

Cessna<sup>®</sup>



**AIRCRAFT LOG  
AND MAINTENANCE RECORD**

N 1586T

SERIAL NO. 414-0366

## 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 AND MAINTENANCE RECORD

Record of Cessna 414 414-0366  
Make Model Serial Certificate

With Engine Continental TSIO-520-J L-208340-J B-208348-J  
Make Model Serial

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

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

Owner \_\_\_\_\_

Address \_\_\_\_\_

Enter of this page any important facts of which you need a permanent record. These should include Make, Design Number, and Serial Numbers of such major accessories and parts as: Propeller, Wheels, Radio, Instruments, Starter, Carburetor, Generator, and all other important equipment. Enter here also memoranda regarding the weights of any such special equipment; together with any other data which might be valuable at a later date.

[illegible]

## 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.

[illegible]

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

# AIRCRAFT LOG

[illegible]

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[illegible]



# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature	19	
73	VOR 1 VOR 2				<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>
15	June 73	TACH	98.9		<p>100 HR INSPECTION FOR RELEASE ACCOMPLISHED THIS DATE. WORK ACCOMPLISHED AS FOLLOWS:            24 VOLT BATTERY REPLACED, ALL CABLES, PULLEYS, FLAP MOTOR, CONTROL SURFACES INSPECTED FOR SECURITY &amp; AIRWORTHINESS. ALL LIGHTS CHECKED, BULB REPLACED. ALL WHEELS &amp; BRAKES SERVICED AND INSPECTED FOR SECURITY. AIRCRAFT PLACED ON JACKS AND GEARS RETRACTED IN A/W THE CESSNA 441 SERVICE MANUAL. I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION 15 JUNE 73</p> <p style="text-align: right;"> <i>[Signature]</i>              PI 1412933           </p>
15	JUNE 73	ANNUAL INSP.	ACCOMP. THIS		<p>OGDEN MUNICIPAL AIRPORT              OGDEN, UTAH 84403              Ph's Ogden 399-3393 S.L.C. 359-8208</p>
		DATE & TACH. TIME OF	98.9		
		(SEE ABOVE)			<p><i>[Signature]</i>              AI-46861-440</p>

[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	Place	Signature	19 ____	
	VOR 1	VOR 2			
18 Jan 1974					TACH. Time 138.0 R/R TOTAL Time 138.0
					I CERTIFY THAT THIS AIRCRAFT HAS
					BEEN INSPECTED IN ACCORDANCE
					WITH A <del>AN</del> ANNUAL INSPECTION
					AND FOUND TO BE AIRWORTHY.
					Verbert C. Rye, Jr. Inspector
					Interwest Aviation CRS 4548
					Ogden, Utah

# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
18 Sept 74	PC 669 204.0		Airworthiness inspection completed. As per 100hr 6642 And 100hr 6642 on file this station. Landing gear safety switch adjusted to 100hr 6642. Plate of Retraction Check completed. A/C And Nacelles washed - wing secured in 100hr wing. Two tubes changed ground 100hr wing. Aircraft is Airworthy.				
I CERTIFY THAT THIS Aircraft HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100hr</u> INSPECTION AND FOUND TO BE AIRWORTHY.							Inspector Robert S. Hill 100hr Aviation CRS 4548 Ogden, Utah
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

# AIRCRAFT LOG

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DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF 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	19	
75	VOR 1 VOR 2				<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>
15 MAR 75			TWH	261.4	<p><del>AD NOTE 75-35-05</del> 76-3-2 INSPECTION OF WING TIP CAPS AND LEADING EDGE AREA FOR PRESENCE OF FUEL COMPLETED NO DEFECTS NOTED</p>
9-11-75					<p>Hammer read 305 in completed 100 in inspection this date Replace signal switch on left gear made gear check, Repaired all out date left side. Repaired propeller system</p>
					<p style="text-align: right;">Complied with REMOVED, REPAIRED and RE-INSTALLED AD 74-8-1 50<sup>th</sup> 171 PER REPAIR ORDER NO. 33051 DATED 9/23/75 <b>AIRCRAFT RADIO &amp; ACCESSORY CO., INC.</b> <i>William W. West</i> REPAIR STATION NO. 3932</p>

# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
9-25-75	Hofbe time	312	installed new battery				
9-25-75	Hr meter reads 312 to completed 100 hr inspection this date. Replaced safety switch on left gear and on gear in high. Repaired alternator on left side. Complied with AD-75-04-01 exhaust inspection AD 75-05-08 wing tip shroud AD 73-22-08 by installation of scupper for venting AD-72-10-05 exhaust insp. AD 74-08-01 completed with 9-24-75. Replaced battery.						CS Hailley ATP 1034682
			Aircraft				
			770041				
			9-25-75	W. Wagoner			

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

Tach 312.0 IF 590300




# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature	19__	
VOR 1	VOR 2				
2-9-76					<p>Ar meter reads 403<sup>21</sup> hr Completed 100 hr insp  This date check all controls, fan gear check  checked all lites checked Cables. Completed  with AD 75-23-08 By installation of new  clamps and inspected others no other AD's  apply CS Hartley A+P 1234682</p>
3/19/76	4.25	T.T.			<p>REPLACED RIGHT THROTTLE AND COOLFLAP  CONTROL. BOTH MAIN TIRES, SERVICED  OXYGEN J. McElain  CRS 2215  PENNANT AVIATION, INC.  P. O. BOX 51210  TULSA, OKLA. 74151</p>
6/4/76	46.9.2				<p>PRESSURE CK'D EXHAUST SYSTEM PER A.D. 7-7-4-8  J. McElain CRS 2215  PENNANT AVIATION INC.  P. O. BOX 51210  TULSA, OKLA. 74151</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		
					<b>PENNANT AVIATION, INC.</b>
			<i>"Authorized Cessna Sales &amp; Service"</i> <b>FAA APPROVED REPAIR STATION NO. 2215</b>		<i>7/2-14-8 FLUID LINE INSPECTION</i>
			I CERTIFY THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION THIS DATE.		<i>7/2-23-8 EXHAUST INSPECTION</i>
					<i>7/6-2-7 ALTERNATE BEARING INSPECTION &amp; LUBES</i>
					<i>REPLACED BOTH BRAKE LININGS &amp; DISCS.</i>
			<i>James R. Holdom</i> W.O. 6104 TACH 526 DATE 10-4-76		
					<i>2/16/77 633 HM TIME 7/2-14-8 FLUID LINE INSP.</i> <i>7/2-23-8 EXHAUST INSP.</i> <i>J. Holdom CRS 2215</i>

# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 6 22 PM	678.1	HAM Time	C/W A.D. 72-14-8		FLUID LINE INSPECTION		
			C/W A.D. 75-23-8		EXHAUST INSPECTION		
			John Malone CRS 22 15				
I CERTIFY THIS AIRCRAFT			C/W AD 72-14-8 - Visual - no defect note				
HAS BEEN INSPECTED IN			C/W AD 75-23-8 - Visual - no defect note				
ACCORDANCE WITH AN ANNUAL			C/W AD 76-02-07 - Visual - no defect note				
INSPECTION AND DETERMINED			C/W AD 74-20-10 - Visual insp - no defect noted, ALT BATTERIES				
TO BE IN AIRWORTHY CONDITION			GOOD UNTIL FEB 1978				
DATE 10/14/77 TOTAL TIME 740.8			AD 73-22-1 HAS BEEN COMPLIED				
SIGNED [Signature]			WITH BUT NEVER ENTERED IN LOG				
T.A. 1139609			BOOK. REPLACED RT MAIN TIRE,				
			GEAR RETRACTION PERFORMED,				
			WHEEL BEARINGS SERVICED,				
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				
<p><i>BIRDALE SYSTEM SERVICED, BATTERY SERVICED</i>  <i>FUEL FILTERS CLEANED, REPAIRED BRUISED</i>  <i>DEICER BOOT LINE COMPLIED WITH FAR 91.170</i>  <i>ALTIMETERS S/N LEFT 945 S/N RT 9905 CERTIFIED</i>  <i>TO 30,000 FEET DATED 8/30/77. PITOT STATIC CHECK</i>  <i>OK. Refr for AP2227860</i></p>					
<p><i>9-22-77 C/W CESSNA 51L 75-10 Autopilot Actuator</i>  <i>Modification with installation of H&amp;C</i>  <i>Bulletin #181 on both Actuators.</i>  <i>This C/W AD 76-04-03 Par B</i></p>					

*Arthur C. Keatlin*  
**HIEGEL AVIATION, INC.**

P. O. BOX 1149 FR 5-9891

LITTLE ROCK, ARKANSAS 72203

RADIO - CLASS I & II

LIMITED - RADIO & INST.

CRS #2218

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

# AIRCRAFT LOG

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# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 8-7-78		W/O #04-0940			835	N	
	C/W AD 74-18-15 on EMT by Inst. of PW 04-05-002 static suppressor						
	C/W AD 75-23-1 Insp. & Test Exh. system, and Replaced all Turbo						
	Exh inlet clamps with New non life limited clamps						
	C/W AD 76-2-9 Insp. & hubs both alternator & B. Brgs.						
	C/W AD 78-6-1 Insp. of Flex Ind. Elbows both engines						
	C/W ME 77-34 Inspection of Trim control system						
	See AD Compliance Summary in back of this log						
	Magnetic Compass Swing & Correction Card made						
	I certify that this Aircraft has been inspected						
	in accordance with a <u>Annual</u>						
	inspection and was determined to be in Air-						
	worthy condition."						
	Signed <u>W. W. Cocha</u> for						
	AAR OF OKLAHOMA, INC. P. O. BOX 19508						
	OKLA. CITY, OKLA. CERT. REPAIR STA. 289						
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 ____	
8-9-78			Aircraft Weighed & Report put in flight Manual W&B Data Section New licensed F.W. 4776 lbs @ 158.08"		
			W/O #OK-1010 Signed _____ AAR OF OKLAHOMA, INC. P.O. BOX 1950E Okla. City, OK. 73119 Cert. Repair Sta. 289		<del>SUPERSEDED</del> <del>DATE _____</del>
11-10-78	HOBBS	9	34.7 HRS. C/W AD ME 77-34 REPT. TRIM INS? I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100HR. INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.		<i>[Signature]</i> AP266832

# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 ✓ 12-23-78	12-23-78	HOBBS 976.5	REPAIRED TAIL CONE				AFTER AIRCRAFT SETTLED ON ITS TAIL - ALL WORK DONE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND FAIR 43-73-1A - ELEVATOR PUSH TUBE RECLOSED FOR DEFECTS - NOT FOUND AIRWORTHY 1-2-79 NIP 540-8-9296
2-18-79	2-18-79	HOBBS 1034.7	I CERTIFY THAT THIS AIRFRAME HAS BEEN				INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION 1-2-79 NIP 540-8-9296
		CW 16-77-34					
4-16-79	4-16-79	HOBBS 1134.7	I CERTIFY THAT THIS AIRFRAME HAS BEEN				INSPECTED IN ACCORDANCE WITH A CESSNA 100 HR INSPECTION PROGRAM AND DETERMINED TO BE IN AN AIRWORTHY CONDITION 1-2-79 NIP 540-8-9296
		DETAILS ON FILE AT					
		CAN-AIA (EXE)					

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

1-2-79 NIP 540-8-9296

# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91. 25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2			
				19 <u>79</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.
				7/6/79	1269.6 Hz Replaced left linkage bush and pressure plate and rotating discs. Bleed linkage
					Portinent details of the repair are on file at this repair station.
					W.O. # 8360 Date 7/6/79
					Signed <u>[Signature]</u>
					Pennant Aviation, Inc. Hangar 18 - Tulsa Intl. Airport Tulsa, OK 74151 CRS #2215

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# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature	19__	
VOR 1	VOR 2				
				7/19/79	<p>1269.6</p> <p><i>Applied Littlehake piston seals.</i></p> <p><i>WAF 8417 Dated 2/19/79</i></p> <p><i>Remnant Assembly for North of Tupa Hill Airport Tuba, Ok 74157</i></p> <p><i>Rebuilt CR 2215</i></p>
					<p>July 31, 1979 - Installed Radio Equipment, For Details See FAA form 337 This Date: New computed weight and balance is as follows:</p>
					<p>Empty weight - 4,784.0</p> <p>C of G - 157.98</p> <p>Moment - 755,944.47</p> <p>Useful load - 1565.30</p>
					<p style="text-align: right;">SUMMIT AVIATION, INC. SUMMIT AIR PARK MIDDLETOWN, DELAWARE F.A.A. APPROVED REPAIR STATION 1216, <i>Thomas J. Kennedy</i></p>

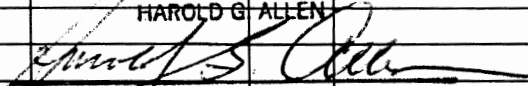
# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
<p>I certify that the Altimeter and Static System Tests required by FAR 91.170 have been performed.</p> <p>The Altimeter was tested to <u>30,000</u> ft.</p> <p>on <u>5/27/79</u> by <u>Consolidated Inst. Co.</u> C.R.S. 350</p> <p>Mech: <u>Paul S. Carr</u> Lic. # <u>FA 198470</u></p> <p>Syrek-Mee Aviation, Inc.</p> <p>Essex County Airport</p> <p>Fairfield, New Jersey</p>							
<p><u>Aug 14, 1979 Tach 1275.5 hrs.</u></p> <p><u>Both Highspeed Indicators &amp; Altimeters Checked &amp; Calibrated this date by Consolidated Inst. Co. Maint.</u></p> <p><u>Release tags Attached to Rear</u></p> <p><u>CV Log Books</u></p> <p>Mech: <u>Paul S. Carr</u> Lic. # <u>FA 198470</u></p> <p>Work Order No.: <u>1413</u></p>							

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

SYREK-MEE AVIATION, INC.  
Essex County Airport  
Fairfield, New Jersey

# 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				
Aug 14, 1979				19		Tach Reads 1275.8 hrs. Completed Annual insp. this date I/A/W Cessna 414 Service Manual. Operated all Airframe insp. plates. Checked all controls, Ribs, pulleys & cables. Serviced Brakes & Battery. A/C Jacked & full gear retraction completed per Cessna Manual. All wheels, removed, insp. & bearings Re-packed. Installed new wing De-Ice Lamp. Serviced "FD" Air Conditioner with Freon. Removed battery box & repaired drain. Checked corrosion & Re-installed. Adjusted nose gear steering cable tension. Installed new "Flight Custom" nose gear tire. C/P Cessna ME 77-34 "Turn Central System Insp." All applicable AD's C/P thru this date. See Summary in Rear of Log Book.
HAROLD G. ALLEN  FAA INSPECTION AUTHORIZATION A&P 19784701A				I certify that this <del>Aircraft</del> <sup>aircraft</sup> has been inspected in accordance with <del>an</del> <sup>a</sup> <del>visual</del> <sup>visual</sup> inspection and was determined to be in airworthy condition. Date <u>8/14/79</u> Tach Reads <u>1275</u> Total Hrs <u>1275.8</u> Mech <u>Harold G. Allen, A&amp;P 1978470</u> <u>SYREK-MEE AVIATION, INC.</u> <u>Fairfield, New Jersey</u>		

# AIRCRAFT LOG

DATE 19 <u>Aug 15</u> <u>79</u>	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
<p><i>Tach 1280.1 hrs.</i></p> <p><i>Installed REMANUFACTURED PROP SYNC CONTROL Bo</i></p> <p><i>P/N 213433 (SN 1478866-W) Woodward Maint Release</i></p> <p><i>Attached Below</i></p> <p><i>Mech David Allen Lic. FA 1978470</i></p> <p><i>Work Order No. 1413</i></p> <p><b>SYREK-MEE AVIATION, INC.</b> Essex County Airport Fairfield, New Jersey</p> <p><b>Syrek-Mee Aviation, Inc.</b> 171 Passaic Ave., P.O. Box 643 Fairfield, New Jersey 07006</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	19 ____	
VOR 1	VOR 2				
<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <p><i>Sept 20, 1979</i></p> <p><i>Installed New IM Systems And Conditioned Compressor Drive</i></p> <p><i>1A/1K Mech. <u>Paul Allen</u> Lic. <u>1978470</u></i></p> <p><i>Work Order No.: <u>1434</u></i></p> <p style="text-align: center;"><b>SYREK-MEE AVIATION, INC.</b> Essex County Airport Fairfield, New Jersey</p> </div> <div style="width: 65%;"> <p><i>Tach <u>1297.9</u> hrs.</i></p> <p><b>Syrek-Mee Aviation, Inc.</b> <b>171 Passaic Ave., P.O. Box 643</b> <b>Fairfield, New Jersey 07006</b></p> </div> </div>					
<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <p><i>Nov. 9, 1979</i></p> <p><i>Completed 50 hour insp. this date. Serviced Pinakes, Brake And tires. Greased Landing &amp; Landing Gear &amp; Lubed All Controls!</i></p> <p><i>Chg w/AD 25-23-8 Exhaust System Insp. (Due every 50 hours) All Applicable AD Notes C/w thru this date.</i></p> <p><b>Syrek-Mee Aviation, Inc.</b> <b>171 Passaic Ave., P.O. Box 643</b> <b>Fairfield, New Jersey 07006</b></p> </div> <div style="width: 65%;"> <p><i>Tach <u>1337.4</u> hrs.</i></p> <p><i>Mech. <u>Paul Allen</u> Lic. <u>1978470</u></i></p> <p><i>Work Order No.: <u>1589</u></i></p> <p style="text-align: center;"><b>SYREK-MEE AVIATION, INC.</b> Essex County Airport Fairfield, New Jersey</p> </div> </div>					

# AIRCRAFT LOG

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

19



AIRCRAFT MODIFICATIONS INCORPORATED  
WACO-MADISON COOPER AIRPORT

CESSNA 414-0366 N1586T

Total Time: 1355.7  
Hour Meter: 1355.7

Date: 12/1/79

Above referenced aircraft modified in accordance with STC SA2354SW. See 337 this date. Installed Symbolic Displays Fuel Flow system per STC SA2812SW. See 337. Installed Remanufactured engine in #1 position and overhauled propellers on both engines. See engine log books. Complied with A.D.'s 75-23-08, 78-06-01 and 79-05-09. See engine logs. Installed pressurized type magnetos. See 337. Aircraft approved for return to service for engine break in procedures. Pertinent details are on file under w.o. #2507.

*Randal Schaefer*  
RAM AIRCRAFT MODIFICATIONS, INC., WACO, TX. 76708  
Certified Repair Station 202-76

# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature	19 ____	
VOR 1	VOR 2				
12-1-79					<i>Hour Meter: 1357.2</i> <i>Adjusted Engine systems After Engine break-</i> <i>in Flight for TS10-1520 - N specifications. See</i> <i>Engine log books. Particular Details are on File</i> <i>under W.O. # 2507. Approved For Return to</i> <i>Schedule.</i>
1-28-80					<i>Hours Reads 1394.4</i> <i>Installed Remanufactured Prop Syce Actuator Unit</i> <i>(P/N 213100) S/N 1477296 AC Woodward Mount Release Assy</i> <i>Attached to rear of cow, Back</i>  <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <i>Mech. <u>Handy Miller</u> Lic.: <u>FA 197547</u></i>  <i>Work Order No.: <u>1725</u></i>  <b>SYREK-MEE AVIATION, INC.</b>  <small>Essex County Airport Fairfield, New Jersey</small> </div> <div style="width: 50%; text-align: right;"> <b>Syrek-Mee Aviation, Inc.</b>  <b>171 Passaic Ave., P.O. Box 643</b>  <b>Fairfield, New Jersey 07006</b> </div> </div>



Figure 1. Schematic diagram of the experimental setup. The subjects were seated in a dimly lit room and viewed the screen through a mirror. The screen displayed the target (a red dot) and the starting position (a black dot). The subjects were instructed to move the hand from the starting position to the target position. The distance between the starting position and the target position was 10 cm. The subjects were instructed to move the hand at a constant speed. The subjects were instructed to move the hand from the starting position to the target position. The distance between the starting position and the target position was 10 cm. The subjects were instructed to move the hand at a constant speed.

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## AIRCRAFT LOG

[illegible]

## AIRCRAFT LOG

[illegible]

# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19 ____	
					<sup>17</sup> <del>10-18-80</del> HOBBS READS 1489.4 HRS.
					COMPLETED 50 HOUR INSPECTION THIS DATE:
					BATTERY <sup>REPLACED</sup> <del>TESTED</del> , ELECTRICALS CHECKED, LANDING
					GEAR GREASED, TIRE PRESSURES SET; ALL FLIGHT
					CONTROLS CHECKED FOR PROPER OPERATION
					Mech. <u>[Signature]</u> IA
					ELIC.: 144-46-684P
					Work Order No.: _____
					SYREK-MEE AVIATION, INC. 
					Essex County Airport
					Fairfield, New Jersey

# AD Compliance Record

## MEMORANDA

c/w

Date	
P/c/w-	73-22-1 Wing h/E Mod, Kit SK421-56 Verified c/w 8-7-78
	73-2-7 N/A
	74-20-1 N/A
	<del>74-20-10 EMT Corrosion Insp</del> N/A To Mag. batteries
	<u>75-23-8</u> 100 HR. Rept. Exh. System Insp
8-7-78	life limited clamps replaced 2-1-78 @ Tock 835. New non life limited clamps installed
	<u>76-2-7</u> 100 HR. Rept. APU/Generator Brg. Insp. & hubs
9-22-77	76-4-3 Auto Pilot Mod AT 75-10
7-31-76	76-8-2 Wing Tip Strake Mod
	76-13-7 h/E Rept. Bolt Rept. @ 5000 Hrs
	<u>77-13-22</u> Rept. 100 HR Insp of h/H Eng Crankcase for cracks
	78-5-6 N/A To fuel cells per ME 78-7 by A/C S/N
	<u>78-6-1</u> 100 Rept. Insp. of Both Eng. Induction Flex Albeas
	78-6-2 N/A To these props Mod. & S/N
	78-11-5 N/A To HCU Auto Pilot
9-29-75	74-8-1 A/P Sprock Mod
8-7-78	74-18-15 EMT. Suppressor installed





## MEMORANDA

[illegible]



"LOOK FOR THE RED AND BLUE  
CESSNA PENNANTS FOR THAT  
EXTRA SERVICE WHERE IT COUNTS  
WHEN YOU NEED IT."

**CESSNA AIRCRAFT COMPANY    WICHITA, KANSAS**