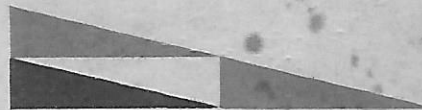


Cessna<sup>®</sup>



**AIRCRAFT LOG**  
**AND MAINTENANCE RECORD**

N 4mU

SERIAL NO. 421B-0054

## 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__	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.
10/20/82					<b>HOBBS READS 2410.0</b> ① C/W AD 72-14-08 R1 dated 9-4-82 by inspection of flammable fluid line next insp due 2460.0. ② C/W AD 75-23-08 dated 11-13-79 by inspection of exhaust system. clamps chng. life limited clamps changed at waste gate outlet. Next clamp change due at 2810.0 Hobbs. ③ C/W AD 76-02-07 dated 2-2-76 by inspection & packing of alternator bearing. Next due at 2510.0. <div style="text-align: right; margin-top: 10px;"> <i>James Chulh</i>                          CRS 3265C                     </div>
11/10/82					<b>HOBBS READS 2450.0</b> ① C/W AD 72-14-08 R1 Dated 9-4-81 by visual inspection of flammable fluid line. Next due at 2500.0 ② C/W AD 75-23-08 Dated 11-13-79 by visual inspection of exhaust system next due at 2500.0 Clamps due @ 2810.0 <div style="text-align: right; margin-top: 5px;"> <i>James Chulh</i> #115111                     </div>

## AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 82							
12/30	HOBBS READS	2500.0	TOTAL TIME		5190.3		
	1. C/W AD 72-14-08 Dated	7-14-72	by visual inspection				
	of flammable fluid lines. Next inspection due	2550.0					
	2. C/W AD 75-23-08 Dated	11-13-79	by visual inspection				
	of exhaust system & clamps. Next inspection due at	2550.0					
	Clamp change due at	2810.0					James Challen CRS 3265C
2/10/83	HOBBS READS	2550.0	TOTAL TIME		5240.3		
	1. C/W AD 72-14-08 Dated	7-14-72	by visual inspection				
	of flammable fluid lines. Next insp. due	2600.0					
	2. C/W AD 75-23-08 Dated	11-13-79	by visual inspection				
	of exhaust system & clamps. Next inspection due at	2600.0					
	Clamps change due at	2810.0					James C Challen CRS 3265C

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



# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1   VOR 2	Place	Signature	19	
3/23/83			HOBBS READS	2606.8	TOTAL TIME 5297.1
			1. C/W AD 72-14-08		Dated 7-14-72 by visual inspection of Flammable Fluid Lines. Next inspection due 2706.8
			2. C/W AD 75-23-02		Dated 11-13-79 by visual inspection of exhaust system & clamps. Next inspection due 2656.8. Clamp change due at 2810.0
			3. C/W AD 76-02-07		dated 7-2-76 by inspection & re-greasing of alternator end bearing. Next due at 2706.8
			4. Replaced combustion air blower brushes.		James Chulha
			5. C/W AD 82-07-03		by performing 100 Hr inspection on Janitorial heater. Next due <del>599.3</del> 599.3 HEATER
			hobbs time		James Chulha CRS 3265C
3/28/83			HOBBS READS	2619.0	TOTAL TIME 5309.3
			checked		signal consistency. S/P A0487
			adjusted full		calibration. Operational checked OK.
					James Chulha CRS 3265C



# AIRCRAFT LOG

VOR Receiver operation checked  
in accordance with FAR 91.25

DATE

REMARKS

Date Bearing error Place Signature  
VOR 1 VOR 2

19

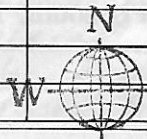
Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement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

6-7-83 Hobbs Records 1411 Total time 5391.5  
1. C/W AD 72-14-08 Dated 7-14-72 by visual inspection  
of flammable fluid lines. Next inspection due 64.1 hobbs.  
2. C/W AD 75-23-08 Dated 11-13-79 by visual inspection  
of exhaust system & clamps. Next inspection due 64.1 hobbs.  
Clamps change due 104.7 hobbs.  
3. C/W AD 76-02-07 dated 7-2-76 by inspection &  
re-greasing of alternator end bearing. Next due at 1141 hobbs.

THIS AIRCRAFT AND/OR COMPONENT IDENTIFIED  
ABOVE WAS REPAIRED AND INSPECTED IN  
ACCORDANCE WITH CURRENT FEDERAL AVIATION  
REGULATIONS AND WAS FOUND AIRWORTHY FOR  
RETURN TO SERVICE. PERTINENT DETAILS OF  
THE REPAIR ARE ON FILE AT THIS AGENCY.  
UNDER WORK ORDER NUMBER 13950

I CERTIFY THAT THIS ~~HA~~ <sup>HAS</sup>  
BEEN INSPECTED IN ACCORDANCE WITH  
A ~~HA~~ <sup>HA</sup> INSPECTION AND IS  
DETERMINED TO BE IN AN AIRWORTHY  
CONDITION.

James Chiller



F.A.A. CERTIFICATED REPAIR STATION #3265C

Warsaw Municipal Airport

Warsaw, Ind.

SKYSTREAM INC.





# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	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.
VOR 1	VOR 2				
<i>8/26/83</i> <i>Ho 605 109.8</i>					I CERTIFY THAT THIS <u><i>aircraft</i></u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u><i>annual</i></u> INSPECTION AND IS DETERMINED TO BE IN AN AIRWORTHY CONDITION.
					THIS AIRCRAFT AND/OR COMPONENT IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT FEDERAL AVIATION REGULATIONS AND WAS FOUND AIRWORTHY FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS AGENCY UNDER WORK ORDER NUMBER <u><i>14358, 14360</i></u> .
<ol style="list-style-type: none"> <li><i>1 Performed landing gear retraction test I.P.W. Cessna 3/M. &amp; re-rigged nose gear down lock tension.</i></li> <li><i>2 Replaced left main tire</i></li> <li><i>3 Replaced rivets at left main fuel tank attach point (rear) &amp; tightened bolt.</i></li> <li><i>4. Removed battery box for repair of vent tube &amp; paint &amp; reinstalled.</i></li> <li><i>5. Tightened all flap drive tube bolts.</i></li> <li><i>6. Cleaned &amp; repainted corrosion on nacelle skin &amp; flaps aft of exhaust stacks.</i></li> <li><i>7. Replaced both nose wheel bearings &amp; races.</i></li> <li><i>8. Replaced vacuum filters on both vac sys. regulators.</i></li> <li><i>9. Replaced both main gear brake rotor liners on outbd. wheel halves.</i></li> </ol>					

# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
10.	Replaced nose gear door seal.						
11.	C/W A.D. 26-02-07 dated. 7/2/76 by visual insp of alternator bearing & races for security & condition. Repacked bearings with approved Chevron 5R1 Grease II.						
12.	C/W A.D. 75-13-08 dated. 11/13/79 by visual insp of exhaust system welds, seams, & clamps. for security & condition. Replaced segmented clamps at wastegate exit. this insp. change due 509.8.						
13.	C/W A.D. 72-14-08 dated. 7/14/72 by visual insp. of flammable fluid lines while pressurized with fuel. No leaks found at this insp.						
<div style="display: flex; align-items: center; justify-content: center;"> <div style="text-align: center;"> <h2 style="margin: 0;">FAA CERTIFICATED REPAIR STATION #3265</h2> <p style="margin: 5px 0;">SKYSTREAM INC.      Plymouth Municipal Airport      Plymouth, Ind.</p> <p style="margin: 0;"> <i>David A. Hansen</i>  AIP #156213541 </p> </div> </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	
10-6-83	HOVERMETER	154.3	TT	5531.7			COMPLIANCE WITH AD 72-14-81 DATED 9-4-81 BY VISUAL INSPECTION OF FLAMMABLE FLYING LINES WHICH PRESSURIZED. NEXT COMPLIANCE DUE AT 214.3 HRS COMPLIANCE WITH AD 75-23-8 DATED 11-13-79 BY VISUAL INSPECTION OF EXHAUST SYSTEM AND CLAMPS. NEXT INSPECTION DUE AT 204.3 HRS CLAMPS 509.8 D. H. J. A. M. M. H. A-P 2235991
11-7-83	A.D. 72-14-08	9-14-81	B+ VISUAL INSPECTION OK				207.3 HOVERMETER AD 75-23-08 FLYING LINES 8 CLAMPS OIL CHANGED 30-6-83 W FULLY REPT SKIMMER DAMPER SERVICED A-P 234-52-1713
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							



# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Place	Signature	19__	
12-20-83					HOURLY METERS 252.9
	1				REMOVED KING KT76A TRANSPONDER, REMOVED WOLFBUHL
					FLIGHT FONE 11 SE WEIGHT AND BALANCE REVISED
					ITEM WT ARM MOMENTS
					A/C 5082.0 149.01 757268.36
					KING KT76A - 3.7 110.0 - 407.00
					WOLFBUHL HANDSET 2.9 200.0 - 580.00
					WOLFBUHL BOY 4.9 282.9 - 1386.21
					EMPTY WT 5070.5
					EWCG 148.88
					MOMENTS 754895.15
					USEFUL LOAD 2179.5
					THIS AIRCRAFT AND/OR COMPONENT IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT FEDERAL AVIATION REGULATIONS AND WAS FOUND AIRWORTHY FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS AGENCY. UNDER WORK ORDER NUMBER 13994
					N D. H. J. D. Mark
					F.A.A. CERTIFICATED REPAIR STATION #3265C
					W
					SKYSTREAM INC. Warsaw Municipal Airport Warsaw, Ind.

# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 84							
3-28-84		HOBBS 271.5	TOTAL TIME	5648.9			A.D. 82-07-03
C/W A.D. 72-14-08	INSPECTION OF FUEL LINES,	C/W A.D. 75-23-08	INSPECTION OF EXH SYSTEM				
C/W A.D. 76-02-07	INSPECTION OF LUBE OF ALTERNATOR,	C/W A.D. 80-09-10	100 INSPECTION				
OF HEATER (PRESSURE DECAV TEST) NO DEFECTS NOTED. INSTALLED NEW VACUUM SYSTEM FILTERS, SERVICED BATTERY, SERVICED RUDDER AILERON & ELEV. TRIM TAB ACTUATORS & CHECKED							
A.D.s checked for compliance through issue							
TRAVEL, INSPECTED AND CLEANED							
FUEL STRAINERS. LT & RT SIDES							
INSTALLED NEW TRANSFER PUMP IN							
RT WING TIP TANK, PILOTS WIND							
SHIELD CRAZED (RECOMMEND REPLACEMENT)							
WINDSHIELD HEAT PLACARDED INOP							
PLACARDED PRESSURIZATION SYSTEM							
NOT TO BE USED UNTIL WINDSHIELD IS REPLACED							
							 ALFRED A BENNETT A & P 42523131 IA
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1   VOR 2	Place	Signature	19 ____	
29 MAR 84		HM 272.1	TOT. 5649.5		<p>TOPPED OFF AIRCRAFT, PUT ON SCARF (LEVELLED &amp; LOCKED)  <del>CONSIDERED</del> NEW BASIC E LOT. &amp; BASIC E.W. CG. PUT COPY IN LOG BOOK</p> <p style="text-align: right;"> HANGAR ONE, INC.  BLDG. 147, OPA LOCKA AIRPORT  OPA LOCKA, FLORIDA 33054  F.A.A. CERT. REPAIR STATION 705-74 </p>
4-11-84			H0885	287.2	<p>WINDSHIELD CRAZING IN OUTER SURFACE ONLY AND IS  CONSIDERED NON STRUCTURAL AND IS NOT CAUSE FOR REJECTION  UNTILL VISION IS OBSCURED (REF C421C MAINT MANUAL CH 3)  WAXING WINDSHIELD IS RECOMMENDED TO TREAT MINOR CRAZING  AND HELP PREVENTING MORE CRAZING</p>
4-11-84		REPLACED ECU BATTERY, NEW REPLACEMENT DATE			<p>1-87 OPS OK OK, INSTALLED NEW  VACUUM SYSTEM FILTER (MAIN INTAKE)</p> <p style="text-align: right;"> <i>APR 11 1984</i> A/P 42527171 </p>

## AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
VOR 1	VOR 2			19 ____	
	<del>3-21-84</del>	<del>HOBBS</del>			<del>271.5</del>
	4-11-84	HOBBS			285.1
					REMOVED SEAT 3 & 4 AND TABLE 5 & 6 AND TABLE
					ALSO SEAT 7
					NEW ELW = 5190.4
					ARM = 149.23
					MOMENT = 774,533.1
					SEE 337 FORM DATED 4-11-84
					<i>[Signature]</i> MP 4282711



# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
	5-10-84	HOBBS 312.8					
	INSTALLED SERVICEABLE FLAP GEAR BOX RIGGED FLAPS IAW MAINT MANUAL						
	I certify that the static pressure system, each altimeter instrument, and each automatic pressure altitude reporting system tests and inspections required by FAR 91.171 have been performed. The static pressure system was tested on 12/6/84. The altimeter(s) instrument was/were tested to 20,000 feet ft on both (pilot/co-pilot).				42523131 Fla. Aircraft Instruments, Inc. Municipal Airport Leesburg, Fla. FAA Approved Repair Station 708-7		
12/8/84	Performed AD 81-01-06 on M4C Autopilot Servos Declared accordingly, and flight tested and Certified. James R. Wilburt #708-7						

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



## 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	REMARKS
Date	Bearing error	Place	Signature	19	
VOR 1	VOR 2				
1-7-85		HOBBS		373.0	T.T. 5750.4
					SERVICED BATTERY, LUBED A/C, INSTALLED O <sup>2</sup> BOTTLES AFTER HYDROSTATIC CHECK, INSTALLED O/H SIGNAL CONDITIONERS IN RT & LT POSITION'S. ALSO INSTALLED NEW FUEL QUAN & GAUGE DRAINED TANKS, SET ZERO, TOPPED OFF TIPS AND SET FULL BOTH SIDES. AUX TANKS READ CORRECT. CABIN PRESSURIZATION OUTFLOW SAFETY VALVE, FILTERS, DRIVE TUBE SEALS, CONTROL CABLE SEALS ALL OVER DUE FOR REPLACEMENT. ENTERED IN ERROR LOG INOP. AND DO NOT OPERATE PRESSURIZED CABIN HEATER OVER DUE FOR O/H. PURCHASED INOP. MADE MINOR SHEET METAL REPAIR. A.D.s checked for compliance through issue.
					TO RUDDER REAR SPAR, SERVICED ALERON 84-24. I certify that the aircraft engine has been inspected in accordance with a 100 hr. (annual) inspection, and has been found to be in an airworthy condition.
					TRIM GEARS IN PEDAL SERVICED FUEL SELECTOR VALVE GEAR BOX
					CHK A.D. 72-14-08 INSP OF FUEL LINES
					CHK A.D. 75-23-08 INSP OF EXH SYSTEM
					CHK A.D. 76-02-07 INSP: LUBE OF ALTERNATOR

ALFRED A BENNETT  
A & P 42523131 IA



# AIRCRAFT LOG

19	DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
						HOURS	10THS	
	1-9-85		HOBBS	376.0				
		LEFT FUEL QUANT. CONDITIONER REMOVED FOR REPAIR (WARRANTY)						
				WBSH AFD 4252331				
	1-11-85		HOBBS	376.0				
		INSTALLED O/H SIGNAL CONDITIONER ADJUSTED IAW MAINT MANUAL IN LT POSITION SN A0086						
				WBSH AFD 4252321				
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE								

AF 1116156 42A

# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25			
Date	Bearing error VOR 1 VOR 2	Place	Signature
1-25-85		386	
		REMOVED FUEL	
		CLEANED CORRE	
		REINSTALLED PR	
		BAD DIODE	
		FUEL QUAN	
		IN LT SIDE	
		ADJUSTED FUEL	
		BOTH MAIN TAN	

DATE

REMARKS

## CERTIFICATION TAG

TECH-AIRE INST. INC.  
4711 E. 31st St. So.

1326 S. WALNUT

C.R.S. 322-62  
Wichita, Kansas 67210

Unit Name Central Monitor Ser. No. A00416  
Type Cmr 840-3 Mfg. Consolidated  
Overhauled By John Elliott Insp. By Efh  
Date Overhauled 1-23-85 Date Insp. 1-23-85

Minor Rep./Alt. Work Order # 3005

By E. J. [Signature], Repairman

If not overhauled fill out below

**This Unit Tested and Approved for Further Service**

By \_\_\_\_\_ Date \_\_\_\_\_

WYNN AP 4252311

SERVICEABLE

# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1   VOR 2	Place	Signature		
3-5-85			HOBBS	416.2	
		CLW A.D.		72-14-08	A.D. 75-23-08 NO DEFECTS NOTED
3-16-85			HOBBS	431.2	
					INSTALLED NEW BATTERY S/N CBL-17091
4-20-85			HOBBS	460.8	CW AD 75-23-08 EXHAUST SYSTEM VISUAL
		GOOD. DUE NEXT	HOBBS	510.8	Danuel E. Pryor AIP 1942609
4-30-85			HOBBS	464.9	CLW A.D. 72-14-08 INSPECTION FUEL LINES FOR
					LEAKS NO DEFECT NOTED
		CLW A.D.		76-02-07	INSPECTION OF ALTERNATOR BEARING NO DEFECTS
					NOTED

RECORD  
 This log should be repaired  
 will be repaired  
 expiration of  
 for the month  
 ment.  
 This warrant  
 costs to  
 1. labor  
 2. battery  
 3. accident  
 4. loss





# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 88			C/W AD 87-21-02				
			FUEL TANK RESTRICTOR KIT IN ALL 5 FUEL CAPS, "SHAW AERO KIT, KIT INCLUDES 5 RESTRICTORS AND 5 FUEL CAPS.				
			REPLACE L.F. PILOTS WINDSHIELD W/ SERVICABLE ALCOHOL WINDOW (OLD WINDOW ELECTRIC HEATED)				
			ALSO INSTALL WINDSHIELD ALCOHOL ANTI ICE SYSTEM (ALL CESSNA PARTS) SEE FORM 337 FOR MORE INFO.				
			CORRECT INCORRECT INSTALLATION OF COPILOT D.E. VACUUM LINES.				
			REPAIR + PATCH ALL DE-ICE BOOTS, REPAIR DEFECTIVE DE-ICE LIGHT WIRING.				
			REPAIR WIRING ON CO-PILOTS FLIGHT INSTRUMENTS.				
			AUTO PILOT ACTUATORS REPAIRED + OVERHAULED LIGHTS				
			AS REQUIRED AD 76-04-03. AD 78-13-05 C/W.				
			(SEAT INSTALLATION)				
			REMOVE EVERY EXTERIOR SCREW AND REPLACE W/ STAINLESS STEEL.				
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		
					CLEAN RUST FROM RIGHT INBOARD FLAP PUSH-PULL TUBE
					AND TREAT W/ LPS 3. CLEAN RUST FROM TIP TANK
					FITTINGS TREAT W/ LPS 3. CLEAN LDG. GEAR PUSH-PULL
					TUBES + ROD ENDS GREASE ALL LDG GEAR FITTINGS.
					NEW CESSNA FUEL TANK PLACARDS PURCHASED
					+ PLACED INSIDE AIRCRAFT TO BE INSTALLED WHEN
					A/C IS PAINTED.
					TIGHTEN CAN ANTENNA ON BOTTOM OF FUSELAGE.
					REPLACE ELT BATTERY. REATTACH CIRCUIT BOARD
					ON R.R. OF PEDESTAL. REMOVE CORROSION OUTBOARD
					OF LEFT ENGINE ON BOTTOM OF WING, PRIME.
					PERFORM GEAR RETRACT TEST, ADJUST L.H. NOSE
					WHEEL DOOR. REMOVE BATTERY BOX CLEAN +
					REPAINT W/ ACID PROOF PAINT. REPLACE SEVERAL
					BROKEN / MISSING GREASE FITTINGS ON LDG. GEAR.
					REPAIR BREAK BETWEEN LIGHTNING HOLES IN AFT
					BOTTOM OF RUDDER. APPLY RUBBER PROTECTIVE
					AGENT TO ALL PEICE BOOTS.

CONTINUED.

# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 88			INSPECT + REINSTALL ACTUATORS.	AILERON +			RUDDER TRIM
			AUTO PILOT SYSTEM	REMOVED,			OVERHAULED, REINSTALLED
			REMOVE R.H. FUEL SELECTOR,	CLEAN,			REPLACE O-RINGS
			AND REINSTALL.				
			OVERHAUL RIGHT CENTER + RT. OUTBOARD AUX FUEL CELLS,	REINSTALL			
			REPLACE ALL 7 EXTERIOR LOCKS.	CLEAN			W/ NEW CESSNA AIR CONDITIONING EVAPORATOR COILS.
			REPLACE SCAT HOSE ON L+R	EVAPORATORS.			REMOVE INTERIOR REPLACE
			ALL WINDOW SCREWS W/	STAINLESS OR CAD PLATED			WHERE APPLICABLE.
			REPLACE R.H. X-FEED DRAIN	FITTING W/ NEW DRAIN			
			CORRECT INCORRECT INSTALLATION OF FUEL FLOW	PRESSURE PURGE LINES BEHIND			EVAGE IN INSTRUMENT
			PANEL.				
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Place	Signature	19__	
					REBUILD L+R HYDRAULIC BRAKE WHEEL ASSY'S NEW
					O-RINGS. BLEED L+R BRAKES. REMOVE, INSPECTED
					AND REMOVED RUST FROM L+R BRAKE ASSY'S, PRIME REINSTALL.
					INSTALL MISSING INSPECTION COVER ON L.H. INBOARD
					GEAR DOOR. TREAT ENTIRE INTERNAL STRUCTURE
					OF A/C W/ LPS 3 CORROSION PROTECTION.
					INSTALL AIRPATH COMPASS, SWING, INSTALL DEVIATION CARD.
					REPLACE ALL CAMLOCKS, WASHERS, RETAINERS ON L+R ENGINE
					COWLS, AVIONICS BAY COVER AND BATTERY COVER W/ NEW
					CAD PLATED CAMLOCKS.
					REPLACE L+R TIRES W/ 2 NEW ARMSTRONG TIRES.
					REPLACE L+R TUBES W/ 2 NEW TUBES.
					INSPECT + REPACK ALL WHEEL BEARINGS.
					REPLACE MISC. INTERIOR, POST, AVIATION LIGHTS.
					OVER HAUL BELLY STROBE, ALSO INSTALL NEW FLASH TUBE.
					REPAIR WIRING ON TAIL STROBE ON TOP OF RUDDER.
					OVERHAUL CAPTAINS TURN + BANK.
					INSTALL NEW CO-PILOT ARTIFICIAL HORIZON.

CONTINUED



# AIRCRAFT LOG

DATE 19 88	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
			REPLACE TAXI LIGHT W/ GE BULB.				
			REPAIR + REINSTALL RUDDER GUST LOCK.				
			TIEWRAP WIRE BUNDLES UNDER COPILOT CONTROL COLUMN. OPERATIONAL ✓ OK.				
			LUBRICATE CAPTAIN'S ADJUSTABLE SEAT.				
			INSPECT SEAT TRACKS FOR DAMAGE + WEAR OK.				
			INSPECT, CLEAN MAIN TANK PUMP SCREENS.				
			INSTALL S.D.I. HOSKINS FT-200 FUEL TOTALIZER SYSTEM SEE FORM 337 FOR MORE INFO.				
			INSTALL NEW GILL G246 AIRCRAFT BATTERY.				
			I CERTIFY THAT THIS AIRFRAME HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION, AND FOUND TO BE IN AN AIRWORTHY CONDITION W/ TAG NO. AF 266585180				
			ADS CHECK 88-18 09-14-88				
			THIS AIRCRAFT IS LIMITED TO V.F.R. FLIGHT ONLY UNTILL TRANSPONDER AND PITOT SYS CHECKS DONE.				

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

# Serviceable Part Tag

ED

SIGNATURE OF  
PILOT

DA

19 88

Dec 14, 1988 Troubled compass system and ~~removed~~ removed compass slaving Amp.  
Re-installed Amp following repair. System checked okay. All navigation  
aids tested for accuracy. See W.O. # 8119 for details.  
Palm Beach Avionics, Inc.  
FAA CRS705-36  
Jeffrey Cook

15 NOV 90 Hells 500.5 Removed interior and all exterior inspection plates. Inspected  
TIAF all controls, cables, pulleys etc. lubed all pulleys, rod ends, control hinges etc.  
5871.2 HRS Inspected tip tank transfer pump screws. Re-installed inspection plates + interior  
Inspected fuel tanks for leaks etc. lubed + inspected gear, wheels, brakes  
tires etc. performed retraction test. Both Props overhauled and reinstalled  
By Aviation Propellers INC of opa-locka FL. Inspected pressurization seals  
Inspected exterior lights. I certify this aircraft to have been inspected  
IAW an annual inspection and found to be in an airworthy condition  
Dan Gilbert AP 503887001 1A

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

ELT BATTERY REPLACED DUE 11-92