

#1

Cessna[®]



**AIRCRAFT LOG
AND MAINTENANCE RECORD**

N 7818G SERIAL NO. 17259518



**AIRCRAFT LOG
AND MAINTENANCE RECORD**

Record of	<i>Cessna</i> Make	<i>172L</i> Model	<i>17254518</i> Serial	<i>N7818G</i> Certificate
With Engine	<i>Lycoming</i> Make	<i>D-320-E20</i> Model	<i>L-28503-27A</i> Serial	
From		19	to	19
Detailing Time From		Hours	To	Hours
Owner				
Address				

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 <u>70</u>							
<u>10-26</u>	<u>Jet</u>	<u>Local</u>	<u>Test</u>	<u>1 25</u>	<u>1 25</u>		<u>[Signature]</u>
<u>11-06</u>	<u>ICT</u>	<u>CLE</u>	<u>FERRY</u>	<u>6 7</u>	<u>7 9</u>		<u>[Signature]</u>

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

IMPORTANT NOTICE

Dear Owner:

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

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

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

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

Customer Services Department
Cessna Aircraft Company

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature	19 <u>70</u>	Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
	VOR 1	VOR 2			
The Aircraft and/or component identified on reverse side was repaired and inspected in accordance with current Civil Air Regulation and was found airworthy for return to service. Pertinent details of the repair order are on file at this agency under work order: No. <u>1792</u> Date <u>11-10-70</u> Signed <u>[Signature]</u> MERCURY AVIATION, CORP., Caychosa County Airport 355 Richmond Rd. Richmond, Healding, Ohio 44133 FAA REPAIR STATION 1522					<p style="font-size: large;">Installed Following Equipment I/A/w Cessna Electronics Installation Manual and AC 43.13-1 Cessna Nav-Com 300, Indicator (IN514R), Hobbs Hour Meter and Oil Pressure Switch. Check 337 This Date and Equipment list for Details. STROB-LIGHTS-(A429)</p> <p style="font-size: large;">New Empty weight 1385.9 New Moment 52574.7 New E.W. C.G. 38.2 Aft of Datum Useful load 924.1</p> <p style="font-size: large;">John Matylo A+P 1983797</p>

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
1-12-71	hobbs meter	97hes.	Replaced both main gear tires.				<div style="font-size: small;"> W.O.* COLASO OHIO AVIATION CO CERTIFICATED REPAIR STA NUMBER 1195 CUYAHOGA COUNTY AIRPORT CLEVELAND, OHIO </div>

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

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
11-22-71	INSTALLED		IFD STARLITE				
	TRANSPONDER						
	EW - 1378.3		EWCG. 28.1		USEFUL	921.7	
	MOMENT - 52613.1						
<p>This aircraft and/or component identified above was repaired and inspected in accordance with current civil air regulations and was found air worthy for return to service.</p> <p>Pertinent details of the repair are on file at this agency under work order NO. <u>7497</u></p> <p>Date <u>11-22-71</u> Signed <u>[Signature]</u> (Signature of Auth. Person)</p> <p>For * Chic Aviation Co. Cleveland Div, Cert NO. 1195</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
VOR 1	VOR 2				
9-16-72			484	<p style="font-size: x-small;">Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.</p> <p>TIME/TACH. COMPLETED IDOHL INSP. CKD ALL LINES FOR LEAKS; CKD ALL CABLES & CONTROLS; CKD ALL FITTINGS AND ATTACHMENTS; CKD ALL FLIGHT SURFACES; CKD MAIN & NOSE GEAR STRUCTURE; CKD LIGHTS; CKD BRAKES & TIRES; GREASED NOSE GEAR; SERVICED SHIMMEY DAMPNER; CKD ALL CABLE FULLEYS; CKD FLAP OPERATION; CKD WINDOWS; INSTALLED REGISTRATION FOLDER POUCH ON AFT BAGGAGE BULKHEAD. COMPLETED WITH AD NOTE 72-3-3 FLAP JACK SCREEN INSP., INSTALLED FLAP KIT SK150-31 AS PER CESSNA LETTER 72-2. CKD ALL AD NOTES THRU 72-15</p> <p style="text-align: center;">I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN IDOHL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p style="text-align: right;"><i>Barry W. James</i> A.E.P. 1836957</p>	

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 10-13-72	TT 522 HRS		INSPECTION COMPLETED				
			SERVICE MANUAL PAGES 2-1 thru 2-23				
			I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN <u>100 HR</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.				<i>Robert Copley A/P 2000667</i>
			Oct-13-1972 Tach Reading 522.00 hrs				
			I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN <u>ANNUAL</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.				<i>Q. Q. [Signature] 1906015A1</i>

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

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 <u>73</u> 7-17	787 Tech						
	Installed 2 New Mark II 303 & New Blakes 1111770 Installed on both Blakes. Using Blakes A/E 1970.						
Dec. 21	Installed a Cessna 300 WAU/Com, ARC IN 514R Indicator, Genave 303 marker Beacon and Antenna and a Sharc 7 ECT and Antenna. The Cessna 300, Genave 303, ARC indicator installed in provided area of instrument panel. Marker Beacon Antenna mounted bottom side Fuselage. The Sharc 7 ECT mounted Right side Fuselage aft of baggage compartment and Antenna mounted Topside Fuselage. All units installed as per their respective installation manual AC 43.13-1A Chapter 11 AC 43.13-2 Chapter 2 Chapter 3. Units added to equipment list. New wt and balance added to original wt & Bal. Sheets and as follows. New Ew. 1390.88 lbs New Moment - 52915.60 New EWCG - 37.04 New Useful Load 999.09 lbs.						

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

UPPER SHEET

R&P 289490119

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Place	Signature		
3-27-74		Tach	Turner	9740	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.
					Replaced right brake linings, both left & right mags, vacuum filter & central air filter, removed main & nose gear fairings, replaced left brake disc and carbon inlet air filter.
					WEIGHT AND BALANCE DATA
					AIRCRAFT EMPTY WEIGHT 1378.18
					EMPTY CENTER OF GRAVITY 38.76
					TOTAL MOMENT 53425.08
					USEFUL LOAD 921.8
					I certify that this aircraft/engine has been inspected in accordance with a <u>ANNUAL</u> inspection and was determined to be in airworthy condition. And compliance listed in back of log.
					Signed <u>John J. Shine</u> for E. G. Aviation Services F.A.A. Repair Station #1203, Port Columbus, Ohio.
					Details on file under work order # <u>4272.</u>

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 3-27-74			I CERTIFY THAT THE ALTIMETER AND STATIC SYSTEM TEST REQUIRED BY FAR 91.170 HAVE BEEN PERFORMED.				
			The Altimeter was tested to 20,000 feet by ASTRO date 2-22-74				
			Static Pressure System leak check completed 3-26-74				
			Tach Time 974.0				<i>[Signature]</i>
							John F. Stone A&P 2048081
E15-74			I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR INSPECTION AND DETERMINED IT TO BE AIR WORTHY.				
			T.T. 1074				<i>[Signature]</i> A&P 1818573

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	Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.	
VOR 1	VOR 2				
10-19-74		Dayton OH			
180	-3	-2			
360	-2	0			
				11-19-74	Completed 100 HR Inspection this date on A.C. using 100 HR inspection sheet. Opened inspection plates. Lubricated cables, pulleys, and push rods. Greased wheel bearings. Checked general condition of AC and determined it airworthy.
					HOBBS 893-L
					T.T. 1290-10
					E. J. Jones AIP 1810 573

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 <u>75</u>							
<u>4-7-75</u>			Completed 100 hr inspection on aircraft this date. Opened up panels checked cables & pulleys. Greased wheel bearings, checked skins and control surfaces for security. Checked aircraft for general condition and determined it airworthy. AD Note 74-20-10 Shams, 7 E&T removed because of corrosion. Installed logair unit. AD Note 74-234-13 United Instrument - This altimeter applies. Placard displayed on instrument panel: "Aircraft approved for Day VFR Flight only!"	1247	02100		<u>E. J. [Signature]</u> P/O 1810973
				951	02100		

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

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE
					HOURS	10THS	
19							
10/12/75	TACH TIME	1481.2	METER	1218.2			
	100 HR. INSPECTION COMPLETED ON AIRCRAFT THIS DATE. CABLES AND PULLEYS CHECKED, WHEEL BEARINGS GREASED, REPLACED THE LEFT BRAKE PUCKS, SKINS AND CONTROL SURFACES CHECKED FOR SECURITY. I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR. INSPECTION AND DETERMINED TO BE IN AIRWORTHY CONDITION.						
			<i>James D. Franman</i> AP 29558 89629				

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 ____	
April 1, 1977					Emergency locator transmitter installed this date. Model EBC 102A Serial # 46168 No appreciable weight and balance change. Charles J. Conkey AIP 297469940
April 1, 1977					I certify that this aircraft has been inspected in accordance with a 100 hr. inspection and was determined to be in airworthy condition. Charles J. Conkey AIP 297469940
					<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>AD Notes Check thru 77-05-04</p> </div> <div style="width: 50%;"> <p>I certify that this <u>Aircraft</u> has been inspected in accordance with a <u>Annual</u> inspection and was found to be in airworthy condition. Date <u>4-1-77</u> T. T. Aircraft <u>1759 antak</u> Serial time Engine <u>John G. Besant #A699289</u> PIQUA AIRCRAFT COMPANY (INC.)</p> </div> </div>

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 77	11 SEAT.		ENGINE BOPPLE, PORT SIDE HAD CRACKS AT LOWER FASTENING. STOP DRILLED CRACKS, INSTALLED WASHER TO SPREAD STRESS OVER LARGER AREA.				
			I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION AND HAS BEEN FOUND TO BE IN AN AIRWORTHY CONDITION.				
							Charles [Signature] A70001219

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 VOR 1 VOR 2	Place	Signature		
5-19		TACH-1943		19 78	<p>SERVICED NOSE GEAR STRUT. INSPECTED A/C I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION.</p> <p style="text-align: right;"><i>John Chesnut</i> A699289</p>

Disregard
 Has been inspected in accordance with a
Annual inspection and was found
 to be in airworthy condition.
 Date 5-14-78 T. I. Aircraft 1943m Tack
 Serial time Engine
John Chesnut IA699289

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 79 4-1-79	TACH — HR. METER	2114.0 256.0	REMOVED ALL INSPECTION PANELS & FAIRINGS. INSPECTED ALL CONTROLS, CABLES & PULLEYS FOR SECURITY. CHECKED ALL CONTROL SURFACES. CLEANED FUEL SCREEN. CHECKED LIGHTS & WIRING. COMPLIED WITH AD 72-3-8 PER PARA C INSPECT & LUBRICATE.				
			"I CERTIFY THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS FOUND TO BE IN AIRWORTHY CONDITION"				
							John Z... AEP 18144502A

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

18144502A

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
VOR 1	VOR 2			19	Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
9-15-79				79	<p>Removed all inspection plates, check cables and pulleys and lub. I CERTIFY THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR INSPECTION AND FOUND TO BE IN AIRWORTHY CONDITION.</p> <p style="text-align: right;">Clyde Mullins A&P 402606620</p>
9-15-79					<p>I CERTIFY THAT THIS Aircraft HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. DATE 9/15/79</p> <p>TACK READING _____ HRS.</p> <p>TOTAL TIME A/C - ENG. _____</p> <p style="text-align: center;">A&P IA</p>

AIRCRAFT LOG

DATE 19 <u>80</u>	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
<u>11-14-80</u>	<u>T. T. 2335.0</u>		<u>Work performed - All inspections plates removed cables, pulleys and all wiring inspected. Bearings packed, shimmy dampner serviced, strut serviced. I certify this aircraft has been inspected in accordance with a 100 Hr. inspection.</u>				<u>Clyde Mullis 402606620 FHP</u>
<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. DATE <u>11/14/80</u> TACK READING <u>2335.0</u> HRS. TOTAL TIME <u>MC - 2335.0</u> <u>John J. ... A&P 1814450</u> IA</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__	
12/15/81		T. 2425.0		19__	<p>WORK PERFORMED ALL INSPECTION PLATE REMOVED CABLES CHECKED PULLEYS LUBED SERVICED STRUT, BRAKES SHIMMY DAMPNER, REPLACED ELT BATTERY. I CERTIFY THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR. INSPECTION AND FOUND TO BE IN AIRWORTHY CONDITION. C/W AD 73-3-3 PER PAR. C INSPECTED AND LUBED. Clyde Mullins A&P H02606620</p> <p style="text-align: center;">I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>ANNUAL</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. DATE <u>12-15-81</u> TACK READING 2485.0 HRS. <u>2425.0</u> JZ. TOTAL TIME A/C - 2485.0</p> <p style="text-align: center;"><i>Clyde Mullins</i> A&P <u>1814450 IA</u> IA</p>

AIRCRAFT LOG

DATE 19 81	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
12/15/81	INSTALLED ADF	T-12 D	BENDIX				S/N 4158
	LOOP ANT. MODEL 2312B		S/N 49613				
	WT.		ARM	MOMENT			
	6.0 Radio		13.7	82.2			
	1.3 ANT.		130.0	169.0			
	1378.3 E.WT.			52613	1		
	1385.6 NEW E.WT.			5278	2		
	914.4 USEFUL		E.WT.C.G.	38.09			
	Clyde Mullins			FL.P.	402606620		

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

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT			
					HOURS	10THS				
19 85 6/1/83 CLW	 AS	 Per 91.171.	 INSTALL & OVERRHAULED ALTITUDE AIR PRESSURE TRANSDUCER PIN 145370. Pertinent details of the repair are on file at this repair station under Work Order No. 2106 Dated 6/1/83 Signed Muller For Ohio Air Maintenance, Inc. FAA Certified Repair Station # C05-32 1251 West Blue Rd. Springfield Municipal Airport Springfield, Ohio 45502	 	 	 	 	 	 	

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		
	VOR 1	VOR 2			
2/19/83			DAYTON VOT		
360°	-2°	-2°			I certify that the transponder check as required by FAR 91.172 has been performed. <input checked="" type="radio"/> AT 15°
180°	0°	12°			
6-20-83				Test Date	6/1/83
360 180				Signature	<u>Robert J. P. O.</u>
6-20-83			DAYTON VOT		Clinton Co. Avionics, Inc. C05-30
360°	0°	2°			
180°	0°	0°			

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

2678.84

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
1911-7-83	T.T. 2678.84						
<p>ALL INSPECTION PLATES REMOVED, CABLES CHECKED, AXLES LUBRICATED, TIRES REMOVED AND ROTATED, BANGS CHECKED AND LUBED, BRAKES SERVICED AND BLEED, STRUT SERVICED, SHIMMY DAMPER SERVICED, ELT BATTERY REPLACED, AIR CLEANER REPLACED</p>							
			Steve Elmer	224 0804			PILOT-OWNER
<p>I certify that this aircraft has been inspected in accordance with a <u>Annual</u> inspection and was found to be in airworthy condition.</p> <p>Date: <u>7-7-83</u> T.T. Aircraft <u>2678.84</u></p> <p>Total time Engine</p> <p><u>John Chesnut</u></p> <p>JA 699289</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	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__	
Jan. 4, 1985				Tech Reads 2779	
Remove all Inspection plates and checked all cables & pulleys Cleaned & Repacked all (wheel) bearings. Replaced both brake Disc and lining. Replaced left Main Tire, Replaced Two Cowling Mounts. Cleaned fuel Filter, Serviced Shims Dapner, Brakes & Battery					
ALEXANDER'S AIR SERVICE					
1-7-85				Installed Petersons Orientation Kets #FO-320 + C-172 as per stc SE 1931CE + SE 1948CE for use of Auto fuel see form 337 this date. John Ciesmuk IA699289	
1-4-85				Certify that this aircraft has been inspected in accordance with a Annual inspection and was found to be in airworthy condition John Ciesmuk IA699289 mechanic Techs 2779 hours	

MEMORANDA

Date Feb 1, 1986 100 hours Inspection Completed. Check brake linings repacked wheel bearings, serviced battery, brakes, check lights, replaced instrument light bulb, ~~replaced instrument light bulb~~
Tach reads 2809

I certify that this aircraft has been inspected in accordance with Annual inspection and was determined to be in airworthy condition. Date of inspection 2-1-86

John
Shesnick A G E 649289 Total Time 2809
I A

MEMORANDA

Date	
4/23/86	TACH: 2819.54
	<p>Installed this date in space provided by the manufacturer S-TEC Synter 40 autopilot. Limited directional gyro and turn coordinator. Equipment list removed. Removed weight and balance</p>
	<p>New weight: 1389.90 New moment: 53016.52 New G.G.: 38.14</p>
Sept 7, 1986	<p>2855 task replaced flap switch John Gleason AF699289</p>

MUNCIE AVIATION CO
 GOVERNMENT
 APPROVED REPAIR STATION
 NO. 201
 MECHANIC *[Signature]*
 A. & E. NO. *[Signature]*

END

8-35528