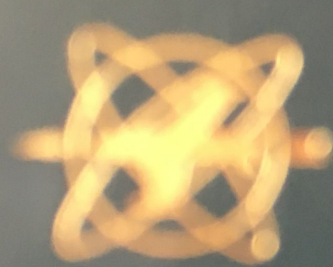


N7646B

Book 7



The Standard
AIRCRAFT LOG

100-000

YEAR

20

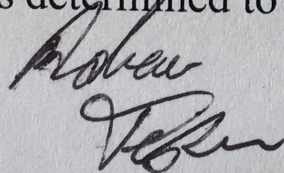
DATE

May 9, 2018 N7696G S/N: 17259396 Tach: 426.13

- 1 -Completed annual inspection in accordance with FAR part 43 appendix D.
- 2 -Inspected ELT in accordance with FAR 91.207 (d), battery good till 4/2019.
- 3 -Removed engine, removed engine mount, sent engine mount to Loree Air, Inc. for repair, see FAA Form 8130-3 dated 07-May-2018, installed engine mount on firewall with all new hardware, installed engine on engine mount, connected all wiring, engine controls, plumbing & ducting, checked all systems & controls for proper operation.
- 4 -Removed Powerflow exhaust system, inspected in accordance with Inspection Instructions, cleaned all slip joints & lubed with high temp anti seize compound, installed exhaust.
- 5 -Replaced induction air filter with new BA6108 element.
- 6 -Replaced vacuum regulator filter with new B3-5-1 filter.
- 7 -Installed cover plate on center tunnel forward of control column.
- 8 -Replaced landing light bulb with new GE-4509 bulb, operational check good.
- 9 -Removed right main wheel, disassembled, cleaned, packed wheel bearings, assembled with new Michelin Airstop inner tube & Condor 6 ply tire.
- 10 -Replaced left main wheel brake linings with 2 new RA066-10500 linings.
- 11 -Complied with AD2011-10-09 by inspection of seat rails, lock pins & rollers, no discrepancies noted, next due May 2019 or 526.13 hours tach time.

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

Andrew Turpen
A&P 3138494 IA



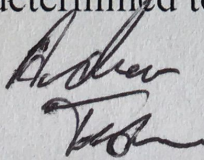
Iterations
Number of
fic entries.)

June 14, 2019 N7696G S/N: 17259396 Tach: 478.12

- 1 -Completed annual inspection in accordance with FAR part 43 appendix D.
- 2 -Installed new BP-1010 battery. Inspected ELT in accordance with FAR 91.207 (d), battery good till 8/2021.
- 3 -Re-secured alternator mounting bracket at engine case.
- 4 -Removed Powerflow exhaust system for inspection found cracked and one riser seized. Sent to Powerflow for repair. Reinstalled after repair.
- 5 -Replaced induction air filter with new BA6108 element.
- 6 -Replaced vacuum regulator filter with new B3-5-1 filter.
- 7 -Serviced nose gear strut with nitrogen.
- 8 -Replaced landing and taxi lights with LED lights. Ops check satisfactory.
- 9 -Removed right main wheel, disassembled, cleaned, packed wheel bearings, assembled with new Michelin Airstop inner tube & Condor 6 ply tire.
- 10 -Removed EI fuel flow system for repair. Reinstalled after repair by EI. Ops check satisfactory.
- 11 -Installed new lock pin Pn: 12005065-1 and guide bracket Pn: MC1414104-8 on co-pilot seat.
- 12 -Installed new fuel cap gaskets Pn: B100142-1 on right and left fuel tanks.
- 13 -Installed FWD mounting screw for pitot tube mount bracket.
- 14 -Reattached right cabin door seal.
- 15 -Complied with AD2011-10-09 by inspection of seat rails, lock pins & rollers, no discrepancies noted, next due June 2020 or 578.12 hours tach time.

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

Andrew Turpen
A&P 3138494 IA



Iterations
Number of
fic entries.)

YEAR
20
DATE

Iterations
Number of
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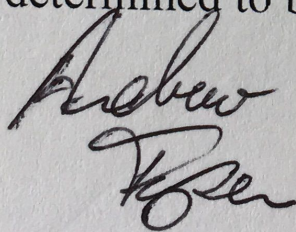
YEAR
20
DATE

October 12, 2020 N7696G S/N: 17259396 Tach: 549.25

- 1 -Completed annual inspection in accordance with FAR part 43 appendix D.
- 2 -Inspected ELT in accordance with FAR 91.207 (d), battery good till 8/2021.
- 3 -Removed Powerflow exhaust system for inspection, cleaned all slip joints, lubed with copper anti-seize compound, installed exhaust with 4 new RA77611 gaskets.
- 4 -Replaced induction air filter with new BA6108 element.
- 5 -Removed starter, replaced housing hardware with new, safety wired housing hardware, installed starter.
- 6 -Removed main wheels, disassembled, cleaned, inspected, packed wheel bearings, assembled with new Airhawk 6.00-6 6 ply tires & new Leakguard inner tubes, installed wheels & secured axle nuts with cotter pins.
- 7 -Removed nosewheel shimmy dampener, disassembled, cleaned, inspected, assembled with new seals, serviced with MIL-5606, installed shimmy dampener.
- 8 -Replaced flap buttons with 30 new S1093-1 buttons.
- 9 -Complied with AD2011-10-09 by inspection of seat rails, lock pins & rollers, no discrepancies noted, next due October 2021 or 649.25 hours tach time.

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

Andrew Turpen
A&P 3138494 IA



Calaveras Airplane Company, Inc.
3600 Carol Kennedy Drive
San Andreas, Ca. 95249

YEA
20
DAT

October 21, 2021 N7696G S/N: 17259396 Tach: 595.78

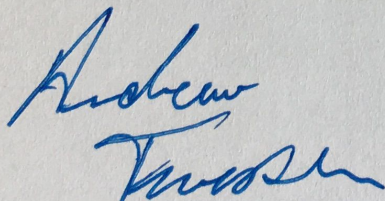
tions

per of
tries.)

- 1 -Completed annual inspection in accordance with FAR part 43 appendix D.
- 2 -Installed new battery Pn: BP-1010. Inspected ELT in accordance with FAR 91.207 (d), battery good till 11/2023.
- 3 -Removed Powerflow exhaust system for inspection, cleaned all slip joints, lubed with copper anti-seize compound, reinstalled exhaust.
- 4 -Replaced induction air filter with new BA6108 element.
- 5 -Removed baggage door cover. Retrieved lock arm and screw. Reinstalled door lock cylinder. Reinstalled baggage door cover.
- 6 -Installed new co-pilot window seal Pn: ADS-900900.
- 7 -Removed bubbled paint in several locations on AF and treated metal with ACF-50.
- 8 -Installed new wing plugs Pn: CM2692-28J1S.
- 9 -Removed L aileron direct cable and installed new cable Pn: MC0510105-224 and new bushing Pn: MC422280. Rigged aileron system IAW Cessna Service Manual.
- 10 -Complied with AD2011-10-09 by inspection of seat rails, lock pins & rollers, no discrepancies noted, next due October 2022 or 695.78 hours tach time.

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

Andrew Turpen
A&P 3138494 IA



Calaveras Airplane Company, Inc.
3600 Carol Kennedy Drive
San Andreas, Ca. 95249

Test Altitude	Scale Error	Friction Error	Encoder	Leak Acft/Case
1000	0		-1.0	41018000
0	-10		.0	
500	-10		.5	
1000	-10	10	1.0	
1500	-10		1.5	
2000	-10	10	2.0	
3000	-10	10	3.0	
4000	-20		4.0	
5000	-10		5.0	
6000	-10		6.0	
8000	-10		8.0	
10000	-10	20	11.0	
12000	-10		12.0	
14000	-10		14.0	
15000	0	30	15.0	
16000	0		16.0	
18000	+10		18.0	
20000	+10	40	20.0	
22000				
25000				
30000				
35000				
40000				
45000				
50000				

Leak Acft/Case 41018000

Hysteresis

% Altitude Tested	Altitude Tested	Amount Hysteresis
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50%	10K	+10
-----	-----	-----

40%	8K	+10
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After Effect 0 Check Pitot Heat ☐

Baro. Scale Error (± 25 ft.)

28.10	-1727	✓
28.50	-1340	✓
29.00	-863	✓
29.50	-392	✓
29.92	0	✓
30.50	+531	✓
30.90	+893	✓
30.99	+974	✓

Aircraft #

N 76966

Date Tested:

1/1/2022

Technician:

Inspector:

Tested in compliance with Appendix E, Part 43, F.A.R 91.411

Tested to: 20K ft. W.O. #: 20434

Precision Static Testing FAA CRS# QJAR856X

Form 1A

PILOT / FIRST OFFICER / STAND-BY

A02 / 08 Jan 2007

Sections, Tests, Repairs and Alterations

ed with Name, Rating and Certificate Number of
ility. (See back pages for other specific entries.)

n Static Testing Livermore, CA
ertified Repair Station #QJAR856X
(925) 449-5904 FAX (925) 449-6081

meter(s) and static system(s) tests required
and transponder tests as required by §
ta correspondence, required by § 91.217,
and found to comply with 14 CFR Part
F.

feet. Time: 390.33
N 76966
Date 1/1/2021