

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 Aug 14 77	Tach. 2050	# 2060	Replaced tail light; I wired both main & tail gear brackets; replaced brake linings; installed new nose tire				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. John P. [Signature] AIP # 1978737
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 BAFFLE				John P. [Signature] AIP # 1978737

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

AIRCRAFT LOG

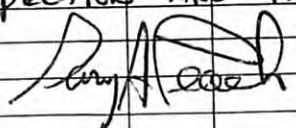
VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Place	Signature	19 <u>77</u>	Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or 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> <u>1965915</u> A&P name A&P number
					This modified aircraft flight checked on <u>12-1-77</u> date
					in accordance with FAR 91.167 and found to operate satisfactorily with the Waugh "Skycaster" sign installed. <i>William A. Blaylock</i> , <u>404852908</u> pilot name certificate no.
					I have inspected this aircraft and have issued
					an SPECIAL Airworthiness SO-FSDO-62
					Certificate dated <u>12-2-77</u> For Restricted
					Signed: <i>[Signature]</i> Category

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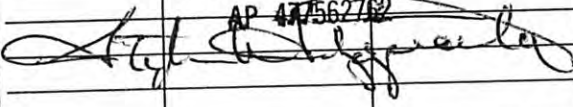
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19 77 11/29	Tach 2190:9		I certify that this aircraft is airworthy for a ferry flight with a Waughly 3 #259 Electronic Squaw installed from Lafayette, La to Berry field, Wash, TX upon issuance of a ferry permit from the local FAA office.				Robert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

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VOR 1	VOR 2				
				June 20, 78	Tach 2308
					Checked all cables, pulleys and hinges. Checked fuselage, empennage, wing, cabin and landing gear groups. Removed wheels and repacked bearings. A/C was lubed as per manual. Checked electrical system and battery. Checked sign and attaching parts. Checked AD's to 78-11. All AD's that apply are done.
					I certify that this A/C has been inspected in accordance with a 100hr inspection and has been found to be in an airworthy condition.
					 47452477SA.P

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19							
DATE <u>6-20-78</u>	TACH <u>Q308</u>						
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>ANNUAL</u> INSPECTION AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION.							
STEPHEN M. FITZGERALD							
<u>AP 47562742</u>							
							

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					HOURS	10THS	
19							
10-20-80	- 100 HR		Inspection Completed - Tach Time 2438.4 Hrs - wheels, Tires & Brakes checked OK. Flight Controls & Sucto checked - OK. AD-77-08-03 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 ^{fuel} drain checked & satisfied. AIRCRAFT lubricated - I certify this AIRCRAFT was inspected in accordance with a 100 HR Inspection determined to be Airworthy - Donald O. Brown AXP #1927175		2438.4		Total AIRCRAFT T. 2438.4 Hrs
							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 Donald O. Brown

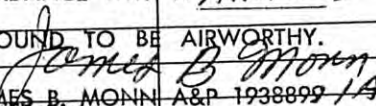
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A & P 10392.011

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Date	Bearing error VOR 1 VOR 2	Place	Signature	19__	
10-21-80			<div style="font-family: cursive;"> Replaced Batteries in E.L.T. next Page 502 1983. Mark S. [Signature] ACP 475728697 </div>		
I certify that the transponder Model <u>AT 50A</u> Serial <u>24423</u> has been tested as per FAR 43 appendix F and complies with FAR 91.177 biennial check Signed <u>[Signature]</u> for CRS 3065 Date <u>11/10/80</u>					
AMERICAN AVIATION CO. FLYING CLOUD FIELD HENRIETTA, MINN. 55343 Certified Repair Station #3065					

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19 <u>81</u> <u>1113</u>			Checked all Controls, Cables & Pulleys Serviced Battery. Checked lights good to Sept. 1983. Inspected AD 80-11-9-0 all other listed				AP Structure, Landing gear E & T Batteries emergency fuel (check) See end of this log.
DATE <u>11/13/81</u>		TACH <u>2492.2</u>		TT = <u>2492.2</u>			
I CERTIFY THIS AIRCRAFT ENGINE HAS BEEN							
INSPECTED IN ACCORDANCE WITH A <u>ANNUAL</u> TT PROP (SN <u>B10474</u>) = <u>2492.2</u>							
INSPECTION AND FOUND TO BE AIRWORTHY.							
 JAMES B. MONN A&P 1938899 1A							

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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.
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 certify that this AC has been inspected IAW a 100 hr inspection and found to be airworthy Chuck Panteala A# P470542632</p> <p style="text-align: center;">I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>ANNUAL</u> INSPECTION AND DETERMINED TO <u>BE IN AIRWORTHY</u> CONDITION AT THIS TIME.</p> <p style="text-align: right;">Edward G. Mikulek FA-1427381 NOV 6, 1982</p>
Nov 6, 1982					<p>Automotive fuel STC Complied with - Idle speed set at 780RPM, full prop spinner installed, Dials installed on each wing next to fuel caps. Paul A. Dagnon A: P389463578</p>

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19	<p>I certify that transponder #1 Model <u>AF-50A</u> s/n <u>24423</u> #2 Model <u>44A</u> s/n <u>44A</u> has been tested in accordance with FAR 91.172 and is in compliance with FAR 43, Appendix F. Work Order # <u>75-9038</u> Date <u>6-1-83</u> Signed <u>[Signature]</u> BURLINGTON NORTHERN AIRMOTIVE, C.R.S. #3489 Eden Prairie, Minnesota 55344</p>						
15 Nov 83	<p>TACH. 2693.5 - I certify that this A/C has been inspected in accordance with a 100 hr. INSPECTION & found to be in an airworthy condition. <u>Paul G. Dagna A/P 3894/63578</u></p>						

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Date	Bearing error VOR 1 VOR 2	Place	Signature		
				19__	
				15 NOV 83	<p style="margin: 0;">TACH Reads: 2693.5 HR</p> <p style="margin: 0;">I certify that this aircraft has been inspected IAW a Annual Inspection And found to be in airworthy condition</p> <p style="margin: 0; text-align: right;">Chuck Rantola AIP 470542632 IA.</p>
				JAN 25, 1985	<p style="margin: 0;">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, a/c battery serviced, flap position indicator put back on track, A/C CLEANED</p> <p style="margin: 0;">I certify that this A/C has been inspected in accordance with a 100 hr. Inspection & found to be in an airworthy condition.</p> <p style="margin: 0; text-align: right;">Paul G. Wagner AIP 3894163578</p>

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19 <i>85</i> <i>Jan 25</i>	<i>TACH READS</i>	<i>5760.0</i>	<i>77</i>	<i>2760.0</i>			
<p>I CERTIFY THAT THIS <i>A/C</i> HAS BEEN INSPECTED IN ACCORDANCE WITH A <i>Annual</i> INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION <i>Charles Rautiola</i> CHARLES RAUTIOLA A & P 470542632</p>							

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VOR 1	VOR 2			19 ____	
					TACH Reads:
1 Apr 1986					Repair damage firewall + nose strut assy. See attached 3377. Removed old wing and made repair to aft spar damage due to high wind. (See 337.) Wing has been installed after repair made, rigged and test flown to check rigging.
				1 Apr 86	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 & P 470542632 J.S.
8/19/86					Warning placards referenced in SE B 826-5A installed Paul Valley AHP 387226892

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1-5-87	Tach 2878.8		Complied with A.D. 86-24-07				Throat linkage hole cotton bagged Paul D. Valley 387726692
2/11/87	TACH-2878.8		HR. - Both Main & nose tires replaced, nose wheel steering rod cleaned fuel Screen, bolts replaced on yoke gear clamp installed on Detors duct, all pulleys & ball 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. Paul C. Dugan AIP 389463578 Eagle Aviation Inc.
I certify that the transponder, Make <u>MARCO</u> ; Model <u>AT 52A</u> S/N <u>24423</u> meets tests required by FAR 43 appendix F in compliance with Part 91.177.				Feb 11, 1987			I CERTIFY THAT THIS A/C HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>Annual</u> INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.
Date	2/12/87	Repair Station	C14-56	Tach Reads			Charles Rautiola A & P 470542632
Signature	Maurice A. Palmerton			2878.8			Charles Rautiola A & P 470542632

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				Mar 3 1988	TACH 29568
					100 hr inspection complete. This date checked all cables pulleys & lubed hinge points. Serviced battery. Cleaned interior of fuselage. Replaced left brake tightener under pedals lt side.
					I CERTIFY THAT THIS A/C HAS
					BEEN INSPECTED IN ACCORDANCE WITH
					A <u>Annual</u> INSPECTION AND WAS
					DETERMINED TO BE IN AN AIRWORTHY
					CONDITION. <u>Charles A Rautiola</u>
					CHARLES RAUTIOLA A & P 470542632 <u>FA</u> .
					Mar 4, 1988

MEMORANDA

AIRWORTHINESS DIRECTIVE COMPLIANCE RECORD

Date	Description	Inspector
4/10/74	AD 73-23-7 SPAR ATTACHMENT FITTING REPLACEMENT	P. Myers
4/13/75	AD 74-24-13 United climate N/A per serial # 2013023180	William V. Sullivan
4/13/75	AD 74-24-13 United climate N/A per serial # 2013023180	William V. Sullivan
10-21-76	AD 76-7-12 Bendix magnet switch N/A per serial # 2013023180	John Walker
2-25-76	AD 74-18-15 Logh E.T. suppressor C/W John G. Miller A/P #1878737	John G. Miller
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 Nutplates Inspected @ 2592 tach	B. Morry
11/13/81	80-11-4 Collar nuts being checked @ 24° (Dec @ tach 2592)	B. Morry
4/11/83	AD 80-11-4 nutplate inspection complied with by inspection	Ray Hulsey A/P #468801512
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 C. Dagnoff A/P #587463
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 2956	Chuck Rantala A/P #470542632
3-3-88	AD - 87-20.03R1 c/w by inspection	Chuck Rantala A/P #470542632