

N7696G

10-1-1



The Standard

# AIRCRAFT LOG

100-100-1

This aircraft underwent total restoration  
from Jan 2007 to April 2009. Began  
Jan 1, 2007, completed April 11, 2009

YEAR:	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				Aircraft Cessna 172 L, N7696 G placed in hanger. All control surfaces removed. Doors removed. All fairings removed. Upper and lower cowling removed. Engine removed. Entire aircraft interior removed. Instru- ment panel disassembled. All interior inspection plates were removed. Thorough inspection of fuselage revealed excellent structural integrity. The wings were removed and inspected and structural integrity excellent



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				Fuselage, wings and all control surfaces were stripped of all paint. All surfaces were acid etched and treated with alodine. All windows and Wind Screen were removed and replaced with new Wind Screen and windows supplied by LP aeroplastics.
				The fuel tank covers were removed from both wings. Tank straps and tanks were inspected and found

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			<p>to be airworthy. Fuel tank covers were replaced with all new hard ware. A Horton STOL kit was then attached to (L)+(R) wings per Horton installation instructions by Davids Aviation, San Andreas, Ca.</p> <p>All flight instruments sent to Aircraft Quality Instruments, Wichita Kansas for inspection and repair. Included Vertical Speed, Horizon, Air Speed Altimeter, Yaw Coordinator + Directional Gyro.</p>



R: E	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				all seat restraints sent to Aviation Safety Products, Blairsville Georgia for rewebbing inspection / replacement Shoulder Harness were mounted on AmSafe inertia reels P/N 501580407
				The propeller was removed from the engine. The engine was torn down. The crankcase, oil sump, accessory case, oil pump housing vacuum pump housing were sent out + subjected to Zyglo Inspection

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DATE				
				and found free of cracks. The crankshaft, oil pumps, drive shaft and gears, connecting rods, crank shaft gear, Idle gear, push rod, through bolts and vacuum pump gear were subjected to magnetic particle inspection. Connecting rods weighed, crankshaft dimensions obtained & rod journal dimensions obtained. All performed at Mid Valley Aviation, Los Banos, Ca.



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				The engine case was then sent to Chuck Ney Enterprises for cam oil nozzle installation which was completed. The 0320 E2D was assembled using the return to service crankshaft, throughbolts, push rods, connecting rods, vacuum pump drive gear and idler gears, case oil sump, accessory case and vacuum pump housing. New camshaft, tach drive shaft, Idler shaft, hydraulic unit



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TE				Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				piston pins + plugs, becoming (New)
				cylinder assembler with 8.50:1
				compression ratio for RAM
				STC ed, 150 HP conversion,
				New light starter installed, carb
				disassembled, inspected and new
				47-828 nozzle installed per RAM
				STC requirements, Oil cooler
				P/N 8406 E-SU S/N 9250 was overhauled
				by Pacific Oil Cooler Service, Inc
				returned and reinstalled. Hirwolf
				or oil separator unit installed

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				per STC SA02268CH Master solenoid replaced p/n . All engine compartment wiring was replaced with new cables & wire. New vacuum pump installed p/n Electronics International YBC-16 CHT + EGT probes installed Electronics International Fuel Flow monitor transducer installed. Gasolator disassembled and overhauled with FAA/PMA McFarlane Kit # FS-KT-3 and reinstalled



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			New Oil Drain valve FAA/PMK by McFarlane P/N P5000 installed on engine oil sump. The Knots-2-U lower cowl fairing and flange were installed and rear body fairing were installed per instructions in accordance with STC # SA 2381NM

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			<p>The aircraft was painted with DP 48 LF Epoxy primer. Aircraft painted throughout with PPG acrylic urethane.</p> <p>All control surfaces checked for proper balance in accordance with Cessna service manual.</p> <p>All control cables and pulleys checked for condition and proper routing. Installed wing pins as per Cessna service manual.</p>



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			Installed flaps with McFarlane with Flap Roller Upgrade Kit P/N FLP-KT-20 pursuant to installation instructions. Rig flaps pursuant to Cessna service manual. Installed ailerons, elevator and rudder with new attach hardware and rigged all systems pursuant to Cessna service manual. Sighted all flight control cables with

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				<p>collar pin and all turn- buckler with OHS.S. safety wire. All systems checked for proper travel &amp; operation O+N 18 gal. auxiliary fuel tank Kit p/n 172100 was installed in the baggage compartment pursuant to O+N drawings 172102, 172103 + 172104 + 172101 Fuel Tank S/N 667.</p>



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				The nose gear was disassembled and cleaned. The seals were replaced. The nose wheel was disassembled, cleaned and bearings packed in grease. A new Michelin air stop tube and Goodyear 500-5x6 FLC tire was mounted on the nose wheel and reassembled. The shimmy dampener was serviced and the entire assembly reassembled onto

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			the aircraft pursuant to Cessna service manual.
			The fuel selector valve was disassembled and inspected the reassembled with McFarlane FSS-KT-2, kit parts, Lot # 19992 pursuant to Cessna service manual.
			All seats were disassembled and stripped of all paint The pilot + co-pilot seats roller assemblies were replace



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				with the new McFarlane roller assemblies. The seats and all interior panels were delivered to Sierra Aircraft Upholstery at Columbia airport. All old upholstery was removed and discarded and all pieces were reup- holstered with FAA approved leather. All interior plastic parts were discarded and new interior parts were

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				<p>purchased from Vantage Plane            Plastics. All interior plastic            parts were drummed to            fit.</p> <p>The main landing gear            bolts were removed. The            gear were inspected pursuant            to Cessna service manual            and found to be airworthy.            The bolts were replaced with            new Bolts from Cessna            part # 33461-108.</p>



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			New 13 volt 100 watt lamps part # 4509-A were mounted into the left wing taxi and landing light assembly. New stall warning horn assembly was then mounted at the left wing root pursuant to cessna service manual. (Stall warning horn Service Part # 0713348-1) Both Nav-Com antennas replaced with new AV 529

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				Broad Band Comant antenna with seals. Rear seat fresh air assembler were disassembled inspected cleaned painted and reassembled pursuant to cessa service manual. Fresh air seat tubing was replaced with new tubing. Fuel caps and fuel sending units removed from both wing tanks. Fuel sending units were replaced with



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			Reconditioned sending units obtained from Fawth Aircraft New Cenna fuel caps, Part # C156003-0101, were mounted on safety chains and placed on filler neck with excellent fit. Prior to installation of the STOL wing tips, wheel A650 PG/PR wing tip stroke lights were mounted. The wing tip were then mounted to the wings.

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				The suction poly tubing was removed and replaced with all new nylon fittings and poly ethylene tubing. The BOS bar and all circuit breaker were replaced with Patter + Brunfield w-58 circuit breaker. New toggle switcher and rocker switcher were installed. The light switch for interior lighting received a new knob p/n 151995-5, light



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DATE				<p>             dinner knob P/N 51995-6, and housing              P/N 51437-2. Switch P/N 51944-1-1              was replaced. The headphone              jacks were mounted in housings              to be mounted on the              appropriate upholstered panel.              New left and right hand              instrument panel mounts were              made from .063 aluminum              stock. Gessner (new) round              instrument check mounts were              mounted on the main           </p>

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				instrument panel face and the new panels were mounted on to the new shock mounts pursuant to Cessna service manual. The freshly overhauled instruments were then installed. These include Sigma Tek PG S/N A9492E, P/N 4000B-30, Vertical Speed Indicator by United Instruments S/N 25164 P/N 7000-C92N2, United Instruments altimeter S/N A391 P/N 5934P-1, Airspeed Ind by USGair



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				S/N 2064 P/N AW 2812 BCO9, EGC turn coordinator S/N 813-310 P/N 1394 T100-72, Sigma Tek Horizon S/N T38560J, P/N 5000B-20. A new UMA 3-200-12 1" section gauge, Davtron M800-14 Digital Chronometer and new Electric Tachometer and sending unit UMA model # T19-801-112 were installed. Airgizmos panel clock was then installed in the center stack below the audio panel after the Bender

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				King unit was removed. A new
				Garmin 496 GPS unit, S/N 19722905
				was installed in the panel dock
				Ashby Glareshield was installed
				per manufacturer instructions
				SIRS PG 2C-12 S/N 705169-04
				Pegasus lighted compass was
				installed and the compass
				running. Garmin 496 XM
				antenna mounted on glareshield
				XR XO-A PCAS/Avio system installed
				and interfaced with Garmin



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DATE				496. Garmin GA 56 GPS antenna mounted on top of fuselage and connected. Garmin GA 56 GPS antenna S/N 59059806 The Coarse Selection Indicators, were sent to King Avionics Part # 069-1010-04 S/N 1002, <sup>part #</sup> KI201C was overhauled and returned to service. Part number 28946 S/N 1077, KI 201C was unable to be o/c and replaced with KI 201C S/N 26777. The Coarse

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				Selection Indicators were installed
				Two new Mitchell MX170C
				Nav compass, S/N's 8741 and
				were installed. A new
				Narco Avionics Transponder
				Model # AT 165/R was installed
				AT165/R S/N 10921. A Narco
				Avionics AR 850 S/N was
				installed. Electronics International
				UBG16 S/N 94909 and FP5L-90
				Fuel Flow Monitor S/N 934619 were
				installed in the left side panel



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				E1 Oil temp probe was installed per manufactures recommendations and connected into the UBG (le monitor. E1 MUX 8A Flight Data Recorder installed with cable access and control mounted on center console. The sides and cabin overhead were covered with super soundproofing insulation 1/4" thick. This material meets FAR 25.853a

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				Appendix F, Pt 1. All side panels door panels and overhead panels were installed pursuant to Cessna service manual. All plastic trim parts were installed. New carpet was installed. Rear seat, pilot and co-pilot seats were installed. Sun visors were installed. New Cessna door handles P/N 0517039-2 were installed. The yokes were covered with 3 piece



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				Warren Gregoigne Leather covers The pilot side includes PTT switch. Left hand window latch, new, P/N CAM 1707, S/N 05-282 Right hand window latch, new P/N 170 and Stryker plates P/N CAM 1706 were installed. Concord Sealed Battery RG-25XC was installed Safety stops were installed pursuant to STC SA 1196 GL dated 7-2-1987. The Knots 21 Cessna main Gear / Brake Fairing

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				Kit and Cessna Nose Gear Saining Kit STC # SA2381NM were installed. New NARCO 10 ELT 24 BP-1010 Battery installed. Expiration Date: All new seals were mounted on left and right doors and baggage door and windows in main doors. All electrical circuits were checked and found operational. Fuel was put in all three fuel tanks; no leak



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			detected and fuel check valves found operational. Gas Kolater checked, no leaks and function properly. All control surfaces checked for travel and all free and clear. All navigation taxi and landing lights operate properly. Pitot heat operates properly. Brakes operate properly with normal pedal travel. Cessna Graphics applied to aircraft pursuant

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			<p>to Cessna service manual. All placards required by O + A applied to aircraft per O + A requirements.</p> <p>The engine was run after shut down the engine + engine compartment inspected and no leaks found.</p> <p>The cowling was mounted and the aircraft test flown for 45 mins and engine broken in per Lycom.</p>



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				break in procedure. All systems tested during break in, flight and functional. New wt + balance completed.
4-11-09	0.0			I Certify That this aircraft has been inspected in accordance with FAR part 43 appendix D (annual inspection) and was determined to be in airworthy condition.  <i>Richard Tupper</i> A + P 3138494 I.A.

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DATE				
4-17-09	3.1		3.1	Oil drained. Oil Filter CH48110 Replaced 8 qts of AeroShell 100 placed in engine. Test run & Leaks
5-23-09	12.6		12.6	Oil drained. Replaced oil filter CH48110 & 8 qts AeroShell 100. Test run & Leaks
10-3-09	37.5		37.5	Oil drained. Oil filter CH48110 replaced. 8 qts AeroShell 100 replaced. Test run & Leaks



YEAR: 10/10 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
10	67.7			Completed Annual inspection pursuant to FAR part 43 appendix D. Replaced ammeter with serviceable part. I certify that this Aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition. Andrew Twyman A+P 3138494 I A
10	67.7			Tested ELT pursuant to FAR 91.207(d) Andrew Twyman A+P 3138494 I A

YEAR: 11 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
24-11	100.06			Completed annual inspection pursuant to FAR part 43 appendix D. Inspected Engine pursuant to FAR 91.207 (d). Battery replaced at this time, Battery good. Then: I certify that this aircraft has been inspected in accordance with an annual inspection + was determined to be in airworthy condition. Andrew Torgler ATP 3138494 IA
5-3-12	156.42			I certify that this aircraft has been inspected in accordance with FAR part 43 appendix D (annual inspection)



[illegible]

ORDING H E	TODAY'S FLIGHT	TOTAL	Description of Inspections Tests Repairs and Alterations
			<p><b><u>SkyView Aviation</u></b> →</p> <p>SkyView Aviation, LLC 5749 South Tracy Blvd Tracy, CA 95377 (209)830-7666</p> <hr/> <p>N Number: N7696G Tach: 0155.61</p> <p>All work performed on this date in accordance with Cessna Service manual.</p> <p>1) Installed new ELT battery pack P/N: BP-1010.</p> <p>2) Performed inspection and operational check per FAR 91.207 d (1-4). Good.</p> <p>I certify this aircraft is in Airworthy Condition.</p> <p>-----END-----</p>          <p>Rick S. Eckert A&amp;P 558777031</p> <p>Date: 08/17/2012 X</p>



[illegible]

January 30, 2015 N7696G S/N: A62029 Tach: 0222.85

1 -Completed annual inspection in accordance with FAR part 43 appendix D.

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

Andrew Turpen  
A&P 3138494 IA

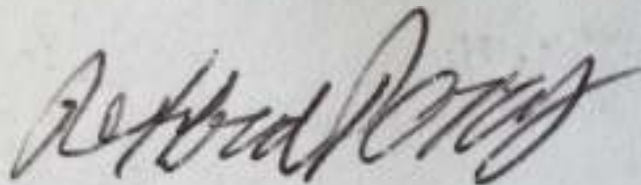


Calaveras Airplane Company, Inc.  
3600 Carol Kennedy Drive  
San Andreas, Ca. 95240

February 6, 2018 N7696G S/N: 17259396 Tach: 416.37

1 -Replaced pilot inboard seat rail with new MC0511240-15 seat rail in accordance with Service Manual. Complied with AD 2011-10-09 by inspection of seat rails lock pins & rollers, no discrepancies noted, next due 2-1019 or 516.37 hours tach time.

Rexford Perry  
A&P 2811537



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



August 20, 2015    N7696G    S/N: 17259396    Tach: 256.2

r Repa

- 1 -Replaced strobe light power supply with new Whelen strobe light power supply.
- 2 -Installed Nulite instrument backlighting on 7 instruments & wired to rheostat.
- 3 -Trimmed glare-shield so it is almost flush with instrument panel.
- 4 -Replaced compass with new Precision PAI-700 compass, wired to rheostat.
- 5 -Removed Davtron clock, installed new Quartz electric aircraft clock.
- 6 -Installed new pressure switch for Hobbs meter & installed new Hobbs meter.
- 7 -Removed transponder from right location, re-stacked radios in radio rack to accommodate transponder, installed transponder in center radio rack.
- 8 -Installed extension on right side of GPS dock to tilt towards pilot.
- 9 -Removed right wing tip, repaired damage & painted to match, installed.

Rexford Perry  
A&P 2811537



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

YEAR:

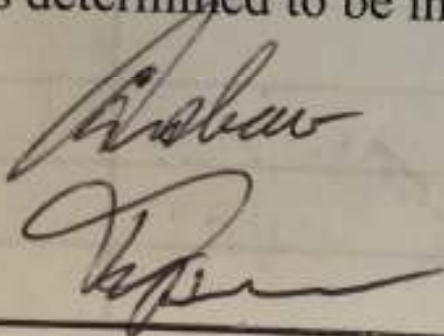
February 10, 2016 N7696G S/N: 17259369 Tach: 291.83

DATE

- 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 July 2016.
- 3 -Replaced induction air filter with new BA6108 element.
- 4 -Serviced nose strut with nitrogen.
- 5 -Stop drilled crack in carburetor heat muff.
- 6 -Installed fire extinguisher between seats on floor using existing nutplates.
- 7 -Complied with AD 2011-10-09 by inspection of seat rails, lock pins & rollers, no discrepancies noted.

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



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August 31, 2016    N7696G    Tach: 328.05

*engine*

- 1 -Drained oil, replaced filter with new Tempest AA48110-2 filter, serviced engine with 7 quarts Aeroshell W100+.
- 2 -Replaced induction air filter with new BA6108 element.
- 3 -Replaced vacuum pump drive seal with new STD-2217 seal.
- 4 -Tightened all oil sump attach hardware.
- 5 -Tightened oil filter adapter attach hardware.

Rexford Perry  
A&P 2811537

*Rexford Perry*

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

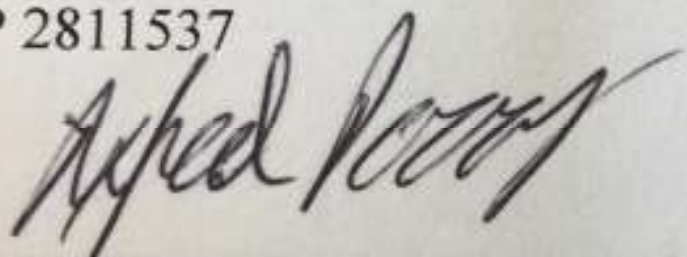
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		August 31, 2016	N7696G	S/N: 17259396 Tach: 328.05 <i>airframe</i>
		1	-Replaced induction air filter with new BA6108 element.	
		2	-Removed tach pick up plug, cleaned threads, installed with Locktite & tightened.	
		3	-Stop drilled crack on top cowl aft right side, installed 4 rivets through outer skin to inside U channel.	
		4	-Replaced inboard landing light bulb with new GE-4509 bulb.	
		5	-Tightened tail ray light ground wire attach screw.	
		6	-Replaced right main tire & tube and brake linings	
		Rexford Perry		Calaveras Airplane Company, Inc.
		A&P 2811537	<i>Rexford Perry</i>	3600 Carol Kennedy Drive
				San Andreas, Ca. 95249



January 26, 2017 N7696G S/N: 59396 Tach: 351.6

1 -Removed Cessna exhaust assembly, installed Power Flow Systems, Inc. PFS-1320 exhaust system in accordance with Installation Instructions contained in STC# SA018 revised aircraft weight & balance report, see FAA Form 337 this date.

Rexford Perry  
A&P 2811537



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

Precision Static Testing Livermore, CA  
FAA Certified Repair Station #QJAR856X  
PHONE: (925) 449-5904 FAX (925) 449-6081

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: 357.85 W/O# 12826

N 76966

Inspected by



Date 3/8/17

March 8, 2017   N7696G   S/N: 59396   Tach: 357.85

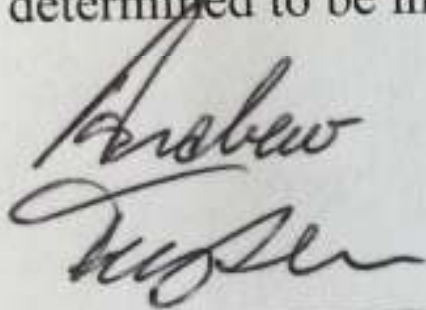
- 1 -Completed annual inspection in accordance with FAR part 43 appendix D.
- 2 -Inspected ELT in accordance with FAR 91.207 (d), replaced battery good till April 2019
- 3 -Replaced induction air filter with new BA6108 element.
- 4 -Removed air oil separator, disassembled, cleaned, assembled & installed.
- 5 -Placarded carburetor temperature gauge inoperative.
- 6 -Removed Scott oil temperature gauge.
- 7 -Installed EI oil temp/oil pressure gauge in accordance with installation instructions.
- 8 -Installed Davtron OAT/Voltmeter in accordance with installation instructions.
- 9 -Stop drilled 2 cracks in lower cowl center bottom stiffener.
- 10 -Replaced left & right wing fuel drain valves with 2 new CAV-170 drain valves.
- 11 -Replaced fuel cap seals with 2 new B100142-1 seals.
- 12 -Installed fuel quantity placards by wing fuel caps.
- 13 -Replaced flap actuator with used serviceable part after disassembling, cleaning, lubing with fresh grease & assembling, operational check good.
- 14 -Installed new AN5-6A bolt with new nut & washer where front tie down ring was.
- 15 -Removed 2 control cable pulleys from tail cone, cleaned, lubed, freed & installed.



- 16 -Tightened left aft steering bungee attach ball stud nut.
- 17 -Replaced left & right OB rudder pedal torque tube bearings with 4 new S1674-1 bearings.
- 18 -Replaced pilots control wheel universal joint with new MS20271-B10 universal joint.
- 19 -Secured strobe wires in subfloor with 6 new Adel clamps.
- 20 -Replaced transponder antenna with new AV-22 antenna.
- 21 -Replaced vacuum regulator filter with new B3-5-1 filter.
- 22 -Complied with AD2011-10-09 by inspection of seat rails, lock pins & rollers, no discrepancies noted, next due March 2018 or 457.85 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



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earings.  
int.

discrepancies



# STERLING

## AVIONICS

Airworthiness Directives

Chronological Listing of Compliance and Met

Removed Narco AT165 transponder. Installed Aparreo Stratus ESGi ADS-B compliant transponder and 3i per STC/AML SA04112CH and Installation Instructions dated February 20, 2018 Rev 2.1. Reused existing wiring and installed a 5 amp circuit breaker. Installed AV-801(-A) GPS antenna and RG-400 coax. Replaced transponder coax with RG-400. Installed Appareo Stratus Power USB Port per Installation Instructions dated December 15, 2016 Rev 1. All ops checks good. This aircraft now meets the ADS-B and transponder requirements of 14 CFR 91.225, 91.227, 91.411, and 91.413. Transponder recertification next due Nov. 2020.

The components identified above were replaced and inspected IAW Federal Aviation Regulations and were found to be in an airworthy condition for return to service.

Signed: Juan O

Dated: 11/05/2018

N#: N7696G

Tach: 458.65 HOBBS: 253.1 For more info see w/o #37882

FAA Repair Station Certification # WQ3R954L

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