

THE **adlog**<sup>TM</sup> AIRCRAFT  
MAINTENANCE  
RECORDKEEPING  
SYSTEM

**AIRFRAME  
MAINTENANCE  
RECORDS**

# AIRFRAME MAINTENANCE RECORDS

Log No. 1

Aircraft Registration No. N94157

Aircraft Mfg. Engineering and Research Model 415C Serial No. 1480

Engine Mfg. Continental Model C-85-12F Serial No. 25647-6-12

Engine Mfg. N/A Model N/A Serial No. N/A

Propeller Mfg. McCawley Model 1B90CM 7148 Serial No. 77385

Hub Design No. N/A Hub Serial No. N/A

Blade Design No. N/A Blade Serial No's. N/A

Propeller Mfg. McCawley Model 1B90CM 7148 Serial No. 77385

Hub Design No. \_\_\_\_\_ Hub Serial No. \_\_\_\_\_

Blade Design No. \_\_\_\_\_ Blade Serial No's. \_\_\_\_\_

(All applicable information must be filled in)



**AEROTECH PUBLICATIONS INC.**

www.adlog.com  
P.O. Box 1359 / Southold, NY 11971-0965  
(631) 765-9375  
1-800-235-6444  
FAX: (631) 765-9359

©1979 AeroTech Publications, Inc.



No. \_\_\_\_\_

| DATE       | TOTAL TIME IN SERVICE | TACH OR RECORDING METER TIME | DESCRIPTION OF WORK PERFORMED—<br>SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|------------|-----------------------|------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|            |                       |                              | <b>TOTAL</b> brought forward from previous page                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 7, 9, 2012 | 2109.56               | NewTech<br>00:00             | <p>In March of 2009 this aircraft was purchased from an insurance company after a landing incident. Upon landing the airplane rolled off the left side of the runway into soft mud. The mud stopped the engine and the airplane went up on its nose and right wing tip then settled back down. The damage was limited to the prop being <math>\frac{1}{8}</math> inch out of track. The right wing rear spar was damaged a few inches from the attach fitting. The fuselage rear right spar half was also damaged a few inches from the attach fitting. The fuselage rear spar half was replaced with a factory supplied spar along with the rear outboard rib section. See 337 Form dated June 22, 2009. The right wing rear spar was repaired by installing a factory supplied repair kit. See 337 Form dated Sept. 3, 2012. The propeller was sent to a prop shop for repair. It is now on track.</p> <p>The following is a list of discrepancies, corrections, alterations and upgrades. This airplane was found to be unairworthy prior to the landing incident. This has been documented by photographs. The list is as follows.</p> <ol style="list-style-type: none"> <li>1. Most instruments not marked per T.C. - installed markings.</li> <li>2. Compass card is blank - Replaced compass because of electrical interference. The new compass model is MCDN-26, S/N MCDN260910040. The compass was</li> </ol> |
|            |                       |                              | <b>SUB-TOTAL</b> this page                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|            |                       |                              | <b>TOTAL</b> -Carry forward to next page                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |



|  |  |
|--|--|
|  |  |
|  |  |







| DATE | TOTAL TIME IN SERVICE | TACH OR RECORDING METER TIME | DESCRIPTION OF WORK PERFORMED—<br>SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK                                                               |
|------|-----------------------|------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|
|      |                       |                              | <b>TOTAL</b> brought forward from previous page                                                                                                       |
|      |                       |                              | 24. Two cigar lighter sockets installed with no record entries. Removed both.                                                                         |
|      |                       |                              | 25. Removed the starter pull control. Not used with a Skytec starter.                                                                                 |
|      |                       |                              | 26. Removed the slanted rear deck. Installed a Forney F-1 style horizontal shelf. This was necessary for the installation of Forney rear windows.     |
|      |                       |                              | 27. Replaced both rear windows because of cracks at each mounting screws. Installed Forney F-1 rear windows per factory instructions.                 |
|      |                       |                              | 28. Removed rear mic and phone jacks and all wiring. New jacks were installed in new instrument panels.                                               |
|      |                       |                              | 29. Replaced L & R sliding window locking controls.                                                                                                   |
|      |                       |                              | 30. Removed household carpet glare shield.                                                                                                            |
|      |                       |                              | 31. Installed a portable metal glare shield covered with light weight carpet. Red and white instrument light strips are installed under glare shield. |
|      |                       |                              | 32. Removed heavy plastic side upholstery panels that were covered with household carpet.                                                             |
|      |                       |                              | 33. Installed light weight aluminum side panels covered with light weight carpet.                                                                     |
|      |                       |                              | 34. Replaced the ignition switch with a new one having a "start" position.                                                                            |
|      |                       |                              | 35. Replaced the oil temp indicator system with an electrical system.                                                                                 |

SUB-TOTAL this page

TOTAL-Carry forward to next page

Continued →



TOTAL  
TIME  
IN  
SERVICETACH OR  
RECORDING  
METER  
TIMEDESCRIPTION OF WORK PERFORMED—  
SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK

TOTAL brought forward from previous page

36. Replaced the oil pressure indicating system with an electric one and added a low pressure switch and red light on the left instrument panel.

37. Replaced the tachometer with an electrical one which has an internal hour meter.

38. The ELT installation mount bracket was not the correct one for this ELT. the ELT was secured with a plastic tie rap and mounted where the pilot could not reach it. Installed the correct mount bracket on the horizontal Hot shelf. Also installed a factory supplied remote control switch. the fuse for this remote system is located near the battery box.

39. The Nav. light wiring junction box is broken and the wire terminals were sloppy loose. Removed the wires from the box and connected them with butt splices.

40. Rewired the Marco 810 mounting tray connector because of sloppy workmanship and burned insulation. Also added two wires for the remote freq. transfer push button switch and mounted the switch near and above the throttle.

41. Installed a new Cessna master switch. One side is the master switch the other side controls the alternator.

SUB-TOTAL this page

TOTAL—Carry forward to next page

continued →



| TOTAL<br>TIME<br>IN<br>SERVICE                  | TACH OR<br>RECORDING<br>METER<br>TIME | DESCRIPTION OF WORK PERFORMED—<br>SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK                                                                                                                                                                                                        |
|-------------------------------------------------|---------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>TOTAL</b> brought forward from previous page |                                       |                                                                                                                                                                                                                                                                                                |
|                                                 |                                       | 42. Sent the Narco 810 Comm radio and the transponder to a radio shop for alignment and repairs as necessary.                                                                                                                                                                                  |
|                                                 |                                       | 43. Installed an avionics protection relay that removes electrical power from the avionics buss during starter operation. Installed an emergency power bypass switch to bypass the protection relay, in case it does not return power to the avionics buss, when the start switch is released. |
|                                                 |                                       | 44. The compass light is connected to the Nav. light switch as a safety system. No compass light if the nav. lights are not on.                                                                                                                                                                |
|                                                 |                                       | 45. The seat pan was cracked in two places and 2 screws and 2 bolts were missing. Repaired the cracks and installed the screws and bolts.                                                                                                                                                      |
|                                                 |                                       | 46. The left and right plastic air vents were broken and sloppy loose. They were removed and the skin holes patched.                                                                                                                                                                           |
|                                                 |                                       | 47. Repaired cracked wing to fuselage fairing at the trailing edge, left side.                                                                                                                                                                                                                 |
|                                                 |                                       | 48. Installed an outside air temp. gauge in the windshield on the left side.                                                                                                                                                                                                                   |
|                                                 |                                       | 49. Installed Tinnerman nuts and P.K. screws in all wing round inspection covers per Uniwair Service Bulletin.                                                                                                                                                                                 |
|                                                 |                                       | 50. Replaced main battery with a new one of the same brand and model. (Concord RG-35AXC)                                                                                                                                                                                                       |
| <b>SUB-TOTAL</b> this page                      |                                       | continued →                                                                                                                                                                                                                                                                                    |
| <b>TOTAL</b> -Carry forward to next page        |                                       |                                                                                                                                                                                                                                                                                                |



!!!  
This aircraft fuel/oil hose is manufactured, certified, and tested to meet the requirements of the Department of Transportation. It is designed for use with automotive type fuels or gasoline. **ONLY WITH CERTIFIED AVIATION GASOLINE OR OIL.** This hose may fail or cause engine stoppage if used with any automotive fuel, fuel additives, either leaded or unleaded, or containing alcohol. UNIVAIR Aircraft Corporation assumes no liability if this hose is used with any automotive fuel, fuel additives or any STC'd alternate fuels.

AL brought forward from previous page

51. Installed a cell phone size HSI, VOR and GPS receiver plus many more functions. See owners manual for operations of this Portable system.

52. The aircraft was weighted on freshly calibrated electronic scales and a new weight and balance record generated. Current empty weight is 911.0 Lbs. Current C.G. Location is +26.9 in. Current Moment is 24526

53. Replaced both fuel hoses from firewall to the fuel pump with factory supplied new hoses. Not Approved for Auto Fuel. Hoses will fail.

54. Replaced the four nose strut fork bolts as a precaution

55. Installed patch over plug button hole in front of the new comm antenna

56. All new bolts, washers and nuts used to install the wings

Cleaned all zileron bellcrank and rod end bearing and lubed. Adjusted out all excessive clearance.

Serviced engine with Castrol Uncompounded 40/80 oil. Replaced oil filter. Replaced induction filter

with a new Brackett air filter. Cleaned and gapped all spark plugs and installed with new gaskets.

Added a Safety type pin to baggage bag to

Continued →

SUB-TOTAL this page

TOTAL-Carry forward to next page



| DATE       | TOTAL TIME IN SERVICE | TACH OR RECORDING METER TIME | DESCRIPTION OF WORK PERFORMED—<br>SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK                                                                                                                                                                                                                                                                                                                                 |
|------------|-----------------------|------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|            |                       |                              | <b>TOTAL</b> brought forward from previous page                                                                                                                                                                                                                                                                                                                                                                         |
|            |                       |                              | Comply with AD 47-20-4. Replaced both nose wheel bearings and races. They were found with no lube and were damaged. Serviced all main wheel bearings. Inspected both wings for corrosion. None found. Had center section of main spar inspected by LS NDT, Inc. See report elsewhere in maintenance file. This Annual Inspection completed and airplane is considered airworthy<br><i>Dean Miller</i><br>A&P 1365235 IA |
| 11/11/12   | 2109.56               | "0"                          | Safetied all four fuel transfer hose clamps per AD 47-20-03 <i>Dean Miller</i> A&P 1365235 IA                                                                                                                                                                                                                                                                                                                           |
| 11/11/12   | 2109.56               | "0"                          | Inspected and cleaned fuel pump filter screens. No contamination found in pump. <i>Dean Miller</i> A&P 1365235 IA                                                                                                                                                                                                                                                                                                       |
| 11/24/2013 | 2109.56               | "0"                          | Annual inspection completed this date. Cleaned and primed horizontal stabilizer rear main spar. Center section inspected for corrosion, none found.<br><i>Dean Miller</i> A&P 1365235 IA                                                                                                                                                                                                                                |

\*  
Next page

|          |              |       |          |
|----------|--------------|-------|----------|
| MODEL    | Ercoupe 415C | DATE  | 01/10/14 |
| S/N      | 1480         | W.O.# | 6532     |
| REG. NO. | N94157       | TACH  | 9999.92  |

1805-D McKinley Ave. La Verne, CA 91750  
FAA REPAIR STATION N2YR845Y

**NAI**  
AIRCRAFT SERVICES

**AIRFRAME LOGBOOK INSERT**

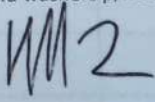
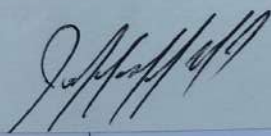
THE AIRCRAFT AND/OR COMPONENT IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT FEDERAL AIR REGULATIONS AND IS APPROVED FOR RETURN TO SERVICE ONLY FOR THE WORK ACCOMPLISHED. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS AGENCY.

SIGNED R. Clark *R. Clark* for CRS, N2YR845Y DATE 01/10/14  
Shimmed left and right main gear pivot knees

SUB-TOTAL this page

TOTAL-Carry forward to next page



| DATE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | TOTAL TIME IN SERVICE | TACH OR RECORDING METER TIME | DESCRIPTION OF WORK PERFORMED—<br>SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK                                                                                                                                 |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                       |                              | <b>TOTAL</b> brought forward from previous page                                                                                                                                                                         |
| 3/14/14                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                       | 0003.99                      | Rigged Flight Control IAW CR CRUPE<br>Service Manual.<br>Tach AEP 348225P                                                                                                                                               |
| August 26, 2014 Tach: 11.24 N94157<br>Replaced bushing p/n 33206 and washers p/n 33215 in RT/LT main landing gear.<br>Michael Town 551816330 AP                                                                                                                                                                                                                                                                                                                                           |                       |                              | Maintenance Express<br>LVK, Bldg 144<br>                                                                                               |
| <br>333 W. Jack London Blvd #144 Livermore, CA 94551 office 925-455-5802, fax 925-455-5813<br>October 29, 2014 Tach: 13.11 N94157<br>Fabricate Throttle attachment bracket for throttle cable. Installed on engine and attached throttle cable.<br>Perform test run, no defects found.<br>Jeff Ruffell 3041123AP<br> |                       |                              | September 19, 2014 Tach: N94157 Lois Murray<br>Replace left rear window with Owner supplied parts.<br><br>Chris Hamilton 2799543 AP |
| 12/6/14                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 2223.43               | 13.87                        | Performed 100 Hour inspection<br>IAW FAR 43, Appendix D. Performed<br>all necessary AD inspections, wheel<br>flight controls & hinges.<br>ID Paul Domeier 3757961                                                       |
| 1/30/15                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 2223.43               | 13.87                        | Replaced EIT Batt, tested. - Aug 3-17<br>ID Paul Domeier AEP 3757961                                                                                                                                                    |
| SUB-TOTAL this page                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                       |                              |                                                                                                                                                                                                                         |
| TOTAL—Carry forward to next page                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                       |                              |                                                                                                                                                                                                                         |



DESCRIPTION OF WORK PERFORMED—  
SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK

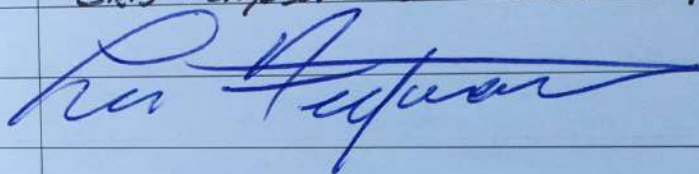
TOTAL  
TIME  
IN  
SERVICETACH OR  
RECORDING  
METER  
TIME

TOTAL brought forward from previous page

2223.45 13.87

I certify that this aircraft has been inspected  
in accordance with a ~~Annual~~ inspection  
and at this time is found to be in an  
airworthy condition.

Chris Ferguson IA 2771249



2224.56 15.00

Replaced left main tank gauge  
Front 1AW SM.

 Sam Domet AEP 3757961

Aera 51 Aviation Services  
550 Airway Blvd Livermore CA, 54551

Airframe Log

Date: 8/1/16

N94157

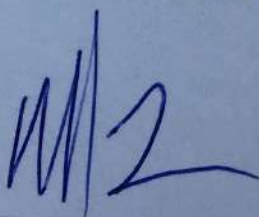
Tach: 33.90

TTAF: 2243.46

**Work Performed On This Date:**

Inspected this **airframe** in accordance with FAR 43App. (D). Complied with FAR 91.207 (D) function check of ELT. Complied with AD2002-26-2 wing center section for corrosion by borescope visual inspection. No corrosion found at this time. Next due date at annual inspection 2019. Complied with AD59-25-5 visual inspection made of the area around the rudder control horn for excessive deflection of the horn, canning of rudder skin. None found at this time. Next due date 133.90 or annual whichever comes first.  
**I certify that this aircraft has been inspected in accordance with ANNUAL INSPECTION and determined to be in airworthy condition.**

Michael Town AP551816330IA





| DATE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | TOTAL TIME IN SERVICE | TACH OR RECORDING METER TIME | DESCRIPTION OF WORK PERFORMED—<br>SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK                                                                                                                                                                                                                                                                                                                           |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>TOTAL</b> brought forward from previous page                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                       |                              |                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <p><b>Date:</b> 1/10/2018    <b>Aircraft:</b> N94157    <b>Model:</b> Ercoupe 415-C    <b>S/N:</b> 1480<br/> <b>Engine:</b> Continental    <b>Model:</b> C85-12F    <b>S/N:</b> 25647-6-12<br/> <b>AFTT:</b> 2285.03    <b>TACH:</b> 41.57    <b>TSOH:</b> 41.57</p> <p>1. Performed 100-hr inspection per Ercoupe Service Manual.<br/> 2. Inspected ELT per CFR part 91.207 and found OK.<br/> 3. Lubricated control surface hinges, bushings, etc.<br/> 4. Functional checks OK.<br/> 5. AD compliance checked and found current. AD compliance report dated 1/10/2018 provided to owner.</p> <p><b>I certify that this aircraft has been inspected in accordance with an Annual inspection per FAR Part 43 Appendix "D" and was determined to be in airworthy condition. END.</b></p> <p><i>Michael Flagella</i><br/> Michael Flagella A&amp;P 3772707 IA</p> |                       |                              |                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 4-26-18                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 41.57                 | 2285.03                      | REPLACED ER COUPE LH BRACKET with new, P/N<br>415-40081-L ER COUPE BRACKET from UNIVAIR.<br>Repaired Battery tender wire. Ops check ok. All<br>work<br>Certify completed in accordance to AC 43.13. This<br>airframe is approved for return to service with<br>respect to work performed. Owner has been<br>notified of current discrepancies. --- END ---<br><i>Kaitlyn Shusta</i><br>Kaitlyn Shusta 3827498 (A) |
| 5/9/2018                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                       | TACH<br>41.57                | REPLACED / TESTED ELT BATT.<br>NEXT DUE MAY 2020.<br><i>[Signature]</i> A&P 3757961                                                                                                                                                                                                                                                                                                                               |

Precision Static Testing    Livermore, CA    Phone 925-449-5904  
FAA Certified Repair Station #QJAR856X

I certify that transponder tests, including data correspondence, required by § 91.413, have been performed and found to comply with 14 CFR Part 43, Appendix E and F.

Time: 41.57    W/O# 19922    N 94157  
Inspected by *[Signature]*    Date 9/11/2021

SUB-TOTAL this page

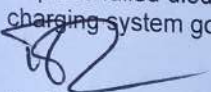
TOTAL-Carry forward to next page



| DATE | TOTAL<br>TIME<br>IN<br>SERVICE | TACH OR<br>RECORDING<br>METER<br>TIME | DESCRIPTION OF WORK PERFORMED—<br>SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK |
|------|--------------------------------|---------------------------------------|-----------------------------------------------------------------------------------------|
|      |                                |                                       | <b>TOTAL</b> brought forward from previous page                                         |

9-1-2021, tach: 41.57

Replace (L&R) MLG tires, re-pack bearings, replace MLG shock absorber rubber buns, replace MLG oleo strut o-rings, service oleos and brake res. mil 5606 hyd fluid. Replace failed diode 1N4005 @ OV relay, verified charging system good.

  
Paul Domeier A&P 3757961

9-1-2021 Tach 41.57, TTAF: 2285.03

I certify this aircraft has been inspected IAW an annual inspection per the scope & detail of 14 CFR, Part 43, appendix D. All AD's are in compliance, as recorded on attached AD report. A list of discrepancies and un-airworthy items dated 9-1-2021 has been provided to the owner.

  
Paul Domeier A&P 3757961 IA

|  |  |
|--|--|
|  |  |
|  |  |

**SUB-TOTAL** this page**TOTAL**-Carry forward to next page



N 94157

No 1

AIRCRAFT LOG

~~1~~  
1



No. 7A

PUBLISHED BY

# AIR ASSOCIATES INCORPORATED

CHICAGO, ILLINOIS  
MUNICIPAL AIRPORT

ATLANTA  
GEORGIA

TETERBORO  
NEW JERSEY

KANSAS CITY, MISSOURI  
416 ADMIRAL BOULEVARD

DALLAS, TEXAS  
LOVE FIELD

LOS ANGELES, CALIFORNIA  
AIRPORT and CENTURY BLVDS.

SEATTLE  
WASHINGTON



## AIRCRAFT DESCRIPTION

|                                                |                   |                        |
|------------------------------------------------|-------------------|------------------------|
| Manufacturer <u>Engineering &amp; Research</u> | Place <u>2</u>    | Date                   |
| License No. <u>94157</u>                       | Type <u>415-C</u> | Serial No. <u>1480</u> |

Description

|                                  |                      |                     |
|----------------------------------|----------------------|---------------------|
| Reconstructed By                 | Place                | Date                |
| Seating Capacity (Crew Included) | Weight Empty         | Weight Loaded       |
| Wing Area                        | Sq. Ft. Control Area | Sq. Ft. Span Length |
| Tires Main                       | Tire Tail            | Brakes              |

|       |         |
|-------|---------|
| Owner | Address |
| City  | State   |

## EQUIPMENT DESCRIPTION

77385

|              |             |                  |                  |
|--------------|-------------|------------------|------------------|
| Propeller    | McCaulley   | Hub Design       | Hub Serial No.   |
| Blade Design | EF7351 1A90 | Blade Serial No. | Blade Serial No. |
| Pitch        | CM7448      | Width            | Diameter         |

|             |       |       |        |            |
|-------------|-------|-------|--------|------------|
| Engine      | Cont. | Model | C85-12 | Serial No. |
| Rated H. P. | 85    | Bore  | 4 1/6  | Stroke     |
| Receiver    |       | Model |        | Serial No. |
| Transmitter |       | Model |        | Serial No. |
| Generator   |       | Model |        | Serial No. |
| Starter     |       | Model |        | Serial No. |
| Power Unit  |       | Model |        | Serial No. |



# FLIGHT LOG

| DATE           | NATURE OF FLIGHT | No. of Pass. | TIME OF FLIGHT |      | TIME IN AIR |      | Miles Flown | REPAIRS — ADJUSTMENTS<br>REMARKS                                                                                                                            | SIGNATURE | LICENSE NUMBER |
|----------------|------------------|--------------|----------------|------|-------------|------|-------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|----------------|
|                |                  |              | Up             | Down | Hours       | Min. |             |                                                                                                                                                             |           |                |
| 5-20-46        | Test             |              | 1              | 00   | 1           | 00   |             | Manufactured by<br>Engineering & Research<br>Corp. to their drawing<br>& specification oiler<br>control system<br>Torque load applied.<br>E.E. Hart C-41007 |           |                |
| 5-23-46        | XL               |              | 4              | 30   | 4           | 30   |             | PR Bentley 27022-46                                                                                                                                         |           |                |
| 5-24           | XL               |              | 3              | 55   | 3           | 55   |             |                                                                                                                                                             |           |                |
| TOTALS FORWARD |                  |              |                |      |             |      |             |                                                                                                                                                             |           |                |
| TOTALS TO DATE |                  |              |                |      | 9           | 25   |             | 5-26-46 Installed<br>new Jenevich 74FCT48<br>Propeller Old propeller<br>Broken in Muddy Field<br>Walter Deller HFE-16547                                    |           |                |

# FLIGHT LOG

| DATE           | NATURE OF FLIGHT | No. of Pass. | TIME OF FLIGHT |      | TIME IN AIR |      | Miles Flown | REPAIRS — ADJUSTMENTS<br>REMARKS | SIGNATURE | LIC. NO. |
|----------------|------------------|--------------|----------------|------|-------------|------|-------------|----------------------------------|-----------|----------|
|                |                  |              | Up             | Down | Hours       | Min. |             |                                  |           |          |
| 5-27-46        |                  |              |                |      | 1           | 15   |             |                                  |           |          |
| 5-29-46        |                  |              |                |      | 7           | 00   |             |                                  |           |          |
| 5/30/46        | X C              |              |                |      | 1           | 00   |             |                                  |           |          |
| 5/30/46        |                  |              |                |      | 3           | 30   |             |                                  |           |          |
| 6/1/46         |                  |              |                |      | 1           | 30   |             |                                  |           |          |
| 6/2/46         |                  |              |                |      | 1           | 30   |             |                                  |           |          |
| 6/3/46         |                  |              |                |      | 3           | 12   |             |                                  |           |          |
| 6/9/46         |                  |              |                |      | 5           | 27   |             |                                  |           |          |
| 6/13/46        |                  |              |                |      | 2           | 00   |             |                                  |           |          |
| 6/13/46        |                  |              |                |      |             | 50   |             |                                  |           |          |
| 6-16-46        |                  |              |                |      | 1           | 35   |             |                                  |           |          |
| TOTALS FORWARD |                  |              |                |      | 9           | 25   |             |                                  |           |          |
| TOTALS TO DATE |                  |              |                |      | 38          | 14   |             |                                  |           |          |



# FLIGHT LOG

| DATE           | NATURE OF FLIGHT | No. of Pass. | TIME OF FLIGHT |      | TIME IN AIR |       | Miles Flown | REPAIRS — ADJUSTMENTS<br>REMARKS | SIGNATURE | LIC<br>NUM |
|----------------|------------------|--------------|----------------|------|-------------|-------|-------------|----------------------------------|-----------|------------|
|                |                  |              | Up             | Down | Hours       | Min.  |             |                                  |           |            |
| 6-19-46        |                  |              |                |      |             | 45    |             | 7-31-46                          |           |            |
| 6-20-46        |                  |              |                |      |             | 1 00  |             | Installed Battery                |           |            |
| 6-22-46        |                  |              |                |      |             | 10    |             | John C Hogan                     |           |            |
| 6-23-46        |                  |              |                |      |             | 49    |             | A-E 361198                       |           |            |
| 6-25-          |                  |              |                |      |             | 4 10  |             |                                  |           |            |
| 6-29-46        |                  |              |                |      |             | 3 15  |             |                                  |           |            |
| 6-30-46        |                  |              |                |      |             | 3 40  |             |                                  |           |            |
| 7-1-46         |                  |              |                |      |             | 1 20  |             |                                  |           |            |
| 7-7-46         |                  |              |                |      |             | 3 10  |             |                                  |           |            |
| 7-11-46        |                  |              |                |      |             | 25    |             |                                  |           |            |
| 7-12-46        |                  |              |                |      |             | 45    |             |                                  |           |            |
| TOTALS FORWARD |                  |              |                |      |             | 38 14 |             |                                  |           |            |
| TOTALS TO DATE |                  |              |                |      |             | 57 35 |             |                                  |           |            |

# FLIGHT LOG

| DATE           | NATURE OF FLIGHT | No. of Pass. | TIME OF FLIGHT |      | TIME IN AIR |      | Miles Flown | REPAIRS — ADJUSTMENTS<br>REMARKS | SIGNATURE | LICEN<br>NUMB |
|----------------|------------------|--------------|----------------|------|-------------|------|-------------|----------------------------------|-----------|---------------|
|                |                  |              | Up             | Down | Hours       | Min. |             |                                  |           |               |
| 7-14-46        |                  |              |                |      | 2           | 30   |             |                                  |           |               |
| 7-15-46        |                  |              |                |      |             | 45   |             |                                  |           |               |
| 7-17-46        |                  |              |                |      | 1           | 20   |             |                                  |           |               |
| 7-20-46        |                  |              |                |      | 5           | 05   |             |                                  |           |               |
| 7-21-46        |                  |              |                |      | 4           | 10   |             |                                  |           |               |
| 7-22-46        |                  |              |                |      | 1           | 25   |             |                                  |           |               |
| 7-24-46        |                  |              |                |      | 1           | 55   |             |                                  |           |               |
| 7-25-46        |                  |              |                |      | 2           | 40   |             |                                  |           |               |
| 7-27-46        |                  |              |                |      | 1           | 15   |             |                                  |           |               |
| 7-28-46        |                  |              |                |      |             | 45   |             |                                  |           |               |
| 7-31-46        |                  |              |                |      | 2           | 38   |             |                                  |           |               |
| TOTALS FORWARD |                  |              |                |      | 57          | 35   |             |                                  |           |               |
| TOTALS TO DATE |                  |              |                |      | 82          | 03   |             |                                  |           |               |



# FLIGHT LOG

| SIGNATURE      | LICENSE NUMBER | DATE    | NATURE OF FLIGHT | No. of Pass. | TIME OF FLIGHT |      | TIME IN AIR |      | Miles Flown | REPAIRS — ADJUSTMENTS<br>REMARKS | SIGNATURE | LICENSE NUMBER |
|----------------|----------------|---------|------------------|--------------|----------------|------|-------------|------|-------------|----------------------------------|-----------|----------------|
|                |                |         |                  |              | Up             | Down | Hours       | Min. |             |                                  |           |                |
|                |                | 8-2-46  |                  |              |                |      | 3           | 10   |             |                                  |           |                |
|                |                | 8-4-46  |                  |              |                |      | 1           | 10   |             |                                  |           |                |
|                |                | 8-8-46  |                  |              |                |      | 2           | 00   |             |                                  |           |                |
|                |                | 8-9-46  |                  |              |                |      | 3           | 30   |             |                                  |           |                |
|                |                | 8-10-46 |                  |              |                |      | 2           | 45   |             |                                  |           |                |
|                |                | 8-11-46 |                  |              |                |      | 1           | 05   |             |                                  |           |                |
|                |                | 8-13-46 |                  |              |                |      |             | 20   |             |                                  |           |                |
|                |                | 14      |                  |              |                |      |             | 20   |             |                                  |           |                |
|                |                | 17      |                  |              |                |      |             | 25   |             |                                  |           |                |
|                |                | 19      |                  |              |                |      | 1           | 10   |             |                                  |           |                |
|                |                | 21      |                  |              |                |      | 3           | 25   |             |                                  |           |                |
| TOTALS FORWARD |                |         |                  |              |                |      | 8           | 20   |             |                                  |           |                |
| TOTALS TO DATE |                |         |                  |              |                |      | 10          | 33   |             |                                  |           |                |

# FLIGHT LOG

| DATE           | NATURE OF FLIGHT | No. of Pass. | TIME OF FLIGHT |      | TIME IN AIR |      | Miles Flown | REPAIRS — ADJUSTMENTS<br>REMARKS | SIGNATURE | LICEN<br>NUMB |
|----------------|------------------|--------------|----------------|------|-------------|------|-------------|----------------------------------|-----------|---------------|
|                |                  |              | Up             | Down | Hours       | Min. |             |                                  |           |               |
| 25-46          |                  |              |                |      | 2           | 50   |             |                                  |           |               |
| 26             |                  |              |                |      |             | 45   |             |                                  |           |               |
| 9-1-46         |                  |              |                |      | 3           | 30   |             |                                  |           |               |
| 8              |                  |              |                |      | 2           | 00   |             |                                  |           |               |
| 12             |                  |              |                |      | 2           | 05   |             |                                  |           |               |
| 15             |                  |              |                |      | 1           | 20   |             |                                  |           |               |
| 18             |                  |              |                |      | 3           | 10   |             |                                  |           |               |
| 23             |                  |              |                |      | 5           | 10   |             |                                  |           |               |
| 27             |                  |              |                |      | 4           | 00   |             |                                  |           |               |
| 30             |                  |              |                |      | 5           | 40   |             |                                  |           |               |
| 10-1-46        |                  |              |                |      |             | 55   |             |                                  |           |               |
| TOTALS FORWARD |                  |              |                |      | 101         | 33   |             |                                  |           |               |
| TOTALS TO DATE |                  |              |                |      | 132         | 58   |             |                                  |           |               |



# FLIGHT LOG

| URE | LICENSE<br>NUMBER | DATE           | NATURE OF<br>FLIGHT | No.<br>of<br>Pass. | TIME OF<br>FLIGHT |      | TIME IN<br>AIR |      | Miles<br>Flown | REPAIRS — ADJUSTMENTS<br>REMARKS | SIGNATURE | LICENSE<br>NUMBER |
|-----|-------------------|----------------|---------------------|--------------------|-------------------|------|----------------|------|----------------|----------------------------------|-----------|-------------------|
|     |                   |                |                     |                    | Up                | Down | Hours          | Min. |                |                                  |           |                   |
|     |                   | 10-6-46        |                     |                    |                   |      | 1              | 40   |                | 11-10-46 100 hrs 2 rep.          |           |                   |
|     |                   | " 13-19 "      |                     |                    |                   |      | 3              | 02   |                | see sheet attached to            |           |                   |
|     |                   | " 20-26 "      |                     |                    |                   |      | 4              | 35   |                | ACA Form 319 for repairs         |           |                   |
|     |                   | " 29-31 "      |                     |                    |                   |      | 5              | 10   |                | notes of AD-718.4 with no        |           |                   |
|     |                   | 11-1-2         | } nov<br>1946       |                    |                   |      | 1              | 10   |                | completed with and do not        |           |                   |
|     |                   | 10-16          |                     |                    |                   |      | 1              | 10   |                | apply.                           |           |                   |
|     |                   | 11-23          |                     |                    |                   |      | 13             | 27   |                | AMARILLO AIRCRAFT                |           |                   |
|     |                   | 24-30          |                     |                    |                   |      | 2              | 17   |                | Box 1377, Amarillo, Texas        |           |                   |
|     |                   | 1-7            | } Dec<br>1946       |                    |                   |      | 3              | 00   |                | By J. C. Hogan                   |           |                   |
|     |                   | 8-14           |                     |                    |                   |      | 4              | 43   |                | AGE No. 364128                   |           |                   |
|     |                   | 15-21          |                     |                    |                   |      | 4              | 00   |                |                                  |           |                   |
|     |                   | TOTALS FORWARD |                     |                    |                   |      | 132            | 58   |                |                                  |           |                   |
|     |                   | TOTALS TO DATE |                     |                    |                   |      | 177            | 12   |                |                                  |           |                   |

(122:00) 1946

FLIGHT LOG

122:00 Jan 1, 1947

| DATE           | NATURE OF FLIGHT | No. of Pass. | TIME OF FLIGHT |      | TIME IN AIR |      | Miles Flown | REPAIRS — ADJUSTMENTS<br>REMARKS | SIGNATURE |
|----------------|------------------|--------------|----------------|------|-------------|------|-------------|----------------------------------|-----------|
|                |                  |              | Up             | Down | Hours       | Min. |             |                                  |           |
| 22-28          | 1946             |              |                |      | 4           | 48   |             |                                  |           |
| 5-11           | 1947             |              |                |      | 2           | 55   |             |                                  |           |
| 12-18          |                  |              |                |      | 2           | 45   |             |                                  |           |
| 19-25          |                  |              |                |      | 17          | 10   |             |                                  |           |
| 26-31          |                  |              |                |      | 8           | 10   |             |                                  |           |
| 1-8            | Feb 47           |              |                |      | 2           | 10   |             |                                  |           |
| 9-15           |                  |              |                |      | 9           | 05   |             |                                  |           |
| 16-22          |                  |              |                |      | 2           | 00   |             |                                  |           |
| 23-28          |                  |              |                |      |             | 45   |             |                                  |           |
| 1-8            | March            |              |                |      | 1           | 30   |             |                                  |           |
|                |                  |              |                |      | 2           | 03   |             |                                  |           |
| TOTALS FORWARD |                  |              |                |      | 177         | 12   |             |                                  |           |
| TOTALS TO DATE |                  |              |                |      | 230         | 33   |             |                                  |           |



21, 1947

# FLIGHT LOG

| SIGNATURE | LICENSE NUMBER | DATE           | NATURE OF FLIGHT | No. of Pass. | TIME OF FLIGHT |      | TIME IN AIR |      | Miles Flown | REPAIRS — ADJUSTMENTS<br>REMARKS                   | SIGNATURE | LICENSE NUMBER |
|-----------|----------------|----------------|------------------|--------------|----------------|------|-------------|------|-------------|----------------------------------------------------|-----------|----------------|
|           |                |                |                  |              | Up             | Down | Hours       | Min. |             |                                                    |           |                |
|           |                | 3-21           | 16-22 max        |              |                |      | 5           | 00   |             | PROP NO. H8678 REMOVED & NO. 718 INSTALLED 3-21-47 |           |                |
|           |                | 23-31          |                  |              |                |      | 6           | 22   |             | M. L. Anderson GSE 64919-H1                        |           |                |
|           |                | 4-1-5          |                  |              |                |      | 1           | 00   |             |                                                    |           |                |
|           |                | 6-12           |                  |              |                |      | 9           | 40   |             |                                                    |           |                |
|           |                | 13-19          |                  |              |                |      | 6           | 00   |             |                                                    |           |                |
|           |                | 20-26          |                  |              |                |      | 7           | 44   |             | INSTALLED MCCABLEY METAL PROP                      |           |                |
|           |                | 27-30          |                  |              |                |      | 1           | 48   |             | M. L. Anderson GSE 64919-H1                        |           |                |
|           |                | 3-1-3          |                  |              |                |      | 4           | 05   |             | SEE FORM 397 APRIL 16, 1947                        |           |                |
|           |                | 4-10           |                  |              |                |      | 2           | 10   |             |                                                    |           |                |
|           |                | 11-17          |                  |              |                |      | 2           | 50   |             |                                                    |           |                |
|           |                | 18-19          |                  |              |                |      | 1           | 50   |             |                                                    |           |                |
|           |                | TOTALS FORWARD |                  |              |                |      | 23          | 33   |             |                                                    |           |                |
|           |                | TOTALS TO DATE |                  |              |                |      | 230         | 33   |             |                                                    |           |                |
|           |                |                |                  |              |                |      | 299         | 00   |             |                                                    |           |                |

# FLIGHT LOG

| DATE           | NATURE OF FLIGHT | No. of Pass. | TIME OF FLIGHT |      | TIME IN AIR |      | Miles Flown | REPAIRS — ADJUSTMENTS<br>REMARKS | SIGNATURE | LICEN. NUMBER |
|----------------|------------------|--------------|----------------|------|-------------|------|-------------|----------------------------------|-----------|---------------|
|                |                  |              | Up             | Down | Hours       | Min. |             |                                  |           |               |
| -20-24         |                  |              |                |      | 4           | 05   |             | 5020-47 100Hr Inspection         |           |               |
| 25-31          |                  |              |                |      | 1           | 30   |             | Completed See Form 319           |           |               |
| 1-7            |                  |              |                |      | 11          | 17   |             | For Details W.D. Perry           |           |               |
| 8-14           |                  |              |                |      | 4           | 20   |             | ATE 604369                       |           |               |
| 15-21          |                  |              |                |      | 2           | 55   |             | Mandatory 8 OF AD-718-5          |           |               |
| 22-28          |                  |              |                |      | 4           | 50   |             | Complied with W.D. Perry         |           |               |
| 29-30          |                  |              |                |      | 1           | 40   |             | ATE 604369                       |           |               |
| 1 1-5          |                  |              |                |      |             | 30   |             |                                  |           |               |
| 6-12           |                  |              |                |      | 4           | 20   |             |                                  |           |               |
| 13-19          |                  |              |                |      |             | 55   |             |                                  |           |               |
| 20-26          |                  |              |                |      | 2           | 50   |             |                                  |           |               |
| TOTALS FORWARD |                  |              |                |      | 27          | 00   |             |                                  |           |               |
| TOTALS TO DATE |                  |              |                |      | 31          | 52   |             |                                  |           |               |



# FLIGHT LOG

| DATE           | NATURE OF FLIGHT | No. of Pass. | TIME OF FLIGHT |      | TIME IN AIR |      | Miles Flown | REPAIRS & ADJUSTMENTS<br>REMARKS | SIGNATURE |
|----------------|------------------|--------------|----------------|------|-------------|------|-------------|----------------------------------|-----------|
|                |                  |              | Up             | Down | Hours       | Min. |             |                                  |           |
| 7-27-31        |                  |              |                |      | 2           | 00   |             |                                  |           |
| 8-1-2          |                  |              |                |      | 2           | 27   |             |                                  |           |
| 3-9            |                  |              |                |      | 21          | 08   |             |                                  |           |
| 10-16          |                  |              |                |      | 9           | 15   |             |                                  |           |
| 17-23          |                  |              |                |      | 9           | 40   |             |                                  |           |
| 24-31          |                  |              |                |      | 7           | 10   |             |                                  |           |
| 1-6            |                  |              |                |      | 2           | 35   |             |                                  |           |
| 7-13           |                  |              |                |      |             | 50   |             |                                  |           |
| 14-20          |                  |              |                |      | 4           | 20   |             |                                  |           |
| 21-27          |                  |              |                |      | 5           | 45   |             |                                  |           |
| 28-30          |                  |              |                |      | 4           | 00   |             |                                  |           |
| TOTALS FORWARD |                  |              |                |      | 317         | 60   |             |                                  |           |
| TOTALS TO DATE |                  |              |                |      | 387         | 02   |             |                                  |           |

# FLIGHT LOG

| DATE           | NATURE OF FLIGHT | No. of Pass. | TIME OF FLIGHT |      | T. AIR |      | Miles Flown | REPAIRS — ADJUSTMENTS<br>REMARKS | SIGNATURE | LICENSE NUMBER |
|----------------|------------------|--------------|----------------|------|--------|------|-------------|----------------------------------|-----------|----------------|
|                |                  |              | Up             | Down | Hours  | Min. |             |                                  |           |                |
| 1-24           | oct.             |              |                |      | 50     | 35   | 25          |                                  |           |                |
| 5-11           |                  |              |                |      |        | 55   | 1           |                                  |           |                |
| 12-18          |                  |              |                |      | 1      | 50   | 1           |                                  |           |                |
| 19-25          |                  |              |                |      | 8      | 50   | 1           |                                  |           |                |
| 26-31          |                  |              |                |      | 2      | 10   |             |                                  |           |                |
| 1-8            | NOV              |              |                |      | 14     | 50   | 1           |                                  |           |                |
| 9-15           |                  |              |                |      | 3      | 45   | 1           |                                  |           |                |
| 23-30          |                  |              |                |      | 8      | 05   |             |                                  |           |                |
| 6-6            | Dec              |              |                |      | 5      | 15   |             |                                  |           |                |
| 7-13           |                  |              |                |      | 4      | 40   | 1           |                                  |           |                |
| 14-20          |                  |              |                |      |        | 30   |             |                                  |           |                |
| TOTALS FORWARD |                  |              |                |      | 38     | 02   |             |                                  |           |                |
| TOTALS TO DATE |                  |              |                |      | 43     | 27   |             |                                  |           |                |



(318:47) 1947

FLIGHT LOG

440:47 Jan 1, 1948

CENSE  
UMBER

| DATE           | NATURE OF<br>FLIGHT | No.<br>of<br>Pass. | TIME OF<br>FLIGHT |      | TIME IN<br>AIR |      | Miles<br>Flown | REPAIRS — ADJUSTMENTS<br>REMARKS                                                                                    | SIGNATURE |
|----------------|---------------------|--------------------|-------------------|------|----------------|------|----------------|---------------------------------------------------------------------------------------------------------------------|-----------|
|                |                     |                    | Up                | Down | Hours          | Min. |                |                                                                                                                     |           |
| 21-27          | Dec 47              |                    |                   |      | 3              | 00   |                | 12-23-47 - Mandatory Nat<br>No. 13 of AD-717-6 Compliance<br>With U.S. Permit<br>AYE 504589                         |           |
| 28-31          | " "                 |                    |                   |      |                | 20   |                |                                                                                                                     |           |
|                | Jan 1948            |                    |                   |      | 6              | 00   |                |                                                                                                                     |           |
| 1-1-14         | Feb                 |                    |                   |      | 1              | 00   |                |                                                                                                                     |           |
| 15-21          |                     |                    |                   |      | 1              | 50   |                |                                                                                                                     |           |
| 21-29          |                     |                    |                   |      | 2              | 55   |                | 3-13-48 Airworthiness<br>Directive 47-50-10 Compliance<br>With (Alum. Tanks Installed)<br>U.S. Permit<br>AYE 504369 |           |
| 3-1-6          | March               |                    |                   |      | 3              | 00   |                |                                                                                                                     |           |
| 14-20          |                     |                    |                   |      | 2              | 20   |                |                                                                                                                     |           |
| 21-27          |                     |                    |                   |      | 2              | 40   |                |                                                                                                                     |           |
| 28             |                     |                    |                   |      |                | 25   |                |                                                                                                                     |           |
| 1-3            | April               |                    |                   |      |                | 50   |                |                                                                                                                     |           |
| TOTALS FORWARD |                     |                    |                   |      | 437            | 27   |                |                                                                                                                     |           |
| TOTALS TO DATE |                     |                    |                   |      | 461            | 57   |                |                                                                                                                     |           |

# FLIGHT LOG

| DATE           | NATURE OF FLIGHT | No. of Pass. | TIME OF FLIGHT |      | TIME IN AIR |      | Miles Flown | REPAIRS — ADJUSTMENTS<br>REMARKS | SIGNATURE | LIC. NUM. |
|----------------|------------------|--------------|----------------|------|-------------|------|-------------|----------------------------------|-----------|-----------|
|                |                  |              | Up             | Down | Hours       | Min. |             |                                  |           |           |
| 4-8            |                  |              |                |      | 5           | 20   |             |                                  |           |           |
| 4-16           |                  |              |                |      | 4           | 35   |             |                                  |           |           |
| 11-17          |                  |              |                |      | 1           | 10   |             |                                  |           |           |
| 18-24          |                  |              |                |      | 8           | 10   |             |                                  |           |           |
| 25-30          |                  |              |                |      | 2           | 30   |             |                                  |           |           |
| May 1-8        |                  |              |                |      |             | 25   |             |                                  |           |           |
| 9-15           |                  |              |                |      | 3           | 55   |             |                                  |           |           |
| 16-22          |                  |              |                |      | 5           | 05   |             |                                  |           |           |
| 23-29          |                  |              |                |      |             | 55   |             |                                  |           |           |
| 30-31          |                  |              |                |      | 1           | 20   |             |                                  |           |           |
| June 1-5       |                  |              |                |      | 4           | 40   |             |                                  |           |           |
| 6-12           |                  |              |                |      |             |      |             |                                  |           |           |
| TOTALS FORWARD |                  |              |                |      | 46          | 57   |             |                                  |           |           |
| TOTALS TO DATE |                  |              |                |      | 500         | 02   |             |                                  |           |           |

5-17-48 100 hr. Log Complete  
 Airworthiness Directive 47-40-2  
 Complied with 47-42-21 Complied  
 With Ins. made by See form 15-  
 319. For Details W.L. Kemp  
 AT-5507069



# 3 FLIGHT LOG

| CENSE<br>UMBER | DATE           | NATURE OF<br>FLIGHT | No.<br>of<br>Pass. | TIME OF<br>FLIGHT |      | TIME IN<br>AIR |      | Miles<br>Flown | REPAIRS — ADJUSTMENTS<br>REMARKS | SIGNATURE |
|----------------|----------------|---------------------|--------------------|-------------------|------|----------------|------|----------------|----------------------------------|-----------|
|                |                |                     |                    | Up                | Down | Hours          | Min. |                |                                  |           |
|                | 12-19          |                     |                    |                   |      | 5              | 10   |                |                                  |           |
|                | 20-26          |                     |                    |                   |      | 2              | 50   |                |                                  |           |
|                | 27-30          |                     |                    |                   |      | 9              | 15   |                |                                  |           |
|                | 1-3 July       |                     |                    |                   |      | 14             | 00   |                |                                  |           |
|                | 4-10           |                     |                    |                   |      | 3              | 30   |                |                                  |           |
|                | 11-17          |                     |                    |                   |      | 5              | 20   |                |                                  |           |
|                | 18-24          |                     |                    |                   |      | 3              | 30   |                |                                  |           |
|                | 25-31          |                     |                    |                   |      | 1              | 10   |                |                                  |           |
|                | 1-7 Aug        |                     |                    |                   |      | 1              | 25   |                |                                  |           |
|                | 8-14           |                     |                    |                   |      | 5              | 25   |                |                                  |           |
|                | 15-21          |                     |                    |                   |      | 11             | 05   |                |                                  |           |
|                | TOTALS FORWARD |                     |                    |                   |      | 500            | 02   |                |                                  |           |
|                | TOTALS TO DATE |                     |                    |                   |      | 562            | 22   |                |                                  |           |

12044

# FLIGHT LOG

| DATE           | NATURE OF FLIGHT | No. of Pass. | TIME OF FLIGHT |      | TIME IN AIR |      | Miles Flown | REPAIRS — ADJUSTMENTS<br>REMARKS | SIGNATURE | LICENSE NUMBER |
|----------------|------------------|--------------|----------------|------|-------------|------|-------------|----------------------------------|-----------|----------------|
|                |                  |              | Up             | Down | Hours       | Min. |             |                                  |           |                |
| 22-28 Aug      |                  |              |                |      | 13          | 15   |             |                                  |           |                |
| 29-31          |                  |              |                |      | 11          | 09   |             |                                  |           |                |
| 1-8 Sept       |                  |              |                |      | 18          | 30   |             |                                  |           |                |
| 12-18          |                  |              |                |      | 9           | 50   |             |                                  |           |                |
| 19-25          |                  |              |                |      |             | 15   |             |                                  |           |                |
| 26-30          |                  |              |                |      | 2           | 30   |             |                                  |           |                |
| 1-16 Oct       |                  |              |                |      | 3           | 25   |             |                                  |           |                |
| 18-19          |                  |              |                |      | 4           | 05   |             |                                  |           |                |
| 24-30          |                  |              |                |      | 5           | 25   |             |                                  |           |                |
| 1-6 Nov        |                  |              |                |      | 1           | 50   |             |                                  |           |                |
| 16-20 "        |                  |              |                |      | 7           | 55   |             |                                  |           |                |
| TOTALS FORWARD |                  |              |                |      | 56          | 22   |             |                                  |           |                |
| TOTALS TO DATE |                  |              |                |      | 64          | 31   |             |                                  |           |                |



Jan. 1, 1949 = 651:44 LIGHT LOG (210:30) 1948

| DATE           | NATURE OF FLIGHT | No. of Pass. | TIME OF FLIGHT |      | TIME IN AIR |       | Miles Flown | REPAIRS — ADJUSTMENTS<br>REMARKS | SIGNATURE | LICENSE NUMBER |
|----------------|------------------|--------------|----------------|------|-------------|-------|-------------|----------------------------------|-----------|----------------|
|                |                  |              | Up             | Down | Hours       | Min.  |             |                                  |           |                |
| 21-30 Nov      |                  |              |                |      | 1           | 05    |             |                                  |           |                |
| 5-11 Dec       |                  |              |                |      | 1           | 30    |             |                                  |           |                |
| 12-18          |                  |              |                |      | 2           | 40    |             |                                  |           |                |
| 19-25          |                  |              |                |      | 5           | 25    |             |                                  |           |                |
| 5-6 Jan 1949   |                  |              |                |      | 2           | 35    |             |                                  |           |                |
| 17-24          |                  |              |                |      | 1           | 20    |             |                                  |           |                |
| 24-31          |                  |              |                |      | 3           | 10    |             |                                  |           |                |
| 1-5 Feb        |                  |              |                |      |             | 30    |             |                                  |           |                |
| 6-12           |                  |              |                |      | 2           | 40    |             |                                  |           |                |
| 13-19          |                  |              |                |      | 2           | 15    |             |                                  |           |                |
| 20-28          |                  |              |                |      | 2           | 40    |             |                                  |           |                |
| TOTALS FORWARD |                  |              |                |      | 6           | 40 31 |             |                                  |           |                |
| TOTALS TO DATE |                  |              |                |      | 6           | 66 21 |             |                                  |           |                |

# FLIGHT LOG

| DATE           | NATURE OF FLIGHT | No. of Pass. | TIME OF FLIGHT |      | TIME IN AIR |      | Miles Flown | REPAIRS — ADJUSTMENTS<br>REMARKS | SIGNATURE | LIC. NO. |
|----------------|------------------|--------------|----------------|------|-------------|------|-------------|----------------------------------|-----------|----------|
|                |                  |              | Up             | Down | Hours       | Min. |             |                                  |           |          |
| 1-5            | March            |              |                |      | 2           | 30   |             |                                  |           |          |
| 6-12           |                  |              |                |      | 1           | 45   |             |                                  |           |          |
| 13-19          |                  |              |                |      |             | 50   |             |                                  |           |          |
| 20-26          |                  |              |                |      | 1           | 15   |             |                                  |           |          |
| 27-31          |                  |              |                |      | 1           | 15   |             |                                  |           |          |
| 1-9            | April            |              |                |      | 3           | 00   |             |                                  |           |          |
| 10-14          | "                |              |                |      | 1           | 20   |             |                                  |           |          |
| 17-23          |                  |              |                |      | 1           | 25   |             |                                  |           |          |
| 24-30          |                  |              |                |      | 5           | 55   |             |                                  |           |          |
| 1-7            | MAY              |              |                |      | 2           | 30   |             |                                  |           |          |
| 8-14           |                  |              |                |      | 4           | 15   |             |                                  |           |          |
| TOTALS FORWARD |                  |              |                |      | 66          | 21   |             |                                  |           |          |
| TOTALS TO DATE |                  |              |                |      | 69          | 21   |             |                                  |           |          |



# FLIGHT LOG

| DATE           | NATURE OF FLIGHT | No. of Pass. | TIME OF FLIGHT |      | TIME IN AIR |      | Miles Flown | REPAIRS — ADJUSTMENTS<br>REMARKS   | SIGNATURE     | LICENSE NUMBER |
|----------------|------------------|--------------|----------------|------|-------------|------|-------------|------------------------------------|---------------|----------------|
|                |                  |              | Up             | Down | Hours       | Min. |             |                                    |               |                |
| 15-21          |                  |              |                |      | 1           | 15   |             | (5-30-49) COMPLETED 100 HOUR CHECK |               |                |
| 23             |                  |              |                |      |             | 30   |             | ON AIRCRAFT-REPLACED BRAKE BLOCK   |               |                |
| June 1-11      |                  |              |                |      | 3           | 40   |             | REPLACED TAXI RUBBERS, REPACKED    |               |                |
| 12-18          |                  |              |                |      |             | 50   |             | WHEEL BEARINGS, NOTES 47-20-9      |               |                |
| 19-30          |                  |              |                |      | 2           | 35   |             | 47-22-21 & 49-2-2 OF AIRWORTHY-    |               |                |
| July 1-19      |                  |              |                |      | 1           | 40   |             | NESS DIRECTIVE SUMMARY COMPLIED    |               |                |
| 10-16          |                  |              |                |      | 2           | 15   |             | with—                              |               |                |
| 17-30          |                  |              |                |      | 1           | 30   |             |                                    | P.S. Thompson |                |
| Aug 1-13       |                  |              |                |      |             | 20   |             |                                    | APE 482769    |                |
| 14-20          |                  |              |                |      | 1           | 40   |             |                                    |               |                |
| 21-28          |                  |              |                |      | 1           | 00   |             |                                    |               |                |
| TOTALS FORWARD |                  |              |                |      | 6           | 21   |             |                                    |               |                |
| TOTALS TO DATE |                  |              |                |      | 7           | 36   |             |                                    |               |                |

# FLIGHT LOG

| DATE           | NATURE OF FLIGHT | No. of Pass. | TIME OF FLIGHT |      | TIME IN AIR |      | Miles Flown | REPAIRS — ADJUSTMENTS<br>REMARKS | SIGNATURE | LICENSE NUM. |
|----------------|------------------|--------------|----------------|------|-------------|------|-------------|----------------------------------|-----------|--------------|
|                |                  |              | Up             | Down | Hours       | Min. |             |                                  |           |              |
| Aug 29         |                  |              |                |      | 3           | 00   |             |                                  |           |              |
| Sept 1-3       |                  |              |                |      | 1           | 50   |             | 8-24-49 Replace Damaged          |           |              |
| 4-10           |                  |              |                |      | 1           | 20   |             | Ribs No 2, 3, 4, 5, in           |           |              |
| 25             |                  |              |                |      | 1           | 00   |             | Right wing & Replace             |           |              |
| Oct. 2         |                  |              |                |      | 3           | 40   |             | Damaged skin covering            |           |              |
| 11             |                  |              |                |      |             | 25   |             | these ribs, covered              |           |              |
| 22             |                  |              |                |      |             | 30   |             | Repair with Grade "A" fabric     |           |              |
| Nov 1-5        |                  |              |                |      | 2           | 40   |             | W. L. L. L.                      |           |              |
| 6-12           |                  |              |                |      | 8           | 25   |             | At E 504709                      |           |              |
| 13-20          |                  |              |                |      |             | 35   |             |                                  |           |              |
| Dec 1-3        |                  |              |                |      | 1           | 35   |             |                                  |           |              |
| TOTALS FORWARD |                  |              |                |      | 9           | 18   | 36          |                                  |           |              |
| TOTALS TO DATE |                  |              |                |      | 9           | 43   | 36          |                                  |           |              |



Jan 1 - 1950 - 746:00 FLIGHT LOG (95:55) 1949

| DATE           | NATURE OF FLIGHT | No. of Pass. | TIME OF FLIGHT |      | TIME IN AIR |      | Miles Flown | REPAIRS — ADJUSTMENTS<br>REMARKS | SIGNATURE | LICENSE NUMBER |
|----------------|------------------|--------------|----------------|------|-------------|------|-------------|----------------------------------|-----------|----------------|
|                |                  |              | Up             | Down | Hours       | Min. |             |                                  |           |                |
| 1-2-4          |                  |              |                |      | 1           | 30   |             |                                  |           |                |
| 1-3-3          |                  |              |                |      | 1           | 00   |             |                                  |           |                |
| 1-6-14         | 1950 1-7         |              |                |      | 4           | 10   |             |                                  |           |                |
| 1-5-2          |                  |              |                |      | 2           | 10   |             |                                  |           |                |
| 1-2-3          |                  |              |                |      | 2           | 10   |             |                                  |           |                |
| 1-2-3          |                  |              |                |      | 3           | 15   |             |                                  |           |                |
| 1-2-18         |                  |              |                |      | 4           | 30   |             |                                  |           |                |
| 1-2-28         |                  |              |                |      | 1           | 35   |             |                                  |           |                |
| 1-5-14         |                  |              |                |      | 1           | 50   |             |                                  |           |                |
| 1-5-11         |                  |              |                |      | 5           | 15   |             |                                  |           |                |
| 1-2-18         |                  |              |                |      | 1           | 30   |             |                                  |           |                |
| TOTALS FORWARD |                  |              |                |      | 74          | 36   |             |                                  |           |                |
| TOTALS TO DATE |                  |              |                |      | 772         | 21   |             |                                  |           |                |

# FLIGHT LOG

| DATE           | NATURE OF FLIGHT | No. of Pass. | TIME OF FLIGHT |      | TIME IN AIR |      | Miles Flown | REPAIRS — ADJUSTMENTS<br>REMARKS | SIGNATURE |
|----------------|------------------|--------------|----------------|------|-------------|------|-------------|----------------------------------|-----------|
|                |                  |              | Up             | Down | Hours       | Min. |             |                                  |           |
| March 19-25    |                  |              |                |      | 2           | 40   |             |                                  |           |
| 26-31          |                  |              |                |      | 2           | 45   |             |                                  |           |
| April 1-8      |                  |              |                |      | 1           | 05   |             |                                  |           |
| 9-15           |                  |              |                |      |             | 40   |             |                                  |           |
| 16-22          |                  |              |                |      | 3           | 45   |             |                                  |           |
| 23-30          |                  |              |                |      |             | 20   |             | 4-29-50 100 hr. insp. Comp       |           |
| May 1-6        |                  |              |                |      | 5           | 35   |             | see 319 for details. eng         |           |
| 7-13           |                  |              |                |      | 3           | 10   |             | serial no. 1659-6-12 remon       |           |
| 14-20          |                  |              |                |      |             | 40   |             | to serial no. 4406-6-12          |           |
| 21-27          |                  |              |                |      | 3           | 45   |             | inst. All A.D.S. THRU. 48-40     |           |
| 28-31          |                  |              |                |      | 4           | 35   |             | M.L. Anderson 64912-41           |           |
| TOTALS FORWARD |                  |              |                |      | 77          | 21   |             |                                  |           |
| TOTALS TO DATE |                  |              |                |      | 80          | 21   |             |                                  |           |



| DATE           | NATURE OF FLIGHT | No. of Pass. | TIME OF FLIGHT |      | TIME IN AIR |       | Miles Flown | REPAIRS — ADJUSTMENTS<br>REMARKS | SIGNATURE | L<br>NU |
|----------------|------------------|--------------|----------------|------|-------------|-------|-------------|----------------------------------|-----------|---------|
|                |                  |              | Up             | Down | Hours       | Min.  |             |                                  |           |         |
| 1-3            |                  |              |                |      |             | 55    |             |                                  |           |         |
| 4-10           |                  |              |                |      |             | 2 00  |             |                                  |           |         |
| 1-17           |                  |              |                |      |             | 5 30  |             |                                  |           |         |
| 1-24           |                  |              |                |      |             | 1 30  |             |                                  |           |         |
| 2-30           |                  |              |                |      |             | 30    |             |                                  |           |         |
| 2-8            |                  |              |                |      |             | 4 10  |             |                                  |           |         |
| 3-22           |                  |              |                |      |             | 3 55  |             |                                  |           |         |
| 3-31           |                  |              |                |      |             | 4 45  |             |                                  |           |         |
| 4-5            |                  |              |                |      |             | 1 30  |             |                                  |           |         |
| 4-12           |                  |              |                |      |             | 2 20  |             |                                  |           |         |
| 4-31           |                  |              |                |      |             | 5 30  |             |                                  |           |         |
| TOTALS FORWARD |                  |              |                |      |             | 50 21 |             |                                  |           |         |
| TOTALS TO DATE |                  |              |                |      |             | 52 54 |             |                                  |           |         |

Jan 1 - 1951

FLIGHT LOG

852:41

(106:)

| DATE           | NATURE OF FLIGHT | No. of Pass. | TIME OF FLIGHT |      | TIME IN AIR |      | Miles Flown | REPAIRS — ADJUSTMENTS<br>REMARKS | SIGNATURE |
|----------------|------------------|--------------|----------------|------|-------------|------|-------------|----------------------------------|-----------|
|                |                  |              | Up             | Down | Hours       | Min. |             |                                  |           |
| Sept 50        |                  |              |                |      | 1           | 40   |             |                                  |           |
| Oct 50         | 1-7              |              |                |      | 3           | 20   |             |                                  |           |
| 8-14           |                  |              |                |      | 3           | 00   |             |                                  |           |
| 15-31          |                  |              |                |      | 4           | 00   |             |                                  |           |
| Nov 50         |                  |              |                |      | 2           | 00   |             |                                  |           |
| Dec 50         |                  |              |                |      | 8           | 45   |             |                                  |           |
| Jan 1951       |                  |              |                |      | 16          | 20   |             |                                  |           |
| Feb            |                  |              |                |      | 15          | 00   |             |                                  |           |
| March          |                  |              |                |      | 18          | 00   |             |                                  |           |
| April          |                  |              |                |      | 12          | 00   |             |                                  |           |
| May            |                  |              |                |      | 10          | 25   |             |                                  |           |
| TOTALS FORWARD |                  |              |                |      | 82          | 56   |             |                                  |           |
| TOTALS TO DATE |                  |              |                |      | 92          | 26   |             |                                  |           |



# RADIO INSPECTION AND REPAIR

## FREQUENCY CHECKED

## REPAIRS

| DATE | INSPECTED BY | RESULTS | DATE | REPAIRED BY | REPAIRS MADE |
|------|--------------|---------|------|-------------|--------------|
|------|--------------|---------|------|-------------|--------------|

MAY 11, 1951 Annual Inspection completed this date. 3 ribs installed in L.E. of left wing. Tip repaired & new light line installed. Straightened bend in top of fuselage. Straightened one section in Rt. L.E. Serviced gear & struts. Filled Battery. Cleaned up brakes. All pertinent ADS notes through Card # 51-12 accomplished. Plane airworthy.

FB Johnston  
A46 371307

## RADIO INSPECTION AND REPAIR

[illegible]



# RADIO INSPECTION AND REPAIR

| FREQUENCY CHECKED |              |         | REPAIRS |             |                                                                                                                                                               |
|-------------------|--------------|---------|---------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DATE              | INSPECTED BY | RESULTS | DATE    | REPAIRED BY | REPAIRS MADE                                                                                                                                                  |
|                   |              |         |         |             | 5-27-57 100 hr. insp.<br>Comp. wheel legs. Greased<br>struts serviced all<br>ADS. notes previously<br>comp. with.                                             |
|                   |              |         |         |             | M. J. Anderson A & E<br>64919-41                                                                                                                              |
|                   |              |         |         |             | 14 Sept. 54 100 hr. Insp<br>Comp. wheels & struts greased<br>Replaced year shock biscuits<br>change. Aireron cables all<br>ADS. previously completed<br>with. |
|                   |              |         |         |             | Tredgill Smith<br>A & E 1058936                                                                                                                               |

## MEMORANDUM

DATE

11-53 - 8 hrs Local  
3-54 - 11 hrs Oplat Ref.  
4-5 - 6 hrs Local

Filed under Work Order No. R.4194 5-11-57, Sumps drained, screens cleaned, wheel bearings repacked. Installed new windshield, and right rear glass, install overhauled Compass, repainted battery box, Tested fabric one place tested in caution zone on right wing, all the others tested in the green. Replaced two patches on left wing that did not test. repair cross member on hit throw, repair primer



## MEMORANDUM

DATE

check, replaced brake lines at wheels and master  
cyl. replaced airspeed hoses, replaced trim tab  
cable, replaced brake linings, overhauled nose  
strut, replaced barrel, bushings, spring, and  
seals, repaired battery box bracket, installed new  
battery. Inspected cable as per AD No. 54-26-2,  
inspected rudders as per AD No. 57-2-1. Dents in  
top of fuselage should be checked often.

TRADEWIND AIRPORT CORP.

I certify that this aircraft has been inspected in

accordance with a 100-hr. inspection  
and was determined to be in airworthy condition.

Box 1377, Amarillo, Texas

By Lloyd L. Hefner

A &amp; E No. 482864

## MEMORANDUM

DATE

Inspection required by CAR was completed by me on

5-11-57

and the aircraft was found airworthy. A

Standard

certificate of airworthiness was reissued

Robert A. Derrain CAA

20-58

Filed under Work Order No. 5527, Checked AD<sup>2-1</sup> Notes

55-22-2, 54-26-2, 57-2-1, 59-13-3, 49-50-1, replace

center aft elevator horn, install cherry rivets

on belly where loose ones were, replace bad

air speed hoses, replace brake hoses, fabric

tested in first green, TRADEWIND AIRPORT CORP.

I certify that this aircraft has been inspected in

accordance with a

Periodic

inspection

and was determined to be in airworthy condition.

Box 1377, Amarillo, Texas

By Lloyd L. Kiefer

A &amp; E No. 482864



Nº 2

# AIRCRAFT LOG

# AIRCRAFT DESCRIPTION

Manufacturer Example Place 2 Date \_\_\_\_\_  
 License No. N 94157 Type 415-C Serial No. 1480

Description \_\_\_\_\_

Reconstructed By \_\_\_\_\_ Place \_\_\_\_\_ Date \_\_\_\_\_

Seating Capacity (Crew Included) \_\_\_\_\_ Weight Empty \_\_\_\_\_ Weight Loaded \_\_\_\_\_

Wing Area \_\_\_\_\_ Sq. Ft. Control Area \_\_\_\_\_ Sq. Ft. Span \_\_\_\_\_ Length \_\_\_\_\_

Tires Main \_\_\_\_\_ Tire Tail \_\_\_\_\_ Brakes \_\_\_\_\_

Owner \_\_\_\_\_ Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_



## EQUIPMENT DESCRIPTION

|              |             |            |                  |            |                  |            |
|--------------|-------------|------------|------------------|------------|------------------|------------|
| Propeller    | McCawley    | met-L-PROP | Hub Design       | 1090       | Hub Serial No.   | 77385      |
| Blade Design | CM 7448     |            | Blade Serial No. |            | Blade Serial No. |            |
| Pitch        | 48          | Width      | 74               |            | Diameter         |            |
| Engine       | Continental | Model      | C-85             |            | Serial No.       | 25647-6-12 |
| Rated H. P.  |             | Bore       |                  |            | Stroke           |            |
| Receiver     |             | Model      |                  |            | Serial No.       |            |
| Transmitter  |             | Model      |                  |            | Serial No.       | Output     |
| Generator    |             | Model      |                  | Serial No. | Amp.             | Volt       |
| Starter      |             | Model      |                  | Serial No. | Volts            |            |
| Power Unit   |             | Model      |                  | Serial No. | Volts            |            |

# MANUFACTURERS — C.A.A. BULLETINS

| NO.  | Date of Compliance | REMARKS                                                                                                                                                              |
|------|--------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1959 | May 14, 1959       | Total Time 1216 hrs. figured from engine log time comply with Bulletin 59-54 (Center Section Channels)                                                               |
|      |                    | <p>I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A PERIODIC <del>100 HOUR</del> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> |
|      |                    | <p><i>James R. Powell</i><br/> AFE-361195</p>                                                                                                                        |



# REMARKS

DATE INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

12/4/60 Total Time 1280 hrs Jack 133:0 hr  
 engine # 24173-6-12 - C-85-12-F  
 installed

I certify that this aircraft has been in-

spected in accordance with Periodic

inspection and was determined to be in  
 airworthy condition.

Clifton Hartman  
 Clifton Hartman

A. I. 1272760

1301

TOTALS TO DATE



## REMARKS

Metal wings

1339.3  
1439.3  
↓

DATE

1963

INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

4-28 100 HR INSP. RECORDING TACH TIME 292.3 HR, TOTAL TIME 1572.34  
INSPECTED A/C FOR CRACKS. CHECKED ALL FITTINGS, PULLEYS & CABLES  
INSTALLED NEW BAGGAGE COMPARTMENT. INSTALLED USED PROP.  
(NO WEIGHT CHANGE ON PROP). SER# K0166. GREASED ALL WHEEL  
BEARINGS. INSTALL NEW BEARING IN NOSE WHEEL. REPLACED LOWER  
STEERING SLEEVE. INSTALL NEW BRAKE PUCKS IN BOTH BRAKES.  
INSTALL NEW BRAKE ASSY & DISC. IN LEFT WHEEL. INSTALL NEW  
BATTERY. INSTALLED METAL ~~PLATES~~ ON WINGS IN ACCORD. WITH  
MET-CO. AIRE DRWG. # ~~41501~~ 41501, ITEM #603, SPEC. A718. (WEIGHT & BALANCE  
CHANGE ON REVERSE SIDE. ALL "AD" NOTES UP TO DATE. CHECKED  
57-2-1, 59-5-4, 59-25-2, 60-9-2, INSTALLED NEW CARB HEAT  
MUFF. I CERTIFY THIS A/C AIRWORTHY. Gordon R. Hood AVE 1511735  
(WEIGHT & BALANCE FOR NEW WINGS ON REVERSE SIDE.

# FLIGHT LOG

| DATE                                           | NATURE OF FLIGHT                  | No. of Pass. | TIME OF FLIGHT |      | TIME IN AIR |      | Miles Flown  | REPAIRS — ADJUSTMENTS<br>REMARKS | SIGNATURE | L N |
|------------------------------------------------|-----------------------------------|--------------|----------------|------|-------------|------|--------------|----------------------------------|-----------|-----|
|                                                |                                   |              | Up             | Down | Hours       | Min. |              |                                  |           |     |
| 4-28-63.                                       | WEIGHT AND BALANCE FOR METALWINGS |              |                |      |             |      |              |                                  |           |     |
|                                                | Empty w.t.                        | 761          |                |      | 25.76       |      | 19605.5      |                                  |           |     |
|                                                | Wings                             | +22          |                |      | 40          |      | 880          |                                  |           |     |
|                                                |                                   | 783          |                |      |             |      | 20485.5      |                                  |           |     |
|                                                | NEW C.G. 26.2                     |              |                |      |             |      | USE LOAD 477 |                                  |           |     |
| Superseded by weight & balance dated 21 Aug 76 |                                   |              |                |      |             |      |              |                                  |           |     |
|                                                |                                   |              |                |      |             |      |              |                                  |           |     |
| TOTALS FORWARD                                 |                                   |              |                |      |             |      |              |                                  |           |     |
| TOTALS TO DATE                                 |                                   |              |                |      |             |      |              |                                  |           |     |



# REMARKS

DATE 5-8-63 O.K. INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

~~4-28-63~~ Total Time 1577.3 I certify  
That this aircraft has been inspected  
in accordance with a periodic inspection  
and found to be air worthy,  
O.K. Sanders A2P 116848 B ~~4-28-63~~  
O.K. 5-8-63

4-1-64 Tack Time 298.8  
Total Time 1578.5 1345.8  
Installed 85 H.P. CONTINENTAL  
ENGINE Serial No. 25647-6-12  
Test Flight O.K. NO Weight Change  
Changed Engine Canall Thompson  
A + P 1573608

# FLIGHT LOG

| DATE                                                                                                                                                    | NATURE OF FLIGHT                                                                                                                                                | No. of Pass. | TIME OF FLIGHT |      | TIME IN AIR |      | Miles Flown | REPAIRS — ADJUSTMENTS<br>REMARKS                                                                                                                      | SIGNATURE | LICENSE NUMBER |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|----------------|------|-------------|------|-------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|----------------|
|                                                                                                                                                         |                                                                                                                                                                 |              | Up             | Down | Hours       | Min. |             |                                                                                                                                                       |           |                |
| 10-9-64                                                                                                                                                 | Tack Time                                                                                                                                                       |              |                |      |             |      | 334.8       |                                                                                                                                                       |           |                |
|                                                                                                                                                         | Total Time                                                                                                                                                      |              |                |      |             |      | 1614.5      |                                                                                                                                                       |           |                |
|                                                                                                                                                         | Install New wheel Bearings New Brake Blocks<br>Replace 2 prop Bolts, service BATTERY, Adjust<br>Control Linkage on All Controls, Set Back<br>of Back For A.D.S. |              |                |      |             |      |             |                                                                                                                                                       |           |                |
| I CERTIFY THAT THIS AIRCRAFT HAS BEEN<br>INSPECTED IN ACCORDANCE WITH A<br>FAA 100HR. INSPECTION AND WAS<br>DETERMINED TO BE IN AIRWORTHY<br>CONDITION. |                                                                                                                                                                 |              |                |      |             |      |             | I CERTIFY THAT THIS AIRCRAFT HAS BEEN<br>INSPECTED IN ACCORDANCE WITH A<br>Periodic INSPECTION AND WAS<br>DETERMINED TO BE IN AIRWORTHY<br>CONDITION. |           |                |
| TOTALS FORWARD<br>Camel Thompson                                                                                                                        |                                                                                                                                                                 |              |                |      |             |      |             | 14122859                                                                                                                                              |           |                |



# REMARKS

DATE

INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

5-25-71, checked all bearings cables  
repacked wheel bearings, installed  
new battery, new nose wheel  
tire. updates listed in back  
of book Gw  
Date 5-25-71 TT 1693, TT last 12 mo.

0

I certify that this

has been

inspected in accordance with a

inspection

and has been determined to be in an airworthy condition.

W. A. PORTLOCK, A&P 1209767AI

# FLIGHT LOG

| DATE           | NATURE OF FLIGHT                                                                                                                                                                                                                                                                                                                                        | No. of Pass. | TIME OF FLIGHT |      | TIME IN AIR |      | Miles Flown | REPAIRS — ADJUSTMENTS<br>REMARKS | SIGNATURE | LICENSE NUMBER |
|----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|----------------|------|-------------|------|-------------|----------------------------------|-----------|----------------|
|                |                                                                                                                                                                                                                                                                                                                                                         |              | Up             | Down | Hours       | Min. |             |                                  |           |                |
| 3-19-76        | TACH 458 TH 1732.2                                                                                                                                                                                                                                                                                                                                      |              |                |      |             |      |             |                                  |           |                |
|                | REPLACED NOSE GEAR ASS. REBUILT MAIN GEAR ASSEMBLY WHICH NEW DISKS. ALL FLIGHT CONTROLS BE RIGGED AND CHECKED. BRAKE MASTER CY ON RESERVOIR REBUILT. NEW REAR CABIN WINDOWS INSTALLED. A NEW SLID WINDOW WAS BUILT AND INSTALLED WING ATTACH POINTS CHECKED OK. BATTERY COVER WAS MADE FOR TEMPORARY REPAIR ONLY. ELEVATOR CONTROL ARMS WERE RESHIMMED. |              |                |      |             |      |             |                                  |           |                |
| TOTALS FORWARD |                                                                                                                                                                                                                                                                                                                                                         |              |                |      |             |      |             |                                  |           |                |
| TOTALS TO DATE |                                                                                                                                                                                                                                                                                                                                                         |              |                |      |             |      |             |                                  |           |                |

CONT.



## REMARKS

DATE

INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

PAIRING PLAY FOUND NOT TOO BAD YET  
ROD END REPLACED ON NOSE WHEEL STEERING  
ROD. PIVOT ROD END REPLACED ON STEERING  
YOKER UNDER FLOOR. ENGINE MOUNTS  
STRAIGHTENED AND INSTALLED. BRAKES BLEED  
AND REFILLED. NOSE STRUT FILLED BUT WILL  
NOT HOLD OIL. NO FELT INSTALLED  
OK IS LIMITED TO 50 MPH RADIUS OF BASE.

CONT

## FLIGHT LOG

| DATE                                                                                                                                                              | NATURE OF FLIGHT | No. of Pass. | TIME OF FLIGHT                |      | TIME IN AIR |      | Miles Flown                  | REPAIRS — ADJUSTMENTS<br>REMARKS | SIGNATURE |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|--------------|-------------------------------|------|-------------|------|------------------------------|----------------------------------|-----------|
|                                                                                                                                                                   |                  |              | Up                            | Down | Hours       | Min. |                              |                                  |           |
| <p>I certify that this <u>DIR 301</u> has been inspected in accordance with an (annual) (100 hr.) inspection and was determined to be in airworthy condition.</p> |                  |              |                               |      |             |      |                              |                                  |           |
| TAXI 458.                                                                                                                                                         |                  |              | Total Time <u>1732.7</u>      |      |             |      | Date <u>3-19-76</u>          |                                  |           |
|                                                                                                                                                                   |                  |              | Signed <u>Cecil E. Ingram</u> |      |             |      | Cecil E. Ingram - IA #678184 |                                  |           |
| TOTALS FORWARD                                                                                                                                                    |                  |              |                               |      |             |      |                              |                                  |           |
| TOTALS TO DATE                                                                                                                                                    |                  |              |                               |      |             |      |                              |                                  |           |



# REMARKS

DATE INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

21 Aug 1976 Escouper N94157 Installed Norco Model 10 ELT behind pilots seat left side aircraft, all work done in accordance with 43-13. New weight balance shown below.

|     |     |          |    |      |    |     |         |
|-----|-----|----------|----|------|----|-----|---------|
| Old | Wgt | 783 lb   | CG | 26.7 | SC | mom | 20485.5 |
|     | +   | 3.5 lb   |    |      |    |     |         |
|     |     | 786.5 lb |    |      |    |     | 217.0   |
|     |     |          |    |      |    |     | 20702.5 |

New CG is 26.3"

New useful load 4735 lb

Richard W. Nguyen  
RWP 218993

# FLIGHT LOG

| DATE | NATURE OF FLIGHT | No. of Pass. | TIME OF FLIGHT |      | TIME IN AIR |      | Miles Flown | REPAIRS — ADJUSTMENTS<br>REMARKS                                                            | SIGNATURE | LICENSE NUMBER |
|------|------------------|--------------|----------------|------|-------------|------|-------------|---------------------------------------------------------------------------------------------|-----------|----------------|
|      |                  |              | Up             | Down | Hours       | Min. |             |                                                                                             |           |                |
|      |                  |              |                |      |             |      |             | Inspected as per Escaper Inspection Log.                                                    |           |                |
|      |                  |              |                |      |             |      |             | Compression checks 78/80 all cylinders. Changed timing. AD 52-02-02. Aileron inspection C/w |           |                |
|      |                  |              |                |      |             |      |             | AD 54-24-02 Control cable fraying C/w. AD 47-20-04                                          |           |                |
|      |                  |              |                |      |             |      |             | Baggage compartment C/w. AD 47-20-09 Voltage reg. check C/w.                                |           |                |
|      |                  |              |                |      |             |      |             | AD 55-22-02 Jerrycan fuel tank C/w. AD 57-02-01                                             |           |                |
|      |                  |              |                |      |             |      |             | Rudder horn attach. C/w. AD 59-05-04 Rear spar reinforcement C/w.                           |           |                |
|      |                  |              |                |      |             |      |             | AD 59-25-05 Rudder C/w. AD 67-06-03 Rudder                                                  |           |                |
|      |                  |              |                |      |             |      |             | bellcrank C/w. AD 77-02-08 Narco ELT C/w. Installed                                         |           |                |
|      |                  |              |                |      |             |      |             | new-ELT battery with expiration date of 4-28-79.                                            |           |                |
|      |                  |              |                |      |             |      |             | Replaced right rear window. No other AD's to date.                                          |           |                |
|      | TOTALS FORWARD   |              |                |      |             |      |             |                                                                                             |           |                |
|      | TOTALS TO DATE   |              |                |      |             |      |             |                                                                                             |           |                |

(cont) →



# REMARKS

DATE

INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

February 25, 1978

TACH 469 HRS

TT 1749 HRS

SLA 11 HRS

1516

I hereby certify that this aircraft has been inspected in accordance to an ANNUAL inspection and was determined to be in airworthy condition.

DOUG SMITH

& P No. 2157692

# FLIGHT LOG

| DATE           | NATURE OF FLIGHT                                                                                                                                                                                    | No. of Pass. | TIME OF FLIGHT |      | TIME IN AIR |      | Miles Flown | REPAIRS — ADJUSTMENTS<br>REMARKS | SIGNATURE | LICENSE NUMBER |
|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|----------------|------|-------------|------|-------------|----------------------------------|-----------|----------------|
|                |                                                                                                                                                                                                     |              | Up             | Down | Hours       | Min. |             |                                  |           |                |
|                | Inspected as per Escanape Inspection Form.<br>Replaced ELT battery. New expiring date is 5-28-80. No AD's due at this time. Installed new side windows. Installed new shock pads on both main gear. |              |                |      |             |      |             |                                  |           |                |
|                | June 19, 1979                                                                                                                                                                                       |              |                |      |             |      |             |                                  |           |                |
|                | TACH                                                                                                                                                                                                |              | 477 Hrs.       |      |             |      |             |                                  |           |                |
|                | TT                                                                                                                                                                                                  |              | 1757 Hrs.      |      |             |      |             |                                  |           |                |
|                | SLA                                                                                                                                                                                                 |              | 8 Hrs.         |      |             |      |             |                                  |           |                |
| TOTALS FORWARD |                                                                                                                                                                                                     |              |                |      |             |      |             |                                  |           |                |
| TOTALS TO DATE |                                                                                                                                                                                                     |              |                |      |             |      |             |                                  |           |                |

I HEREBY CERTIFY THIS AIRCRAFT HAS BEEN  
INSPECTED IN ACCORDANCE TO AN ANNUAL  
INSPECTION AND WAS DETERMINED TO BE IN  
AIRWORTHY CONDITION

A.D. Smith A & P 2157692 IA  
A.D. SMITH



TT 1527

# REMARKS

DATE

INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

9/17/82 Tach H80 Service Battery Clean  
 & Pack Wheel Bearings Replace RH Brake lining  
 ELT Battery Expires Nov 28 1983 Complied with  
 AD 47-20-09 By inspecting Voltage Reg during  
 Run up AD 52-02-02 By inspecting Aileron Ball  
 Joints AD 54-26-02 inspect cable Fraying 55-22-02  
 By inspecting Fuel Tank for leaks & AD 59-05-04  
 Rear Spar By inspecting & AD 59-2505 Rudder by  
 inspection Cleaned & Lub Controls Wash  
 Aircraft see next page  
 Seat Belts Replaced

# FLIGHT LOG

[illegible]



## REMARKS

DATE

INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

12-10-83 ANNUAL INSPECTION COMPLETED THIS DATE.  
AD NOTES CHECKED TO DATE COMPLIED WITH FOLLOWING 47-3  
VOLTAGE REG. 52-02-02 ALERON BALL JOINTS 54-26-02 CAB  
55-22-02 FUEL TANKS 59-05-04 REAR SPAR 59-25-05  
RUDDER INSP., CHARGED BATTERY, AIRED TIRES, PACKED  
WHEEL BEARINGS LUBED ALL CONTROL JOINTS & HINGES  
I CERTIFY THIS AIRCRAFT HAS BEEN INSPECTED  
IN ACCORDANCE WITH AN ANNUAL INSPECTION AND  
WAS DETERMINED TO BE IN AN AIRWORTHY  
CONDITION.

Ronald L. Rollins  
IA 2021393

TACH 489.0  
TOTAL 1769.0

1636.0 Correct

# FLIGHT LOG

| DATE           | NATURE OF FLIGHT                                                                                                                 | No. of Pass. | TIME OF FLIGHT |      | TIME IN AIR |      | Miles Flown | REPAIRS — ADJUSTMENTS<br>REMARKS                   | SIGNATURE | LICENSE NUMBER |
|----------------|----------------------------------------------------------------------------------------------------------------------------------|--------------|----------------|------|-------------|------|-------------|----------------------------------------------------|-----------|----------------|
|                |                                                                                                                                  |              | Up             | Down | Hours       | Min. |             |                                                    |           |                |
| 7/21/84        | REPLACED NARCO ELT-10 BATTERY IN ELT S/N 43320. NEW BATTERY EXPIRATION DATE JULY 86. ELT BEHAVIOR CHECKED GOOD WITH NEW BATTERY. |              |                |      |             |      |             | TRADEWIND AVIATION, INC.<br>REPAIR STATION 207-525 |           |                |
|                |                                                                                                                                  |              |                |      |             |      |             | Steph J. J. R.                                     |           |                |
|                |                                                                                                                                  |              |                |      |             |      |             | #2249 665                                          |           |                |
| TOTALS FORWARD |                                                                                                                                  |              |                |      |             |      |             |                                                    |           |                |
| TOTALS TO DATE |                                                                                                                                  |              |                |      |             |      |             |                                                    |           |                |



## REMARKS

DATE  
986

INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

APR-1986 100 HOUR COMPLETED THIS DATE. TACH 0523:00  
REMOVED CONTROL MAST, RELUBE BEARINGS.  
REMOVE CONTROL COLUMN TEE INSTALL NEW  
QUADRANT PN 415-52137 (NEW STYLE)  
OVERHAUL BRAKE MASTER CYL.  
INSPECT ALL FLIGHT CONTROL ROD ENDS, LUBE AND  
REPLACE AS REQUIRED. REASSEMBLE ALL CONTROLS  
RERIG AS PER ERCOPE SERVICE MANUAL.  
INSTALL NEW MAG SWITCH. INSTALL SERVICEABLE  
THROTTLE, SET IDLE AND HIGH STOPS. INSTALL NEW  
VOLTAGE REGULATOR, NEW BATTERY. INSTALL  
25 AMP CIRCUIT BREAKER IN GEN SYSTEM.

(OVER)

# FLIGHT LOG

| DATE               | NATURE OF FLIGHT                                                                                                                                        | No. of Pass. | TIME OF FLIGHT |      | TIME IN AIR |      | Miles Flown | REPAIRS — ADJUSTMENTS<br>REMARKS | SIGNATURE | LICENSE NUMBER |
|--------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|----------------|------|-------------|------|-------------|----------------------------------|-----------|----------------|
|                    |                                                                                                                                                         |              | Up             | Down | Hours       | Min. |             |                                  |           |                |
| 1986<br>2-APR 1986 | ANNUAL/100 HOUR CONTINUED.                                                                                                                              |              |                |      |             |      |             |                                  |           |                |
|                    | ALL AD NOTES COMPLIED WITH. SEE BACK OF LOG.                                                                                                            |              |                |      |             |      |             |                                  |           |                |
|                    | I Certify that this <u>AIRCRAFT</u> has been inspected in accordance with a <u>100 HOUR</u> inspection and was determined to be in airworthy condition. |              |                |      |             |      |             |                                  |           |                |
|                    | Dated <u>2 APR 1986</u> T.T. <u>1803:00</u>                                                                                                             |              |                |      |             |      |             |                                  |           |                |
|                    | Total Recorded Time <u>0523:00</u> hours                                                                                                                |              |                |      |             |      |             |                                  |           |                |
|                    | Signed <u>LC McClain</u> Cert. No. <u>541361-1A</u>                                                                                                     |              |                |      |             |      |             |                                  |           |                |
| TOTALS FORWARD     |                                                                                                                                                         |              |                |      |             |      |             |                                  |           |                |
| TOTALS TO DATE     |                                                                                                                                                         |              |                |      |             |      |             |                                  |           |                |

Continued  
1670



## REMARKS

DATE  
1986

INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

I Certify that this AIRCRAFT has been inspected in accordance  
with a ANNUAL inspection and was determined to be in  
airworthy condition.

Dated 2 APR-1986Total Recorded Time 0523:00 hoursT.T. 1803:00

Signed

L.P. McClain

Cert. No.

541361 IA

10-AUG-1986- INSTALLED NEW E.L.T. BATTERY.  
NEXT DUE JUL-1988.

L.P. McClain 541361 IA





# REMARKS

DATE  
1987

INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN  
ACCORDANCE WITH A 100 HOUR INSPECTION AND WAS  
DETERMINED TO BE IN AIRWORTHY CONDITION.

DATED 1-OCT-1987 TOTAL RECORDED TIME 0540:00 HOURS

SIGNED L.C. McLean CERT NO. 541361 JA

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN  
ACCORDANCE WITH A ANNUAL INSPECTION AND WAS  
DETERMINED TO BE IN AIRWORTHY CONDITION.

DATED 1-OCT-1987 TOTAL RECORDED TIME 0540:00 HOURS.

SIGNED L.C. McLean CERT NO. 541361 JA

## FLIGHT LOG

[illegible]



# REMARKS

DATE  
1988

INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

11-22 Tach 42:35 100 hour Inspection completed this date  
all cables and pulleys checked tension control  
surface travel. Service battery. Lubricate  
A/C per Escapa Service Manual check electrical  
system install new Pointer E.L.T. Batt. good till  
11-90. Refill fluid in main struts. Replace bumper stops  
on main gear. Comply with all A.D.'s to date

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN  
ACCORDANCE WITH A 100 HOUR INSPECTION AND WAS  
DETERMINED TO BE IN AIRWORTHY CONDITION.

DATED 2-DEC-1988 TOTAL RECORDED TIME 1873:35 HOURS.

SIGNED Mark Morte CERT NO. ACP 464238557

TACH: 042:35

174035

# FLIGHT LOG

[illegible]



# REMARKS

DATE INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

1-17-90 TACK 95.54 100HR Insp. Complete This  
Check Controls, Cleaned And Packed All  
Wheel Bearings, Service Battery, ELT Battery  
OK TO NOV 91. All ADS ARE TO date AND  
LIST IN BACK OF THIS BOOK.

Date..1-17-90.... Total Aircraft Time..1926.54 I certify

~~ADP CRAFT~~ has been inspected in accordance with a 100HR  
inspection and was determined to be in airworthy condition.

Signature Quinn M. Carthy 510422902  
A&P No 510422902

1746.73

# FLIGHT LOG

[illegible]



# REMARKS

DATE

INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

Sept. 18, 1991 Tach reads 126.6 hrs T.T. 1957.6 hrs  
 Install new air filter as per A.D. 81-15-03  
 C/W A.D. 47-20-04 Baggage compartment zipper.  
 Check controls, cleaned & packed wheel bearings C/W FAA  
 M/B 89-1 on E.L.T. activation switch check okay, E.L.T.  
 Battery due 11-91.

I CERTIFY THAT THIS AIRCRAFT  HAS  
 BEEN INSPECTED IN ACCORDANCE WITH AN  
 ANNUAL  INSPECTION AND WAS  
 DETERMINED TO BE IN AIR WORTHY CONDI-  
 TION.

Johnny J. Gutierrez  
 Mech 2264296 I.A.

|          |                   |         |                |         |
|----------|-------------------|---------|----------------|---------|
| T.T.     | <del>1957.6</del> | 1924.60 | Corrected T.T. | 1924.60 |
| Tach T   | <del>126.6</del>  | 126.6   |                |         |
| "O" TACH | <del>1831.0</del> |         |                |         |







# REMARKS

DATE 1998 INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

9/9/96 Complied W the service Bulletin #29 RB AD Tech-178.  
94-15-04. No corrosion found at this time.  
ATP RB Ragain 466-94-4063

4/20/98 TT 1948.6 (corrected Time) completed Annual Inspection  
This date, lubed All pulleys, cables & Hinges C/v 46-23-03, control column  
94-18-04 L1-wing sparck Insp. serviced battery, Replace  
TAXI springs, serviced wheel bearings

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED  
IN ACCORDANCE WITH A PERIODIC INSPECTION AT  
196.6 HOURS AND WAS DETERMINED  
TO BE IN AIRWORTHY CONDITION.

Sub Ragain 466-94-4063 4/20/98  
Inspection Authorization Certificate No Date



MANUFACTURED BY CBE

CBE BAILEY'S

AIRCRAFT PLASTICS COMPANY

UNDER F.A.A. P.M.A. APPROVAL PURSUANT TO F.A.R. 21.303

MAKE ELCOUPE

MODEL ~~1807~~

YEAR P1.89 - SN99-1

DESCRIPTION Windshield

DATE  
MANUFACTURED 1-11-99

INSPECTED BY CBT

COVERING OR  
COATING BY MH

LABELED BY MH

THICKNESS 2/25  TM.

TOTALS TO DATE



# REMARKS

INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

**Ercoupe 415-C TACH: 197.8 TTAF:1949.8**

**S/N:1480**

**N94157 08/16/2001**

Inspected this date for a ANNUAL inspection using Ercoupe Service Manual. Checked and lubed all cables and pulleys. Installed new ELT battery 00-30-006, next due April 2002. Inspected ELT IAW FAR 91.207 Para D.1-4. Checked brakes and linings, checked all fluids, serviced battery. Installed bubble Windshield as per SMK-74 from Skyport Services. Installed all new MLG bisquits, Serviced MLG struts, Installed all new tires, and packed wheel bearings. Replaced Horizontal stabilizer with servicable unit. Installed new brackett airfilter BA-8805.



# FLIGHT LOG

| DATE | NATURE OF FLIGHT | No. of Pass. | TIME OF FLIGHT |      | TIME IN AIR |      | Miles Flown | REPAIRS — ADJUSTMENTS<br>REMARKS | SIGNATURE |
|------|------------------|--------------|----------------|------|-------------|------|-------------|----------------------------------|-----------|
|      |                  |              | Up             | Down | Hours       | Min. |             |                                  |           |

**Ercoupe 415-C TACH: 197.8 TTAF:1949.8**

**S/N:1480**

**N94157 08/16/2001**

Complied with AD 47-20-03 Fuel Pump Lines by visual inspection, 47-20-09 Voltage Regulator by operation, 49-50-01 Generator drive coupling by inspection has metal cup replaced disc next due at engine overhaul, 52-02-02 Aileron Inspection by inspection found less than 5/16 freeplay, 54-26-02 control cable fraying by inspection, 57-02-01 Rudder horn by inspection, 59-05-04 Rear spar by inspection, 59-25-05 Rudder horn by inspection, 69-09-01 Eisemann magnetos by inspection found correct markings and colors, 76-07-12

TOTALS FOR

TOTALS TO



Ercoupe 415-C TACH: 197.8 TTAF:1949.8  
S/N:1480

N94157 08/16/2001

Bendix Switches operation, 81-07-06 AC Fuel pump by  
inspection- no corrossion found and resaftied, 93-22-05  
Carb intake housing by visual inspection no cracks  
found, 94-18-04R1 Wing Panels by visual inspection no  
corrossion found at this time. Installed Slick Mags Model  
# 4301 Rev.C S/N ☐ s 01050625, 01050622.

I certify that this AIRFRAME has been inspected in  
accordance with an ANNUAL inspection and found to  
be airworthy at this time.

\_\_\_\_\_  
END

Charles R. Thompson 461661134 IA

*Charles R. Thompson*







# REMARKS

DATE

INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

7/13/2002

Install Ice Man Carburetor Ice detection  
as per 377 Field Modification dated 7/13/2002  
in aircraft maintenance record

Aircraft returned to service 7/13/2002

471365230 1A

~~R~~



# FLIGHT LOG

| DATE           | NATURE OF FLIGHT                                | No. of Pass. | TIME OF FLIGHT |      | TIME IN AIR |      | Miles Flown | REPAIRS — ADJUSTMENTS<br>REMARKS            | SIGNATURE | LICENSE NUMBER |
|----------------|-------------------------------------------------|--------------|----------------|------|-------------|------|-------------|---------------------------------------------|-----------|----------------|
|                |                                                 |              | Up             | Down | Hours       | Min. |             |                                             |           |                |
| 2002<br>OCT 15 | TACK                                            |              |                |      |             |      | 261.8       | AIRFRAME OPENED FOR                         |           |                |
|                | ANNUAL INSP.                                    |              |                |      |             |      |             | ALL WHEEL BEARINGS INSP. +                  |           |                |
|                | REPACKED                                        |              |                |      |             |      |             | SERVICED BATT. NEW ELT BATT. INST.          |           |                |
|                | DUE NOV 2004                                    |              |                |      |             |      |             | ECI CR'D IN/W FAR 201 PARAD NEW             |           |                |
|                | L&R WINDOWS INST. + NEW WINDOW WELTS INST.      |              |                |      |             |      |             | BOTH M/G SHOCK STRUTS SERVICED NEW ROD END  |           |                |
|                | BEARINGS IN AILERON SYS. RUDDERS RERIGGED +     |              |                |      |             |      |             | ELEV RERIGGED CENTER SECTION INSP. FOR      |           |                |
|                | CORROSION NONE FOUND DUE AGAIN OCT 2005         |              |                |      |             |      |             | I CERTIFY THIS AIRCRAFT HAS BEEN INSP. IN/W |           |                |
|                | AN ANNUAL INSP. + DETERMINED TO BE IN AIRWORTHY |              |                |      |             |      |             | COND.                                       |           |                |
|                | TOTALS FORWARD                                  |              |                |      |             |      |             | John P. Wright                              |           |                |
|                | TOTALS TO DATE                                  |              |                |      |             |      |             | ALL AD'S C/W THRU OCT 2002                  |           |                |
|                |                                                 |              |                |      |             |      |             | 1A353262328                                 |           |                |



11 2021.2

TAC 269.2

REMARKS

DATE

INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

FEB 10 2003 ~~RE~~ TACK READS 269.2 C/W

AD 2002-26-02 CENTER SECTION CORROSION  
INSP. OK NO CORROSION FOUND NEXT DUE

FEB 2006

John QWright AP333262328



# FLIGHT LOG

| DATE           | NATURE OF FLIGHT | No.<br>of<br>Pass. | TIME OF FLIGHT |      | TIME IN AIR |      | Miles Flown | REPAIRS — ADJUSTMENTS<br>REMARKS | SIGNATURE | LICENSE NUMBER |
|----------------|------------------|--------------------|----------------|------|-------------|------|-------------|----------------------------------|-----------|----------------|
|                |                  |                    | Up             | Down | Hours       | Min. |             |                                  |           |                |
| 4-29-03        |                  |                    |                |      |             |      |             |                                  |           | 2736761        |
| 5-9-03         |                  |                    |                |      |             |      |             |                                  |           | 2736761        |
|                |                  |                    |                |      |             |      |             |                                  |           |                |
|                |                  |                    |                |      |             |      |             |                                  |           |                |
|                |                  |                    |                |      |             |      |             |                                  |           |                |
|                |                  |                    |                |      |             |      |             |                                  |           |                |
|                |                  |                    |                |      |             |      |             |                                  |           |                |
|                |                  |                    |                |      |             |      |             |                                  |           |                |
|                |                  |                    |                |      |             |      |             |                                  |           |                |
|                |                  |                    |                |      |             |      |             |                                  |           |                |
| TOTALS FORWARD |                  |                    |                |      |             |      |             |                                  |           |                |
| TOTALS TO DATE |                  |                    |                |      |             |      |             |                                  |           |                |

**RETURN TO SERVICE**  
TKM 14811 North 73rd. Street  
Scottsdale, AZ 85260  
MFG Maintenance Facility #MMF-S48-035

This unit identified was repaired & inspected in accordance with Federal Aviation Regulations, & was found airworthy & is approved for return to service. Pertinent details of the repair are on file.

DATE 04/29/03 MODEL Mx11 S/N 1619

SIGNATURE \_\_\_\_\_



10/18/03 Tach shows 299.9 hours: Total Time Aircraft =2051.9 Hours:

Applied range marking to airspeed indicator per CAR 4b. Installed new nose tire and tube. Serviced nose gear and main gear shock struts with fluid. Installed new "O" rings in main gear shock strut. Repositioned bolts in aileron push-pull rods at main quadrant to prevent chaffing. Installed new induction carburetor air filter element. Complied with AD 47-20-09 (Effective date 01/01/47) Voltage regulator operational check, by operation. Next action due next 100 hour inspection. Complied with recurring AD 57-020-01, Inspection of rudder horns, (effective date 00-00-57) per AD. Next action due by 399.9 hours. Complied with AD 52-02-02, Aileron hinge inspection (effective date 00-00-52) per paragraph 2. Next action required by tach reading of 399.9 hours.

I certify that this aircraft has been inspected in accordance with an ANNUAL inspection (Using FAR 43, appendix B as a check list, and was found to be in airworthy condition

*John W Rogers*

John W. Rogers  
A&P #1401399 IA

Should be  
"D" Not "B"



# FLIGHT LOG

[illegible]



A/C

REMARKS Log.

DATE

Nov 4

INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

19 Nov. 04. 100 hrs. inspection. Checked wheels & brake. Lubed all bearing & controls. Replaced fuel hoses from firewall to fuel pump. Re-connected cig. lighter. New quick drain in fuel tank sumps.

C/n A.D.s. 81-07-06 - Fuel Pump, 47-20-09 Voltage regulator, 57-70-01 rubber horn & 52-02-02 fuel horn. Rings.

I certify that this aircraft has been inspected in accordance with AIM 901 and was determined to be in airworthy condition.

Date 19 Nov. 04

Mervyn A. Wright

Tech Readings 307.4

IA. 1472337

TGT. 2059.9



# A/c FLIGHT LOG Log.

| DATE           | NATURE OF FLIGHT | No. of Pass. | TIME OF FLIGHT |      | TIME IN AIR |      | Miles Flown | REPAIRS — ADJUSTMENTS<br>REMARKS                                                                                                                                                              | SIGNATURE | LICENSE NUMBER |
|----------------|------------------|--------------|----------------|------|-------------|------|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|----------------|
|                |                  |              | Up             | Down | Hours       | Min. |             |                                                                                                                                                                                               |           |                |
| 2005           | 77 Dec 05        |              |                |      |             |      |             | 100 hrs. inspections. Checked wheels & hubs. Lubed all bearings & controls. Drain all fuel sumps. Checked screen. Checked battery and electrical. New EFT battery - checked operation of EFT. |           |                |
| FLT            | Part.            |              |                |      |             |      |             | C/w A.D. 57-02-01 under horn, AD 57-02-02 Aileron hinges, A/P 81-07-00 - fuel pump & AD 417-20-09 valve regulator.                                                                            |           |                |
| NOV            | 07               |              |                |      |             |      |             | Checked center sec. for corrosion - Boreseque, TCC/W                                                                                                                                          |           |                |
| TOTALS FORWARD |                  |              |                |      |             |      |             | AD 2002-26-01                                                                                                                                                                                 |           |                |
| TOTALS TO DATE |                  |              |                |      |             |      |             |                                                                                                                                                                                               |           |                |

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

Date 77 Dec '05 Mumford  
 Tech Readings 317.8 F.A. 177332  
 T.T. 2065.9



# REMARKS

DATE

INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

2007

Jan 29

100 HR, inspection checked wheels and brake  
cleaned and gapped spark plugs checked  
compressor cyl #1 80/79 cyl #2 80/79 #3 80/79 #4 80/79  
cleaned and lubed all controls and pulleys  
checked fuel pumps and screens checked  
battery checked ELT per FAR 91.207

1 96-12-22 oil filter met N.A. by installer  
G/W 93-22-05 carb air int. Harmon

C/W AD 47-20-07 fuel pump hose alteration

C/W AD 47-20-07 voltage regulation

C/W AD 52-02-02 airway inspection

C/W AD 02-16-04 fuel tank leaks

C/W AD 03-21-01 wing inspection plate/corrosion

C/W AD 03-26-02 done Dec. 03 due Dec 31 08 Next 7



# FLIGHT LOG

[illegible]



# POWER AVIATION SERVICES

301 County Airport Rd Hangar A-4  
Vacaville Ca 95688

Tel: 707-451-2860

Work Order 1246  
Tach/Date: 340 4-21-08

N# 94157  
AFTT: 2093

Aircraft: Ercoupe 415C  
Aircraft S#: 1480

**Airframe:** The aircraft identified above was repaired and inspected in accordance with current maintenance rules under the FARs and is approved for return to service with respect to the work performed below.

Annual inspection and service per Ercoupe Service manual.

Installed univair corporation rudder pedal installation as listed on the Ercoupe equipment list  
Removed engine mount for repair and overhaul by Lorre Air. See 337 for details on repairs made.

Reinstalled engine mount and engine.

CW FAR 91.207 D by test and inspection of ELT. Replaced battery. Battery due 5-2010.

CW AD 47-20-09 by function testing charging system. Due 440 or annual.

CW AD 52-02-02 by inspection of free play on ailerons system. Due 440 or annual.

CW AD 54-26-02 by visual inspection of control cables for fraying. Due 440 or annual.

CW AD 57-02-01 by inspection of rudder horn attachment Due 440 or annual

CW AD 59-05-04 by inspection of rear spar reinforcement. Due 440 or annual.

CW AD 59-25-05 by inspection of Rudder Reinforcement Due 440 or annual.

## AD 2002-26-02 DUE DEC 2008

CW AD 2003-21-01 by inspection of outer wing panels for corrosion. No defects found. Due 440

CW AD 76-07-12 R1 by inspection and test of Bendix mag switch. Due 440 or annual

cleaned excessive debris and dirt build up from airframe.

R&R generator. Installed overhauled unit. S# 15088

Installed Sirs compass on windshield center support.

Serviced brakes with 5606

Replaced wheel bearings races

Replaced damaged and worn wiring between firewall and generator and magnetos.

ARTEX

ARTEX AIRCRAFT SUPPLY  
14405 Hill Rd. NE  
(509) 678-7929

TRY

T DATE

SEP 2008

CONT OVER ->



# POWER AVIATION SERVICES

301 County Airport Rd Hangar A-4  
Vacaville Ca 95688

Tel: 707-451-2860

Work Order 1246  
Tach/Date: 340 4-21-08

N# 94157  
AFTT: 2093

Aircraft: Ercoupe 415C  
Aircraft S#: 1480

**Airframe:** The aircraft identified above was repaired and inspected in accordance with current maintenance rules under the FARs and is approved for return to service with respect to the work performed below.

Annual inspection and service per Ercoupe Service manual.

Installed univair corporation rudder pedal installation as listed on the Ercoupe equipment list  
Removed engine mount for repair and overhaul by Lorre Air. See 337 for details on repairs made.

Reinstalled engine mount and engine.

CW FAR 91.207 D by test and inspection of ELT. Replaced battery. Battery due 5-2010.

CW AD 47-20-09 by function testing charging system. Due 440 or annual.

CW AD 52-02-02 by inspection of free play on ailerons system. Due 440 or annual.

CW AD 54-26-02 by visual inspection of control cables for fraying. Due 440 or annual.

CW AD 57-02-01 by inspection of rudder horn attachment Due 440 or annual

CW AD 59-05-04 by inspection of rear spar reinforcement. Due 440 or annual.

CW AD 59-25-05 by inspection of Rudder Reinforcement Due 440 or annual.

## AD 2002-26-02 DUE DEC 2008

CW AD 2003-21-01 by inspection of outer wing panels for corrosion. No defects found. Due 440

CW AD 76-07-12 R1 by inspection and test of Bendix mag switch. Due 440 or annual

cleaned excessive debris and dirt build up from airframe.

R&R generator. Installed overhauled unit. S# 15088

Installed Sirs compass on windshield center support.

Serviced brakes with 5606

Replaced wheel bearings races

Replaced damaged and worn wiring between firewall and generator and magnetos.

ARTEX

ARTEX AIRCRAFT SUPPLY  
14405 Hill Rd. NE  
(509) 678-7929

TRY

T DATE

SEP 2008

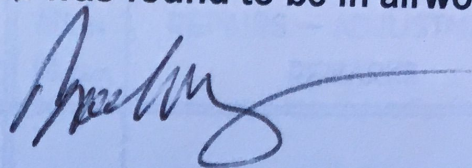
CONT OVER ->



I certify that this aircraft has been inspected in accordance with an annual inspection and was found to be in airworthy condition.

Brooks R. Mayes

AP 569453224 IA



LICENSE  
NUMBER

| DATE | NATURE OF<br>FLIGHT | No.<br>of<br>Pass. |
|------|---------------------|--------------------|
|------|---------------------|--------------------|

4-21-08

TACH 3410

ITOP 2093

11-7-08 TACH 350 HR.

REMOVED EXISTING AIRSPEED INDICATOR AND INSTALL  
UMA PIN 10-03250 (T10-310-160) S/N A3973  
WHICH MEETS TSO @ 2 d SPECIFICATIONS

UMA INSTRUMENTS INC

Angel & Son AP 583709420

TOTALS FORWARD

TOTALS TO DATE

2  
A  
1  
A  
20  
A  
20  
AD  
CW  
or L  
CW  
CW  
Lab



# Aviation Specialties

301 County Airport Rd Hangar A-4 Vacaville Ca 95688

Work Order: 1010

N #: 94157

Aircraft: Ercoupe 415 C

Tach/Date: 350.1 1-1-09

AFTT: 2103

Aircraft S#: 1480

**Airframe:** The aircraft identified above was repaired and inspected in accordance with current maintenance rules under the FARs and is approved for return to service with respect to the work performed below.

Annual inspection and service per Ercoupe MM checklist and FAR 43 Appendix D.

Removed wing outer panels to facilitate cleaning and inspection of center section for corrosion in Compliance with AD 2002-26-02. All areas of aft spar were carefully inspected for the presence of corrosion utilizing a flexible inspection camera. Only minor surface corrosion was found on the skin panels and no corrosion was indicated on the spar structures. Inspection is due again 1-1-2012.

Wing panels were reinstalled and numerous rivnuts were installed to correct oversize screw holes in fairing attachment.

AD 47-20-09 CW by function test of voltage regulator. Due 350 or 1-1-2010

AD 52-02-02 CW by measurement of free play in ailerons. Found within limits Due 350 or 1-1-2010.

☒ AD 54-26-02 CW by inspection of control cables for fraying. Cables found airworthy. Due 350 or 1-1-2010.

☒ AD 57-02-01 CW by inspection of rudder horn attachment. Found airworthy. Due 350 or 1-1-2010.

☒ AD 59-05-04 CW by visual inspection of rear spar for cracks, None were found. Due 350 or 1-1-2010.

☒ AD 59-25-05 CW by visual inspection of rudder reinforcement. Due 350 or 1-1-2010.

☒ CW AD 2003-21-01 by inspection of wing outer panels for corrosion. No corrosion found. Due 350 or 1-1-2010.

CW AD 76-07-12 R1 by function testing bendix mag switch.

CW AD 93-22-05 by inspection of carb intake housing for cracks. No defects found.

☒ Labeled Carb temp gauge in op due to lack of provision on carb to install probe. Probe tied up.

OPERATIONS

2002-26-

cont



Fabricated and installed new brace for fuel strainer @ carburetor.

Treated corrosion on copilot seat belt anchor fitting at rear spar.

Repaired Pitot and static tube on wing which was broken off at attach plate.

Made sheet metal repair at pilot seat pan forward edge.

CW FAR 91.207 D by inspection and test of ELT. Installed new battery. Due again 12-2011.

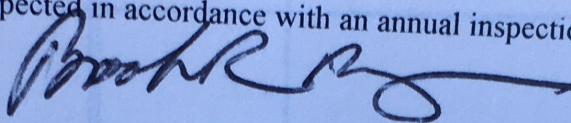
Weld repaired left clamp on muffler.

Replaced Brackett air filter element PN BA 8805

Replaced nose wheel bearing races.

I certify that this aircraft has been inspected in accordance with an annual inspection and was found to be in airworthy condition.

Brooks R. Mayes AP 5694532241A



REPAIRS MADE

5/10/09 Performed another Annual Inspection. This airplane was determined to be unairworthy and a discrepancy list generated. The last annual inspection dated 1/1/09 was improperly performed and the airplane returned to service in an unairworthy condition, and unsafe.

Cowan Aircraft AXP13652351A



# ~~RADIO INSPECTION AND REPAIR~~

| <del>FREQUENCY CHECKED</del> |              |                                                                                                                                                                                                                                                                                                                                                                     | <del>RADIO INSPECTION AND REPAIR</del> |             |              |
|------------------------------|--------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|-------------|--------------|
| DATE                         | INSPECTED BY | RESULTS                                                                                                                                                                                                                                                                                                                                                             | DATE                                   | REPAIRED BY | REPAIRS MADE |
| 1/10/10                      |              | Record entry dated 1-1-09 where it states "126led carb. Temp gauge inop due to lack of provisions on carb to install probe" is incorrect. The STC instructions tells how to install the probe in a Stromberg carb. The carb has been altered and the probe installed this date. The alteration was performed per stc SA00082NY. The "Inop" placard has been removed |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |
|                              |              |                                                                                                                                                                                                                                                                                                                                                                     |                                        |             |              |



## MEMORANDUM

DATE

- 47-20-04 Baggage Compartment zipper CIW 9-18-91
- 54-26-02 inspect cables in control column CIW 9-18-91
- 55-22-02 inspect for fuel leakage CIW 9-18-91
- 57-02-01 " rudder horn attachment CIW 9-18-91
- 59-05-04 P/CW & inspect for cables
- 59-25-05 visually inspected ~~area~~ area rudder horn CIW 9-18-91
- 81-15-03 air filter "paper" (Brackett) CIW 9-18-91



## MEMORANDUM

DATE

46-23-1 N.A.

46-23-2 N.A.

46-23-3 N.A.

46-36-1 ~~N.A.~~ see engine log

46-38-2 Complied With 5-20-47

46-38-3 " " 4-29-50

46-46-1 N.A.

46-49-1 Complied with 4-29-50

47-20-3 " " 4-29-50

47-20-4 " " 10-8-64 CHZ

47-20-5 " " 4-29-50

47-20-6 " " 4-29-50



## MEMORANDUM

DATE

~~47-20-7~~

47-20-8

10-8-64 C X 2

47-20-9

10-8-64 C X 2

47-40-2

See engine Log.

47-42-20

N.A.

50-7-1

Complied with 5-11-51

52-22-2

N.A.

52-25-2

N.A.

54-26-2

10-8-64 C X 2

55-22-2

10-8-64 C X 2

57-2-1

10-8-64 C X 2

59-5-4

10-8-64 C X 2



59-25-5 10-8-64 E7+7

60-9-2 Complied with 4-28-63

67-6-3 Insp 3-9-76 OK

59-25-5 2 APR 1986 RUDDER CONTROL ARM FOR CRACKS. Insp. OK.

L.C. McClain 541361 IA.

67-6-3 RUDDER CONTROL Sys. Insp. OK. 2 APR. 1986 L.C. McClain 541361 IA

86-22-09 C/W By INSTALLING BRACES & BRASS NIPPLES PER  
SB-24A.

L.C. McClain 541361 IA

94-15-04 C/W By Installing Insp holes according to  
Service letter 29 BR2. Univair comp. PDBB R again 466-94-4063

2002-26-02 - c/w center section for corrosion A.D. 2002 26-02



Jan. 1, 1949 = 651:45 LIGHT LOG (210:30) 1948

| DATE           | NATURE OF FLIGHT | No. of Pass. | TIME OF FLIGHT |      | TIME IN AIR |      | Miles Flown | REPAIRS — ADJUSTMENTS<br>REMARKS | SIGNATURE | LICENSE NUMBER |
|----------------|------------------|--------------|----------------|------|-------------|------|-------------|----------------------------------|-----------|----------------|
|                |                  |              | Up             | Down | Hours       | Min. |             |                                  |           |                |
| 21-30 Nov      |                  |              |                |      | 1           | 05   |             |                                  |           |                |
| 5-11 Dec       |                  |              |                |      | 1           | 30   |             |                                  |           |                |
| 12-18          |                  |              |                |      | 2           | 40   |             |                                  |           |                |
| 19-25          |                  |              |                |      | 5           | 25   |             |                                  |           |                |
| 5-6 Jan 1949   |                  |              |                |      | 2           | 35   |             |                                  |           |                |
| 17-24          |                  |              |                |      | 1           | 20   |             |                                  |           |                |
| 24-31          |                  |              |                |      | 3           | 10   |             |                                  |           |                |
| 1-5 Feb        |                  |              |                |      |             | 30   |             |                                  |           |                |
| 4-12           |                  |              |                |      | 2           | 40   |             |                                  |           |                |
| 13-19          |                  |              |                |      | 2           | 15   |             |                                  |           |                |
| 20-28          |                  |              |                |      | 2           | 40   |             |                                  |           |                |
| TOTALS FORWARD |                  |              |                |      | 6           | 40   | 31          |                                  |           |                |
| TOTALS TO DATE |                  |              |                |      | 6           | 66   | 21          |                                  |           |                |



| DATE           | NATURE OF FLIGHT | No. of Pass. | TIME OF FLIGHT |      | TIME IN AIR |                 | Miles Flown | REPAIRS — ADJUSTMENTS REMARKS | SIGNATURE | LI. NU. |
|----------------|------------------|--------------|----------------|------|-------------|-----------------|-------------|-------------------------------|-----------|---------|
|                |                  |              | Up             | Down | Hours       | Min.            |             |                               |           |         |
| 1-3            |                  |              |                |      |             | 55              |             |                               |           |         |
| 4-10           |                  |              |                |      |             | 2 00            |             |                               |           |         |
| 11-17          |                  |              |                |      |             | 5 30            |             |                               |           |         |
| 11-24          |                  |              |                |      |             | 1 30            |             |                               |           |         |
| 12-30          |                  |              |                |      |             | 30              |             |                               |           |         |
| 1-8            |                  |              |                |      |             | 4 10            |             |                               |           |         |
| 1-22           |                  |              |                |      |             | 3 55            |             |                               |           |         |
| 2-3            |                  |              |                |      |             | <del>4</del> 45 |             |                               |           |         |
| 4-5            |                  |              |                |      |             | 1 30            |             |                               |           |         |
| 6-12           |                  |              |                |      |             | 2 20            |             |                               |           |         |
| 12-31          |                  |              |                |      |             | 5 30            |             |                               |           |         |
| TOTALS FORWARD |                  |              |                |      |             | 50 21           |             |                               |           |         |
| TOTALS TO DATE |                  |              |                |      |             | 829 56          |             |                               |           |         |



# RADIO INSPECTION AND REPAIR

[illegible]



## MEMORANDUM

DATE

check, replaced brake lines at wheels and master  
cyl. replaced airspeed hoses, replaced trim tab  
cable, replaced brake linings, overhauled nose  
strut, replaced barrel, bushings, spring, and  
seals, repaired battery box bracket, installed new  
battery. Inspected cable as per AD No. 54-26-2,  
inspected rudders as per AD No. 57-2-1. Dent in  
top of fuselage should be checked often.

TRADEWIND AIRPORT CORP.

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

Box 1377, Amarillo, Texas

By

Lloyd L. Hefner

A &amp; E No. 482864



# REMARKS

DATE

INSPECTION

MAINTENANCE — REPAIRS — ALTERATIONS

~~5-8-63~~ ~~4-28-63~~

Total Time 1577.3 I certify  
That this aircraft has been inspected  
In accordance with a periodic inspection  
and found to be air worthy,  
O. J. Sanders A2P 116848 B

~~4-28-63~~

O. J. 5-8-63

4-1-64 Tack Time 298.8

Total Time 1578.5  
Installed 85 H.P. CONTINENTAL  
engine Serial No. 25647-6-12

1345.8

Test Flight O.K. NO Weight Change

Changed Engine

Carroll Thompson  
A + P 1573608



# FLIGHT LOG

| DATE           | NATURE OF FLIGHT                                                                                                                | No. of Pass. | TIME OF FLIGHT |      | TIME IN AIR |      | Miles Flown | REPAIRS — ADJUSTMENTS<br>REMARKS                   | SIGNATURE | LICENSE NUMBER |
|----------------|---------------------------------------------------------------------------------------------------------------------------------|--------------|----------------|------|-------------|------|-------------|----------------------------------------------------|-----------|----------------|
|                |                                                                                                                                 |              | Up             | Down | Hours       | Min. |             |                                                    |           |                |
| 7/21/84        | → REPLACED NARCO ELT-10 BATTERY IN ELT s/n 43320. NEW BATTERY EXPIRATION DATE JULY 86. ELT BEWEN CHECKED GOOD WITH NEW BATTERY. |              |                |      |             |      |             | TRADEWIND AVIATION, INC.<br>REPAIR STATION 207-525 |           |                |
|                |                                                                                                                                 |              |                |      |             |      |             | Steph [Signature]                                  |           |                |
|                |                                                                                                                                 |              |                |      |             |      |             | #2249 665                                          |           |                |
| TOTALS FORWARD |                                                                                                                                 |              |                |      |             |      |             |                                                    |           |                |
| TOTALS TO DATE |                                                                                                                                 |              |                |      |             |      |             |                                                    |           |                |



# FLIGHT LOG

| DATE                                                                                                                                                          | NATURE OF FLIGHT                                                           | No. of Pass. | TIME OF FLIGHT |      | TIME IN AIR |      | Miles Flown | REPAIRS — ADJUSTMENTS<br>REMARKS | SIGNATURE | LICENSE NUMBER |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|--------------|----------------|------|-------------|------|-------------|----------------------------------|-----------|----------------|
|                                                                                                                                                               |                                                                            |              | Up             | Down | Hours       | Min. |             |                                  |           |                |
| 1986                                                                                                                                                          |                                                                            |              |                |      |             |      |             |                                  |           |                |
| 2-APR 1986                                                                                                                                                    | ANNUAL/100 HOUR CONTINUED.<br>ALL AD NOTES COMPLIED WITH. SEE BACK OF LOG. |              |                |      |             |      |             |                                  |           |                |
| I Certify that this <u>AIRCRAFT</u> has been inspected in accordance<br>with a <u>100 HOUR</u> inspection and was determined to be in<br>airworthy condition. |                                                                            |              |                |      |             |      |             |                                  |           |                |
| Dated <u>2 APR 1986</u>                                                                                                                                       |                                                                            |              |                |      |             |      |             |                                  |           |                |
| Total Recorded Time <u>0523:00</u> hours                                                                                                                      |                                                                            |              |                |      |             |      |             |                                  |           |                |
| Signed <u>LC M. Clain</u> Cert. No. <u>541361-1A</u>                                                                                                          |                                                                            |              |                |      |             |      |             |                                  |           |                |
| TOTALS FORWARD                                                                                                                                                |                                                                            |              |                |      |             |      |             |                                  |           |                |
| TOTALS TO DATE                                                                                                                                                |                                                                            |              |                |      |             |      |             |                                  |           |                |



## REMARKS

DATE

1986

INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

I Certify that this AIRCRAFT has been inspected in accordance  
with a ANNUAL inspection and was determined to be in  
airworthy condition.

Dated 2 APR-1986Total Recorded Time 0523:00 hours

T.T. 1803:00

Signed

L.C. McClain

Cert. No.

541361 IA

10-AUG-1986- INSTALLED NEW E.L.T. BATTERY.  
NEXT DUE JUL-1988.

L.C. McClain 541361 IA.



# REMARKS

DATE 1998 INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

9/9/96 Complied W the service Bulletin #29 RB AD Tech-178.  
94-15-04. No corrosion found at this time.  
ATP RB Ragain 466-94-4063

4/20/98 TT 1948.6 (corrected Time) completed Annual Inspection  
This date, lubed All pulleys, cables & Hinges C/v 46-23-03, control column  
94-18-04 L1-wing sparch Insp. serviced battery, Replace  
TAXI springs, serviced wheel bearings

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED  
IN ACCORDANCE WITH A PERIODIC INSPECTION AT  
196.6 HOURS AND WAS DETERMINED  
TO BE IN AIRWORTHY CONDITION.

Sub Ragain 466-94-4063 4/20/98  
Inspection Authorization Certificate No Date



# REMARKS

DATE

INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

2007

Jan 29

100 HR, inspection checked wheels and brake  
 cleaned and gapped spark plugs checked  
 compressor cyl #1, 80/79 cyl #2 80/79 #3 80/79 #4 80/79  
 cleaned and lubed all controls and pulleys  
 checked fuel pumps and screens checked  
 battery checked ELT per FAR 91.207  
 1 96-12-22 oil filter met N.A. by installer  
 G/W 93-22-05 carb air int. Harmon  
 C/W AD 47-20-07 fuel pump hose alteration  
 C/W AD 47-20-07 voltage regulation  
 C/W AD 52-02-02 airway inspection  
 C/W AD 02-16-04 fuel tank leaks  
 C/W AD 03-21-01 wing inspection plate/corrosion  
 C/W AD 03-26-02 done Dec. 03 due Dec 31 08 Next 7