

Log 1 *N4721Z*
AIRCRAFT LOG



PIPER AIRCRAFT CORP., LOCK HAVEN, PA.

Instructions for the Use of Log Book

1. This log must always accompany the aircraft to which it refers.
2. No pages shall be torn from Log Book. No erasures, and all entries to be made in ink.
3. Original entries shall be made and signed by manufacturer or seller. All other entries shall be made by Pilot, Chief Mechanic, or other competent person authorized to do so.
4. On journey, the pilot is responsible for carriage of Log Book and entries or omissions therein. Failure to do so will be considered a serious neglect of duty.
5. Before departure on journey, pilot is personally to ascertain that entries in log have been made are correct, and then sign certificate to the effect.
6. Special data such as manufacturers notes, test data, reconditioning, etc., should be affixed to stubs provided for that purpose in the back of this book.
7. CAA-18-1 Repair and Alteration forms listed on last page.
8. This log book shall be available and produced, on demand of anyone so authorized.

PIPER AIRCRAFT CORP.—LOCK HAVEN, PA., U. S. A.

AIRCRAFT LOG

N 4729Z
License No.

Aircraft Name Piper Model PA-22-108 Serial No. 22-8275

Engine Name Lycorn Model 0-235-C1B Serial No. L-7105-15

Description of Aircraft High wing land Cabin Monoplane T.C. No. 1A6

Date of Manufacture

Seating Capacity (including pilot) 2 Wt. Empty 984 Gross Wt. 1650

Make of Propeller Sensenich Hub Design No. Hub Serial

Blade Design No. M76A.M.2 Blade Serial Nos. 34268

Owner

Address

Transferred to Date

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

AIRCRAFT LOG

| REMARKS | SIGNATURE |
|---------------------------------|-----------|
| AIRPLANE | |
| Make _____ Model _____ | |
| N _____ Serial # _____ | |
| Date _____ Mechanic _____ | |
| License Type _____ Number _____ | |
| _____ | |
| Empty Weight _____ Lbs. | |
| Empty C. G. _____ | |
| Useful Load _____ Lbs. | |
| _____ | |
| _____ | |
| _____ | |
| _____ | |
| _____ | |
| _____ | |
| _____ | |
| _____ | |
| _____ | |
| _____ | |

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

AIRCRAFT LOG

REMARKS

SIGNATURE

9-9-61 PERIODIC INSP COMPLETED, TACH 15 HRS
 REPAIRS COMPLETED AS PER 337 THIS DATE.
 REPLACED THE FOLLOWING ITEMS, ENGINE AND
 STRUT MOUNT, COWLING, FIREWALL ASSY, SPINNER.
 INSTALLED 1/4 SENSITIVE ALTIMETER.
 AIRCRAFT ASSEMBLED AND RIGGED AS NEEDED
 TEST FLOWN AND CHECKED OK, NO APPLICABLE AD,
 UP TO 61-17, CONTROLS CHECKED, BRAKES CHECKED,
 WHEEL BEARINGS REPACKED.
 IT IS CERTIFIED THAT THIS AIRCRAFT HAS
 BEEN INSPECTED IN ACCORDANCE WITH A
 PERIODIC AND FOUND AIRWORTHY.

J R W

1A1140596

R & W AIRCRAFT SERVICES
 DE KALB MUNICIPAL AIRPORT
 P. O. BOX 264 DEKALB, ILL.

NC.....

| Date | | Time in Air | | Passengers | NATURE OF FLIGHT |
|---------------|---------|-------------|------|------------|---|
| Year | Mo. Day | Hrs. | Min. | Carried | |
| | | | | | 3-29-62 100HR INSP COMPLETED TACH 112 HRS controls checked, Aligned Pulley BRACKETs RT & LT. wing checked wheels & BRAKES, cleaned & Repacked wheel Bearings IT is certified That This AIRCRAFT Has Been insp in Accordance with A. 100HR INSP & Found Airworthy |
| | | | | | R. J. Meyers A+E 1438828 |
| Total Forward | | | | | |

Place of Last Airplane Overhaul

Date of Last Overhaul

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

AIRCRAFT LOG

| REMARKS | SIGNATURE |
|---|--------------------------|
| 6-9-62 100 HR. INSP completed. TACH 212.0 HRS, checked All control cables & Pulleys, checked wheels & Bearings - serviced Battery - cleaned Fuel Strainers - IT is certified That This AIRCRAFT HAS BEEN INSP IN ACCORDANCE WITH A 100HR INSP AND FOUND TO B AIRWORTHY. | R. Meyers A+E 1438828 |
| TACH 232.5 changed Main Bear Ties installed New Ties Repacked Main wheel Bearings | R. Meyers A+E 1438828 |

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty

AIRCRAFT LOG

REMARKS

SIGNATURE

9-13-62 TACH 286.8 HRS PERIODIC INSP COMPLETED USING
 PIPER INSP FORM AS A GUIDE. CONTROLS CHECKED - WHEEL
 BEARINGS REPACKED - BRAKES CHECKED AND SERVICED -
 NO APPLICABLE ADS UP TO 62-19 - FABRIC CHECKED FOUND OK
 CONTROL LUBRICATED - CABLES CHECKED - BATTERY SERVICED
 RUDDER CABLE TENSION RESET - LUBRICATED BEAT CONTROL
 REPLACED MISSING SCREWS AS NEEDED - SECURED WING
 BANDS AND TANK COVERS - AIRCRAFT INTERIOR AND EXTERIOR
 CLEANED - IT IS CERTIFIED THAT THIS AIRCRAFT HAS
 BEEN INSPECTED IN ACCORDANCE WITH A PERIODIC
 INSPECTION AND FOUND TO BE AIRWORTHY

D. R. Wende

1A114059

R & W AIRCRAFT SERVICES
 DEKALB MUNICIPAL AIRPORT
 P. O. BOX 264 DEKALB, ILL.

AIRCRAFT LOG

| REMARKS | SIGNATURE |
|--|-----------|
| <p>H-23-63 100 HR. TACH. 586. HR. Checked all control cables and pulleys, checked wheels & repacked bearings, checked brakes & hyd. sys. checked wiring & lights (nav.) checked tubing and fabric, checked & retightened & capped hose also, serviced oleo. & serviced batt. cleaned fuel strainer</p> <p>It is certified that this aircraft has been thoroughly inspected as required by Civil Air regulations and found to be airworthy</p> <p style="text-align: right;">Paul Emery AIP 1390760</p> | |

AIRCRAFT LOG

REMARKS

SIGNATURE

7-16-63 100 HR. mg tach 486

Checked all controls + cables + pulleys
 Packed all wheels checked all tubing
 services battery

It is certified that this Aircraft
 has been inspected as required by
 Civil Air Regulations and is found
 to be airworthy

P. B. M. M. M.
 A & F 1390760

AIRCRAFT LOG

REMARKS

SIGNATURE

10-20-64 TOTAL AIRCRAFT TIME IN SERVICE IS 860 HRS.
 ALL APPLICABLE A.D. NOTES THRU 64-23 COMPLIED WITH
 AS PER PREVIOUS LOG ENTRIES. CONTROL SYSTEM CHECKED
 AND CABLES RIGGED. BRAKE SYSTEM CHECKED + SERVICED.
 LANDING GEAR CHECKED. INSTRUMENTS, WINDOWS, SEATS + BELTS
 CHECKED. EXHAUST SYSTEM CHECKED AND FOUND TO BE
 UNAIRWORTHY DUE TO CRACKS. I CERTIFY THAT THIS
 AIRCRAFT HAS BEEN INSPECTED AND THE LIST OF UNAIR-
 WORTHY ITEMS DATED 10-20-64 GIVEN TO THE OWNER.
 Robert W. Busby I.A. #1001861

10-21-64 Replaced cracked exhaust pipe with
 used serviceable pipe
 Robert D. Blyholder
 A & P 1336473

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

| Date Year Mo. Day | Time in Air | | Passengers Carried | NATURE OF FLIGHT |
|--|-------------|------|-----------------------|--|
| | Hrs. | Min. | | |
| 2-11-65 | | | | TOTAL AIRCRAFT TIME 960 hrs. TACK LOGMETER 960 100 hrs. INSPECTION - CHECK CONTROL CABLES & PULLEYS - OK. INSPECTED WHEELS & REPACKED WHEEL BEARINGS. SERVICED BATTERY, REPLACED BUSHINGS IN LOWER END OF NOSE GEAR SILLARS. |
| <p>I certify that this airplane has been inspected according with a 100 hrs inspection and was determined to be in airworthy condition!</p> <p>Robert D. Blyholder A&P 1336473</p> | | | | |
| Total Forward | | | | |

Place of Last Airplane Overhaul

Date of Last Overhaul

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

AIRCRAFT LOG

| REMARKS | SIGNATURE |
|--|------------------------------------|
| 10-3-65 T.T. 1040 hrs. AIRFRAME REPAIRED LEFT LANDING GEAR, NOSE GEAR & ENG MOUNT REPLACED. FUSELAGE REPAIRED (RT FIREWALL UPRIGHT) SEE 337 FORM Oct 3, 1965 & LEFT WING REPAIRED (INSTALLED NEW FRONT SPAR, TIP RIB & BOW, REPAIRED RIBS) SEE 337 FORM Oct 3, 1965, LEFT WING COVERED WITH CALCITE & FINISHED WITH 2 COATS DAC-PROOFER, 5 COATS SPAR-FILL, 2 COATS SYNTHETIC FAMEL, WIRE WING FABRIC CLIPS (ATC ASI-26 SO) USED. NEW LIFT STRUT FORK ENDS (BOTH SIDES) INSTALLED. ALL WING & LIFT STRUTS ^{ATTACH} BOLTS REPLACED, NOSE GEAR BEARING CHECKED & GREASED | Robert D. Blyholder A&P 1336473 |

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

AIRCRAFT LOG

| REMARKS | SIGNATURE |
|--|-----------|
| <p>Oct. 3, 1965 AD 60-26-2 cancelled, AD 64-27-2 CW. FAR 43 appendix "D" followed for this inspection. Total time 1040 HRS AD 58-10-2 CW at this inspection, AD 60-10-8 CW by Insp. AD 64-5-4 CW. Controls checked for rigging.</p> | |
| <p>I CERTIFY THAT THIS <u>AIRCRAFT</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>PERIODIC</u> INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION. <u>Richard H. Granger</u> RICHARD H. GRANGER INSPECTION AUTHORIZATION 1246024</p> | |
| <p>B-10-66 Removed Navy VHT-3 radio and installed Honey KX170-B4 cooling pit as per manufacturer instructions and AC 43.13-2 Chapter 2. Weight & C.G. Change negligible. <u>Paul Sanger AYP# 1671264</u></p> | |

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

| Date | Time in Air Hrs. | Passengers Carried | NATURE OF FLIGHT |
|-------|------------------|--------------------|--|
| 10-66 | T, 1140 | | COMPLETED 100 HR, INSP. AS PER INSP. REPORT, INSPECTED WHEELS AND CHECKED WITH GREASED INSPECTED CABLES & CONTROLS, SERVICED BATTERY, CHECKED FUEL SYSTEM, CHECKED LANDING GEAR & CONTROLS - CERTIFY THIS AIRCRAFT HAS BEEN INSP. IN ACCORDANCE WITH A 100 HR. INSP. & DETERMINED TO BE AIRWORTHY Paul Sanger ACP # 1671264 |
| 1-66 | TT 1241 | | Completed 100 hr. insp. as per paper inspection form & general aviation inspection aids. Serviced battery, cleaned gapped plugs, checked auto & timing, checked fuel system checked controls & cables. Changed oil, greased wheels & checked landing gear. I certify this aircraft has been insp. according to 100 hr. inspection & determined to be airworthy Paul Sanger ACP # 1671264 |

Place of Last Airplane Overhaul

Date of Last Overhaul

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

| REMARKS | SIGNATURE |
|---|-----------|
| 7-15-66 TT 1340 Completed 100 hr insp. Used paper alt insp. form & general aviation insp. aids. Replaced nose wheel tire. Greased wheels, serviced brakes & battery, changed oil checked landing gear & control cables. I certify this aircraft has been inspected in accordance with 100 hr inspection & determined to be airworthy Paul Sanger ACP # 1671264 | |
| 10-3-66 T 11438 Completed 100 hr insp. Used paper alt inspection form & general aviation inspection aids. Replaced nose gear seals. Complied with AD 64-5-4, serviced brakes & battery, greased wheels, checked gear & control cables. I certify this aircraft has been inspected in accordance with 100 hour inspection & determined to be airworthy Paul Sanger ACP # 1671264 | |

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

| Date | Time in Air | | Passengers Carried | NATURE OF FLIGHT |
|---------------------------------|-------------|------|--------------------|--|
| | Hrs. | Min. | | |
| 8-23-67 | | | | Tachometer reads 1840. Hundred hour inspection completed this date. Used aviator inspection aids and Piper inspection forms. Serviced brakes and battery and nose gear checked and greased wheel and gear. Lubricated and checked controls & certify this aircraft has been inspected in accordance with a hundred hour inspection and found to be airworthy Paul Sanger AIP # 1671264 |
| 1-27-67 | | | | Tachometer reads 1935 Hundred hour inspection completed this date used aviator inspection aids and Piper inspection forms. Checked and greased wheels. Serviced Battery brakes and nose gear. Replaced tires on main gear. Checked controls & certify this aircraft has been inspected in accordance with a hundred hour inspection and found airworthy. |
| Place of Last Airplane Overhaul | | | | Paul Sanger AIP # 1671264 |
| Date of Last Overhaul | | | | Paul Sanger AIP # 1671264 |

| REMARKS | SIGNATURE |
|--|----------------------------------|
| Sept 28 1967. Annual inspection. Checked all bolts. Checked all AD roots all in place with checked all brake control cables and landing condition. Found the log that this airplane was inspected in accordance with an annual inspection and was determined to be airworthy. | David P. Walker AIP # 334825A |
| 12-4-67 Tachometer reads 2032 Hundred hour inspection completed this date. Serviced battery, brakes and nose gear. Used Piper inspection forms & aviator inspection aids. Greased wheels checked all cables & fuel system & certify this aircraft has been inspected in accordance with a hundred hour inspection and found airworthy. | Paul Sanger AIP # 1671264 |

| Date Year Mo. Day | Time in Air Hrs. Min. | Passengers Carried | NATURE OF FLIGHT |
|--|--------------------------|-----------------------|------------------|
| | | | |
| Checked Gear, Controls and Cables, Used Piper Inspector form for this inspection. Serviced Battery, Brakes & General which checked all controls & cables. <u>Paul Sanger ACP # 1671624</u> | | | |
| I have inspected this <u>Aircraft</u> in accordance with a <u>100 Hour</u> inspection and found it to be in an airworthy condition. Tach Reads <u>2727</u> Date <u>7-3-68</u> <u>Paul Sanger ACP # 1671624</u> | | | |
| 9-10-68 Checked exhaust system for leaks. Used Carbon Monoxide detector. <u>Paul Sanger ACP # 1671624</u> | | | |
| Total Forward <u>Paul Sanger ACP # 1671624</u> | | | |

Place of Last Airplane Overhaul

Date of Last Overhaul

NOTICE: Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

| REMARKS | SIGNATURE |
|---|---|
| General which checked all controls & cables. Serviced battery & Brakes. Checked landing gear, belts, Pitched bells and cleaned. Complete. | I have inspected this <u>Aircraft</u> in accordance with a <u>100 Hour</u> inspection and found it to be in an airworthy condition. Tach Reads <u>2325</u> Date <u>8-28-68</u> <u>Paul Sanger ACP # 1671624</u> |
| 9-17-68 Completed a hundred hour inspection this date. Checked fabric, greased wheels, serviced battery and brakes. Checked controls and cables. Used Piper inspector form for this aircraft and written inspection. I certify this aircraft has been inspected in accordance with a hundred hour inspection and found airworthy. | <u>Paul Sanger ACP # 1671624</u> |

NOTICE: Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

| Date Year Mo. Day | Time in Air Hrs. Min. | Passengers Carried | NATURE OF FLIGHT |
|-------------------------|--------------------------|-----------------------|---|
| | | | |
| 11-1-68 | | | Inspected Controls and cables Checked Gear & Guard Wheels I have inspected this aircraft in accordance with a 100 hr inspection and found it to be in an airworthy condition. Tach. Reads 2484 Date 11-1-68 Paul Sanger #1671624 A/P |
| 11-7-68 | | | Checked make up Pressure tested Muffler Checked primer pump Washed down engine Checked oil leaks Baffles OK - tighten strut bumper tighten plug nut. Washed |

Place of Last Airplane Overhaul

Date of Last Overhaul

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

AIRCRAFT LOG

| REMARKS | SIGNATURE |
|---|-----------|
| Installed new Amp. gear, left wing. Adjusted tail cone. Taped tail light time cleared static wets. Placed fuel tank & drilled screen in fuel tank cover. Mag lead nut tight. Paul Sanger #1671624 A/P | |
| 12-20-68 Checked exhaust system for leaks Paul Sanger A/P #1671624 | |
| 1-22-69 Completed hundred hour inspection. The date Tach reads 2580. Serviced battery and brakes Used Piper inspection form and Aviator inspection cards for this aircraft & certify this aircraft has been inspected in accordance with a hundred hour insp. and found airworthy. Paul Sanger A/P #1671624 | |

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

| Date | Time in Air | | Passengers Carried | NATURE OF FLIGHT |
|------------|-------------|------|--------------------|------------------|
| | Hrs. | Min. | | |
| Year | | | | |
| Mo. Day | | | | |

21 APRIL 1969 10 hour inspection completed this date TACH reads 2682 serviced wheels and brakes. Used Piper inspection form for this aircraft. I certify that this aircraft has been inspected in accordance with one hundred hour inspection form and found to be airworth. Vinyl Messman

7-3-69 H&P 1674945
Checked Exhaust sys. for leaks Paul Sargent H&P # 1671624

Patched bottom of fus. I have inspected this aircraft in accordance with a 100 Hour inspection and found it to be in an airworthy condition.

Checked wheel bearings lubricated upper bearing in nose gear removed brakes and battery. Replaced brake cable with new. Cleared aircraft weight and out. Checked main gear checked all control cables. I certify this aircraft has been inspected in accordance with a hundred hour inspection form and found airworth. Paul Sargent H&P # 1671624

Place of Last Airplane Overhaul

Date of Last Overhaul

AIRCRAFT LOG

| REMARKS | SIGNATURE |
|---------|-----------|
|---------|-----------|

9-24-69 installed new night tool. Prop reconditioned by Wheeler Propeller Shop. installed engine hour meter. increased weight 9 oz. C.G. Change Negligible.
Paul Sargent H&P # 1671624

9-16-69 Completed a hundred hour insp. this date. Tachometer reads 2761. checked & checked wheel bearings lubricated upper bearing in nose gear removed brakes and battery. Replaced brake cable with new. Cleared aircraft weight and out. Checked main gear checked all control cables. I certify this aircraft has been inspected in accordance with a hundred hour inspection form and found airworth. Paul Sargent H&P # 1671624

| Date | Time in Air Hrs. Min. | Passengers Carried | NATURE OF FLIGHT |
|-------------|--------------------------|-----------------------|--|
| | | | |
| pt. 16-1969 | | | <p>Entire Airframe opened for Annual Inspection Following AD Notes checked thru Issue 69-18: AD 55-22-3 PCW, AD 58-10-2 due when 3040HRS accum- ulation, AD 59-10-8 CW by Insp., AD 60-10-8 CW by Insp., AD 64-5-4 PCW, AD 68-5-1 CW per paragraph (E), AD 66-5-4 PCW. Tack indicates 2761 HRS as T.T. FAA H3 appendix "D" followed as check list.</p> |

I CERTIFY THAT THIS AIRCRAFT HAS BEEN
 INSPECTED IN ACCORDANCE WITH A ANNUAL
 INSPECTION AND WAS DETERMINED TO BE IN AN
 AIRWORTHY CONDITION. Richard H. Granger
 RICHARD H. GRANGER
 INSPECTION AUTHORIZATION 1246024

Total Forward 11-5-69 Checked for Carbon Monoxide leaks with detectors
 Place of Last Airplane Overhaul Paul Sanger 57043467/1671624
 Date of Last Overhaul

AIRCRAFT LOG

| REMARKS | SIGNATURE |
|--|-----------|
| <p>1-16-70 Hundred hour inspection Completed this date. Checked Muffler for cracks & leaks to Cabin floor & floor inspection form for this aircraft. Technician reads 2854. I certify this aircraft has been inspected in accordance with a hundred hour inspection and found airworthy Paul Sanger ACP #5671624</p> | |
| <p>3-16-70 Complied with AD 68-5-1 using carbon mo- detector Paul Sanger ACP #1671624</p> | |
| <p>7-24-70 Completed a hundred hour inspection of stalls Engine Ser# L-6818-15. Checked all controls & battery and nose strut. Checked fuel & electrical system & certify this aircraft has been inspected in accordance with a hundred hour insp. and found airworthy Paul Sanger ACP #1671624</p> | |

| Date | | Time in Air | Passengers | NATURE OF FLIGHT |
|---------------|---------|-------------|------------|--|
| Year | Mo. Day | Hrs. Min. | Carried | |
| Year 70 | Mo. Day | | | |
| July 24 | 1970 | | | Annual inspection. I have checked all ad parts with the engine oil on engine, then checked fabric condition of checked all controls & cables & checked fuel gauges & sand gear of checked tires of hub & battery light and Cap. printer of Scotty that this air plane was inspected in accordance with annual inspection and was determined to be air worthy Time on Jackman 29529 David Plakow ATC 334828TA |
| 8-8-70 | | | | Completed with AD 68-5-1 using Carbon Monoxide detector Paul Sanger ATP # 1671264 |
| 3-17-71 | | | | Completed with AD 68-5-1 using Carbon Monoxide detector Paul Sanger ATP # 1671264 |
| Total Forward | | | | |

Place of Last Airplane Overhaul

Date of Last Overhaul

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

AIRCRAFT LOG

| REMARKS | SIGNATURE |
|--|-----------|
| 9-16-70 Tachometer reads 3040. Completed a 100 hr. inspection this date. Replaced shock ends as per AD # 58-10-2 removed battery brakes and nose strut checked all controls. I certify this aircraft has been inspected in accordance with a hundred hour inspection and found airworthy Paul Sanger ATP # 1671264 | |
| 11-1-70 Completed with AD 68-5-1 using Carbon Monoxide Detector Paul Sanger ATP # 1671264 | |
| 12-16-70 Tachometer reads 3140 Completed a hundred hour inspection this date completed with AD 68-5-1 by inspecting removed battery brakes and nose strut I certify this aircraft has been inspected in accordance with a hundred hour inspection & found airworthy Paul Sanger ATP # 1671264 | |

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

| Date | | | Time in Air Hrs. Min. | Passengers Carried | NATURE OF FLIGHT |
|-------|-------|------------|---|-----------------------|------------------|
| Day | Month | Year | | | |
| 7-71 | Tach | reads 3238 | Completed a hundred hour inspection this date. Checked engine, battery, brakes and nose gear. Checked cabin & certify this aircraft has been inspected in accordance with a hundred hour inspection and found air- worthy. Paul Gange A&P # 1671264 | | |
| 14-71 | Tach | reads 3315 | Completed a hundred hour inspection this date. Checked engine, battery, brakes and nose gear. I certify this aircraft has been inspected in accordance with a hundred hour inspection and found Airworthy Paul Gange # 1671264 | | |

Place of Last Airplane Overhaul

Date of Last Overhaul

NOTICE: Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

AIRCRAFT LOG

| REMARKS | SIGNATURE |
|---|--------------------------|
| 7/15/71 Tach on tachmeter 3315 Time since last Annual 285 I certify that this aircraft has been inspected in accordance with annual inspection and was determined to be Airworthy | John Walker A233428IA |
| 9-23-71 Tach, reads 3402 hrs. Completed a 100 hour inspection. Checked controls, tires gear, battery, brakes. Repaired loose control latch and installed a washer on left aileron hinge pin. I certify that this aircraft has been inspected in accordance with a 100 hour inspection and found to be airworthy. | Marlin Teske A+P 2048082 |

NOTICE: Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

| Date | Time in Air | | Passengers Carried | NATURE OF FLIGHT |
|------|-------------|------|--------------------|------------------|
| | Hrs. | Min. | | |

1-3-72 Completed a hundred hour inspection this date. Rechecked landing gear, main wheel brakes and nose gear. Complied with A-O 68-5-1 using carbon monoxide detector. I certify this aircraft has been inspected in accordance with a hundred hour inspection and found airworthy.
 Paul D. Gage AXP 1671204

4-27-72 Completed a 100 hr. inspection this date. Took reads 35794.50 hrs. serviced brakes and battery. Checked controls. Installed new starter switch. Checked A.D's 64-5-4 68-5-1 72-6-5 O.K. I certify that this aircraft has been inspected in accordance with a 100 hr inspection and found to be airworthy.

Total Forward
 Place of Last Airplane Overhaul Maslin, Texas

Date of Last Overhaul AXP 2048082

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

| REMARKS | SIGNATURE |
|---------|-----------|
|---------|-----------|

4-28-72 Time on tachometer 3594.5. Since last annual I certify that this Air Plane was inspected in accordance with an annual inspection and was determined to be Air Worthy.
 David K. Vallen
 AXP 3348287A

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

| | | | NC..... |
|---|-------------------|--------------------|------------------|
| Day | Time in Air | | NATURE OF FLIGHT |
| | Hrs. | Min. | |
| | | Passengers Carried | |
| 7-75 | TOTAL TIME 3656.6 | | |
| I certify that this aircraft was inspected in accordance to an annual inspection and was determined to be in an Airworthy Condition | | | |
| Earl L. Gueble | | | |
| ATP 2034366 AT | | | |

of Last Airplane Overhaul

of Last Overhaul

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

| | | AIRCRAFT LOG |
|--|--------------------|--------------|
| | | SIGNATURE |
| 5-15-76 | TOTAL TIME 3778.70 | |
| I certify that this aircraft was inspected in accordance to an annual inspection and was determined to be in Airworthy Condition | | |
| Earl L. Gueble | | |
| ATP 2034366 AT | | |

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

PERIODIC

Aircraft

PERIODIC INSPECTION REPORT

Made each 100 hours of flight and also immediately prior to presentation for inspection for renewal of certificate

Engine

Mfg.
Model
License No.
Time to Date—Hrs..... Min.....

Note condition and list repairs, replacements, etc.

Mfg.
Model
Serial No.
Total Time Hrs. Min.

Fuselage, Tail Group and Covering

7-22-81 TACH. 3782.35

Wings and Ailerons, Flaps and Covering

Landing Gear & Tail Wheel or Skid and Tires

Engine Installation and Cowling

Fuel Tanks and Connections

Control Cables & Pulleys Internal & External

Struts, Fittings and Wires

Alignment and Condition of Propeller

Instruments, Lights, Starter & Battery

I Certify that this aircraft was inspected in accordance with a Annual inspection and was determined to be in Airworthy Condition. Also replaced both top aileron cables with new stainless cable, install new shock cords, install 4 new strut pins, supplied by Piper aircraft, per A.D. 80-22-15

per A.D. 80-22-15

A.D. 78-10-03 - Caps OK

A.D. 72-21-03 - Fuel line OK suspect muffler per A.D. 68-05-01

Hub Design
Blade Design
Serial
Serials

DATE Inspected by Earl L. Buhle No. 2034366 AS Address

Licensed Mechanic

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

PERIODIC

Aircraft

PERIODIC INSPECTION REPORT

Made each 100 hours of flight and also immediately prior to presentation for inspection for renewal of certificate

Engine

Mfg.
Model
License No.
Time to Date—Hrs..... Min.....

Note condition and list repairs, replacements, etc.

Mfg.
Model
Serial No.
Total Time Hrs. Min.

Fuselage, Tail Group and Covering

12-5-81 Tach. 3817. Replaced O-ring

Wings and Ailerons, Flaps and Covering

at brake & bleed.

Landing Gear & Tail Wheel or Skid and Tires

Jay W. Whelan 20191952

Engine Installation and Cowling

Fuel Tanks and Connections

Replaced ELT battery, date May 89. Replaced nose wheel bearing. Replaced nose lights

Control Cables & Pulleys Internal & External

Replaced nose lights

Struts, Fittings and Wires

21782 3843

Alignment and Condition of Propeller

Hub Design Serial
Blade Design THIS DATE I HAVE INSPECTED THIS

Instruments, Lights, Starter & Battery

IN ACCORDANCE WITH FARAS, APPENDIX D, FOR AN

INSPECTION AND RETURNED TO SERVICE

Jay W. Whelan 20191952

DATE Inspected by No. Address

Licensed Mechanic

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

PERIODIC

Aircraft

PERIODIC INSPECTION REPORT

Made each 100 hours of flight and also immediately prior to presentation for inspection for renewal of certificate

Note condition and list repairs, replacements, etc.

Engine

Mfg.

Model

License No.

Time to Date—Hrs..... Min.....

Mfg.

Model

Serial No.

Total Time

Hrs. Min.

Fuselage, Tail Group and Covering

Wings and Ailerons, Flaps and Covering

Landing Gear & Tail Wheel or Skid and Tires

Engine Installation and Cowling

Fuel Tanks and Connections

Control Cables & Pulleys Internal & External

Struts, Fittings and Wires

Alignment and Condition of Propeller

Instruments, Lights, Starter & Battery

5-28-83 Jack 3886.3 Transferred to Log #2

DATE Inspected by No. Address

Licensed Mechanic

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

PERIODIC

Aircraft

PERIODIC INSPECTION REPORT

Made each 100 hours of flight and also immediately prior to presentation for inspection for renewal of certificate

Note condition and list repairs, replacements, etc.

Engine

Mfg.

Model

License No.

Time to Date—Hrs..... Min.....

Mfg.

Model

Serial No.

Total Time

Hrs. Min.

Fuselage, Tail Group and Covering

Wings and Ailerons, Flaps and Covering

Landing Gear & Tail Wheel or Skid and Tires

Engine Installation and Cowling

Fuel Tanks and Connections

Control Cables & Pulleys Internal & External

Struts, Fittings and Wires

Alignment and Condition of Propeller

Instruments, Lights, Starter & Battery

Hub Design
Blade Design

Serial
Serials

DATE Inspected by No. Address

Licensed Mechanic

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

LIST CAA-18-1 REPAIR AND ALTERATION FORMS HERE

- 10-3-65 1043 Rec. Street ends replaced
57-22-1 Cabin flrs. aft of firewall
58-10-2 Street ends
6-10-6 Fuel valve detent
64-5-4 Oiler stud top bearing
68-5-1 Muffler
66-5-4 Carburetor