

Cessna[®]

AIRCRAFT LOG AND MAINTENANCE RECORD

Record of Cessna 182P 18263690 N4689K
Make Model Serial Certificate

With Engine Continental O-470 S 462339
Make Model Serial

From _____ 19 ____ to _____ 19 ____

Detailing Time From _____ To _____
Hours Hours

Owner McCaulley Prop - 2A34C-203-B NOB 50-750451 FN 901520

Address Blade Design 90 DCA-8

AIRCRAFT LOG

VOR Receiver operation checked
in accordance with FAR 91.25

DATE


REMARKS

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

Bearing error	Place	Signature
VOR 1	VOR 2	

19 _____

I have inspected this aircraft and found it complies with the requirements of FAR 21.183. All mandatory changes have been complied with. The static pressure system and sensitive altimeter instrument 8115 have been tested and inspected 7-30-75 and found to comply with FAR 91.170 to an altitude of 20 thousand feet. Standard Certificate of Airworthiness dated 3-6-75 was issued by me.


 Executive Engineer
 Cessna Aircraft Co., Pawnee Div.
 Delegation Option, Manufacturer, A.E.
 By Daniel L. Goble
 Daniel L. Goble

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
VOR 1	VOR 2			19 <u>75</u>	
				March 31	Installed 2 ea KX175B - 2 ea KV-77 2 ea KVR-520, KV-73, KT-76, KMA-20, KV-65 New empty weight <u>1800.5</u> New empty weight C.G. <u>36.4</u> New Moment <u>65,545.64</u> New useful load <u>1149.5</u> See form 337 of this type or issuance. Installed by: <u>225</u>
					2 ea KV-77 2 ea KV-77 Men. # 225, KVR-520 # 5473 See W/O <u>14746</u> Inspector <u>W. J. Madala</u> Number <u>1804984</u>
					<div style="border: 2px solid black; padding: 5px; transform: rotate(-15deg); display: inline-block;"> SUPERCEDED FLYN Systems 8-15-86 W. J. Madala </div>

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature	19 ____	Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
	VOR 1 VOR 2				
9-24	0 -2	LIT	<i>M. Daniels</i>		ALBORNS #1 vs. #2 TACH 44.2 HRS
TRANSponder CHECKED AND MEETS SPEC. VOR FAR 91.177 AND FAR 43, APPENDIX F RADIO REPAIR STATION 2288 3-21-81 <i>Howard O. Jones 1996356</i>					

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
VOR 1	VOR 2			19	
				11/12/75	<p style="font-size: x-small;">Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.</p> <p style="font-size: large; font-family: cursive;">T.T. 101.5 100 hr. inspection completed following 100 hr. Check List. All systems checked.</p> <p style="font-size: large; font-family: cursive;">I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION</p> <p style="font-size: large; font-family: cursive;">DATE OF INSPECTION 11/12/75 T.T. 101.5</p> <p style="font-size: large; font-family: cursive;">SIGNATURE <i>James K. [unclear]</i> CERT. NO. <i>FA 1724570</i></p>
				1/15/76	<p style="font-size: large; font-family: cursive;">Installed new starter adapter.</p> <p style="font-size: large; font-family: cursive;"><i>James K. [unclear]</i></p> <p style="font-size: large; font-family: cursive;">FA 1724570</p>

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
3/2/76	2027	100 hr inspection	100 hr check radio light rheostat installed				Completed following All systems checked. Note
<p>I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p>DATE OF INSPECTION <u>3/2/76</u> T.T. <u>2027</u></p> <p>SIGNATURE <u>Jimmy B. Ward</u> CERT. NO. <u>AA1124570</u></p>							
1/29/76	VOR CK	one against the other					2" error at Camden, ARK. D.H. Warden
	TAC	239.4					
4/6/76	VOR CK	at Little Rock, AR					1" error on high side D.H. Warden

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

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
1/4/76	4024 T.T.	100 hr	inspection completed following 100 hr check list all systems checked. Landing light replaced. Replaced one (1) Cowl shock mount # AD 76-07-12 c/w P/N B, 1, 2, 3, switch operational. indicating a normal switch.				
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.							
DATE OF INSPECTION				8/4/76	II. 4024		
SIGNATURE				James L. [Signature]		CERT. NO. AIP1724570	
8/9/76	VOE	checked at Little Rock	Ground Point	1° error on both			
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
Date	Bearing error VOR 1 VOR 2	Place	Signature		
9-8-76	0 2°			19	airborn check one against the other D.P. Wenzel
12/1/76		480.9			Annual inspection completed following check list all systems checked, installed new nose tire, new brake linings.
<p>I CERTIFY THAT THIS AIRCRAFT WAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p>DATE OF INSPECTION <u>12/1/76</u> I.T. <u>480.9</u></p> <p>SIGNATURE <u>Jimmy K. Went</u> CERT. NO. <u>PA 1724570</u></p>					
2/17/77		506			installed picture 212CW vacuum pump.
<p><u>Jimmy K. Went</u> PA 1724570</p>					

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
<p>LCERTIFY THAT THE ALTIMETER AND STATIC SYSTEM TESTS REQUIRED BY FAR 91.170 HAVE BEEN PERFORMED. THE ALTIMETER (S) WAS TESTED TO <u>20000</u> FT. ON <u>3/16/77</u></p>							
<p>SIGNED <u>[Signature]</u></p>							
<p>FLEEMAN AVIATION APPROVED REPAIR STATION #2232 MUNICIPAL AIRPORT, MONROE, LA</p>							
<p>TRANSPONDER CHECKED AND MEETS SPEC. I/A/W FAR 91.177 AND FAR 43, APPENDIX F RADIO REPAIR STATION 2233 <u>3-16-77</u></p>							
<p>CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE</p>							

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 1/6/78	T.T.	589.8	Inspection completed. Replaced 2 lower cowl shank mounts C/W AD 77-12-08 Para A (APU Plug normal) C/W AD 77-12-09 Para B 1+2 (REFORM HOR. STAR RARE SPAC) C/W AD 74-20-10 Para 1, 2 + 3 (No corrosion in E.T.) C/W AD 76-07-12 Para A, B + D by me installing Bendix 10-357510 position switch repair kit. New landing light installed. C/W SA 77-41 by installing battery connector cover 0721765-1.				
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH ALL ANNUAL INSPECTION AND WAS DETER- MINED TO BE IN AIRWORTHY CONDITION.							
DATE OF INSPECTION 1/6/78				T.T.	589.8		
SIGNATURE Jimmy R. Went				CERT. NO.	JA 1924570		
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91. 25				DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Place	Signature		
4-21-78		Tach Time	0652.4	19	Installed new left main & r.t. main Tire using new tubes, Goodyear Flight Custer 610x6 b.P.A. W.C. # 0039. FLEEMAN AVIATION <i>Calhoun P. Rice</i> APPROVED REPAIR STATION 2232 CR52232 MUNICIPAL AIRPORT MONROE, LA
7-3-78		Tach Time	698.0		Installed new Battery Connector PIN 51579A2 W.C. # 0207 FLEEMAN AVIATION <i>Calhoun P. Rice</i> APPROVED REPAIR STATION 2232 CR52232 MUNICIPAL AIRPORT MONROE, LA
12/19/78		TACH TIME	7576		INSTALLED NEW COWL FLAP (RH) AND NE. RIGHT COWL FLAP ACTUATING CABLE, COWLE PN. 0752609-205 CABLE PN. 9860058-4 ROLAND PN. 1213079-1 <i>James H. Smith A/P 541401608</i> END

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AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
¹⁹ 12/19/78	A.D. 78-25-5		Does not apply to this aircraft.				<div style="display: flex; justify-content: space-between;"> <div style="width: 60%;"> <p><i>[Signature]</i></p> <p>FLEEMAN AVIATION APPROVED REPAIR STATION 2232 MUNICIPAL AIRPORT MONROE, LA</p> </div> <div style="width: 35%; text-align: center;"> <p>NO TANA NUMBER</p> <p>NO TATE MARCH 2000</p> <p>AL 1004011 1200 11 12</p> </div> </div>

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

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Place	Signature		
				19 <u>79</u>	<p style="font-size: x-small;">Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.</p> <p style="font-size: x-small;">Date <u>1-6-79</u> <u>763-3</u> <u>1</u> <u>Copy</u> <u>THIS Aircraft</u> <u>been</u> <u>inspected</u> <u>in</u> <u>compliance</u> <u>with</u> <u>Annual</u> <u>Inspection</u> <u>and</u> <u>been</u> <u>found</u> <u>to</u> <u>comply</u> <u>Tommy Reynolds</u> <u>1412296 FA</u></p>
				<u>3/6/78</u>	<p style="font-size: x-small;"><u>Emergency</u> <u>79-552</u> <u>Ad. 39-3432</u> <u>Feb 22, 1979</u> <u>FAA</u> <u>Planned</u> <u>at</u> <u>Lithgow</u> <u>for</u> <u>biode</u> <u>hatter</u> <u>-</u> <u>status</u> <u>this</u> <u>date</u> <u>Aircraft</u> <u>with</u> <u>-</u> <u>FAA</u> <u>-</u> <u>removed</u> <u>in</u> <u>compliance</u> <u>with</u> <u>this</u> <u>AD.</u></p>

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19	<p>I CERTIFY THAT THE ALTIMETER AND STATIC SYSTEM TESTS REQUIRED BY FAR PART 43.11 HAVE BEEN PERFORMED IN ACCORDANCE WITH THE AIRCRAFT MAINTENANCE MANUAL (AMM) FOR THIS AIRCRAFT. ALTIMETER (S) HAS TESTED TO 20000 FT. ON 5/2/79</p> <p>SIGNED: <i>Ralph J. Gubey</i></p> <p>FREEMAN AVIATION APPROVED REPAIR STATION #2232 MUNICIPAL AIRPORT, MONROE, LA</p>						
5/2/79	<p>Completed with AD 79-08-03 by installing in line Fuse assy between Ammeter and Cigar lighter.</p> <p style="text-align: center;"><i>Ralph J. Gubey</i> FREEMAN AVIATION APPROVED REPAIR STATION #2232 MUNICIPAL AIRPORT, MONROE, LA</p>						

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

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature	19__	Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
VOR 1	VOR 2				
11/7/79					Replaced Battery with new Teledyne 35 Amp battery Ralph D. Ruby
FREEMAN AVIATION APPROVED REPAIR STATION 2232 MUNICIPAL AIRPORT MONROE, LA					
2-1-80					Task Time 856.5 hr. inspection, push forward bearings, check brakes, check fit of J. screws, rollers, check flight controls removed all. Also photos and inspected coils and pulleys. Oil as necessary. Clinton Bell ACP 1249813
2-1-80 Total Aircraft Time 856.5 hrs. 1 engine 78					
Aircraft has been inspected in accordance with a <u>Annual</u> inspection and was determined to be in airworthy condition. Signature: <u>Clinton Bell</u> ACP No. <u>1249813 IA</u>					

AIRCRAFT LOG

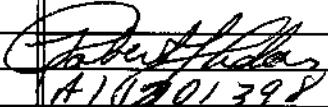
DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
20 MAR 1981	Tach time	929.8	100 hr WSP, in accordance with Desso Manual, checked brakes, packed wheel bearings, service battery, remove all plates & ingp, cables and pulleys, check lites, check control surfaces, check brakes, visually check aircraft, install new battery pack in ELT, check ball cap 1249875				
	Replace frame No. 929						Replace 129. LITE BALL
	<p><i>(Total Aircraft Time)</i> _____</p> <p>Aircraft has been inspected in accordance with a <u>C.P.R. 4.102</u> inspection and was determined to be in airworthy condition.</p> <p>Signature: <u>Charles Baker</u> A&P No. <u>12499137A</u></p>						

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

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 82 March 18			Tach time 1105.1 hrs.	Total aircraft time 1105.1 hrs			
Removed all cowling, fairings, panels and inspection plates for inspection. Inspected this aircraft for an annual inspection according to Cessna service manual. Lubricated all aircraft according to Cessna service manual. Replaced brake pads, serviced brake cylinders. Serviced nose gear also strut. Replaced fasteners on nose cowling. Serviced battery - removed corrosion from battery cable terminals. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in an airworthy condition.							
							Robert Williams AT 1701398
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

AIRCRAFT LOG

DATE 19 83	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
May 6			Tach time 1222.8 Total A/C time 1222.8 hrs				
<p>Removed inspection panels and cowling for inspection. Removed nose gear and replaced lower nose gear attach fitting. Replaced all O rings in nose also strut. Completely lubricated all bearings, fairleads, bellcranks, bushings. Inspected this aircraft according to Cessna inspection in service manual. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in an airworthy condition.</p>							
							 A10201398
<p align="center">CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE</p>							

AIRCRAFT LOG

DATE	FLIGHT	DURATION	ACCUMULATED	PAGE OF
	DATE <u>10-31-84</u> W.O. No. <u>12475</u>			FLIGHT SYSTEMS, INC. 1400 AIRPORT DRIVE SHREVEPORT, LA. 71107 (318) 227-0347
	Altimeter(s) Tested as required by FAR 91.171 IAW FAR 43, Appendix "E" Para (b)			Static System Tested as required by FAR 91.171 IAW FAR 43, Appendix "E" Para (a)
	Pilots <u>C-13</u> S/N <u>SR-113</u>			Tested to <u>1600</u> ft. Flight Systems, Inc. Date <u>10-31-84</u> W.O. # <u>12475</u> CRS 211-6
	Signed <u>[Signature]</u> Flight Systems, Inc. Date <u>10-31-84</u> W.O. # <u>12475</u> CRS 211-6 Signed <u>[Signature]</u> Shreveport, La.			Signed <u>[Signature]</u> Shreveport, La.
				ATC Transponder tests and inspection as required by FAR 91.172 IAW FAR 43 Appendix "E" have been performed. Transponder Model <u>KT-76</u> Date <u>10-31-84</u> W.O. # <u>12475</u> Flight Systems, Inc. Signed <u>[Signature]</u> CRS 211-6 Signed <u>[Signature]</u> Shreveport, La.
	FAA RATING RADIO CLASS I, II, III, UNLIMITED CRS 211-6			
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Handwritten notes:
 (SR) Temp to
 on altimeter

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature	19__	Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
BY	VOR 1 VOR 2				
10-21-84		1327.6			checked Fuel Tanks IAW A.D. 84-10-01 Para A and B. No Folds Found at this time. Tanks have quick drains installed. * Due again in 12 months after para B. Robert Washburn 117150531
21 JUNE 1985 FAC 1340.8					
I certify that this AIRCRAFT has been					
inspected in accordance with an <u>ANNUAL</u>					
inspection and was determined to be					
in an airworthy condition.					
Bussier Caddo Aviation, Inc.					
Signed <u>J. W. Shaw AP 2203214</u>					
Date <u>21 June 1985</u>					
TTAC <u>1340.8</u> TTE SMOH					
Installed New EGT Battery Abolished Due Again June 87 CWAIS 76-07-12, 84-15-03, 79-18-05, 78-05-06, Changed AIR WAKE FILTER elements, Greased 1 A/C Bearing Wheel, Replace Fuel Strainer Plunger. 83-13-01 ADE up to date JT 85-11 84-36-02 Install placard by fuel gauges.					

AIRCRAFT LOG

DATE
19

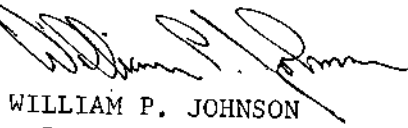
DATE 8-13-85
W.O. No. # 12898

FLIGHT SYSTEMS, INC.
1400 AIRPORT DRIVE
SHREVEPORT, LA. 71107
(318) 227-0347

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Installed a SRD Labs L-NAV 25 A Loran System with a LW-209 antenna.
Also installed a blind encoder and radio master switch system.
For more information see FAA Form 337 this installation.
New Weight and balance data as follows:

New E.W. 1805.4
C. G. 36.34
Moment 65616.44
Gross Weight 2950 lbs.
Useful Load 1144.6

FLIGHT SYSTEMS, INC.

WILLIAM P. JOHNSON
General Manager
CRS-211-6

FAA RATING RAD-0
CLASS I, II, III, UNLIMITED
CRS 211-6

CARRY FORWARD TO

AIRCRAFT LOG

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Date	Bearing error VOR 1 VOR 2	Place	Signature		
8-12-85					Replaced Vacuum Pump. 217Cw installed.
	Tach 1348.2				Replaced Form Filter <i>Shut Marshall</i> CAZ150531
12-31-85		Tach 1402.9			Replaced ^{with} fuel cell with PN 3030-24 A.I.R. fuel cell, ISO 0-80 Manif date 2-28-85 serial number 168, refilled with fuel + leak checked airworthy for return to service. No weight change for Tri-State Airmotive's. Theodore J. Benedict ATP 369408683 NOTE: Replacement tank <u>Not</u> Goodyear

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT	
					HOURS	10THS		
86								
9-1-86	TACH	1554.0	Resealed Rt Brake, Re-lined Both Brakes, Replaced Rt Upper Strut Cuff. For the Stat. Airline. Rottweil 43380139					
9-5-86	TACH	1555.2	Removed Brake disc (164-40) And Replaced with Chrome disc (164-140), Replaced main Wheel Bearings Replaced Lt main Tire. Rottweil 433809346 Art					
1-8-87	Tach	1592.7	I certify this airframe inspected IAW 100a inspection, lubed airframe as necessary, light check "OK", Eft egs check "OK" battery due date 6-87, complied with AD 81-15-03 by changing filter element, AD 76-07-121 Bendix ign switch per operational check, AD 83-13-01 leaking fuel caps, no leaks detected, AD 84-10-01 Fuel cell bladders no reservoir tank drains installed (continued next page)					

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

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
VOR 1	VOR 2			19__	
I certify that this aircraft has been inspected in accordance with a <u>ANNUAL</u> inspection and was determined to be in airworthy condition.					This airframe determined to be in airworthy condition for return to service.
M.C. THOMPSON A&P - M10000, DATE <u>1/9/89</u>					The following altimeter system and altitude reporting equipment tests and inspections as required by FAR <u>91.171</u> law FAR <u>43</u> Appendix "E" have been performed:
Transponder test and inspections as required by FAR <u>91.172</u> law FAR <u>43</u> Appendix "E" have been performed.					APPENDIX "E" Para (A) Static System <u>1/12/87</u> (date)
TRANSPONDER MODEL <u>KT 76</u> S/N <u>22677</u>					Para (B) Altimeter(s) Pilots <u>Kellman</u> - C/P's _____ S/N <u>2763</u> - S/N _____ Altimeter Tested to <u>28,000</u> feet <u>1/12/87</u> (date)
Signature <u>James [Signature]</u> Date <u>1/12/87</u>					Para (C) Integrated System Test <u>1/12/87</u> (date)
ARK-IA-TEX AVIONICS Certificate 211-10 of FAA Downtown Airport Shreveport, Louisiana					Signature <u>James [Signature]</u> WO # <u>7478</u> ARK-IA-TEX AVIONICS Certificate 211-10 of FAA Downtown Airport Shreveport, Louisiana

MEMORANDA

Date	
8/4/76	AD 76-07-12 c/w PAR A-122 SWITCH 100# ⁵³
3/29/77	A.D. 77-04-05 c/w PAR A+B, 12345 CARB AIR BOX <i>James R. Grant</i>
11/4/77	EMERGENCY A-77 PAR A 123 By CHACKING + SECURING ELT ANTENNA CBL <i>A-11721520</i>
1/6/78	AD. 77-12-08 APU PLUG c/w
12/19/78	AD. 77-14-09 c/w BY REFORM HOR STAG SPAR
1-31-80	A.D. 79-10-14 N/A Serial # <i>Clarence J. Gales A-11249813</i>
1-31-80	A.D. 78-26-09 N/A by A/A
1-31-80	A.D. 78-25-05 c/w by inspection
1-31-80	A.D. 79-25-07 c/w by installing additional ground strap
1-31-80	A.D. 79-05-09 N/A by S/W <i>A-1409049156 Phillip J. Schmitt</i>
3-18-81	A.D. 80-25-07 N/A by type + model Oilcooler - <i>Phillip J. Schmitt</i>
3-18-81	A.D. 80-06-05 N/A by S/W. Slick Electro magneto. <i>A-1409049156 Phillip J. Schmitt</i>