Cessna

AIRCRAFT LOG

AND MAINTENANCE RECORD

Record of Cessna (Make) 172 (Model) 28460 (Serial) N5860A (Certificate)

With Engine Continental (Make) O-300-B (Model) 111455-D-5-B (Serial)

From _____ 19____ to _____ 19____

Detailing Time From _____ (Hours-Minutes) To _____ (Hours-Minutes)

Owner _____

Address _____

DATE 19 56	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT		ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
	Wichita	Local	Test	1	15	1	15	R E Bell
5-18-56						109	9	

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

DATE 19 56	REMARKS
	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 OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
mar	Installed Lear LTRA6-DM plus the following instruments Clock, electric turn and bank, sensitive altimeter, Rate of Climb Directional gyro, artificial horizon suction guage two four inch V return outside air temperature guage. for further information see 337 dated mar 9 1960 Burt walker A&E 780213

A routine 100 hr. inspection was

completed on N 5860A Date 5-18-56

and found to be Airworthy ✓ ~~Unairworthy~~

DIXIE AIR ASSOCIATES, INC., Memphis, Tenn.

SIGNED J. L. Brooks A&E # 12062

Tach. Reading 109:9

DATE 19 56	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT		ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
Sept 19	Tach reading			309	6	309	6	
Jan 5 1957	Tach O. meter	reading		4216		his	this date	

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

DATE 19	REMARKS
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Sept 19 1956	"I certify that this aircraft has been inspected in accordance with a periodic inspection as required by CAR 43 and was determined to be in an airworthy condition. Tach reading 309.6 Signature Bert Walker Inspection Authorization No. 780213
Jan. 5-1957,	100 hr. inspection completed in accordance with CAR 43 and ADS: thru 56-26. installed compass light Bulb repaired spinner, 2 new Brake chips, lubricated all wheels filled brakes, Batty and nose gear Airplane found to be Airworthy. MAX Smathermon A&E 1159024

DATE 1957	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME	SIGNATURE OF PILOT
4/1/57	Tach Reading				476.5	

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

DATE 1957	REMARKS
	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 OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
4/1/57	Tach Reading 476.5 100 hr Inspection & Service performed as per Mfgr Spec Cessna Report of Inspection accomplished, all controls checked and lubricated. A.D. Notes thru 57-6-4 checked.

The aircraft and/or component identified above was repaired and inspected in accordance with current Civil Air Regulations and was found airworthy for return to service.

Pertinent details of the repair are on file at this Agency under work order No. 2779

Date 4/1/57

Signed Bruce Pan for
(SIGNATURE OF AUTHORIZED INDIVIDUAL)

SUNNY SOUTH AIRCRAFT SERVICE, INC.
CERTIFICATE No. 3673

AIRFRAME	POWER PLANT
~~CLASS 1~~ CLASS 3	~~CLASS 1~~
NO LIMITATIONS	NO LIMITATIONS

Broward County International Airport
~~FORT LAUDERDALE, FLORIDA~~

DATE 19 57	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME	SIGNATURE OF PILOT
5/30/57				4	480.2	
8/17/57					514.0	
9-27-57					574.1	

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

DATE 19 57	REMARKS
	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 OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
	a/c Polished
8/17/57	Main tires recapped by Thompson Tire Miami and installed on a/c
	Brakes refilled & bled
8-27-57	525 HRS. BLED RT BRAKE FILLED BOTH CYLS. CHARGED BATERY. - Charles Parker A&E # 291170
9-27-57	I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A PERIODIC INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION. SIGNED Charles Parker 3rd I.A. #291170 TIME IN SERVICE 574.1 HRS. DATE 9-27-57
	NO APPLICABLE AD'S ON THIS AIRCRAFT THRU CARD 57-18.

DATE 19_____	REMARKS 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 OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
NOV. 15, 57	Installed 18 gallon Javelin auxiliary fuel system as per. approved drawings and instructions. weight increase 24 lbs. 27 lbs with sumps. David D. Blanton A&E 510090

DATE 1958	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME	SIGNATURE OF PILOT
4-11	TOTAL TIME AT INSTALLATION OF NEW ENGINE				685.0	
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE						

DATE 1958	REMARKS
	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 OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
	APRIL 11, 1958 AIRCRAFT HAS BEEN MODIFIED BY REMOVING CONTINENTAL ENGINE INSTALLATION COMPLETE & INSTALLING LYCOMING 170 H.P. ENGINE PER DOW AIRCRAFT DRAWING 1099, APPROVED UNDER SUPPLEMENTAL TYPE CERT. NO. SA3-126.
	NEW WT. & BALANCE DETERMINED & EQUIP. LIST BROT. TO DATE. FORM # 337 COMPLETED.
	RECORDING TACH. TURNED BACK TO ZERO TIME. AIRC. HAS 685 HOURS TOTAL TIME PLUS TACH. READING.
	Gene Reynolds INSP. AUTH. #12642

DATE 19 58	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT		ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
7/24/58						742	07	TIME ON REC. TACH IS 57:07
7/30/58						746	00	TIME ON TACH 6200
8/12/58						764	00	TIME ON TACH 8000

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

DATE 19 58	REMARKS
	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 OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
7/24/58	O'HAULED AIR SPEED, ALTIMITER, & RATE OF CLIMB INSTALLED, COWLING STRIPED & REPAINTED, SHIMMY DAMPENER FILLED BRAKES & BATT FILLED & CHECKED SEE CERTIFYED TAGS FOR INSTERMENTS IN BACK OF LOG TOTAL TIME ON AIR FRAME IS 742:07 Sam E. Smith A&P 1323927
7/30/58	REMOVED TWO 4" VENTURIES & INSTALLED APPROVED PESCO VAC. PUMP TO ENG WT. CHANGE NEGLEGABLE Sam E. Smith A&P 1323927
8/12/58	INSTALLED APPROVED CESSNA WHEEL FAIRING KIT NO 182-15 ON THIS AIRCRAFT IN ACCORDANCE WITH MANUFACTURES SPECIFICATIONS, INCREASE IN WIEGHT OF 17.14 LBS SEE FORM 337 ATTACHED TO SHIPS PAPERS Sam E. Smith A&P 1323927

DATE 19 58	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
9-30-58	—	—			834	.2	TACH READS 150.2

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

DATE 19 58	REMARKS
9-30-58	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 OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR. INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.

SIGNED [illegible] A&P 1323927

TIME IN SERVICE 834.2 DATE 9-30-58

9/30/58 AT 100 HR INSP RERIGGED ELEVATOR STOPS SO COLLUM WOULD NOT HIT INSTRUMENT PANEL INSTALL NEW ARTIFICIAL HORIZON

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A PERIODIC INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.

SIGNED [illegible] Sr. I.A. 291170

TIME IN SERVICE 834.2 DATE 9-30-58

NO APPLICABLE ADS THRU CARD 58-19.

DATE 19 59	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT		ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
Aug 22						916	00	TACH READS 2324 HRS
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE								

DATE 19 59	REMARKS
	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 OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
Aug 22	100 HR INSPECTION COMPLETED AFTER AIRCRAFT WAS REBUILT. WINGS REFINISHED & NEW PARTS INSTALLED AS PER ORIGINAL. NEW WIND SHIELD, FIRE WALL, REBUILT DORSAL ASSY & RUDDER INSTALLED, ALL INSTRUMENTS O'HAULED OR CHECKED & COMPASS SWUNG & CARD MADE OUT. AIRCRAFT STRIPPED & PAINTED DAYTONA WHITE & SANTA FE RED. ENGINE INSTALLED ON AIRCRAFT AS PADDING & TEST FLOWN RIGGED. OPERATIONAL CHECK OK. Gene E. Smith A&P 1323927
	CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED
	IN ACCORDANCE WITH A PERIODIC INSPECTION AND
	HAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.
	SIGNED Gene E. Smith IA # 1323927
	TIME IN SERVICE 916 HRS DATE Aug 22 '59

DATE 19	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
Sept 3	1960				990	00	RECORDING TACH READS 306 HRS

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

DATE 19	REMARKS
	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 OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
	Sept 3 1960 100 HR INSPECTION COMPLETED NEW M/GEAR TIRES INSTALLED BEARINGS REPACKED. GYROS ROTATING BCN INSTALLED AIRSPEED LINES BLOWN OUT. TOTAL TIME 990 RECORDING TACH READS 306 HRS Gene E. Smith A+P 1323927 Liberty Aircraft Inc.
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A PERIODIC INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION. SIGNED Gene E. Smith A+P 1323927 TIME IN SERVICE 990 HRS DATE SEPT 3, 1960	SEE 337 FOR BCN INSTALL

DATE 19	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
Sept 28	1961				1129	HRS	PERIODIC

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

DATE 19	REMARKS
	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 OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.

CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.
SIGNED Gene E. Smith A1D1323927
TIME IN SERVICE 1129 HRS DATE Sept 28 1961

CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A PERIODIC INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.
SIGNED Gene E. Smith IA #1323927
TIME IN SERVICE 1129 DATE 9/25/61

RECONDITIONED TACH READS 444 HRS

DATE 19_____	REMARKS 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 OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
	I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED
	IN ACCORDANCE WITH A PERIODIC INSPECTION AND
	WAS DETERMINED TO BE IN AIRWORTHY CONDITION.
	SIGNED Leon E. Smith IA #1323927
	TIME IN SERVICE 1323 HRS DATE AUG 7 1963
	TACH READS 638

DATE	REMARKS
19 66	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 OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
7-8-66	Removed Lear LTRA 6 Radio, power supply and omni indicator. Installed King KX 150 B Serial # 3554 in location of Lear, New wt + balance and equipment List ~~in ok papers~~ supplied owner. Installed Combustion Monitor (see wt + balance + 337 dated 7-8-66) Overhauled engine, see engine log book for details
	Date 7-8-66 T.T. 1346:00 I certify that this AIRCRAFT has been inspected in accordance with a PERIODIC inspection and was determined to be in airworthy condition. Signed Ben W Skinner
	Rec. Tach. 661:0 IA 1419864

DATE	REMARKS
19_____	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 OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED
IN ACCORDANCE WITH A 100 HR. INSPECTION AND
WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.
SIGNED George D. Jones A&P 1413138
TIME IN SERVICE 1449.3 DATE 8-2-67

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED
IN ACCORDANCE WITH A ANNUAL INSPECTION AND
WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.
SIGNED Burr W Stinnett IA 1419864
TIME IN SERVICE 1449.3 DATE 8-2-67
REC. TAC 764:3

DATE	REMARKS
19 78	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 OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.

RESTORATION OF AIRFRAME:

COMPLETELY DISS-ASSEMBLE AIRFRAME, REMOVE SKINS FROM FUSELOGE, REMOVE STIFFNER ANGLES FROM SKINS, CLEAN CORROSION FROM ANGLES & SKINS WITH ACID, NEUTRALIZE AND SPRAY ALL PARTS WITH ZINC CHROMATE AND ASSEMBLE. RE-RIVET SKINS TO FUSELOGE. REMOVE BATTERY BOX, CLEAN AND RE-PAINT. RE-MOVE REAR SPAR, CLEAN SURFACE CORROSION, SPRAY WITH CHROMATE AND RE-INSTALL. RE-MANUFACTURE, AS PER ORIGINAL, TOP FUSELOGE SKIN ABOVE CABIN, ZINC CHROMATE AND RE INSTALL. REMOVE CABIN FLOOR SKIN, STRIP PAINT FROM SAME, CLEAN SURFACE CORROSION AND SPRAY WITH CHROMATE, SPRAY. BOTTOM SURFACES WITH SOUND DEADNER. CLEAN ALL SKINS UNDER FLOOR AREA, SPRAY WITH ZINC CHROMATE AND RE-INSTALL ALL MENTIONED SKINS. REMOVE MAIN LANDING GEAR. DISS-ASSEMBLE WHEEL AND BRAKE ASSY, REMOVE BEARINGS AND RACES. STRIP PAINT FROM LANDING GEAR, BRAKE AND WHEEL ASSYS. INSPECT. PRIME MAIN LANDING GEAR WITH RED OXIDE PRIMER AND SPRAY WITH WHITE EPOXY. SPRAY MAIN WHEEL ASSYS. AND BRAKE ASSY. WITH ZINC-CHROMATE AND SILVER LACQUER. INSTALL BEARING RACES, RE-PACK BEARINGS WITH GREASE AND ASSEMBLE IN WHEEL HALVES. INSTALL NEW TIRES AND TUBE ON MAIN WHEELS, ASSEMBLE WHEELS.

CONTD.

DATE 19 78	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME	SIGNATURE OF PILOT

RESTORATION OF AIRFRAME (CONTINUED)

OVER-HAUL MAIN BRAKE ASSYS. INSTALL NEW "O" RINGS AND BRAKE BLOCK to BRAKE ASSYS. INSTALL AXELS TO MAIN LANDING GEAR AND INSTALL BRAKE ASSYS TO AXELS - INSTALL MAIN LANDING GEAR AND WHEELS.
REMOVE RUDDER PEDALS, (BOTH SIDES) AND RUDDER AND BRAKE TORQUE TUBES.
STRIP PAINT FROM RUDDER PEDALS AND TORQUE TUBES. INSPECT, PRIME WITH ZINC CHROMEATE AND PAINT - RE INSTALL. REMOVE BRAKE ACTUATORS, DISS-ASSEMBLE INSPECT AND REPLACE "O" RINGS, RE-INSTALL. REMOVE ALL BRAKE LINES, INSPECT CLEAN AND CHROMATE. REPLACE RIGHT BRAKE LINE.
INSTALL ALL BRAKE LINES, SERVICE BRAKES WITH FLUID.
REMOVE ELEVATOR TORQUE TUBE, FLAP HANDLE, AND ELEVATOR TRIM-TAB CONTROL. CLEAN, INSPECT, PAINT AND RE-INSTALL. REMOVE ALL CABLE PULLEYS IN FUSELOGE, CLEAN, INSPECT, LUBRICATE AND RE INSTALL.
REPLACE ALL RUDDER, ELEVATOR, AILERON, FLAP AND TRIM TAB CABLES WITH NEW RE-MANFACTURED STAINLESS STEEL CABLES AS PER ORIGIONAL.
INSTALL NEW WINDOW, LEFT REAR CABIN. DISS-ASSEMBLE BOTH CABIN DOORS, CLEAN SURFACE CORROSION. INSTALL NEW DOOR HOLD-OPEN CLIPS.

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

-CONTD-

DATE 19 78	REMARKS

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 OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.

RESTORATION OF AIRFRAME (CONTD)

INSTALL NEW BOTTOM HINGE, RIGHT DOOR. SPRAY BOTH DOORS WITH ZINC-CHROMEATE. INSTALL NEW PLEXIGLASS WINDOWS IN BOTH DOORS. INSTALL DOORS TO FUSELOGE. REMOVE MAP BOX FROM PANNEL. CLEAN CORROSION, ZINC-CHROMATE AND SPRAY WITH WHITE EPOXY. CLEAN INSTRUMENT PANNER AND SPRAY WITH BLACK PAINT. SPRAY CABIN INTERION SKINS WITH SOUND DEADNER.
SPRAY PAINT DOOR FRAMES, DOOR POSTS AND INTERIOR FAIRINGS.
REMOVE SURFACE CORROSION FROM RUDDER AND VERTICAL STABILIZER, INSPECT AND SPRAY WITH ZINC CHROMATE. REMOVE RUDDER HINGE BUSHINGS, CLEN, INSPECT, LUBRICATE AND RE INSTALL.
DISS-ASSEMBLE RIGHT AND LEFT ELEVATOR ASSYS. REMOVE SURFACE CORROSION FROM SPAR AND RIBS AND TORQUE TUBES. SPRAY WITH ZINC-CHROMATE. RE-INSTALL USEING NEW FACTORY PRE DRILLED SURFACE SKINS (UPPER & LOWER). DISS-ASSEMBLE TRIM TAB, REMOVE SURFACE CORROSION FROM SPAR, CHROMEATE AND RE-ASSEMBLE USEING NEW FACTORY SKINS.
DISS-ASSEMBLE HORIZONTAL STABILIZER. REMOVE SURFACE CORROSION FROM REAR SPAR & RIBS, SPRAY ALL PARTS WITH ZINC CHROMATE AND RE-ASSEMBLE USEING NEW FACTORY PRE DRILLED PARTS - CONSISTING OF

CONTD.

DATE 19 78	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
~~OUT BOARD~~ RESTORATION OF AIRFRAME-(CONTD.)							
OUTBOARD RIBS (BOTH SIDES), BOTH LEADING EDGE SKINS, BOTH STABILIZER TIPS, CENTER SKIN (UPPER & LOWER). LEFT AND RIGHT STABILIZER MAIN SKINS FORMING OUTBOARD SPARS. REMOVE ELEVATOR HINGE BUSHINGS, CLEAN, INSPECT, LUBRICATE AND RE-INSTALL							
* DISS-ASSEMBLE NOSE GEAR STRUT, STRIP PAINT FROM NOSE GEAR FORK, INSPECT, PRIME AND PAINT. REPLACE ALL "O" RINGS IN NOSE STRUT ASSY., RE-INSTALL. DISS-ASSEMBLE NOSE WHEEL, REMOVE BEARING RACES, STRIP PAINT, CLEAN, INSPECT AND PAINT. REASSEMBLE NOSE WHEEL ASSY. USING NEW TIRE TUBE AND REPACKING WHEEL BEARINGS WITH GREASE. INSTALL TO ACFT. REMOVE SHIMMY DAMPER, STRIP PAINT, CLEAN AND INSPECT, RE-ASSEMBLE USING ALL NEW "O" RINGS. SERVICED WITH HYD. OIL AND RE-INSTALL.							
REMOVED ALL FUEL LINES, CLEANED, INSPECT AND PRIMED WITH ZINC CHROMATE. REMOVED FUEL SELECTOR VALVE, DISS-ASSEMBLED, INSPECT, REPLACED ALL INTERNAL "O" RINGS AND PACKING. RE-INSTALLED.							
REMOVED ALL ENGING ~~AND~~ AIR VENT CONTROLS, CLEANED, INSPECTED, LUBRICATED AND RE-INSTALLED.							

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

(CONTD)

DATE 19 78	REMARKS
	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 OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
	RESTORATION OF AIRFRAME (CONTD.)
	RE-MOVED NOSE STEARING CONTROL ARMS, CLEANED, INSPECT, LUBRICATED, AND REINSTALLED. DISS-ASSEMBLE NOSE STRUT SCISSORS LINKAGE, CLEANED INSPECTED, PAINTED WITH WHITE EPOXY, RE-ASSEMBLED - USING NEW BOSHINGS AND GREASE FITTINGS. RE INSTALLED AND LUBRICATED.
	COMPLETELY DISSASSEMBLE ALL SEATS, REMOVE PAINT AND RUST FROM ALL PARTS, INSPECT, SPRAY ALL PARTS WITH RED OXIDE PRIMER AND PAINT WITH ENAMEL. ASSEMBLE SEAT ASSYS. USING NEW BOLTS AND ROLLERS ON FRONT SEATS. COVER AND RE-UPHOLSTER SEAT ASSYS.
	RE-PLACED TAIL NAV-LITE WIRE RUNNING THRU FUSELOGE.
	INSTALL NEW HEAD LINER AND CABIN UPHOLSTERING.
	STRIP PRIMER FROM WING FUEL TANKS, INSPECT, PRESSURE CHECK TANKS AND PRIME WITH ZINC CHROMATE. INSTALL IN WINGS.
	REPLACE "O" RINGS IN FUEL TANK SUMP DRAINS.
	RE-MANUFACTURE RIGHT AND LEFT FUEL TANK COVERS AS PER ORIGINAL.
	REMOVE AILERON AND FLAP BELL-CRANKS CLEAN, INSPECT AND PRIME. RE-INST.
	REMOVED WING CABLE PULLEYS - CLEAN, INSPECTED, LUBRICATED AND RE-INST.
	RE-MANUFACTURED NEW WIREING HARNESS FOR BOTH WINGS - CONSISTING OF

CONTD

~~MEMORANDA~~

Date 1978 RESTORATION OF AIRFRAME (CONTD.)

WIREING FOR NAV LITES, STALL WARNING, PITOT HEAT, LANDING LITES, AND HIGH INTENSITY STROBE LITES.

INSTALL LANDING LIGHT BRACKES AND HARDWARE USING ALL NEW PARTS AND BULBS.

BRIGHTEN WINGS WITH ACID, NEUTRALIZE, AND SPRAY WITH ZINC-CHROMADE. LIGHT SAND WINGS, FUSELOGE AND CONTROL SURFACES, SPRAY WITH XIM FLASHBOND AND PAINT AIRCRAFT WITH DUPONT IMERON PAINTS.

INSTALL AILERONS TO WINGS USING NEW HARD WARE.

INSTALL FLAPS TO WINGS USING NEW HARD WARE AND FLAP ROLLER BEARINGS

INSTALL OVERHAULED ENGINE TO AIRFRAME USING NEW ENGINE MOUNT RUBBERS AND BOLTS.

REPLACED ALL FUEL, VACUUM, MANIFOLD PRESSURE, AND OIL PRESSURE LINES FROM FIRE-WALL TO ENGINE.

ASSEMBLE HORIZONTAL STABILIZER, VERTICAL STABILIZER, ELEVATORS, RUDDER, AND WINGS TO FUSELOGE.

(CONTD)

~~MEMORANDA~~

Date 1978 RESTORATION OF AIRFRAME (CONTD.)

RIG CONTROL CABLES, SAFETY, AND ADJUST CONTROL TRAVEL STOPS AS PER CESSNA OPERATIONS MANUAL

INSTALL NEW STALL WARNING HORN.

INSTALL OVERHAULED COMPASS.

INSTALL NEW WING AIRVENTS AND DUCTS.

INSTALL NEW BATTERY.

INSTALL NEW BATTERY RELAY SWITCH.

CONNECT ALL WIREING for Lights AND LINES for AIRSPEED AND PITOT SYSTEM. March 28, 1978 Kent d. Orme A&P 1629995

AIRFRAME TOTAL TIME 1513.8 TAC READING 828.8