

Registration No. _____

and Remarks	Signature	Certificate No.
3-22-72 Tach 27.24 Installed Hr Meter, WT charge Negligable. Brent Anadary A & P 1762404		
H-5-72 Tach time 47 hrs. 5/3 350 Complied with by Inspection. Glen A Bird A & P 14774.		
5/23/72 50 hr inspection tach reads 77.66 hrs. packed all wheel bearings. Service battery brakes and tires Ch. all flight Controls. W. Glenn Davis A & P 1258819		

Registration No. _____

and Remarks	Signature	Certificate No.
9-20-72 Rich time 105.23 C/W S/L 617 Replaced FLT with Series 2 S/N 72C-2077 Richard Reynolds A4P 752130		
S/L 617 & AD 72-22-3	cover same	item

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
Jan 23, 1973	Tach time 127.10		Check cables, pulleys, hinges, bellcranks & fittings. Service battery & hyd fluid. Rack wheel bearings, plane brakes as needed. Functional check elect system. Wash & lube gear. C/W AD 72-14-7 Stab bolt torque. C/W S/B 350 Stab hinge bolt Insp. Complete installation of 7 th seat Kit. Flight manual corrected to show addition of installation.	
Computation sheet also in flight manual		I certify that this aircraft has been inspected in accordance with the applicable inspection and was determined to be in worthy condition. SIGNED <u>Richard P. Reynolds</u> DATE <u>1-23-73</u> <u>APP 752130</u>		
Locality of aircraft		airworthy condition		
Inspected with		airworthy condition		
Total To				
Carry Forward				

Signature

Registration No. _____

and Remarks	Signature	Certificate No.
I certify that this <u>Aircraft</u> <u>Annual</u> inspection was performed in accordance with the requirements of the Federal Aviation Regulations, Title 14, Chapter I, Part 43, Section 119, and was determined to be in airworthy condition. Date <u>1-23-73</u> Time <u>13710</u> to <u>13710</u> Inspector's Signature <u>[Signature]</u> INTERVIEWED BY <u>[Signature]</u> DATE <u>1-23-73</u>		
Date <u>5-29-73</u> Tack <u>234</u> I certify that this aircraft has been inspected in accordance with <u>100%</u> inspection and was determined to be in airworthy condition. <u>Ed R McRae 1A1347248</u>		
REPAIRED RIGHT wing skin cracks <u>Ed R McRae 1A1347248</u>	5-1 337 T HIS DATE	
Date <u>6-29-73</u> Tack <u>298</u> I certify that this aircraft has been inspected in accordance with <u>50%</u> inspection and was determined to be in airworthy condition. <u>Ed R McRae 1A1347248</u>		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →		Date <u>6-9-73</u> Tack <u>321</u> I certify that this aircraft has been inspected in accordance with <u>100%</u> inspection and was determined to be in airworthy condition. <u>2d Lt McRae AFAP 1347288</u>	
			Date <u>8-23-73</u> Tack <u>424</u> I certify that this aircraft has been inspected in accordance with <u>100%</u> inspection and was determined to be in airworthy condition. <u>Charles Jones AFAP 530543305</u>	
			Date <u>10-22-73</u> Tack <u>528</u> I certify that this aircraft has been inspected in accordance with <u>100%</u> inspection and was determined to be in airworthy condition. <u>Samuel R. Thomas AFAP 530543305</u>	
Total To Carry Forward				

Registration No. _____

and Remarks

Signature

Certificate No.

Date 12-14-73 Tack 600

I certify that this aircraft has been inspected in accordance with EE PR inspection and was determined to be in airworthy condition.

Donald R. Wines AP 570543308

Date 1-22-74 Tack 617

I certify that this aircraft has been inspected in accordance with Annual inspection and was determined to be in airworthy condition.

John R. Munk AP 1347228

Date 3-15-74 Tack 1063

I certify that this aircraft has been inspected in accordance with 60 hr inspection and was determined to be in airworthy condition.

Donald R. Wines AP 570543308

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
4-10-74	tack 715	AD	NOTE 72-8-4	c/w by inspection
	Date 4-10-74	Tack 715		
	I certify that this aircraft has been inspected in accordance with 100 hr inspection and was determined to be in airworthy condition.			
	<u>Donald R. Wilson AS 5369 H 5500</u>			
	Date 5-20-74	Tack 761		
	I certify that this aircraft has been inspected in accordance with 100 hr inspection and was determined to be in airworthy condition.			
	<u>Donald R. Wilson AS 5369 H 5500</u>			
	Date 6-14-74	Tack 623		
	I certify that this aircraft has been inspected in accordance with 100 hr inspection and was determined to be in airworthy condition.			
	<u>Donald R. Wilson AS 5369 H 5500</u>			
Total To Carry Forward				

Registration No. _____

and Remarks

Signature

Certificate No.

Date 7-1-74 Tack 997

I certify that this aircraft has been inspected in accordance with 62HR inspection and was determined to be in airworthy condition.

Donald R. Wilmes Asst 570393508

Date 7-29-74 Tack 940

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

Donald R. Wilmes Asst 570393508

Date 8-28-74 Tack 990

I certify that this aircraft has been inspected in accordance with 62HR inspection and was determined to be in airworthy condition.

Donald R. Wilmes Asst 570393508

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
		Date <u>10-4-74</u>	Tack <u>1047</u>	
		I certify that this aircraft has been inspected in accordance with <u>100%</u> inspection and was determined to be in airworthy condition.		
		<u>Daniel R. Ward</u> <u>101530343308</u>		
		Date <u>11-5-74</u>	Tack <u>1088</u>	
		I certify that this aircraft has been inspected in accordance with <u>50%</u> inspection and was determined to be in airworthy condition.		
		<u>Daniel R. Ward</u> <u>101530343308</u>		
		Date <u>1-17-75</u>	Tack <u>1147</u>	
		I certify that this aircraft has been inspected in accordance with <u>100%</u> inspection and was determined to be in airworthy condition.		
		<u>2AK 9m Pa</u> <u>101347248</u>		
Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
Date <u>3-13-75</u> Tach <u>1192</u> I certify that this aircraft has been inspected in accordance with <u>3012</u> inpection and was determined to be in airw. thy condition. <u>Donald R. Wilson</u> <u>AP5341338</u>		
3-20-75 Tach 1195 <u>Engine Revolution #448 + 4543 (1/2)</u> _____ <u>Donald R. Wilson</u> <u>AP534054508</u>		
Date <u>6-3-75</u> Tach <u>1242</u> I certify that this aircraft has been inspected in accordance with <u>10012</u> inspection and was determined to be in airworthy condition. <u>Donald R. Wilson</u> <u>AP5341338</u>		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →	Date <u>2-2-75</u> Tack <u>1297</u>		
		I certify that the aircraft has been inspected in accordance with <u>50hr</u> inspection and was determined to be in airworthy condition.		
		<u>Donald R. Adams AF 530343308</u>		
<u>7-2-75</u>	<u>tack 1297</u>	<u>AD 75-10-03</u>	<u>c/w by installation of Propeller Nut # 760-9224</u>	
		<u>Donald R. Adams AF 530343308</u>		
	<u>AD 72.9-6 + 68.21.2 CW</u>	Date <u>8-16-75</u> Tack <u>1340</u>		
		I certify that the aircraft has been inspected in accordance with <u>100hr</u> inspection and was determined to be in airworthy condition.		
		<u>Jul R. M. M. AF 1347298</u>		
Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
Date <u>10-9-75</u> Tack <u>1390</u> I certify that this aircraft has been inspected in accordance with <u>52 hr</u> inspection and was determined to be in airworthy condition. <u>Donald R. Jones ASES 30343508</u>		
Date <u>11-23-75</u> Tack <u>1411</u> I certify that this aircraft has been inspected in accordance with <u>26 hr</u> inspection and was determined to be in airworthy condition. <u>Donald R. Jones ASES 30343508</u>		
Date <u>1-28-76</u> Tack <u>1471</u> I certify that this aircraft has been inspected in accordance with <u>26 hr</u> inspection and was determined to be in airworthy condition. <u>Ed R. Jones ASES 101347248</u>		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →	Date <u>5-19-76</u> I certify that this aircraft has been inspected in accordance with <u>501K</u> inspection and was determined to be in airworthy condition. <u>Edward R. Wines</u> 141347248	Tack <u>1523</u>	
		Date <u>6-20-76</u> I certify that this aircraft has been inspected in accordance with <u>700-2</u> inspection and was determined to be in airworthy condition. <u>211 R W M</u> 141347248	Tack <u>1571</u>	
2-3-77	Tack	1671 ^{1.61} 77-613/B	#503 CW	GALLES H. C. 141347248
	AND	FORWARD	OK 211 R W M	141347248
		Date <u>2-4-77</u> I certify that this aircraft has been inspected in accordance with <u>Annual</u> inspection and was determined to be in airworthy condition. <u>211 R W M</u> 141347248	<u>1633</u>	
Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
7-15-77 1733.0 AD 77-12-1; ^{MDX} MDX, c/w. I certify that this aircraft has been inspected in accordance with 100-hour inspection and was determined to be in airworthy condition. James R. Loper AIP 152368365 installed. Par b N/A. Par c c/w in accordance with Piper Ser Bul 376. Kit 760-688V installed. Par d c/w by inspection and installation of Piper kit # 760-560V. Par e c/w by inspection. James R. Loper AIP 152368365		
Tach 1758 Date 8-1-77 25 hr James R. Loper AIP 152368365		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
		Date <u>9-2-77</u> Tack <u>1808</u>		
		I certify that this aircraft has been inspected in accordance with <u>50 hour</u> inspection and was determined to be in airworthy condition.		
		<u>James R. Loe</u> AIP 152368365		
		Date <u>9-30-77</u> Tack <u>1831</u>		
		I certify that this aircraft has been inspected in accordance with <u>100 hr</u> inspection and was determined to be in airworthy condition.		
		<u>James R. Loe</u> AIP 152368365		
		<u>A.D. 72-08-06</u> c/w by dye penetrant insp. 9-17		
		Date <u>2-20-78</u> Tack <u>1902</u>		
		I certify that this aircraft has been inspected in accordance with <u>100 hr</u> inspection and was determined to be in airworthy condition.		
		<u>Del Miller</u> AIP 51860012		
Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
Date <u>2-24-78</u> Tack <u>1902</u> I certify that this aircraft has been inspected in accordance with <u>Basic</u> inspection and was determined to be in airworthy condition. <u>24 X 24 100 101141240</u>		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
3-22-78	Brought Forward →	TACHREADS 1920.9		
	I certify that the Altimeter and Static System tests required by FAR PART 91.170 have been performed. The Altimeter was tested to 20,000 FT.			
			Thunderbird Aviation	
			CRS # 3372	
			Jeremiah E. Gahan	
Total To Carry Forward				

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
	RALPH JACOBS COMPANY Rt. #1, Valmeyer, Illinois — 24 hr. Phone 618-935-2571			
	RECORD OF ENGINE INSTALLATION			
	On this date <u>4/28/79</u> , the following engine, <u>Lyc</u> Model # <u>De 540-1145</u> , Ser. # <u>29732-48</u> , was installed in Aircraft # <u>N 4804T</u> . Aircraft tach reads <u>2020</u> <u>L</u> , Engine total time <u>2020</u> hrs. Engine <u>0</u> hrs since <u>MAJOR OVERHAUL</u> . Engine test run <u>1</u> hrs <u>15</u> min. Engine determined to be satisfactory for test flight.			
	Signed <u>Theodore Matthe</u> A&P Mechanic # <u>AIP2055571</u>			
Total To Carry Forward				

Registration No. _____

and Remarks

Signature

Certificate No

RALPH JACOBS COMPANY

Rt. #1, Valmeyer, Illinois — 24 hr. Phone 618-935-2571

RECORD OF REMOVAL OF ENGINE FROM AIRFRAME

On this date 2/3/79, the following engine LYC
Model # IO-540-A1A5 Ser # L9732-48 was removed from
Aircraft # N4804T for OVERHAUL. Aircraft
tach reading 2020 hrs. Engine total time 2020
hrs. At the time of removal the engine was airworthy
unairworthy due to

Signed Richard Matthews A&P Mechanic # 0662055571

Registration No. _____

and Remarks	Signature	Certificate No.
4/28/79 Tach 2020h Installed new brake lining both main wheels repair cracks in top skin right wing. Install new voltage regulator, replace nose strut bumper flock C/w AD 76-07-12 Bendix generator switch by inspection, C/w AD 78-09-07 new engine cowling installed all AD notes complied with thru this job. Date <u>4/28/79</u> Tach Reads <u>2020h</u>		
I certify that this <u>AIKFAH</u> has been inspected in accordance with an <u>100h</u> inspection and has been determined to be in airworthy condition. Signed <u>Theodore Matthe</u> # <u>ATF 2085571</u>		

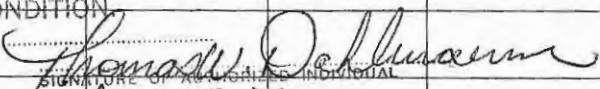
AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
Brought Forward →				
Date May 1-1978 T.T.				
I certify that this aircraft has been inspected in accordance with Annual Inspection and was determined to be in airworthy condition."				
Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate N
RALPH JACOBS COMPANY		
Rt. #1, Valmeyer, Illinois — 24 hr. Phone 618-935-2571		
RECORD OF TEST FLIGHT		
On this date <u>5/1/79</u>, Aircraft # N <u>4804T</u>		
Tach reading <u>2021</u> hrs was test flown for		
<u>1.0</u> hrs and functioned normally.		
Aircraft determined to be satisfactory for further flight.		
Signed <u>Ralph Jacobs</u> Pilot # <u>CFI AVM 1476273</u>		
9/7/79 tach time - 2062.⁹²		
Emergency Ad. out June 28, 1979 N/A Inspector <u>adg</u> <u>Sheldon Matthe</u> AEP 2085579		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →	5/30/80	TACH Time	INSPECTED AIRCRAFT
1/11/62 100 HR INSPECTION, C/W AD 76-07-12 MAG SWITCH CHK.				
ALL OTHER AD NOTES C/W TO DATE, AD 72-08-06 MAIN GEAR				
TORQUE LINKS - DUE AT 2331 HRS. INSTALLED NEW 600X6 bply MAIN				
INSTALLED NEW BRAKE LININGS.				
TIRES. REPLACED W/NEW EIT FOR SERVICE FOUND AIRCRAFT				
TO H. AIRCRAFT. Theodor Dahlmann AAF 1646714				
DATE 6/2/80 TACH TIME 2100.0 TOTAL TIME 2100.0				
I CERTIFY THIS AIRCRAFT HAS BEEN				
INSPECTED IN ACCORDANCE WITH ANNUAL				
INSPECTION AND WAS DETERMINED TO BE				
IN AIRWORTHY CONDITION.				
WORK ORDER #.				
 SIGNATURE OF AUTHORIZED INDIVIDUAL 1A211007 TITLE [REDACTED] [REDACTED]				
Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
9/12/80 Tech 212219 INSTALLED ELT BATTERY Exp. DATED 1-82 OPERATIONAL CHECK OK. Methyls 1646214		
May 16, 1981 TACH + Total Time 2160.9		
Prop Remanufactured 2-27-79 Time Since Reman 140.9 (I certify that this aircraft/engine has been inspected in accordance with <u>Avi-Air</u> inspection and was determined to be in airworthy condition.)	<i>Norman R. Brown</i> Norman R. Brown	
FA 1615067		

Registration No. _____

and Remarks	Signature	Certificate No.
6-10-82 Tech + total Time 2180.43 I certify That This Aircraft Has Been Inspected In Accordance with An Annual Inspection And Has Been Determined to Be In Airworthy Condition Norman R Brown IA 1615067		

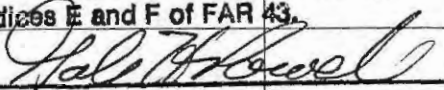
101777

Registration No. _____

and Remarks	Signature	Certificate No.
7-7-83 100 hr. insp. Completed TACH 2212.2 Recalibration Door Cleaned & repacked all bearings. Remand Ex. Sys. & repaired. ELT to be replaced July 1985.		
Date 7-7-83 T. T. 2212.2 tack I certify that this aircraft has been inspected in accordance with Remand inspection and was determined to be in a worthy condition Chas R. Nelson A-1499355 JA		
7-7-83 Static checks per FAR 91.170 performed at this time. Altimeter checked to 20000 ft. Chas R. Nelson #2261625 CR5362-30		

101777

Registration No. _____

and Remarks	Signature	Certificate No.
9/19/85		
The altimeter system has been tested and found to comply with FAR 91.171 and 91.172 in accordance with appendices E and F of FAR 43.		
		
For: OZARK AIRCRAFT RADIO CO. FAA Repair Station 3329		

Registration No. _____

and Remarks	Signature	Certificate No.
5/27/86 Tach. 2561.86 Hobbs 1547.2 checked Tension on Aileron cables and reTightened Turnbuckles to meet specified Tension requirements	<i>[Signature]</i>	466-58-9937

CRS

362-38

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
6-13-86	Brought Forward →	TACH 2573	INSTALLED KING KMG4 PER AC4717-1A	
				→ 2A, MINOR ALTERATION, SEE WEIGHT & BALANCE
	DATED 3-5-86,		The aircraft and/or component identified 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 No. _____ Date <u>6-13-86</u> Signed <u>[Signature]</u> Ozark Aircraft Radio Co., Inc. FAA Approved Repair Station # 3329	
Total To Carry Forward				

and Remarks

Signature

Certificate No.

TT

INSTALLED STANDBY VACUUM
SYSTEM (PRECISE FLIGHT INC)

PER STC SA 2167NM & STC

SE 1779 NM

WPH 357444133EA

10/4/86 Tach Time 2627.4 - 100 hr. insp. completed. Checked
battery, Replaced both main tires, & relined brakes. Repacked
bearings.

10/4/86 TTT 2627.4 tach

I certify that this ~~aircraft~~
has been inspected in accordance
with a ~~visual~~ inspection and was
determined to be in airworthy
condition.

44433351A

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
12/3/86	Brought Forward →	2651.2	tach	Complied with AD 86-17-01 by installing Piper Kit #765-186 ammeter gauge & sheet. Alvin R. Nelson ACP 999355
12-23-86	TACH 2658	INSTALLED	NARCO AR850	PER AC43.13-1A & 2A
MINOR ALTERATION SEE WEIGHT & BALANCE DATED 3-5-86				
The aircraft and/or component identified 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 No. <u>18946</u> Date <u>12-23-86</u> Signed <u>Robert Arator</u> Ozark Aircraft Radio Co., Inc. FAA Approved <u>Repair Station # 3325</u>				
Total To Carry Forward				

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
Brought Forward →				
			Date <u>8/24/84</u> T. T. <u>2356.3 tach</u> I certify that this <u>aircraft</u> has been inspected in accordance with <u>annual</u> inspection and was determined to be in <u>airworthy</u> condition <u>Oliver R. Nelson A-499355 IA</u>	
#6 - Due 9/87			Date <u>9/4/85</u> T. T. <u>2464.1 tach</u> I certify that this <u>aircraft</u> has been inspected in accordance with <u>annual</u> inspection and was determined to be in <u>airworthy</u> condition <u>Oliver R. Nelson A-499355 IA</u>	
Total To Carry Forward				

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
3-5-86	Brought Forward →	TACIT 2526	REMOVED	KING K1201C, INSTALLED
		KING K1203 AND	KING K1204	PER AC43.13-1A+2A.
		MINOR ALTERATION.	SEE WEIGHT & BALANCE THIS DATE.	
			The aircraft and/or component identified 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 No. <u>17206</u> Date <u>3-5-86</u> Signed <u>[Signature]</u> Ozark Aircraft Radio Co., Inc. FAA Approved Repair Station # 3329	
Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
5/27/86 Tach. 2561.86 - Hobbs 1547.2 checked Tension on Aileron cables and reTightened Turnbuckles To meet specified Tension requirements	<i>[Signature]</i>	488-58-9937

CRS

362-38

and Remarks

ADDITIONAL SHEETS ARE ATTACHED

Signature

Certificate No.

TT

INSTALLED STANBY VACUUM
SYSTEM (PRECISE FLIGHT INC)

PER STC SA 2167NM & STC

SE 1779 NM ~~WBF~~ 357444133IA

10/4/86 Jack Line 2627.4 - 100 ft. insp. completed. Checked
battery, Replaced both main tires, & relined brakes. Repacked
bearings.

10/4/86 Jack 2627.4

I certify that this aircraft
has been inspected in accordance
with a ~~visual~~ inspection and was
determined to be in airworthy

~~Signature~~ 499335IA

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
12/3/86	Brought Forward →	2651.2	Tech	Complied with AD 86-17-01 by installing Piper Kit #765-186 altimeter gauge & chart. Oliver R. Helmer ACP 499355
12-23-86	TACH 2658	INSTALLED	NARCO	AR850 PER AC43.13-1A+2A
MINOR ALTERATION SEE WEIGHT & BALANCE DATED 3-5-86				
The aircraft and/or component identified 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 No. <u>18946</u> Date <u>12-23-86</u> Signed <u>Robert Armitage</u> Ozark Aircraft Radio Co., Inc. FAA Approver _____ Repair Station # 3325				
Total To Carry Forward				

and Remarks	Signature	Certificate No.
4/20/87 Jack Time 2676 Installed Brines Strobe Lites in place of rotating beacon. Checked O.K. Oliver R. Nelson		198935
9/16/87 Jack Time 2700 Completed 100 hr. insp. ground gear inspection brings, replaced brings staked. Repaired checked all lites for operation. FLY BATTERY DUE ETT. 1989		
9/14/87 T. T. 2700 Jack I certify that this aircraft has been inspected in accordance with annual inspection and was determined to be in airworthy condition Oliver R. Nelson	19893555 EA	
Replaced sid Cox stack & heater shroud.		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
9-21-87	Brought Forward →	TACH 2700		
The transponder system has been tested and found to comply with FAR 91.172 in accordance with appendix F of FAR 43.			The altimeter system has been tested and found to comply with FAR 91.171 in accordance with appendix E of FAR 43.	
Model <u>AT 150</u> S/N _____ Signature <u>[Signature]</u> Date <u>9-21-87</u>			Model <u>21546</u> S/N <u>186672</u> Signature <u>[Signature]</u> Date <u>9-21-87</u>	
For: OZARK AIRCRAFT RADIO CO FAA Repair Station 3329			For: OZARK AIRCRAFT RADIO CO. FAA Repair Station 3329	
8/27/88 Jack Line 2775.4 Replaced alternator belt. Replaced stator, brushes, bearings, diode in alternator. _____ _____ _____				
Total To Carry Forward				

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
6-18-83	Transferred ATISO XPDR S/N 12196 From N4784L. THIS XPDR REC'D BIENNIAL CHECK PER FAR 91.172 BY OZARK AIRCRAFT RADIO. (GALE POWELL) DATE OF CHECK 28 MARCH 1983 Jimmy Heller			
Total To Carry Forward				

AIR

Date	Aircraft Time	
	This Date	Total
	Brought Forward →	
The altimeter system has been tested and found to comply with FAR 91.171 in accordance with appendix E of FAR 43. Model <u>01546</u> S/N <u>186272</u> Signature <u>[Signature]</u> Date <u>9/19/89</u> For: OZARK AIRCRAFT RADIO CO FAA Repair Station 3329		
The transponder system has been tested and found to comply with FAR 91.172 in accordance with appendix F of FAR 43. Model <u>AT-150</u> S/N <u>12196</u> Signature <u>[Signature]</u> Date <u>9/19/89</u> For: OZARK AIRCRAFT RADIO CO FAA Repair Station 3329		
Total To		
Carry Forward		

OZARK AIRCRAFT RADIO CO
FAA REPAIR STATION 3329

DATE 9/19/89
PILOT CO-PILOT

Maintenance

TEST SET	ENCODER	ALTIMETER	KYST	ENCODER	ALTIMETER
-1000	-1K	-1K			
0	0	0			
500	500	500	AMB		
1000	1K	1K			
1500	1500	1500	BARO	READING	DIFFERENCE
2000	2K	2K	128.101	-1390	+13
3000	3K	3K	128.501	-980	-10
4000	4K	4K	129.001	-520	+7
6000	6K	6K	129.501	-40	-2
8000	8K	8K	129.921	+350	0
10000	10K	9980	130.501	+860	-21
12000	12K	11,970	130.901	+1230	-13
14000	14K	13,970	130.991	+1300	-24
16000	16.1K	15,960			
18000	18.1K	17,950	IACFT	PIPER PA-32	
20000	20.1K	19,940	HA	4804T	
22000			XPR	AT-150	
25000			ENC	AR-850	
30000			ITACH	2832.5	
35000			IATIS	30.09	
40000			ITDIP	79°F	
45000			TESTED BY	JHR	
50000					

Registration No. _____

and Remarks	Signature	Certificate No.
REPAIRS = Jacked aircraft, removed wheels, greased bearings and checked brakes, checked rotation and emergency extension. Checked electrical system and battery. Checked all controls and oiled them. Removed all inspection plates and checked structure. And cockpit belts, lights and instrument operation.		
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>ANNUAL</u>..... INSPECTION IS DETERMINED TO BE IN AIRWORTHY CONDITION AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAIL OF THIS INSPECTION ARE ON FILE AT THIS REPAIR STATION UNDER REPAIR ORDER # <u>2032</u>.....	<i>Installed new prop Gov</i> <u>C.A.R. #455-356 +</u> <u>Re Sealed RT + LF Brake</u> <u>Cylinders. C/w AD 97-12-06</u> <u>Bj overhaul of prop see</u> <u>in maintenance Release Date 12/20/89</u>	
TOTAL TIME <u>2864 h</u>..... <u>to 2864</u>..... SIGNED <u>John Matthews</u>..... DATE <u>12/26/89</u>.....		
THE MOD SQUAD, INC. CRS 362-39		

Date 12/25/89 Hours 2864 A/C Type prop PA 32 Regist. N 4804T
 Performed dynamic propeller balance this date. Balance should be checked when a propeller is overhauled, after an engine is overhauled or cylinder reworked, when significant repairs are made or when unusual vibrations are detected.

Initial 040 IPS / Final 04 IPS

THE MOD SQUAD, INC. ST. LOUIS, MISSOURI 314-343-1808

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
12/26/54	Brought Forward →	.	2864	Installed C. H. propeller at this time. See propeller log book for maintenance release tag. Aircraft given 10 min test flown. (initials) 199355

Date 1/10/55 Hours 2867 A/C Type PP. 32-300 Regist. N 4804T
 Performed dynamic propeller balance this date. Balance should be checked when a propeller is overhauled, after an engine is overhauled or cylinder reworked, when significant repairs are made or when unusual vibrations are detected.
 Initial .65 IPS / Final .07 IPS

THE MOD SQUAD, INC. ST. LOUIS, MISSOURI 314-343-1808

Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
TACH TIME <u>2905</u> TOTAL TIME <u>2905</u>		
JACKET A/C. REMOVED WHEELS, CHECK	Installed new Rt + LF	
BRAKES, FULCRUM AND INSPECT BEARINGS,	main tires all new Brake	
REMOVE BATTERY, CLEAN VENT, REMOVE ALL	Lining + new S.S. Brake ISC	STC. 8A-23370
INSPECTION COVERS, INSPECT STRUCTURE,	C/A A.D. 75-24-02 By Insp.	
INSPECT CABLES, FULLEYS, AND FAIRLEADS,	C/A P.S. 78-23-01 By Insp.	
FUNCTION CHECKED ALL CONTROL SURFACES	C/A A.D. 76-07-12 By inspection	
LUBE AS NEEDED. CHECKED ALL LIGHTS	E.L.T. Due 10/91	Chick.
CONDUCT RETRACT TEST ON LANDING GEAR.		
I CERTIFY THAT THIS A/C HAS BEEN		
INSPECTED IN ACCORDANCE WITH A <u>ANNUAL</u>		
INSPECTION AND HAS BEEN DETERMINED TO BE		
IN AN AIRCRAFT CONDITION. <u>Theodore Matthes</u>		
Date <u>1/7/91</u>	<u>2085571 I.A.</u>	