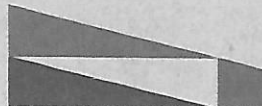


Logbook #1

Cessna®



Service by
NATION AIR
Cessna

ANNUAL INSP DUE 1/83
OIL CHANGE DUE 602
91 170 DUE 4/82

AIRCRAFT LOG AND MAINTENANCE RECORD

N 6386P SERIAL NO. P21000174

[illegible]

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


AIRCRAFT LOG

[illegible]

AIRCRAFT LOG

| VOR Receiver operation checked in accordance with FAR 91.25 | | | | DATE | REMARKS |
|--|--------------------------------|-------|-----------|--|---------|
| Date | Bearing error VOR 1 VOR 2 | Place | Signature | 19 79 | |
| <div style="position: absolute; top: 5px; left: 5px; font-family: cursive; font-size: 1.2em;"> April 4, 1979 Tach 86.0 86.0 hr. Replaced Press Controller W.O. 2709 S/N 58267 from Cessna factory. A/C test flown checked out. AP184954 </div> | | | | | |
| NATION FLIGHT SERVICE, INC. 2244 Airport Blvd. Santa Rosa, Calif. 95401 | | | | | |
| <div style="position: absolute; top: 10px; left: 10px; font-family: cursive; font-size: 1.2em;"> 5-16-1979 tach + total time, 144 hours. I certify this airplane has been inspected I find an annual inspection found to be satisfactory. George R. Spivey AP15702844A </div> | | | | | |
| <div style="position: absolute; top: 10px; left: 10px; font-family: cursive; font-size: 1.2em;"> 6-12-1979 Replaced ENCODING ALTIMETER S/N 1873 with ALTIMETER of same part number and type tested 6-6-79. Comp tested 1/A/W 91.170. ATC Transponder tested to part 43 Appendix F. ENCODER MEETS Appendix E part 43 and FAR 91.34(b). Stacy (C77) (P) (M) DAP 2013229 </div> | | | | | |

AIRCRAFT LOG

| DATE | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME | | SIGNATURE OF PILOT |
|---|-------------|----|--|--------------------|-------------------------------|-------|--------------------|
| | | | | | HOURS | 10THS | |
| 19 79 | | | | | | | |
| 7-24-79 | TACH 181.7 | | REPLACED ALTERNATOR AND BATTERY WITH NEW UNITS | | | | |
| <p style="text-align: center;">Pertinent details of the repair are on the of this agency under Work Order No. <u>16828</u> Date <u>7-21-79</u> Signed <u>William M. [Signature]</u> Aviation Services, Inc. Repair Station #4803 Reno, Nevada</p> | | | | | | | |
| 10-5-79 | | | | | | | |
| <p>Q/WAD 79-15-01 by installing placards PN 1205252-2 And revision to the operating hand book per 3 May 22 1979 P/4 D 115383-13 PH. K. Almar [Signature]</p> | | | | | | | |
|  | | | | | | | |
| CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE | | | | | | | |

| VOR Receiver operation checked in accordance with FAR 91.25 | | | | | | REMARKS | | | | | | | |
|---|------------------|-------|-----------|------------|-----------------------|---------|--|--|--|--|--|--|--|
| Date | Bearing error | Place | Signature | | DATE | | | | | | | | |
| VOR 1 | VOR 2 | | | | 10 _____ | | | | | | | | |
| Tach Time | <u>261</u> | | | Total Time | <u>261</u> | | | | | | | | |
| I certify that this | <u>Air Craft</u> | | | | has been | | | | | | | | |
| Inspected in accordance with a/an | <u>Annual</u> | | | | | | | | | | | | |
| inspection and was determined to be in airworthy condition. | | | | | | | | | | | | | |
| All details of this inspection are on file at this facility under | | | | | | | | | | | | | |
| Work Order No. | <u>20249</u> | | | | | | | | | | | | |
| Date | <u>11-1-79</u> | | | Sig. | <u>William R. Guy</u> | | | | | | | | |
| National Air Enterprises Inc. 1805 McKinley Way, La Verne, Cal. 91750 FAA Approved Repair Station #408-60 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |

| | | |
|---|---------------------------------|--|
| | National Air Enterprises Inc. | |
| 1805 McKinley Way, La Verne, Cal. 91750 | | |
| F A A | Approved Repair Station #408-60 | |

AIRCRAFT LOG

| DATE | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME | | SIGNATURE OF PILOT |
|----------------|-------------|-----------|------------------|--------------------|---|---------------|--------------------|
| | | | | | HOURS | 10THS | |
| 19 79 12-21 | @ 386 Hrs. | Installed | new HSI | P/N 446 | 90-0000 | SN W6382B. | |
| | | | | W. G. No. | W151 | Date 12-21-79 | |
| | | | | Signed | William R. Dwyer | | |
| | | | | | National Air Enterprises Inc. | | |
| | | | | | 1305 McKinley Way, La Verne, Cal. 91750 | | |
| | | | | | FAA Approved Repair Station #408-60 | | |

SERVICEABLE

AIRCRAFT NAE Make N638P
 Model P210 Serial Ind Registration
 Component Name Ind
 Model 1N 1048 AC
 Serial 393

The aircraft and/or component identified above was repaired and inspected in accordance with current FAA Regulations and was found airworthy for return to service.
 Pertinent details of the repair are on file at this agency under

Work Order No. 53858
 Date 10-19-79
 Authorized Sig. [Signature]
 FAA Approved Repair Station
 #4406 Radio Shop


Gunnell Aviation, Inc.
 3000 Airport Ave.
 Santa Monica, California
 (213) 391-6355

CARRY FORWARD THE TOTAL ACCUMULATED

AIRCRAFT LOG

[illegible]

AIRCRAFT LOG

| DATE | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME | | SIGNATURE OF PILOT |
|---|---------------------------------------|-------------------|--------------------|--------------------|--|-------|---|
| | | | | | HOURS | 10THS | |
| 19 80 | | | | | | | |
| 5-7 | @ 496 Hrs. | C/W A.D. 80-04-09 | Fuel vapor control | | | | SE 79-60 supplement #1 |
| by installing SK 210-93B. | | | | | | | |
| | | | | W. O. No. | W182 | | Date 5-7-80 |
| | | | | Signed | William H. King | | |
| | | | | | National Air Enterprises 1805 McKinley Way, La Verne, Cal. 91750 FAA Approved Repair Station #408-60 | | |
| | Replaced encoding altimeter + | | | | | |  |
| 6/3/80 | Leak checked a/c | | | | | | |
| | THE ALTIMETER AND STATIC SYSTEM | | | | | | |
| | TESTS REQUIRED BY FAR PART 91.170 | | | | | | |
| | HAVE BEEN PERFORMED. THE ALTIMETER(S) | | | | | | |
| | HAVE BEEN TESTED TO 35,000 FT. | | | | | | |
| | ON (L) | | (R) | | | | |
| | SIGNED | Raffell | DATE | 4/22/80 | | | |
| CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE | | | | | | | |

AIRCRAFT LOG

| VOR Receiver operation checked in accordance with FAR 91.25 | | | | DATE | REMARKS |
|--|--------------------------|----------|------------------------------|------|--|
| Date | Bearing error | Place | Signature | 19 | |
| VOR 1 VOR 2 | | | | | |
| Sept 19, 1960 | | Tech 521 | SE 80-80-#3 | cc | Checked immediate fuel pressure TAN Procedure in P210 service manual - checked satisfactory E/W - Robert Bodman A0557926781 - NATION FLIGHT SERVICE, INC. 2244 Airport Blvd. Santa Rosa, Calif. 95401 |
| | | | NATION FLIGHT SERVICE, INC. | | |
| | | | 2244 Airport Boulevard | | |
| | | | Santa Rosa, California 95401 | | |
| I certify that this (aircraft) (engine) has been inspected in accordance with a <u>check</u> inspection and was determined to be in airworthy condition. | | | | | In spectral fuelage, wings, interior, landing gear checked all 1/2 Hrv 8025 |
| Signed | <u>William H. Miller</u> | | | | |
| Tack Time | <u>5:31</u> | | | | |
| W. O. No. | <u>2346</u> | | | | |
| Date | <u>12-17-80</u> | | | | |

AIRCRAFT LOG

| DATE | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME | | SIGNATURE OF PILOT |
|--|-------------|--|--|--------------------|-------------------------------|-------|--|
| | | | | | HOURS | 10THS | |
| 80 -72/80 by | | | Installed 2nd CT121 Com Antenna Spc | | | | This Date Robert D Loda 2291896 CRS 464-44 |
| 9/5-1-tach | 557- | Installed Vertical Stabilizer - Dr ice box (#2346) | then later removed fiberglass leading edge + built balance installed Aluminum parts + leading edge order from Canna. Boat serial # 34222 - PWCS SD5101-05 (B.F. Goodrich cure date Jan 80) | | | | Robert Bedlam HRS 37925457 |
| <p align="center">NATION FLIGHT SERVICE, INC. 2244 Airport Blvd. Santa Rosa, California 95401</p> | | | | | | | |

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

AIRCRAFT LOG

| VOR Receiver operation checked in accordance with FAR 91.25 | | | | DATE | REMARKS |
|--|---------------|-------|-----------|------|--|
| Date | Bearing error | Place | Signature | 19 | |
| VOR 1 | VOR 2 | | | | |
| <i>Inspected Aircraft Flight Controls, Cables + pulleys. Performed Landing gear operation + emergency extension tests. Repaired RH brake linings + installed new ELT Batt. - Last date 1/1/82. Due to defective de-ice system certification for flight in known icing conditions is Void. Checked A.D. This issue 81-26.</i> | | | | | <p style="text-align: center;">NATION FLIGHT SERVICE, INC. 2244 Airport Boulevard Santa Rosa, California 95401</p> <p>I certify that this (aircraft) (engine) has been inspected in accordance with an <u>Annual</u> inspection and was determined to be in airworthy condition.</p> <p>Signed <u>Robert P. [Signature]</u> 5498878762A</p> |
| NATION FLIGHT SERVICE, INC. 2244 Airport Boulevard Santa Rosa, California 95401 | | | | | <p>Block Time <u>577</u> Total Time <u>577</u></p> <p>W. O. No. <u>2971</u> Date <u>1/1/82</u></p> |
| <p>I certify that this (aircraft) (engine) has been inspected in accordance with a <u>100 hr</u> inspection and was determined to be in airworthy condition.</p> <p>Signed <u>Robert [Signature]</u> A53792887-</p> <p>Block Time <u>577</u> Total Time <u>577 hrs</u></p> <p>W. O. No. <u>2971</u> Date <u>1/1/82</u></p> | | | | | |

AIRCRAFT LOG

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 19__ | 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 | | |
| July 19 1982 | | | | | Tach time 593 hours. Comply with AD 82-06-10 by installing Deel Vacuum Pump kit SK 210-103 as per Cessna SE-82-13. Install new induction air scoop as per Cessna SE 81-45. Install rivets in Radon Pod Pylon as per Cessna SE 82-14. Weight & Balance revised. Test flight O.K. Don O. Olan A7P 553982655 |

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 FAR 91.177 were performed this date and found to comply with FAR 43, Appendix F. | | | | | | |
| | ATC Transponder: | | | | | | |
| | Make <u>ARC</u> | Model <u>RT 459A</u> | S/N <u>—</u> | | | | |
| | Details of this inspection are on file at this facility under | | | | | | |
| | R. O. <u>6947</u> | Date <u>29 JULY '82</u> | | | | | |
| | Inspector <u>William Wolf #2308026</u> | | | | | | |
| | REDWOOD AVIATION ENTERPRISES | | | | | | |
| | AIR AGENCY CERTIFICATE #407-15 | | | | | | |
| | | | | | DATE <u>2/1/83</u> | TACH <u>602</u> | |
| | | | | | REMOVED ALL FAIRINGS AND COVERS. INSPECT AIR | | |
| | | | | | FRAME AND ALL SYSTEMS. SERVICE BRAKES, BAT | | |
| | | | | | TERT AND LANDING GEAR. LUBE CONTROLS, PS | | |
| | | | | | ASSEMBLE AND FUNCTIONAL TEST ALL SYSTEMS | | |
| | | | | | I certify that this aircraft has been inspected in | | |
| | | | | | cordance with a 100 hr (annual) inspection and | | |
| | | | | | determined to be airworthy. | | |
| | | | | | <u>Robert P. [Signature]</u> 5492378267A | | |
| | | | | | REDWOOD AVIATION - SANTA ROSA, CALIF. | | |

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

Feb. 1st, 1983 Serviced strut, repaired RH Eng
+ treated & painted belly corrosion aft of Batt
drain line. Replaced all flood lights (inst) and Bagg.
comp. lite. C/w AD 81-23-03 R2 Exhaust
sy. st. insp. Changed battery. ADS checked
through issue 82-27. See W.O. 5022


AIRCRAFT LOG

| VOR Receiver operation checked in accordance with FAR 91.25 | | | | DATE | REMARKS |
|--|---------------|-------|-----------|------|---|
| Date | Bearing error | Place | Signature | 19 | |
| VOR 1 | VOR 2 | | | | |
| FAA REPAIR STATION NO. 407-15 REDWOOD AVIATION ENTERPRISES 2238 Airport Blvd. Santa Rosa, CA 95401 MAINTENANCE RELEASE | | | | | THE ALTIMETER, ALTITUDE REPORTING, AND STATIC SYSTEM TESTS REQUIRED BY FAR PART 91.17 HAVE BEEN PERFORMED. THE ALTIMETER (S), ALTITUDE REPORTING SYSTEM HAVE BEEN TESTED TO 20,000 FT. INSPECTOR <u>[Signature]</u> DATE <u>10-1-84</u> STERLING AVIONICS CRS #464-67 |
| The <u>9100</u> identified above was repaired and inspected in accordance with current FAR and approved for return to service. Details of the repair are on file at the repair station under order | | | | | |
| No. <u>5958</u> Dated <u>1-18-84</u> | | | | | TRANSPONDER SYSTEM INSPECTED IAW FAR 91.172 TESTED IAW FAR 43 APPENDIX F. DATE <u>10-1-84</u> INSPECTOR <u>[Signature]</u> STERLING AVIONICS CRS #464-67 |
| Aircraft T.T. <u>602</u> Type Insp. <u>Annual</u> SIGNED <u>[Signature]</u> (Authorized Representative) | | | | | |
| Installed new ELT battery dated Nov 86 checked all ADOs thru 83-26 END | | | | | |
| 11-26-84 Tech: 6816 Removed turn coordinator (7810-898) and installed turn coordinator (815-885) <u>[Signature]</u> Pacific States Aviation CRS 464-89 | | | | | |

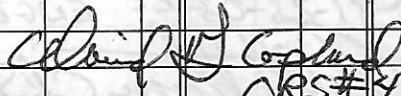

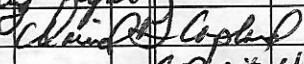
AIRCRAFT LOG

| DATE | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME | | SIGNATURE OF PILOT |
|--|-------------|----|------------------|---|-------------------------------|-------|--------------------|
| | | | | | HOURS | IOths | |
| 2-1-85 | | | | | | | |
| Date <u>2-1-85</u> W/O <u>20132</u> | | | | | | | |
| I certify that this <u>aircraft</u> has been inspected in accordance with a <u>Annual</u> inspection and was determined to be in airworthy condition. | | | | | | | |
| Total Time <u>729</u> Tach <u>729</u> | | | | | | | |
| Mechanic <u>[Signature]</u> No <u>C154715</u> | | | | | | | |
| <div style="display: flex; align-items: center;"> <div> NAVAJO AVIATION BUCHANAN FIELD 145 JOHN GLENN DRIVE CONCORD, CA 94520 (415) 686-1150 FAA CRS #4716 </div> </div> | | | | ① REPLACED NAV TAIL LIGHT BULB ② REPLACED CABIN DOOR SEAL ③ ADJUSTED COWL FLAP DOORS ④ TIGHTENED JAM NUT ON RT MAIN GEAR DOWN LOCK ACTUATOR ⑤ REPLACED TWO MISSING FLAP CHAFF BUTTONS ⑥ SECURED SCAT NOSE HEATER EXHAUST SHROUD ⑦ REPLACED RT GLADESHIELA LIGHT BULB ⑧ ADJUSTED AND FET NOSE GEAR FWD DOOR ⑨ REPLACED NOSE TIRE FLT SPECIAL 500.5 10PLY SN 249509 AR 2485 ⑩ REPLACED LEFT BRAKE CLEWINGS | | | |
| | | | | COAST NEXT PAGE | | | |
| 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__ | 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. |
| | | | | | ① REGLUED NOSE GEAR UP ROLLER COVER WITH SCOTCH 13006 |
| | | | | | ② REPLACED SCREWS IN EXHAUST SHROUD |
| | | | | | ③ REPLACED PLACARDS ① MANEUVERING SPEED 130 KTS ② |
| | | | | | OTC 10 QTS (MESSING) |
| | | | | | ④ C/W AD 81-23-03 ²² ENGINE EXHAUST SYSTEM (EVERY 50 HRS) |
| | | | | | ⑤ END — |
| | | | | |  NAVAJO AVIATION BUCHANAN FIELD 145 JOHN GLENN DRIVE CONCORD, CA 94520 (415) 685-1150 FAA CRS #4715 |

AIRCRAFT LOG

| DATE | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME | | SIGNATURE OF PILOT |
|--|-------------|-----------|--|--------------------|-------------------------------|-------|---|
| | | | | | HOURS | 10THS | |
| 1985 2-15-85 | Tach 740 | WO# 20217 | (1) Removed and replaced both horizontal stabilizer de ice boots - (2) Patch holes in wing de ice boots both sides END | | | |  CRS# 4715 Co-Insp. |
| <div style="display: flex; align-items: center;"> <div style="text-align: center; margin-right: 20px;">  PIPER <small>Flite Center Sales Center Service Center</small> </div> <div> NAVAJO AVIATION BUCHANAN FIELD 145 JOHN GLENN DRIVE CONCORD, GA 34520 (415) 685-1150 FAA CRS #4715 </div> </div> | | | | | | | |
| 3-11-85 | Tach 753 | WO# 20314 | (1) Removed and replaced landing light | | | |  CRS# 4715 Co-Insp. |

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 19 ____ | | 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 | | | | | |
| 5-10-85 | | | Tach: 801.8 | Replaced the worn left brake linings. Replaced the pressurization drain valves at the bottom of the fuselage. | | | |
| | | | | DATE <u>5-10-85</u> A/C TIME <u>801.8</u> ENG. TIME <u>801.8</u> W.O.# <u>4453</u> The maintenance operations described above were inspected and, with respect to the work performed, the aircraft and/or component is airworthy for return to service. Details are on file at this agency under above referenced work order. | | | |
| | | | | SIGNED: <u>[Signature]</u> for PACIFIC STATES AVIATION, INC. — REPAIR STATION NO. 464-89 | | | |
| 5-31-85 | | | Tach: 846.3 | 50 hr. inspection 50 hr. inspection completed. Replaced both main tires. Repacked the wheel bearings. Replaced worn right main gear brake linings. | | | |
| | | | | DATE <u>5-31-85</u> A/C TIME <u>846.3</u> ENG. TIME <u>846.3</u> W.O.# <u>44740</u> The maintenance operations described above were inspected and, with respect to the work performed, the aircraft and/or component is airworthy for return to service. Details are on file at this agency under above referenced work order. | | | |
| | | | | SIGNED: <u>[Signature]</u> for PACIFIC STATES AVIATION, INC. — REPAIR STATION NO. 464-89 | | | |

AIRCRAFT LOG

| DATE | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME | | SIGNATURE OF PILOT |
|---|-------------|----|--------------------------------------|--------------------|-------------------------------|-------|--------------------|
| | | | | | HOURS | 10THS | |
| 6-4-85 | Tark: | | Replaced emergency exit window seal. | | | | |
| <p>DATE <u>6-4-85</u> A/C TIME _____ ENG. TIME _____ W.D.# <u>11940</u></p> <p>The maintenance operations described above were inspected and with respect to the work performed, the aircraft and/or component is airworthy for return to service. Details are on file at this agency. Etc. above referenced work order.</p> <p>SIGNED: _____ for</p> <p>PACIFIC STATES AVIATION, INC. — REPAIR STATION NO. 464-89</p> | | | | | | | |
| 8-6-85 | Tack: 894.7 | | Annual 700 hr. Inspection | | | | |
| <p>Annual inspection completed. Performed landing gear retraction check. Performed emergency extension test - OK.</p> <p>The following work performed: (1) Replaced missing wheel cover on left wheel. (2) Adjusted left downlock to hook clearance. (3) Adjusted left downlock adjustment setscrew. (4) Replaced O-rings on "down" post fittings on both main gear actuators.</p> <p>AD's checked through 85-13-03 on air-frame, 79-18-05 on LiSo2 battery, 84-02-08 (Scott) and 82-27-03 (Rajay) on oxy. regulator/cylinder, 81-08-04</p> | | | | | | | |
| CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE | | | | | (CONT. ON NEXT PAGE) | | |

AIRCRAFT LOG

| VOR Receiver operation checked in accordance with FAR 91.25 | | | | DATE | REMARKS |
|---|---------------|-------|-----------|------|--|
| Date | Bearing error | Place | Signature | 19 | |
| VOR 1 | VOR 2 | | | | |
| 8-6-85 | Tach: 894.7 | | | | <p><u>Annual - 700 hr. Inspection (continued)</u></p> <p><u>on oxygen mask, and 82-20-01 on ignition switch.</u></p> <p><u>AD81-23-03 R2 C/W by inspecting the exh. sys. - OK (every 50 hrs.)</u></p> <p><u>AD85-11-07 C/W by installing a new turbocharger oil reservoir (PN: 215006-32)</u></p> <p><u>(No further action required).</u></p> <p><u>No other applicable AD's were disc as of this date on air-frame and other</u></p> <p><u>appliances. Status of AD compliance is listed in the end of this log book.</u></p> |
| | | | | | <p>DATE <u>8-6-85</u> A/C TIME <u>894.7</u> ENG. TIME <u>874.7</u> W.O. # <u>L 5087</u></p> <p>I certify that this aircraft has been inspected in accordance with a</p> <p><u>Annual 700 hr.</u> inspection and was determined to be in</p> <p>airworthy condition.</p> <p>SIGNED: <u>[Signature]</u> for</p> <p>PACIFIC STATES AVIATION, INC. — REPAIR STATION NO. 464-89</p> |
| 9-12-85 | Tach: 928.0 | | | | <p><u>Replaced worn left brake linings.</u></p> <p><u>[Signature]</u> Work Order No. <u>L 5181</u></p> <p><u>Pacific States Aviation</u></p> <p><u>Concord, CA. CRIS 464-89</u></p> |

AIRCRAFT LOG

| DATE | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME | | SIGNATURE OF PILOT |
|---|-------------|----|--|--------------------|---|-------|--------------------|
| | | | | | HOURS | 10THS | |
| 10-25-85 | Tach: 974.5 | | 50 hr. inspection | | | | |
| 50 hr. inspection completed. Inspected flight control surfaces, brakes, tires, battery, lighting, etc. Replaced the loose rivet with a cherry rivet in the forward flange of the sub rib of the right elevator, inboard end of the trim tab opening. | | | | | | | |
| DATE <u>10-25-85</u> A/C TIME <u>974.5</u> ENG. TIME <u>974.5</u> W.O.# <u>L5255</u> I certify that this aircraft was inspected in accordance with a <u>50 hr.</u> inspection and was determined to be in airworthy condition. | | | | | SIGNED: <u>[Signature]</u> for PACIFIC STATES AVIATION, INC. — REPAIR STATION NO. 464-89 | | |
| 11-6-85 | Tach: 980.9 | | Removed noisy turn coordinator (M/N: 1394T100-(72), S/N: 815-885) and installed a turn coordinator (M/N: 1394T100-(57), S/N: 799-963) overhauled by Castleberry Inst. Austin | | | | |
| DATE <u>11-6-85</u> A/C TIME <u>980.9</u> ENG. TIME <u>980.9</u> W.O.# <u>L5282</u> The maintenance operations described above were inspected and with respect to the work performed the aircraft is airworthy for return to service. Details are on file at the agency under above referenced work order. | | | | | SIGNED: <u>[Signature]</u> CRP 464-89 | | |

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

SIGNED:

PACIFIC STATES AVIATION, INC.

REPAIR STATION NO. 464-89

AIRCRAFT LOG

| VOR Receiver operation checked in accordance with FAR 91.25 | | | | DATE | REMARKS |
|--|------------------------------|-------------|-----------|------|--|
| Date | Bearing error VOR 1 VOR 2 | Place | Signature | 19 | |
| 1-15-86 | | Inst A | | | <p>3550A Altitude Ind. 8/N 1-3313 F Removal 8/N 1-2180 B.</p> <p>DATE 1-15-86 A/C TIME 10322 ENG. TIME 10322 W.O.# 5401</p> <p>The maintenance operations described above were inspected and with respect to the work performed, the aircraft and/or component is airworthy for return to service. Details are on file at this agency under above referenced work order.</p> <p>SIGNED: <u>[Signature]</u> for PACIFIC STATES AVIATION, INC. — REPAIR STATION NO. 464-89</p> |
| 1-20-86 | | HRM: 1110.1 | | | <p>REPLACED 1/H BRAKE LININGS AND SERVICED 1/H BRAKE MASTER CYLINDER</p> <p>DATE 1-20-86 A/C TIME 1110.1 ENG. TIME — W.O.# 5409</p> <p>The maintenance operations described above were inspected and with respect to the work performed, the aircraft and/or component is airworthy for return to service. Details are on file at this agency under above referenced work order.</p> <p>SIGNED: <u>[Signature]</u> for PACIFIC STATES AVIATION, INC. — REPAIR STATION NO. 464-89</p> |

AIRCRAFT LOG

| DATE | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME | | SIGNATURE OF PILOT |
|---|--------------|----|-------------------|--------------------|-------------------------------|-------|--------------------|
| | | | | | HOURS | 10THS | |
| 1-29-86 | Tach: 1043.8 | | 50 hr. Inspection | | | | |
| <p>Inspected the exterior of the aircraft. Inspected flight control surfaces and hinges, lubed hinges as necessary. Checked and serviced battery. Checked interior and exterior lighting. Inspected wheel, brakes and tires. Serviced brake master cylinders.</p> <p>AD81-23-03 R2 c/w by inspecting the entire exhaust system. The L/H exh. stack assy. was cracked and deformed from bulging. Replaced it with an used serviced serviceable stack assy.</p> | | | | | | | |
| <p>DATE <u>1-29-86</u> A/C TIME <u>1043.8</u> ENG. TIME <u>1043.8</u> W.O. # <u>L 5420</u></p> <p>I certify that this aircraft has been inspected in accordance with a <u>50 hr.</u> inspection and was determined to be in airworthy condition.</p> <p>SIGNED: <u>[Signature]</u> for</p> <p>PACIFIC STATES AVIATION, INC. — REPAIR STATION NO. 464-89</p> | | | | | | | |
| <p>CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE</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 | | | | |
| 3-3-86 Tach: 1069.0 (1) Removed the HSI (S/N: 1-W6382B) and installed an exchange HSI (P/N: 52D137-1332, S/N: 1-1163B) overhauled by Castleberry Inst., Austin, Tx. (2) Removed the attitude indicator (S/N: 1-3313F) and installed an exchange attitude indicator (M/N: G550A, S/N: 1-3548F) overhauled by Castleberry Inst., Austin, Tx. (3) Replaced worn brake linings on the right main gear. | | | | | |
| DATE <u>3-3-86</u> A/C TIME <u>1069.0</u> ENG. TIME <u>1069.0</u> W.O.# <u>L5467</u> The maintenance operations described above were inspected and, with respect to the work performed, the aircraft and/or component is airworthy for return to service. Details are on file at this agency under above referenced work order. | | | | | |
| SIGNED: <u>[Signature]</u> for PACIFIC STATES AVIATION, INC. — REPAIR STATION NO. 464-89 | | | | | |
| 4-22-86 Tach: 1115.6 50 hr. Inspection 50 hr. inspection completed. (1) Removed the existing exhaust system and installed the complete inconel exhaust system (P/N: 2154000-53 exh. stack L/H; 2154000-54 exh. stack R/H; and 2154000-68 crossover tube). AD 81-23-03 R2 no longer applicable per para. (C). (2) Replaced worn left brake linings. | | | | | |
| (CONTINUED ON NEXT PAGE) | | | | | |

AIRCRAFT LOG

| DATE | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME | | SIGNATURE OF PILOT |
|--|--------------|----|------------------------------------|--------------------|-------------------------------|-------|--------------------|
| | | | | | HOURS | 10THS | |
| 19 4-22-86 | Tach: 1115.6 | | 50 hr. Inspection (continued) | | | | |
| DATE <u>4/22/86</u> A/C TIME <u>1115.6</u> ENG. TIME <u>1115.6</u> W.O.# <u>L5569</u> I certify that this aircraft has been inspected in accordance with a <u>50 hr.</u> inspection and was determined to be in airworthy condition. SIGNED: <u>[Signature]</u> for PACIFIC STATES AVIATION, INC. — REPAIR STATION NO. 464-89 | | | | | | | |
| 4-29-86 | Tach: | | Replaced worn right brake linings. | | | | |
| DATE <u>4/29/86</u> A/C TIME _____ ENG. TIME _____ W.O.# <u>L5590</u> The maintenance operations described above were inspected and, with respect to the work performed, the aircraft and/or component is airworthy for return to service. Details are on file at this agency under above referenced work order. SIGNED: <u>[Signature]</u> for PACIFIC STATES AVIATION, INC. — REPAIR STATION NO. 464-89 | | | | | | | |
| 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 | |
| <p>6-2-86 Tach: 1136.7 Removed the defective battery and installed a new battery (Gill G-242, S/N: G0-860787).</p> | | | | <p>DATE <u>6/2/86</u> A/C TIME <u>1136.7</u> ENG. TIME <u>1136.7</u> W.O. # <u>L 5615</u></p> | <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> <p>The maintenance operations described above were inspected and with respect to the work performed, the aircraft and/or component is air worthy for return to service. Details are on file at this agency under above referenced work order.</p> <p>SIGNED: <u>[Signature]</u> for PACIFIC STATES AVIATION, INC. — REPAIR STATION NO. 464-89</p> |
| <p>8-22-86 Tach: 1207.2</p> <p style="text-align: center;">50 hr. Inspection</p> <p>50 hr. inspection completed. (1) Replaced both main tires. Repacked the wheel bearings. (2) Replaced worn left brake linings. (3) Resealed left brake housing. Bled the system.</p> <p>AD81-23-03 R2 clw this date by inspecting the entire exh. system — OK (every 50 hrs)</p> | | | | <p>DATE <u>8/22/86</u> A/C TIME <u>1207.2</u> ENG. TIME <u>1207.2</u> W.O. # <u>5814</u></p> | <p>I certify that this aircraft has been inspected in accordance with a</p> <p style="text-align: center;">50 hr. inspection and was determined to be in airworthy condition.</p> <p>SIGNED: <u>[Signature]</u> for PACIFIC STATES AVIATION, INC. — REPAIR STATION NO. 464-89</p> |

AIRCRAFT LOG

| DATE | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME | | SIGNATURE OF PILOT |
|---|--|--------|-------------------|--------------------|-------------------------------|-------|--------------------|
| | | | | | HOURS | IOths | |
| 19 9-12-86 | Yach: | 1245.3 | ANNUAL INSPECTION | | | | |
| | Annual inspection completed. Performed Landing gear refraction check. Performed emergency extension test - OK. (1) Replaced vac. filter. | | | | | | |
| | AD's checked through 85-13-03 on Airframe | | | | | | |
| | 79-18-05 on Light Battery. 84-02-08 (Scott) and | | | | | | |
| | 82-27-03 (Rajay) on Oxy. Regulator / cylinder 81-08-64 | | | | | | |
| | on Oxy. Mask and 82-20-01 on Ignition Switches. | | | | | | |
| | AD 81-23-03 R, Clw by inspecting the exhaust Sys. OK | | | | | | |
| | (every 50 HRS) | | | | | | |
| | A.D. 85-11-07 Clw installing a new turbo charger | | | | | | |
| | oil reservoir (P/NO. 2150106-32) (No further action | | | | | | |
| | required). Clw SER 86-5A; installing placards. | | | | | | |
| | NO other applicable AD's were due as of this date | | | | | | |
| | on Airframe and other appliances. | | | | | | |
| 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 | | | | REMARKS | |
|--|---------------|-------|-----------|--|--|
| Date | Bearing error | Place | Signature | DATE | |
| | 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> | |
| | | | | <p>DATE <u>9/12/86</u> A/C TIME <u>1245-3</u> ENG. TIME <u>1245-3</u> W.O.# <u>L 5854</u></p> <p>I certify that this aircraft has been inspected in accordance with a _____</p> <p><u>ANNUAL</u> inspection and was determined to be in</p> <p>airworthy condition.</p> <p>SIGNED: _____ for</p> <p>PACIFIC STATES AVIATION, INC. — REPAIR STATION NO. 464-89</p> | |
| | | | | <p><u>10/11/86</u></p> <p>4-1-5-7 FAR 91.172 — TRANSPONDER CHECKS</p> <p>I CERTIFY THAT THE ATC TRANSPONDER TESTS REQUIRED BY FAR 91.172 HAVE BEEN PERFORMED AND FOUND TO COMPLY WITH FAR 3 APPENDIX F.</p> <p>#1 S/N _____ TEST S/N _____ DATE <u>10/11/86</u> W.O.# <u>114120</u></p> <p>SIGNED: _____ FOR</p> <p>PACIFIC STATES AVIONICS. — REPAIR STATION NO. 4362</p> | |

AIRCRAFT LOG

| DATE | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME | | SIGNATURE OF PILOT |
|--|--|--------|--|--------------------|-------------------------------|-------|--------------------|
| | | | | | HOURS | 10THS | |
| 10/1/86 | <p>4-1-5-6 FAR 91.171 — ALTIMETER/STATIC SYSTEM/ALTITUDE REPORTING</p> <p>I CERTIFY THAT THE ALTIMETER AND STATIC SYSTEM TESTS REQUIRED BY FAR 91.171 HAVE BEEN PERFORMED AND FOUND TO COMPLY WITH</p> <p>FAR 43 APP. E. ALTIMETERS TESTED TO 35,000 FT.</p> <p>LHS/N <i>[Signature]</i> DATE 10/1/86 W.O.# 11120</p> <p>SIGNED: <i>[Signature]</i> FOR</p> <p>PACIFIC STATES AVIONICS — REPAIR STATION NO. 4362</p> | | | | | | |
| 11/24/86 | Each: | 1294.0 | <p>50 HOUR INSPECTION</p> <p>50 hour inspection completed. (1) Replaced both main wheel brake pads. (2) Reconnected broken wire on the flap "up" micro switch.</p> <p>AD. 81-23 - 03 R₂ C/W by pressure checking to engine exhaust system for leaks - OK.</p> | | | | |
| <p>CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE</p> | | | | | | | |

AIRCRAFT LOG

| VOR Receiver operation checked in accordance with FAR 91.25 | | | | DATE | REMARKS |
|--|------------------------------|-------|-----------|------|---|
| Date | Bearing error VOR 1 VOR 2 | Place | Signature | 19 | |
| | | | | | Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown. |
| | | | | | DATE <u>11/24/86</u> A/G TIME <u>1294</u> OENG. TIME <u>12940W.O.# 5999</u> |
| | | | | | I certify that this aircraft has been inspected in accordance with a <u>50 hour</u> |
| | | | | | airworthy condition. Inspection and was determined to be in |
| | | | | | SIGNED: <u>[Signature]</u> |
| | | | | | PACIFIC STATES AVIATION, INC. — REPAIR STATION NO. 464-89 for |
| <u>2-10-87</u> | <u>TACH: 1346.8</u> | | | | <u>50 hour inspection completed</u> |
| | | | | | <u>50 hr inspection completed. (1) Replaced both main wheel</u> |
| | | | | | <u>BRAKE disc's (2) Replaced ELT Battery pack area date is Nov 89</u> |
| | | | | | <u>(3) Replaced Vacuum Relief Valve Filter. (4)</u> |
| | | | | | <u>A.D. 81-23-03R2 C/w by pressurizing entire exhaust</u> |
| | | | | | <u>system. NO other Applicable A.D.'s Found due on</u> |
| | | | | | <u>This Airframe or its components at this time</u> |
| | | | | | <u>[Signature]</u> |
| | | | | | <u>AF 530726804</u> |

AIRCRAFT LOG

[illegible]

AIRCRAFT LOG

5-11-87 WORK ORDER 24804 TACH 1398.0

REMOVED ENGINE SERIAL NUMBER 513181 TSIO520P, INSTALLED ENGINE SERIAL NUMBER 512260 TSIO520P. SEE ENGINE LOG FOR DETAILS OF REBUILD. REMOVED PROP FOR OVERHAUL AND REINSTALLED. SEE PROP LOG FOR DETAILS. INSTALLED AIRCRAFTSMAN INTERCOOLER IN ACCORDANCE WITH STC SA3557NM AND STC SE3558NM. SEE 337 AND FLIGHT MANUAL SUPPLEMENT PLACED IN PILOT OPERATING HANDBOOK. WEIGHT AND BALANCE AND EQUIPMENT LIST AMENDED. INSTALLED PRECISE FLIGHT, INC. SPEEDBRAKE IN ACCORDANCE WITH STC SA2602NM, SEE 337 AND AMENDED EQUIPMENT LIST AND WEIGHT AND BALANCE AMENDMENT. REPAIRED SURFACE DE-ICE VALVE AND CHECKED OPERATION AND O.K. CHECKED SEAT RAILS FOR CRACKS AND O.K. REPAIRED CABIN HEAT SHROUD. REPLACED WASTEGATE AND TURBO MOUNTING HARDWARE. REPLACED TURBO MOUNTS BRACKETTS AND ROD ENDS ON SUPPORT RODS. REPAIRED EXHAUST AND REPLACED EXHAUST HARDWARE AS NEEDED. REPLACED VACUUM FILTERS. INSTALLED FIREWALL FITTINGS FOR AIR CONDITIONING. REBUSHED AND SHIMMED AIR COND. COMPRESSOR. REPLACED NOSE GEAR DOOR ROD ENDS. REPLACED PROP CONTROL MOUNT BRACKETT. REPLACED INDUCTION FILTER AND WILL BE DUE EACH 500 HOURS I/A/W AD84-26-02 AT 1898.0. AIR COND. AND ALTERNATOR BELTS REPLACED. THE AIRCRAFT WAS TEST FLOWN AND AIRWORTHY FOR RETURN TO SERVICE.

| | |
|-----------------------------|--|
| SKYWAYS, INC. | |
| PORTLAND TROUTDALE AIRPORT | |
| TROUTDALE, OREGON | |
| FAA APPROVED REPAIR STATION | |
| NO. 4110 | |

James B. Richardson
CHIEF INSPECTOR
 RS4110