

AIRCRAFT LOG

DATE 19 <b>73</b>	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10ths	
<b>5-7</b>	<b>SOR</b>	<i>Local</i>	<i>Test</i>	<b>10</b>	<b>10</b>		<i>Donna M. Del...</i>

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11-14-73	TACH 298.0	100HR	INSP. COMPLETE AND THIS AIRFRAME WAS DETERMINED AIRWORTHY. WHEEL BRGS GREASED. BRAKES INSPECTED AND FLUID ADDED TO MASTER CYLS. FLASHING BCM INSP AT THIS TIME. FLASHER UNIT ON ORDER FROM FACTORY. WATER ADDED TO BATTERY CELLS.				<i>Charles G. Myer</i> 2013433 AM
							CHARLES G. MYER
1-10-74	TACH 398.0	100HR	INSPECTION COMPLETE AND THIS AIRFRAME WAS DETERMINED AIRWORTHY. WHEEL BEARINGS CLEANED AND REPAKED. NOSE STRUT SCRUBBED WITH FLUID AND AIR COMPLIANCE WITH ND 73-237. C/PAR ATTACHMENT FITTING.				<i>Charles G. Myer</i> 2013433 AM
							CHARLES G. MYER

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## AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	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.
3-27-74				19__	<p><i>Tach time 498:00 Annual insp comp. this date - serviced wheel bearings - retined brakes - serviced battery - installed Hobbs meter 000:00 time. Annual insp of A/C satisfactory.</i></p> <p style="text-align: center;"> <b>MODERN AERO OF MINNESOTA INC.</b>  <b>FLYING CLOUD FIELD</b>  <b>HOPKINS, MINN. 55343</b>  <b>Tel. 941-2595</b> </p> <p style="text-align: right;"> <i>I certify this aircraft has been inspected in accordance with an Annual 3-27-74 inspection and was determined to be in airworthy condition.</i>  <b>OSCAR G MAY</b>  <b>AP 1370071A</b> </p>
5-6-74				19__	<p><i>Tach Time 598.00 100hr insp comp. this date. Check wheels &amp; bearings, replaced left tire. Checks bath., and complied with SB LEIGH 003. Aircraft found to be in a satisfactory condition.</i></p> <p style="text-align: center;"> <b>MODERN AERO OF MINNESOTA INC.</b>  <b>FLYING CLOUD FIELD</b>  <b>HOPKINS, MINN. 55343</b>  <b>Tel. 941-2595</b> </p> <p style="text-align: right;"> <i>David O. Koet</i>  <b>AP 2075013</b>  <b>AEP</b> </p> <p style="text-align: right;"> <b>Certify that this aircraft has been inspected in accordance with a 100hr inspection &amp; is air worthy</b> </p>

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19							
7/31/74	TACH 713.3						
<p><i>I certify this aircraft airframe has been inspected in accordance with a 100 hr inspection and was found in airworthy condition at this time.</i></p> <p><i>right tire changed</i></p> <p><i>prop cable tension rechecked</i></p>							
					<i>Harry R. Carlson 473600379 A11</i>		

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VOR 1	VOR 2				
<i>9/6/74</i>					
					<i>TACH 823.9</i>
					<i>I certify that this aircraft (airframe) has been inspected in accordance with a 100 hr inspection and was found at this time to be in airworthy condition</i>
					<i>oil hydraulic fluid added to master cylinder new battery installed (S25) &amp; serviced</i>
					<i>Gary R. Carlson 473606379 AIP</i>

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19 10-17-74			100 hr. inspection - tach time 926.5 hrs. Replaced flap motor & expressed actuating mechanism. Replaced Landing light sealed beam - Replaced brake linings on both wheels - Repacked wheel bearings. Replaced left gear - Complied with all AD's to date. Inspected in accordance with American Aviations inspection for				<i>Charles C. Clark</i> H-686057
			I certify that this aircraft has been inspected in accordance with a 100 hr. inspection and was determined to be in airworthy condition.				
AMERICAN AVIATION CO. FLYING CLOUD FIELD HOPKINS, MINN. 55343 FAA CERTIFIED REPAIR STATION 3065				AMERICAN AVIATION CO. FLYING CLOUD FIELD HOPKINS, MINN. 55343 Certified Repair Station #3065			
THE ABOVE DESCRIBED MAINTENANCE/ OR REPAIR IS CERTIFIED AIRWORTHY AND A DETAILED RECORD IS HELD ON FILE UNDER W/O # <u>40781</u>							

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					HOURS	10THS	
19							
			DATE <u>7-14-76</u> TACH. <u>1588</u>				
			I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR INSPECTION AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION.				
			Lubed controls and grease FLAP JACK screw Install RT & Lt. main tires greased wheel bearings Replaced Landing Light 4509				
			Keith Miller, A.P. 48364827				
Sept 4, 76;	Tad.	1688;	I certify that this aircraft has been inspected in accordance with a 100 hr inspection and was determined to be in an airworthy condition.				
			John A. Fisher A.P. # 1878737				

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## AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
VOR 1	VOR 2			19__	
Oct. 21,		76; Jack	1783; # 1785	AD 76-7-12	N/A by serial #; Replaced broken taxi light at top next to taxi light; Tightened screws and serviced more about with fluid and air; Replaced left quick drain top O-rings; Reason power pack had disconnected I certify that this aircraft has been inspected in accordance with a 100 hour/annual inspection and was found to be in an airworthy condition. John A. Usher AIP # 1478737
Nov. 5,		76; Jack	1406		Replaced landing light. John A. Usher AIP # 1478737.
Dec 21,		76; Jack	1452		Installed new spray nose gear O-rings; serviced with fluid and air. John A. Usher AIP # 1478737

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19 Feb 7, 77			Jack 1888; #1888; greased, spoke wheel bearings reattached parking brake cable to chain on left engine cylinder; replaced top front rivet on top door; tightened aileron cables;				
I certify that this aircraft/ <del>engine</del> has been inspected in accordance with a <del>100</del> hour/annual inspection and was found to be in an airworthy condition.							
John C. Fisher #1878737 I.A.							
Feb 25-77			Jack 1893; replaced gasolator plunger rod				John C. Fisher #1878737
Feb 25-77			Jack 1893; installed E.H.T. suppressor in accordance with AD 74-18-15				John C. Fisher #1878737

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					HOURS	10THS	
19 Aug 14, 77	Tach. 2080	# 2080	Replaced tail light, turned both main tires, greased bearings, replaced brake linings, installed new nose tire.				
<p>I certify that this aircraft/engine has been inspected in accordance with a 100 hour/annual inspection and was found to be in an airworthy condition.</p> <p align="right">John P. Baker AIP # 78737</p>							
11-1-77	TACH 2189		I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED AND A 100 HR. INSPECTION AS WAS FOUND TO BE IN AN AIRWORTHY CONDITION. REPAIRED BRACKET LIGHT FRONT SAFFLE				AIP 477567762

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Date	Bearing error VOR 1    VOR 2	Place	Signature		
				19 <u>77</u>	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.
					Installed a Waugh "Skycaster" 3-D sign in accordance with manufacturer's instructions using standard aircraft hardware. All work done in accordance with A/C 43-13-1 and 43-13-2. See form #337 of this date and sketches and instructions for conversion of aircraft to "Standard" category and back to "Restricted". Tach. time <u>2190:9</u> Total Time <u>2190:9</u> <i>Robert Collier Butler</i> Date <u>11/29/77</u> <span style="float: right;"><u>1965915</u></span> A&P name <span style="float: right;">A&amp;P number</span>
					This modified aircraft flight checked on <u>12-1-77</u> <span style="float: right;">date</span>
					in accordance with FAR 91.167 and found to operate satisfactorily with the Waugh "Skycaster" sign installed. <i>William A. Blaylock</i> , <u>40882908</u> <span style="float: right;">pilot name <span style="margin-left: 100px;">certificate no.</span></span>
					I have inspected this aircraft and have issued a <b>SPECIAL</b> Airworthiness <u>SO-FSDO-62</u> Certificate dated <u>12-2-77</u> <span style="float: right;"><i>For Restricted</i></span> Signed: <i>[Signature]</i> <span style="float: right;"><i>Category</i></span>

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19 77 11/29	Tach 2190:9		I certify that this aircraft is airworthy for a ferry flight with a wavy 3 #259 Electronic Squaw installed from Lafayette, La to Berry field, Wash, La upon issuance of a ferry permit. The local FAA office.				Robert C Butler A/P 1965915
3/17/78	Tach 2235		Installed MARCO TRANSPONDER AT 50A IAW MANUFACTURERS RECOMMENDATIONS AND AC 43.13 IAW 2. SEE WT & Bal. this date for new wt. & Bal information				Doug Alcock 474524715 A/P

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19							
10-20-80	- 100 HR Inspection Completed -		Tach Time 2438.4 Hrs. Total Aircraft T.		2438.4		Total Aircraft T. 2438.4 Hrs - wheels checked - OK. AD-79-08-03 c/w - Cigar lighter dis-connected from Electrical Circuit per PARA A-3 of AD instructions - AD-80-11-04 of Vertical Stabilizer Attachment Bolt-Nut plates checked for cracks no cracks noted - Battery serviced - Fuel strainer checked cleaned & re-installed - Fuselage <sup>Fuel</sup> Drain checked & satisfied; Aircraft lubricated - I certify this aircraft was inspected in accordance with a 100 HR Inspection and was determined to be Airworthy - Donald O. Pearson # 1927175
							I certify that this AIRCRAFT has been inspected in accordance with an Annual inspection and was determined to be in a airworthy condition. Tach. Time 2438.4 Date 20 Oct 1980 [Signature]

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# 183920





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31 Oct 82					<p>TACH READS! 2551.0</p> <p>100 hr inspection complete this date checked all cables pulleys and control surfaces checked emp attach fittings checked Battery, Elect sys checked I certified that this AC has been inspected FAW a 100 hr inspection and found to be Airworthy</p> <p>Chuck Rautava A: P 470542632</p> <p style="text-align: center;">I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL INSPECTION AND DETERMINED TO BE IN AIRWORTHY CONDITION AT THIS TIME.</p> <p style="text-align: right;">Edward G. Mikuleki FA-1427381, NOV 6, 1982</p>
Nov 1, 1982		Automotive fuel			<p>STC Complied with - Idle speed set at 780RPM, full prop spinner installed, Deals installed on each wing next to fuel caps. Paul C. Dagnon</p> <p style="text-align: right;">A: P 389463578</p>

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19	<p>I certify that transponder                      #1 Model <u>AT-50A</u> s/n <u>27423</u>                      #2 Model <u>44</u> s/n <u>44</u>                      has been tested in accordance with FAR 91.172                      and is in compliance with FAR 43, Appendix F.                      Work Order # <u>78-9238</u> Date <u>6-7-83</u>                      Signed <u>[Signature]</u>                      BURLINGTON NORTHERN AIRMOTIVE, C.R.S. #3489                      Eden Prairie, Minnesota 55344</p>						
<u>15 Nov 83</u>	<u>TAAH 2693.5</u>		<u>I certify that this A/C has been inspected in accordance with a 100 hr. INSPECTION &amp; found to be in an airworthy condition.</u>				<u>Paul A. K. Agna A/P 389463578</u>

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Date	Bearing error VOR 1    VOR 2	Place	Signature		
			15 NOV 83	TACH READS: 2693.5 HR I certify that this aircraft has been inspected IAW a Annual Inspection and found to be in airworthy condition Chuck Rantisi AIP 470542632 IA.	
			JAN 25, 1985	A/C T.T. - 2760.0 HR. - Engine removed for overhaul, Eng overhauled & Reinstalled, Mufflers rebuilt by Aero-fabricators, Main external bearings repacked, New vacuum pump installed, hinges & rod ends lubricated, ac battery serviced, flap position indicator put back on track, A/C CLEANED I certify that this A/C has been inspected in accordance with a 100 hr. Inspection & found to be in an airworthy condition. Paul G. Dagna AIP 3892163578	



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					TACH Reads:
1 Apr 1986					Repaired damage firewall + nose strut Assy See attached 337. Removed old wing and made repair to aft spar damage due to high wind. (See 337.) Wing has been installed after repairs made, rigged and test flown to check rigging.
				1 Apr 86	<p style="text-align: center; font-weight: bold; margin: 0;">I CERTIFY THAT THIS A/C HAS                      BEEN INSPECTED IN ACCORDANCE WITH                      A <u>Annual</u> INSPECTION AND HAS                      DETERMINED TO BE IN AN AIRWORTHY                      CONDITION. <u>Charles Rautiola</u>                      CHARLES RAUTIOLA A &amp; P 470542632 JS<sup>11</sup></p>
8/19/86					Warning placards removed in SE 826-SA installed Paul Valley AHP 387226692

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1-5-87	Tach 2878.8		Complied with A.D. 86-24-09				Throttle linkage bolt cotter keyed Paul D. Valley 387726692
2/11/87	TACH-2878.8 HR.		Both Main & nose tires replaced, new brake pad installed Rt. Brake, Replace nose wheel steering rod cleaned fuel Screen, bolts replaced on yoke gear clamp installed on Detors duct, all pulleys & bolt cranks lubed, stall warning horn cleaned & checked ok. I certify that this A/C has been inspected in accordance with a 100hr. inspection and found to be in an airworthy condition. Eagle Aviation Inc.				Paul C. Dagnan AIP 387463578
I certify that the transponder, Make <u>MARCO</u> ; Model <u>AT 501</u> S/N <u>24423</u> meets tests required by FAR 43 appendix F in compliance with Part 91.177.				Feb 14, 1987			I CERTIFY THAT THIS A/C HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.
Date	2/12/87	Repair Station	C14-56				Charles Rautiola A & P 470542632 IT
Signature	Marc A. Palmator						

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				1988	<p style="margin: 0;">Mar 3 TACH 29563</p> <p style="margin: 0;">100 hr inspection complete. This date checked all cable pulleys &amp; lubed hinge points. Serviced battery cleaned interior of fuselage, replaced left brake tightener rudder pedals lt side.</p>
					<p style="margin: 0;">I CERTIFY THAT THIS A/C HAS</p> <p style="margin: 0;">BEEN INSPECTED IN ACCORDANCE WITH</p> <p style="margin: 0;">A <u>Annual</u> INSPECTION AND WAS</p> <p style="margin: 0;">DETERMINED TO BE IN AN AIRWORTHY</p> <p style="margin: 0;">CONDITION.</p> <p style="margin: 0;">CHARLES RAUTIOLA A &amp; P 470542632 <i>Ed.</i></p>
					<p style="margin: 0;">Mar 4, 1988</p>



## MEMORANDA

## AIRWORTHINESS DIRECTIVE COMPLIANCE RECORD

Date	
4/10/74	AD 73-23-7 SPAR ATTACHMENT FITTING REPLACEMENT P. Myer
<del>4/13/75</del>	<del>AD 74-24-13</del>
4/13/75	AD 74-24-13 fronted alternator N/A by Serial # <sup>2043423/AP</sup> <del>Henry S. Ellison</del>
10-21-76	AD 76-7-12 Bendix magnetos switch N/A by Serial # <sup>2043423/AP</sup> <del>John G. Miller</del>
2-25-76	AD 74-18-15 Long FLT suppressor C/W John G. Miller A/P #157873.7
10-20-80	AD 79-08-03 c/w cigar lighter disconnected
10-20-80	AD 80-11-04 c/w - Vertical stab attach Bolt nut Plates checked for cracks OK - no cracks Donald O. Thacker A/P #1927175
11/13/81	77-13-3 Nutplate Inspected @ 2592 tach J.B. Moran
11/13/81	80-11-4 <del>Collapsible</del> <sup>Each 2585.4 over each 100 hr</sup> <del>Inspection</del> Checked @ 24° (Dec @ tach 2592) J.B. Moran
4/11/83	AD 80-11-4 nutplate inspection complied with by inspection Ken Hulsey A/P #62801512
4/11/83	AD 77-13-3 Continental timing Complied with - Entry in Engine Log
1/25/85	AD-80-11-4 - TACH 2760 HR - Nutplate inspection c/w Paul Valley 38772692 A/P
1/5/87	AD - 86-24-07 c/w throttle linkage Paul Valley 38772692 A/P
2-10-87	AD - 80-11-4 c/w nut Plate Inspection Chuck Rantala A/P #470542632 I
3-3-88	AD - 80-11-4 c/w TACH 2954 Chuck Rantala A/P #470542632
3-3-88	AD - 87-20.03R1 c/w by inspection Chuck Rantala A/P #470542632