

6993  
Cessna®

ELT BATTERY REPLACED 9/22/86  
IFR CHECK 9-4-86

ELT Batt replaced Dec 93  
ELT Repaired Batt replaced Dec 93

# AIRCRAFT LOG

## AND MAINTENANCE RECORD

N 1454U SERIAL NO. 17267121

#1 LOG

## IMPORTANT NOTICE

Dear Owner:

Federal Aviation Regulation Part 91.170 requires that the static pressure system(s) and sensitive altimeter instrument(s) be inspected every two (2) years in accordance with Part 43, Appendix E, if the aircraft is to be operated in controlled airspace under IFR.

The entry in your aircraft log lists the date on which this test was performed on your static system(s) and altimeter(s). Because these tests are accomplished during instrument and aircraft assembly, this date may be a maximum of twelve (12) months prior to the date on your Airworthiness Certificate.

Because of this difference, Cessna recommends that you retest and inspect the static system(s) and altimeter(s) at your first Annual Inspection.

In following this recommendation, a schedule will be established whereby subsequent test and inspection periods will coincide with an Annual Inspection to minimize aircraft down time.

Customer Services Department  
Cessna Aircraft Company

Record of

With Eng

From

Detailing

Owner

Address



## AIRCRAFT LOG AND MAINTENANCE RECORD

Record of CESSNA 172m 17367131 N14544  
Make Model Serial Certificate

With Engine LYCOMING O-320-E20 K-44844-27A  
Make Model Serial

From 4-7- 19 76 to Jan 3, 1987 19   

Detailing Time From 0000 Hours To 1506 Hours

Owner \_\_\_\_\_

Address \_\_\_\_\_

## MEMORANDA OF IMPORTANT INFORMATION AND DETAILS

Enter of this page any important facts of which you need a permanent record. These should include Make, Design Number, and Serial Numbers of such major accessories and parts as: Propeller, Wheels, Radio, Instruments, Starter, Carburetor, Generator, and all other important equipment. Enter here also memoranda regarding the weights of any such special equipment; together with any other data which might be valuable at a later date.

RT-328T - # 10662

R-443A # 1718

IN-528B # 4570

KX-145 # 5853

KI-205 # 5361

RT-359A # 7739

ADF-317 # 24307

R-402B # 4712



## EXCERPT FROM THE FEDERAL AVIATION REGULATIONS

### NOTE

Since the following excerpt is subject to change, a periodic check of the latest FAR, Part 91 should be made to insure that adequate maintenance records are being kept.

"FAR 91.173 Aircraft and Engine Maintenance Records. The registered owner or operator shall maintain a maintenance record in a form and manner prescribed by the administrator which shall include a current and accurate record of the total time in service on the aircraft and on each engine, a record of inspections, and a record of maintenance required by Part 18 of this sub chapter. Such records shall be:

- "(a) Presented for required entries each time inspection or maintenance is accomplished on the aircraft or engine,
- "(b) Transferred to the new registered owner or operator upon disposition of the aircraft or engine involved, and
- "(c) Make available for inspection by authorized representatives of the administrator or board."

### INSTRUCTIONS FOR THE USE OF THIS LOG BOOK

All required data must be entered in the proper columns regularly. The column headed REMARKS is particularly important, for in that column must be entered the following information:

1. A record of all Line and Periodic inspections and results.
2. A record of all accidents in which the aircraft is involved, whether major or minor. All entries covering alterations or repairs to aircraft or propeller shall be endorsed by the certificated mechanic responsible for same, including his rating and certificate number.
3. A record of rigging changes; all repairs and alterations to aircraft or propeller; changes in engines or propellers; and a record of operation of both — installed, and also prior to installation.
4. When repairs or alterations to aircraft or propeller necessitate submission of FAA Form ACA 337 (Repairs and Alterations) the original of this form shall be incorporated in the back of this book, and become a part thereof; and each such incorporated form shall be noted in the REMARKS column.
5. A record of all repairs to instruments used on certificated airline aircraft.
6. Chronological listing of compliance with service bulletins, airworthiness directives, etc., including a description of the method of compliance.

MAKE ALL ENTRIES WITH PEN AND INK—MAKE NO ERASURES.

[illegible]

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

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# AIRCRAFT LOG

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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  
VOR 1 VOR 2  
Place  
Signature

19

I have inspected this aircraft and found it to comply with FAR 21.138. All mandatory changes have been incorporated. The static pressure system and altimeter instrument G 3593 were inspected and tested 2-26-76 to an altitude of 20 thousand feet and found to comply with FAR 91.170. The ATC transponder was tested and inspected 4-12-76 and found to comply with FAR 91.177(a). Automatic altitude reporting equipment was tested and calibrated NA in compliance with FAR 91.36(b). Standard airworthiness certificate dated 5-19-76 was issued by me.

*[Signature]*

Executive Engineer

Cessna Aircraft Co., Pawnee Div.  
Delegation Option Manufacturer, CE-1

By

*[Signature]*

L. P. Selenke

# AIRCRAFT LOG

RE OF

VOR Receiver operation checked  
in accordance with FAR 91.25

DATE

REMARKS

te	Bearing error	Place	Signature
76	VOR 1 VOR 2		

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.

7 12 11/20/2011

DATE 11/20/2011 TIME 13:00  
I CERTIFY THAT THIS LOGBOOK HAS BEEN  
INSPECTED IN ACCORDANCE WITH A  
INSPECTION AND WAS DETERMINED TO BE  
IN AIRWORTHY CONDITION  
MOUNTAIN WEST AVIATION P.O. BOX 44  
PROVO, UTAH 84601 (800) 375-2200  
JULY 24 1970 VOR CHECK  
PROVO VOR CHECK  
BEARING ERROR .001  
CORRECTED  
11/20/2011



## AIRCRAFT LOG

[illegible]

# AIRCRAFT LOG

ATURE OF LOT	VOR Receiver operation checked in accordance with FAR 91.25	DATE	REMARKS
	<div style="display: flex; justify-content: space-between;"> <div style="width: 40%;">Bearing error</div> <div style="width: 20%;">Place</div> <div style="width: 40%;">Signature</div> </div> <div style="display: flex; justify-content: space-between;"> <div style="width: 40%;">VOR 1</div> <div style="width: 20%;">VOR 2</div> <div style="width: 40%;"></div> </div>	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.
			<p>DATE <u>10-15-76</u> T.T. <u>401.2</u> TACH TIME <u>401.0</u></p> <p>I CERTIFY THAT THIS <u>AIRCRAFT</u> HAS BEEN</p> <p>INSPECTED IN ACCORDANCE WITH A <u>100 hr</u></p> <p>INSPECTION AND WAS DETERMINED TO BE</p> <p>IN AIRWORTHY CONDITION <u>Clifford Hunt</u></p> <p>MOUNTAIN WEST AVIATION P. O. BOX 44</p> <p>PROVO, UTAH 84601 (801)375-5110</p> <p>INSTALLED NEW TIRES 600:6</p>
			<p>9-30-76 TACH TIME 340.0</p> <p>AD-76-21-6 <u>yes</u> BY INSTALLING</p> <p>NEW OIL COOLER IN ACCORD-</p> <p>ANCE WITH CESSNA S/L</p> <p>SE 76-17. <u>Clifford Hunt</u></p> <p>AP 547682622</p>

## AIRCRAFT LOG

[illegible]

[illegible]



## AIRCRAFT LOG

[illegible]

[illegible]

Date: 12-14-77 Tach: 909 T.T. 909  
It is certified that this aircraft has been inspected in accordance  
with a 100 Hr inspection and was determined to  
be in airworthy condition. Pertinent details are on file at this agency  
under W.O. No. 2103. Signed David Frank  
Alpine Aviation Corp.  
FAA Approved Repair Station No. D-07-15.  
Provo Airport = P. O. Box 691 = Provo, Utah 84601

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

DESCRIPTION OF WORK		VOR Receiver operation checked in accordance with FAR 91.25		DATE	REMARKS
Location	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.
978					Nov 6 1978.
4000 ft					Installed RX-145 S/N 5853 ; KI-205 S/N 5061
509					in existing C-172 N 1454U. w/ existing RT-328T
					Phil Skowen FAAB-2277809
					CRS-413-2
					JAN 15, 1979
					Installed R-443A S/N 1718 ; IPS25B S/N 4570
					ADF-31A S/N 24307 ; R-402B S/N 12
					Existing C-172 N 1454U.
					Phil Skowen 2277809
					CRS-413-2

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MINED

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.

Place

Signature

19 \_\_\_\_\_

Nov 6 1978:

Installed KX-145 S/N 5853; KI-205 S/N 5061  
in existing C-172 N1454U. w/ existing RT-328T

101 ERS 413-2 / FAPB-2277809

CENTRAL UTAH AIRPORT  
 PROVO, UTAH 84601  
 JAN 15, 1979  
 Installed  
 ADF-31A S/W  
 Executive A-

JAN 15 1979

INSTALLED R-443A 9/1718; INS25B 9/0.4570  
 FAN ADF-31A 9/0.24307; R-402B 9/0 IN  
 EXISTING C-172 N 1454 U.

inil Skousen 2277809

CRS-H13-2

## AIRCRAFT LOG

[illegible]

# AIRCRAFT LOG

ATURE OF  
LOT

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  
VOR 1 VOR 2

Place

Signature

19

3-13-79

TACH 1156 TT 1156

REPLACED BOTH MAIN TIRES, INSTALLED NEW 600X6-  
6PLY TIRES. REPLACED BRAKES, INSTALLED NEW  
610-230 BRAKE LININGS. INSPECTED OK.

C. H. Fredrickson A&P 518725610

7 Sept 79

TACH: 1185 T.T. 1185

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN  
ACCORDANCE WITH A ANNUAL INSPECTION AND WAS DETERMINED  
to be in Airworthy condition. Done from A&P 2044553 TA

204435

7 SEPT 79

TACH: 1185 TT: 1185

INSTALLED NEW POINTER ELT MODEL # 3000-2  
(MAGNETIC BATT) REPLACE BY J-82

N 314372

CN Fredrickson A&P 518725610

Pointer Inc.

1445 WEST ALAMEDA Drive

Tempe, Arizona, 85282



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	Bearin
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# AIRCRAFT LOG

SIGNATURE OF  
PILOT

VOR Receiver operation checked  
in accordance with FAR 91.25

DATE

REMARKS

e	Bearing error	Place	Signature
	VOR 1 VOR 2		

19 SD

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.

27 00 -10

Check ALL AVIONICS TO TOY/SPEC.  
TRANSPONDER 91.177 Performed.  
To Spec.

CRS

~~CROSSING~~ TRANSPONDER MODEL RT-39 S/N 107 AC

HAS BEEN TESTED AND INSPECTED AND FOUND TO COMPLY  
WITH FAR 43 APPENDIX F AS REQUIRED BY FAR 91.177

CRS # 413-2

DATE Sept 27 1980

EE E...  
EE E...  
EE E...  
EE E...

# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT	VOR Rec in accord Bearing VOR 1
					HOURS	10THS		
19								
<p>DATE <u>1 OCT 1980</u> TACH: <u>1235</u> T.T. <u>1235</u></p> <p>I CERTIFY THAT THIS <u>AIRCRAFT</u> HAS BEEN INSPECTED IN            ACCORDANCE WITH A <u>ANNUAL</u> INSPECTION AND WAS            DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p>SIGNATURE <u>[Signature]</u>            CERT NO. <u>AEP 2044353 IA</u></p>								
<u>11/1/80</u>	<u>CLARK AIRCRAFT</u>	<u>INSPECT &amp; OIL CONTROLS</u>	<u>11/1/80</u>				<u>[Signature]</u>	<u>+1.0</u>
<u>22 Nov 1980</u>	<u>TACH: 1241</u>	<u>T.T. 1241</u>	<u>CHANGED NOSE TIRE AND TUBE</u>	<u>Replaced with new 500x5 4ply</u>			<u>[Signature]</u>	<u>1b</u>
	<u>WINDYAL TIRE.</u>			<u>AEP 2044353 IA</u>				

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

# AIRCRAFT LOG

<div style="display: flex; justify-content: space-between;"> <div style="width: 25%;"> <p>DESCRIPTION OF WORK</p> </div> <div style="width: 25%;"> <p>VOR Receiver operation checked in accordance with FAR 91.25</p> </div> <div style="width: 15%;"> <p>DATE</p> </div> <div style="width: 35%;"> <p>REMARKS</p> </div> </div>							
<div style="display: flex; justify-content: space-between;"> <div style="width: 15%;"> <p>Location</p> </div> <div style="width: 15%;"> <p>Bearing error</p> </div> <div style="width: 15%;"> <p>Place</p> </div> <div style="width: 15%;"> <p>Signature</p> </div> </div>		<div style="display: flex; justify-content: space-between;"> <div style="width: 15%;"> <p>VOR 1</p> </div> <div style="width: 15%;"> <p>VOR 2</p> </div> </div>		<div style="display: flex; justify-content: space-between;"> <div style="width: 15%;"> <p>19</p> </div> <div style="width: 15%;"> <p>21</p> </div> </div>		<p>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>18 HIC HIC PVU JEE</p>		<p>4/18</p>		<p>CHECKED ALL FLIGHT CONTROLS &amp; OILED ALL HINGERS.</p>			
<p></p>		<p>4/19</p>		<p>WASHED &amp; WAXED RUNTIME SHIP. CHECKED TIRE PRESSURES @ 30#</p>			
<p></p>		<p>5/20</p>		<p>OILED ALL HINGERS, CHECKED ALL FLIGHT CONTROLS.</p>			
<p></p>		<p>6/28</p>		<p>WASHED AIRCRAFT.</p>			
<p>10 HIC HIC PVU JEE</p>		<p>8/30</p>		<p>INSPECT ALL FLIGHT CONTROLS. OIL ALL HINGERS. CHECK TIRE PRESSURE TO 35#.</p>			
<p>Ellis</p>		<p></p>		<p></p>			
<p>16 OCT 1981</p>		<p>TACH.</p>		<p>T.J.</p>			
<p>Replaced Beacon Flasher unit with new part, changed Beacon Bulb.</p>		<p>Don</p>		<p>FAA 2641353 JA</p>			



# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 80							
See AD List in Back of Book							
DATE <u>16 OCT 81</u> TACH: <u>1291</u> T.T. <u>1291</u>							
I CERTIFY THAT THIS <u>AIRCRAFT</u> HAS BEEN INSPECTED IN							
ACCORDANCE WITH A <u>ANNUAL</u> INSPECTION AND WAS							
DETERMINED TO BE IN AIRWORTHY CONDITION.							
SIGNATURE <u>[Signature]</u>							
CERT NO. <u>DTF 2044353 DA</u>							
11/14/81	CLEANED UNDERBOW OF RANTING SHIP. CHANGED FLIGHT CONTROL SYSTEM. <u>[Signature]</u>						
12/17/81	Checked & INSPECTED FLIGHT & AIRFRAME CONTROL SYSTEM. Oiled all hinges. CLEANED REAR COMPARTMENT. <u>[Signature]</u>						
1/20/82	Checked & INSPECTED FLIGHT CONTROL SYSTEM. <u>[Signature]</u>						

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

VOR Receiver in accordance with Bearing of VOR 1 V

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31

April

Tires

3 + 1.0

# AIRCRAFT LOG

NATURE OF NOT	VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
	e	Bearing error	Place	Signature		
	82	VOR 1	VOR 2		19 82	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.
	6	4.0	110	PVV E.E. Elton	2/14	CHANGED ELT BATTERY. INSTALLED BATTERY PALS MAGNESIUM P/N 7016, POINTA, FIRE. REPLACE WITH NEW BATTERY IN FEBRUARY 1984. E.E. Elton 1433840.
	31					WASHED & WAXED ENTIRE SHIP. OILED ALL LINGERS & CHECKED FLIGHT CONTROL SYSTEM.
	April 15	1982	TWIL	1343	TJ. 1343	
						Replaced BOTH main tires with new flight custom 600x6 bply tires, Replaced Brake linings and overhauled both Brake Slave Cyls.
8/17	13	4.0	110	PVV E.E. Elton	6/13	INSPECTED FLIGHT CONTROL SYSTEM. CLEANED ENTIRE SHIP. DAWK FROM NRP 2044353 TA
						WASHED & WAXED ENTIRE SHIP. OILED ALL LINGERS. CHECKED & INSPECTED FLIGHT CONTROLS. INFLATE TIRE STC 35# E.E. Elton

[illegible]

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

# AIRCRAFT LOG

PILOT	VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
	Bearing error		Place	Signature		
	VOR 1	VOR 2				
	19-82	+2	+1		1982	<p>INSPECTED &amp; TESTED ALL Avionics ALL FUNCTIONAL TEST WITHIN IFR SPECS</p> <p>Transponder WAS TESTED IN A/C PER 91.177B ALL FUNCTIONS &amp; PARAMETERS FOUND TO Comply</p> <p style="text-align: center;"><b>CENTRAL UTAH AVIONICS INC.</b> <i>Paul J. J. J. J.</i>  <b>PROVO MUNICIPAL AIRPORT</b>  <b>BOX 519</b> <b>D-67-5</b>  <b>PROVO, UTAH 84601</b>  <b>(801) 375-7500</b></p> <p style="text-align: right;">2277809</p>
	27				1982	<p>INFLATE TIRES TO 35#, INSURET &amp; RIGHT CONTROLS SYSTEM.</p> <p>INSTALL QUICK DRAINS IN LEFT &amp; RIGHT FUEL TANKS. CHECK <del>ENGINE</del> <sup>FUEL</sup> CONTROLS.</p>



VOR Receiver	
in accordance with	
Bearing of	
VOR 1	VOR 2

[illegible]

# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25						DATE		REMARKS	
Bearing error		Place		Signature					
VOR 1	VOR 2								
00	+2	+1	PVO	E. Ellin	1983				
11 MARCH 1983 TACH: 1371.1						Replaced MAG SW AND ALL LOCKS (COBIN Door BAG Door) with new items P/N C292501-0106. Dmt Fm ATP 2044353 JA			
06	+2	+1			1983	1375 HRS. INSPECT FLIGHT CONTROL SYSTEM - INFLATE TIMAS TO 35R E. Ellin 1433040			
					5/29	STEAM CLEAN & WAX ENTIRE SHIP, OIL ALL HINGES. E. Ellin 1433040			
JULY 1, 1983 TACH: 1387.2 TT: 1387.2						C/W AD 33-10-03 by installing BH per SE82-38 David Brock ATP 2044353 JA			
JULY 9	1983					WASH DOWN ENTIRE SHIP. INFLATE TIMAS TO 35R SEE.			
JULY 27	1983					INSTALLED GILL 12 VOLT 25 AMP BATTERY, 170 AEF Q 25 S/N 60710860. E. Ellin 1433040			

# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT	VOR Rec in accor
					HOURS	IOths		Bearin VOR 1
1983								04
8/29	Instala	T1002 Te	35#					28 +2
9-22-83	TACH 1397.4		installed new Rudder AS per Cessna manual P/N 053-3150-1 SN TEST Flight of S/N NA.				Em Rudder 5607485501	+2
								22
14 Oct 1983	TACH 1400.8		T.T. 1400.8					7 +2
			PAINTED stripes on Rudder check BALANCE.					Nov.
			DATE 14 Oct 83 TACH 1400.8 T.T. 1400.8					
			EXCESSIVE WEIGHT HAS BEEN INSPECTED IN					SH
			ANNUL					I
			DATE TO BE IN AIRWORTHY CONDITION.					10
			SIGNATURE					
			CERT NO.					
Dec. 11, 1983	Checked and Oiled ALL FLIGHT CONTROLS.						BE Elline 14338A/B	

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

## AIRCRAFT LOG

RE OF T	VOR Receiver operation checked in accordance with FAR 91.25			DATE	REMARKS
	Bearing error	Place	Signature		
14	VOR 1	VOR 2		1984	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.
38	+2	+1	PVU A.E. Elluin	1/28	INSTALLED NEW BATTAINS IN POINTA ELT. REPLACE BATTAINS ON OR BEFORE NOVEMBER 1986.
Annual NA.					INFLATE TIRES TO "35". CLEANED SHIP. OILED FLIGHT CONTROLS.
48556	+2	+1	PVU D.E. Elluin	4/21	STRIPPED CLEANED ENTIRE SHIP.
				4/22	WAXED ENTIRE SHIP. OILED ALL FLIGHT CONTROL HINGERS
	+2	+1	PVU A.E. Elluin	7/7	CLEANED ENTIRE SHIP. INSPECTED & OILED ALL FLIGHT CONTROLS.
					NOV. 1, 1984 TACH: 1418 TT. 1418
					Serviced Nose gear strut Replaced O-Rings & Fluid in Shock Dampener Replaced VAC Filter - Replaced Engine inlet Air Filter.
					I Certify that this Aircraft has been inspected, 1/11/84 AN ANNUAL inspection and was determined to be in Airworthy condition.
					David H. H. H. 20443531A
433840					WASHED & CLEANED ENTIRE SHIP. CHECKED ENGINE & FLIGHT CONTROLS.
					OILED ALL HINGERS. INFLATE TIRES. A.E. Elluin 1A33840
					CHECKED ELT.



## AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT		ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
						HOURS	IO THS	
1986								
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

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Bearing error

Place

Signature

VOR 1

VOR 2

19

2 ±.5 ±1

Tested all Avionics Functional Test to spec's, IFR

Transponder PMA 91.177B

CENTRAL UTAH AVIONICS

PROVO AIRPORT

P. O. BOX 519

PROVO, UTAH 84601

0-67-5

2277809

7/25

1985

CHECKED FLIGHT CONTROLS, OIL & ALL HINGERS,

1985

INFLATE TIRES. O.E. ELLIN 1433840

5/22 ±1

1985

CHECKED FLIGHT CONTROLS, OIL & ALL HINGERS, FLT OIL, INFLATE TIRES.

7-24-85 Complied with the instructions of Petersen STC # 1948CE, adding automotive fuel, Leaded or unleaded to list of approved fuels.

Steve Petersen

ATP 528628065 EA

11/16/85

CHECKED FLT, SIGNALS, OIL & ALL FLIGHT CONTROLS & HINGERS. CHANGED BATTERY SERVO. O.E. ELLIN

1433840

# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT	VOR Re in accor
					HOURS	IOths		Beari VOR
19 9-8-85	TAC 1436.0							+2
	Installed Service Kit SK 172-1F Nose gear Strut Seal Kit. Work was done in accordance with Cessna Service manual							
							<i>Steve Smith</i>	+2
							ATP 5286280651A	
12-1-85	TAC 1439.1 TT 1439.1							
	I Certify that this aircraft has been inspected in accordance with an Annual inspection and was determined to be in airworthy condition as of this date							
							<i>Howard D. Smith</i>	
							ATP 5286280651A	
3/8/86	Worked SAMP, OIL & ALL LAMPERS & CONTROLS							
							<i>Steve Smith</i>	
							1433040	
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE								

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Bearing error		Place	Signature		
VOR 1	VOR 2				
				1986	
+2	+1	PVV	EE	4/20	INSPECT FLIGHT CONTROLS. O. URGAL HINGES. BE ELLMAN 1433840
				5/17	WASHED & WAXED ENTIRE SHIP. BE ELLMAN 1433840
+2	+1	PVV	EE	8/10	CESSNA SERVICE BULLETIN WARNING REGARDING SERV LOCKED POSITION & CONTAMINATES IN FUEL & HRR & HLLSARTY INSTRUCTIONS & OWNRA H6V120A125-SERVICE BULLETIN SEB86-5 COMPLIANCE ON AUGUST 18, 1986 BE ELLMAN 1433840
				9/4	N1454U Cessna 17267121 9-4-86 Tach 1451 I certify that the altimeter and static system tests required by FAR 91.171 have been preformed. The Altimeter has been tested to <u>20,000</u> feet. Signature <u>BE ELLMAN</u> Date <u>9-4-86</u> Certificate No. <u>D-07-15</u>
					9/22/86 REPLACED FLT BATTERY POINTER P/N 2016 REV. A TSO-C91. MFG SEPT 86 REPLACE ON OR BEFORE OCT. 89. BE ELLMAN 9/22/86



## AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	IO THS	
19 86							
13 Dec 86		1503.7	Tach Time				
	Removed narco model 31A ADF. Removed narco model 525B antenna & cable from bottom of acft installed patch over mounting hole plugged mounting screw holes with machine screws.						
	Installed ARC model R546E ADF unit. Installed ARC N-346A indicator & cable acry. on bottom of acft used existing sense antenna and cable see weight & Balance sheet dated 13 Dec 86.						
	new empty weight 1462.3 LBS						
	new empty moment 57538.1						
	new C.G. 39.3 inches						
	new usefull load 837.7 LBS						
	J DeBlois A#P 528442329						
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

# AIRCRAFT LOG

OF

VOR Receiver operation checked  
in accordance with FAR 91.25

DATE

REMARKS

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.

Date Jun 3 86 Tach. 1506

I certify this aircraft

Has been inspected in  
accordance with an annual  
inspection and was determined  
to be in an airworthy  
condition.

James H. Huff  
No. 122016741-10

Replaced all controls.  
Gear Replaced R.T.  
Pne.

Revised nose strut -  
cleaned, replaced  
fuel screen.

Changed oil 8 qts AEROSHELL  
CHANGED OIL FILTER

## AIRCRAFT LOG

	DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
						HOURS	IO THS	
19								
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE								

E OF

## MEMORANDA

[illegible]



# MEMORANDA

[illegible]

IC0401

S/O D29662 P/S 03132987 RAIL SEAT



0511243-6



0008

LOT  
PLS INV LOC

SN:

EA

1

ID0601

S/O D29662 P/S 03132987 RAIL SEAT



0511243-5



0007

LOT  
PLS INV LOC

SN:

EA

1

SALES AND SERVICE

"LOOK FOR THE RED AND BLUE  
CESSNA PENNANTS FOR THAT  
EXTRA SERVICE WHERE IT COUNTS  
WHEN YOU NEED IT."

CESSNA AIRCRAFT COMPANY WICHITA, KANSAS