50 |

Date 6/9/82 Tested by [Signature]