

11/16/74 To 03/02/79
683

Cessna[®]



AIRCRAFT LOG
AND MAINTENANCE RECORD
Book 1

N 9643V SERIAL NO. 17264423

Cessna®

AIRCRAFT LOG
AND MAINTENANCE RECORD

Record of Cessna 172M 17264423 N9643V
Make Model Serial Certificate
With Engine Lycoming O-320-E3D L-40390-27A
Make Model Serial
From _____ 19____ to _____ 19____
Detailing Time From _____ Hours To _____ Hours
Owner _____
Address _____

MEMORANDA OF IMPORTANT INFORMATION AND DETAILS

Enter on 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.

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.

IMPORTANT NOTICE

Dear Owner:

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

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

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

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

Customer Services Department
Cessna Aircraft Company

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error 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.
6/18/75					INSTALLATION OF ELECTRONIC EQUIPMENT BY FLD EQUIPMENT
					LAST REVISION THIS DATE
					EMPTY WEIGHT 1437.0 MOM 56038.00
					EMPTY C.G. 39.0
					USEFUL LOAD 863.0
6-2-1					AUS VOR GND CK. Remanded 459511
7/7/75	<10>				AUS dual rec ck. Tach 22.1 65109
7/10/75	<20>				AUS dual rec ck. Tach 22.1 65109
7/24/75	+2 0				AUS dual rec ck. Tach 22.1 65109
8/13/75	<20>				AUS dual rec ck. Tach 22.1 65109
8/27/75	<20>				AUS dual rec ck. Tach 22.1 65109
9/14/75	+1 +1				AUS GND CK PT Tach 124.3 65109
10/4/75	<20>				AUS dual rec ck. Tach 22.1 65109
10/18/75	<10>				AUS dual rec ck. Tach 22.1 65109
10/21/75	<10>				AUS dual rec ck. Tach 22.1 65109
10/27/75	<10>				AUS dual rec ck. Tach 22.1 65109
10/30/75	27 207				SAT VOR CK - 112.4 Tach 22.1 65109

DESCRIBED MAINTENANCE, REPAIRS AND/OR ALTERATIONS PERFORMED BY PERSONNEL OF RAGSDALE AVIATION, INC. UNDER THE SUPERVISION OF D. B. B. B. FOR FAA APPROVED REPAIR STATION NO. 4458 MUNICIPAL AIRPORT AUSTIN, TEXAS

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
7-2-75			Install new "O" time hourmeter & oil pressure switch.				
			13 hrs. on tach.				
DESCRIBED MAINTENANCE REPAIRS AND/OR ALTERATIONS PERFORMED BY PERSONNEL OF RAGSDALE AVIATION, INC. UNDER THE SUPERVISION OF <i>Charles A. Smith</i> FOR FAA APPROVED REPAIR STATION NO. 44-B MUNICIPAL AIRPORT AUSTIN, TEXAS							
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2			
11/10/75	(10)	254. HA 280	<i>[Signature]</i>	19	Date 8-18-74. Hourmeter 99. Total Time 99. AD notes found complied with thru 71-11. Routine maintenance and minor repairs as necessary. I certify that this airplane and/or engine has been inspected in accordance with a 100 HR. inspection and was determined to be in airworthy condition. Signed <i>[Signature]</i> For Ragsdale Aviation, Inc. FAA Approved Municipal Airport Repair Station Austin, Texas No. 4458 ELT battery replacement date 6/1/79

[illegible]

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

VOR Receiver operation checked in accordance with FAR 91.25						DATE		REMARKS	
Date	Bearing error	Place	Signature						
VOR 1	VOR 2								
			Date <u>2-3-76</u> . Hourmeter <u>395</u> .						
			Total Time <u>395</u> . AD notes found						
			complied with thru <u>76-1</u> . Routine						
			maintenance and minor repairs as						
			necessary.						
			I certify that this airplane and/or						
			engine has been inspected in accord-						
			ance with a <u>100 H.R.</u> inspection						
			and was determined to be in airworthy						
			condition.						
			Signed <u>[Signature]</u> For						
			Ragsdale Aviation, Inc. FAA Approved						
			Municipal Airport Repair Station						
			Amen, Texas No. 4458						
			<u>New R.H. Tire</u>						
<u>2/4/76</u>	<u><1°</u>		Aus dual see.	CR Tach	<u>396.5</u>	S/Den	<u>65209</u>	C/K	<u>OK</u>
<u>2/5/76</u>	<u><1°</u>		Hg. VOR CK,	TACH	<u>397.4</u>	S/Hdg.	<u>65209</u>		
<u>2/9/76</u>	<u>+3 +4</u>		AUS GND CK RT	TACH	<u>405.0</u>	G/Den	<u>65209</u>		
<u>2/16/76</u>	<u>5 0 ></u>		AUS Dual see ck	TACH	<u>414.0</u>	S/Den	<u>65209</u>		

[illegible]

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

[illegible]

AIRCRAFT LOG

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

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
1976	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.
4/14	14	→	AGS 250 CH 250 H 602 5.0		Date <u>6-9-76</u> Hourmeter <u>590</u>
7/3	<0°		AGS 250 CH 250 H 602 5.0		Total Time <u>590</u> . AD notes found
7/10	<20°		AGS 250 CH 250 H 602 5.0		complied with thru <u>76-10-11</u> . Routine
8/6	<20°		AGS 250 CH 250 H 602 5.0		maintenance and minor repairs as
8/12	14	14	AGS 250 CH 250 H 602 5.0		necessary.
					I certify that this airplane and/or
					engine has been inspected in accord-
					ance with a <u>ANNUAL</u> inspection
					and was determined to be in airworthy
					condition.
					Signed <u>H. L. T. Harty</u> For
					Ragsdale Aviation, Inc. FAA Approved
					Municipal Airport Repair Station
					Austin, Texas No. 4458
					AD Note 76-07-12 ignition switch
					inspection Part A found O.K.
					E.L.T. battery date 9-1979

AIRCRAFT LOG

[illegible]

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

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS Enter here general data with reference to "Line" and "Periodic" inspections — Rigging Changes — Alterations — Repairs — Service Letters — and changes in propeller or engine — as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
Date	Bearing error		Place		
	VOR 1	VOR 2			
				19 ____	Date <u>10-26-76</u>. Hourmeter <u>791</u>. Total Time <u>791</u>. AD notes found complied with thru <u>76-19</u>. Routine maintenance and minor repairs as necessary. I certify that this airplane and/or engine has been inspected in accord- ance with a <u>100%</u> inspection and was determined to be in airworthy condition. Signed <u>Charles G. Smith</u> For Ragsdale Aviation, Inc. FAA Approved Municipal Airport Repair Station Austin, Texas No. 4458
11-18-76					Replaced right main tire - Removed KI214, s/n 7078 and Installed KI201C s/n 14514, No Weight & Balance Change <u>Charles G. Smith</u> for RS 4458

AIRCRAFT LOG

[illegible]

AIRCRAFT LOG

[illegible]

Abstract

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
Total Aircraft Tach Time 291.6 Hrs., Date 4-24-77 I certify that this Aircraft / Engine has been Inspected in Accordance with a 100% Inspection and was Determined to be in Airworthy Condition <u>Herbert N. Radicke Jr.</u> HERBERT N. RADICKE JR. A & P # 453922836 All AD's as of this date complied with. Installed new brake linings on both main tires.							
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		
					Total Aircraft Tach Time <u>1048 Hrs.</u> , Date <u>08-17-77</u>
					I certify that this Aircraft / Engine has been
					inspected in Accordance with a <u>100 hr inspection</u>
					and was Determined to be in Airworthy Condition
					<u>Herbert N. Radicke Jr.</u>
					HERBERT N. RADICKE JR. A & P # 453922836
					New brakes installed, wheel bays painted,
					electrical system checked, everything operational

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
June 8, 1977	TACN	937.0					
Removed all engine cowling, inspection plates, bearings and interior of A/C. Inspected all rigging, pulleys, cables etc, checked all control surfaces for movement and safety. Rebuilt nose wheel turn chain and inspected all bearings and races, repacked bearings, serviced strut with high fluid and correct PSI. Removed shimmy damper chain, inspected and serviced. All electrical lights and systems checked, everything operational. Serviced battery and charged. ELT battery OK. Test performed for check 1. Antenna and static system tested 7-23-76. Oil current, Transponder tested 2-24-76. Oil current. Propeller spinner removed, bolts checked and inspected for safety wiring. Engine cowling and cooling baffles inspected, all bolts and pins inspected. O.K. → CONTINUED NEXT PAGE → A.D. NOTE 76-21-06 APPLICABLE TO ALL COULDER ON THIS AIRCRAFT NON-APPLICABLE - DO COULDER ON THIS AIRCRAFT (S.A. 1133) (B. 106 E. MOD.)							
I CERTIFY THIS AIRCRAFT ENGINE WAS INSPECTED IN ACCORDANCE WITH A <u>ANNUAL</u> INSPECTION AND WAS FOUND <u>AIRWORTHY</u>. DATE <u>JUNE 10, 1977</u> SIGNED <u>[Signature]</u> TIME <u>9:37.0 HRS</u> NUMBER <u>191428193</u>							
Heilmut Rodick Jr. A/P # 453922836							

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

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2			
					Compression test NO 1 80/78 NO 2 80/76 NO 3 80/76 NO 4 80/75 Removed exhaust heat exchanger and exhaust stacks, replaced all four exhaust gaskets and exhaust clamp hardware. Checked magnets timing. Drained engine oil, checked screen and plugs installed. Screen OK. Aeroshell 50 wt. Removed spark plugs, cleaned and tested, annealed gaskets and reinstalled. Heilmut Rodick Jr. A/P # 453922836
6/11/77					Test flown following annual inspection - Found Airworthy for return to service. [Signature]
8-22-77	14	14			SAT VOT Main E/M

[illegible]

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
Aug. 13, 1978	Tot. A/C Tach	Time: 1266.0					
All inspection plates removed, engine cowling and fairings removed. Entire airframe inspection performed, all cables, pulleys, fairleads, cable stops, terminals and safety devices inspected. Control surfaces travel and clearance checked. Elevator trim system checked for operation. Flap operation checked, flap jack screws lubricated w/ MIL-G-211-64-C grease. All airframe wiring checked for security and routing. All lights found operational. Replaced beacon light bulb in tail. Repaired all wheels, cleaned, inspected and repressed all wheel bays. Installed new brake linings on main gear wheels. Replaced front nose wheel fairing and nose wheel tire. Serviced nose wheel strut w/ fluid and correct P.S.I. Vacuum system filter replaced, induction air filter replaced. Fuel sump drained and cleaned and installed w/ new seals. Selector valve checked for positive shut-off. EGT Battery due date Sept. 1979. Engine cowling and Azusa fasteners O.K. (next page) →							
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19	
					Entire A/C lubricated and cleaned, all instruments and gauges working properly. Herbert A. Radich Jr. A&P # 453922836 Tach time 1266.0 - Aug 18, 1978 I certify that this aircraft has been inspected in accordance with an ANNUAL inspection and was determined to be in airworthy condition. <i>[Signature]</i> AE 1286305TB

MAINTENANCE RELEASE

COMPONENT

SERIAL NO. 108654

PART/MODEL NO. 101720-01543

CONFORMS TO

The component identified above was repaired and inspected in accordance with current Federal Aviation Agency Regulations and was found air worthy for return to service. Details of the repair are on file at this agency under

Work Order # 9061 Date 8-29-78

Technician [Signature] Inspector [Signature]

Work Order #

11-28-78 Tot. Tach Time: 1361.1

I certify that this A/C has been inspected in accordance with a 100 hr. inspection and was determined to be in airworthy condition.

Herbert R. Redick Jr. A#P 453922836

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

SIGNATURE OF PILOT

VOR I in ACC

Date Bea VOR

1975

4/26 +

7/3 +

7/9 +3

7/17 0

7/22 <

8/7 <

8/14 +1

8/21 +1

8/29 0

10/6 +3

10/8 0

12/2 +3

12/31 +2

1976 -

2-27 +2

3/4 +2

4-4 +2

8/17 +3

TOT. TACH TIME: 1393.3

DATE: 02-20-79

Complied with this date, A.D. note # 18-26-09. No vented fuel cap P.N. C156003-0101.

Herbert R. Redick Jr.

A#P #453922836

MAINTENANCE RELEASE

COMPONENT

SERIAL NO. 108654

PART/MODEL NO.

101720-01543

CONFORMS TO

The component identified above was repaired and inspected in accordance with current Federal Aviation Agency Regulations and was found air worthy for return to service. Details of the repair are on file at this agency under

Work Order # 9061

Date 8-29-78

Technician

Inspector

Joe M. McKee

Work Order No. 9643V

11-28-78 Tot. Tech Time: 13611

I certify that this A/C has been inspected in accordance with a 100 hr. inspection and was determined to be in airworthy condition.

Harriet K. Reiche Jr. A2P 453922836

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

ACCUMULATED
TOTAL
FLYING TIME

HOURS 10THS

27

SIGNATURE OF
PILOT

VOR Receiver operation checked
in accordance with FAR 91.25

Date Bearing error Place Signature

1975 VOR 1 VOR 2

DATE

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

4/26	+2	+3	AUS GND VOR CK TACH 289794 ATP
7/3	+2	+2	AUS VOR GND CK. J. M. Matheny 289794 ATP
7/9	+3	+3	SAT VOT CK. TACH 26.7, HOBBS 16.6 J. M. Matheny 289794 ATP
7/17	0°	0°	AUS GND CK. TACH 37.3, HOBBS 29.4 J. M. Matheny 289794 ATP
7/22	<2°	<2°	AUS DUAL REACK. TACH 50.9 Hobbs 45.5 J. M. Matheny 289794 ATP
8/7	<1°	<1°	AUS DUAL REC CK. TACH 79.2 Hobbs 76.7 J. M. Matheny 289794 ATP
8/14	+1	+3	AUS GND VOR CK (AUS) TACH 93.4 Hobbs 94.3 J. M. Matheny 289794 ATP
8/21	+1	0	AUS GND VOR CK. TACH 107.9 Hobbs 111.6 J. M. Matheny 289794 ATP
8/29	0	+2	AUS GND VOR CK. Tach. 176.5 Hobbs 189.1 J. M. Matheny 289794 ATP
10/6	+3	+4	SAT VOT CK. TACH 185.9 HOBBS 200.4 J. M. Matheny 289794 ATP
10/8	0	0	AUS GND CK. TACH 190.8 Hobbs 206.2 J. M. Matheny 289794 ATP
12/2	+3	0	AUS GND VOR CK. + TACH 288.5 Hobbs 320.3 J. M. Matheny 289794 ATP
12/31	+2	+3	AUS GND VOR CK. TACH 337.9 Hobbs 379.6 J. M. Matheny 289794 ATP
1976	-	-	-
2-27	+2	+3	AUS GND VOR CK TACH 344.3 Hobbs 507.2 Tom Fox 40585P ATP
3/4	+2	+2	AUS GND VOR J. M. Matheny 289794 ATP 454.5 TACH
4-4	+2	+4	AUS GND VOR R. J. Thomas 205309-01A1 497.4 Tach
8/17	+3	+3	AUS GND VOR CK. J. R. Matheny 289794 ATP

BEARING TREES

[illegible]

A. D. #

[illegible]



1247.8

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

CESSNA AIRCRAFT COMPANY WICHITA, KANSAS