

#2

Cessna[®]



AIRCRAFT LOG AND MAINTENANCE RECORD

N ~~19348~~ 1454U SERIAL NO. ~~15074357~~

17267121

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

AERO FABRICATORS

BOX 181, NORTH RD.

LYONS, WIS. 53148

RELEASE TAG

Part No.

E327-200

E327-200

Conformity
Acceptance

Final
Inspection

yes

yes

Applicability

Rplaces Cessna

P/N 1754001-22-23

SER. No.

FAA-PMA

162



AIRCRAFT LOG AND MAINTENANCE RECORD

Record of Cessna 172-M 17267121 N14540
Make Model Serial Certificate

With Engine Sycamore O-320-B20 L-44894-27A
Make Model Serial

From February 15, 1988 to _____ 19____
Detailing Time From 1874 To _____
Hours Hours

Owner _____

Address _____

MEMORANDA OF IMPORTANT INFORMATION AND DETAILS

Enter on 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.

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There is no handwriting or other markings on the paper.

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.

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	IOths	
19 83 2-19-83	CHANGED	OIL 6 Qts	AEROSHELL 100		5300	6	
<p><i>Date</i> <u>Jul 7, 83</u> <i>Tach</i> <u>5335.1</u></p> <p><i>I certify this</i> <u>A/C</u></p> <p><i>Has been inspected in</i></p> <p><i>accordance with an</i> <u>annual</u></p> <p><i>inspection or found determined</i></p> <p><i>to be in an</i> <u>airworthy</u></p> <p><i>condition.</i></p> <p><i>No.</i> <u>10880767</u> <u>4/24</u></p> <p><i>Replace</i> <u>ELT</u> <u>Battery</u></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				
					DATE <u>2-15-88</u> W/O# <u>631</u> TACH TIME <u>1876.2</u> TOTAL TIME <u>1876.2</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 AN AIR- WORTHY CONDITION AT THIS TIME. <u>ALL FUEL SCREENS INSPECTED + CLEANED. REPLACED</u> <u>FLASHING BEACON POWER SUPPLY. REPLACED RT.</u> <u>MAIN LANDING GEAR LEG ASSY W/SERVO CABLE</u> <u>PART. ALL WHEEL BEARINGS REPACKED + INSPECTED</u> <u>OK. BRAKE SYS BLED + SERVICED W/MIL-H-5606</u> <u>AD 87-20-03 DUE @ TACH: 1900</u> <u>William H. Greene IA2184036</u>
					<u>3-8-88 TACH 1901.4 COMPY WITH AD 87-20-03</u> <u>BY INSPECTION OF RT. SEAT RAILS - OK. REPLACED</u> <u>LEFT SIDE SEAT RAILS PIN 0511243-4 + 5 W/NEW</u> <u>CESSNA PARTS. AD NEXT DUE (FOR RT. SIDE) @</u> <u>TACH 2001.4. RT. BRAKE SERVICED. REPLACED</u> <u>THROTTLE CABLE ASSY W/NEW CESSNA PART.</u> <u>William H. Greene AP 2184036</u>

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	IOTHs	
19 87							
3-11-88	TACH 1901.9		REPLACED PILOTS LEFT & RIGHT SEAT RAILS W/ FACTORY NEW PARTS.				
			ADDED WITH AD 87-20				
3-11-88	TACH 1901.9		REPLACED ELT ANTENNA ASSY W/NEW PART. TESTED OK				[Signature] AP2184036
6-16-88	TACH 1997 HRS.		REPLACED NOSE WHEEL FAIRING W/NEW PART. BLEED RT. BRAKE, REPLACED ALL BRAKE LININGS				[Signature] AP2184036

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

[illegible]

10/31	88
-------	----

AIRCRAFT LOG

[illegible]

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
VOR 1	VOR 2			19 ____	
MAR 3	1989	TACH 2294.3	T.T. 2294.3		I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSP IAW AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION AT THIS TIME & DATE. LUBED ALL POINTS. REPLACED TAXI LIGHT BULB RELINED ALL BRAKES. G/W AD NOTE 86-24-07 1-7-87 by installing Cottor Pins. G/W AD 87-20-03 R1 4-4-88 IAW PART II PAR B&C! DUE EA 100 hrs NEXT DUE AT TAC 2394.3. SERVICED BATT. -END - <i>[Signature]</i> AP5289050601A

MAR 3 1989 TACH 2294.3 T.T. 2294.3
 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSP
 IAW AN ANNUAL INSPECTION AND WAS DETERMINED
 TO BE IN AN AIRWORTHY CONDITION AT THIS TIME &
 DATE. LUBED ALL POINTS. REPLACED TAXI LIGHT BULB
 RELINED ALL BRAKES. C/W AD NOTE 86-24-07 1-7-87 by installing
 Cotter Pins. C/W AD 87-20-03 R1 4-4-88 IAW PART II PAR B ECL
 DUE EA 100 hrs NEXT DUE AT TAC 2394.3. SERVICED BATT.
 -END- *William Roddenbach* AP5289050601A

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 90							
April 04, 1990	Tach	2702.0	open all susp plate's & check controls for attachment & freedom of movement. check gear attachment, & saddle for cracks. All control surface movement 3rd per MGR				
			3rd. Replace Quick				
			drain in RH wing & Replace Primer for				
			Cabin. Replace Intake Air				
			filter with new element.				
			Dress ticks on prop				
			& Re-paint, face and				
			light. E/T Battery				
			Due Replacement				
			May 1991. AD 87-20-03 R1				
			Suspected of per para 10 paragraph				
			Btc Next Due tach 2800.0. R				

DATE April 04, 1990 TACH 2702.0

IT 2702.0 SMOH 202.0

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH FAR 43 APPENDIX D FOR AN ANNUAL INSPECTION, AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

RANDY GOODRICH AP52872007812

Randy Goodrich

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>90</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.
8-29 90		HOBBS	3018.5		CARBURATOR HEAT BOX CABLE FROZEN. REMOVED AND REPLACED FLAPPER ROD AND BEARINGS. HEAT BOX DISASSEMBLED FOR INSTALLATION BOX ASSEMBLED WITH NEW BEARING & ROD OPS ✓ GOOD.
					The aircraft and/or component identified above was repaired and inspected in accordance with Federal Aviation Regulations and was found to be airworthy to service. Pertinent details of the repair are on file with the agency and a work order
					No. <u>WORK 20794</u>
					Signed <u>[Signature]</u> for
					Name <u>WILLIAM J. [Signature]</u>
					Address <u>SALT LAKE CITY, UTAH 84122</u>
					CERTIFIED REPAIR STATION ITWR397K
10/12/90	BEA 001	SLC-VOT 34 R	[Signature]		
10/30/90	182 181	SLC-VOT 34 R	[Signature]		

AIRCRAFT LOG

[illegible]

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature	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				

TEST AND INSPECTIONS REQUIRED BY FAR 91.411 AND/OR 91.413 (PART 43, APP. E. & F) HAVE BEEN PERFORMED AS FOLLOWS: STATIC SYSTEM(S) TESTED OK
 ALT #1 UNITED S/N N/A TESTED TO 20K FT. CERT. BY JB
 ALT #2 NONE S/N — TESTED TO — FT. CERT. BY —
 ENCODER TESTED TO 20K FT. TRANSPONDER #1 RT-339A S/N 17739
 AIRCRAFT N 1454U TRANSPONDER #2 NONE S/N —
 Pertinent details are on file under WORK ORDER # 0351 A copy of this W.O. is given to the operator to become a permanent part of the aircraft records.
 CRS# CKC5865C DATE 11/23/90 SIGNED [Signature]
 WEST AIRE AVIONICS 303 NORTH 2370 WEST SLC, UTAH 84116 (801)531-0133

ALTIMETER CORRECTION CARD				FOR REPAIR STATION NO. CKC5865C			
S/N <u>UNITED</u>				DATE <u>11/23/90</u>			
ALT.	ADD	ALT.	ADD	ALT.	ADD	ALT.	ADD
READING	ALGEB.	READING	ALGEB.	READING	ALGEB.	READING	ALGEB.
-1000	-20	3000	-30	14000	0	35000	
0	-20	4000	-10	16000	0	40000	
500	-20	6000	0	18000	-20	45000	
1000	-20	8000	0	20000	0	50000	
1500	-25	10000	+25	25000		H 50%	OK
2000	-30	12000	+10	30000		H 40%	OK

11-30-90	Tech 3212.5	Replaced Nose Tire 500-5.6 ply	AP 1746495
12-6-90	Tech 3274.0	Replace Magneto/Start switch - Test OK -	928277427
1-6-91	Tech 3235.3	Replace Landing Light - Test OK -	929277457
2-12-91	Tech 3298.5	#1 NAV COM REPAIRED AT WUGS AVIONICS, SLC - RETURNED TO A/C	D. LESTER
2-18-91	Tech 3286.7		
2	Z	SLC 111.0 Michael B.	

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 91							
05/10	Tach 3430.0	TT 3430.0					
	<p>Prepare aircraft for annual inspection this date. Replace brake pads + Re-pack wheel bearings. Adjust Aileron cable tension and flap cable tension. Comply with AD 87-20-03 R2 by inspecting seat, Ribs and Slot Rollers per AD. Next due at next annual inspection. Repair catch on left floor door and install patch to crack in door frame. Remove prop + have Re-pitched to 51" pitch. (See yellow tag in Rear of this log) Repair carb heat cable attachment and Repair throttle cable. Install New Intake Air filter. EHI Battery Due replacement in Sept 1991.</p>						
				END			Ken L. Hedrick 518 20028 IA

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

AIRCRAFT LOG

[illegible]

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	IOths	
19 Sept 26 3676 HRS (tach)	KINGS AVIONICS, INC. THIS IS A PERMANENT LOGBOOK ENTRY ^{N 141540} REPLACED WET COMPASS GASKETS AND DIAPHRAGM TO RESTORE OPERATION. ALSO REPLACED TURN AND BANK WITH TURN COORDINATOR - CHECK GOOD FINAL TESTED A/C						
	GENERAL AVIATION MAINTENANCE RELEASE X THE AIRCRAFT/APPLIANCE X WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FAA AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS STATION UNDER ORDER NO. 1695 DATE 9/26/91 SIGNED [Signature] CRS: KD6R661N						
3789 tach	2 JAN '92		Replaced EXT Batt (renew in Nov 93)				D. Hart

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF 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 VOR 1 VOR 2	Place	Signature	19 <u>92</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.
					March 14, 1992
					Inspect for corrosion check test per 100 hour / Annual
					insp. Comply with AD 87-20-03 (4-4-88) IAW part II
					Paragraph B+C. Next due at Tach 4050.0 or next annual
					insp. check ELI But Due Nov 1993. Replace Intake
					Air filter. Adjust Ailerons
					and cable tension Re-seal
					R-H brake pack + Replace
					all brake pack. Replace
					L-H fuel sender check with
					used sender + ops check.
					Replace races & one bearing in
					nose wheel. Replace all clutch.
					Repair Alternator wiring.
					Check Rgt. paperwork all in order
					this date.
					End Rly
					DATE <u>March 14, 1992</u> TACH <u>3950.0</u>
					IT <u>3950.0</u> SMOH <u>1450.0</u>
					'CERTIFY THAT THIS <u>Aircraft</u> HAS
					BEEN INSPECTED IN ACCORDANCE WITH FAR 43 APPENDIX
					D FOR AN <u>Annual</u> INSPECTION, AND WAS
					DETERMINED TO BE IN AIRWORTHY CONDITION.
					RANDY GOODRICH APS287200784
					Randy J Goodrich

AIRCRAFT LOG

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		
7/25	2 2	^{NOT} SLC	Kathleen	19 <u>92</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.
<p>Aug 3, 1992 Tech and Total Time 4289.0</p> <p>Installed a used fuel sender in L.H wing and test, flew. All operations look normal. Also checked Beacon Switch & noted loose wire on Rear of Switch. Re-cramps connector & Beacon operation is normal.</p> <p style="text-align: center;">- END -</p> <p style="text-align: right;">Kenny J. DeLoach A508720078IA</p>					
Dec 11	92				LORAN REMOVED FOR UPDATE → DUSTER
Jan 11	93				LORAN REPLACED CHECKED FOR POWER - GROUNDS TEST OK DUSTER
2/13	92				Engine Oil and Filter changed Mike Dyc

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
<p>TESTS AND INSPECTIONS REQUIRED BY</p> <p><input checked="" type="checkbox"/> FAR 91.411 <input checked="" type="checkbox"/> FAR 91.413 <input checked="" type="checkbox"/> FAR 91.217</p> <p>HAVE BEEN PERFORMED AS FOLLOWS:</p> <p>PILOT STATIC SYSTEM TESTED TO <u>20,000</u> FT.</p> <p>COPILOT STATIC SYSTEM TESTED TO <u> </u> FT.</p> <p>ALT #1 <u>WAC</u> S/N <u> </u> TESTED TO <u>20K</u> FT.</p> <p>ENC #1 <u>WAC</u> S/N <u>B6120</u> TESTED TO <u>20K</u> FT.</p> <p>ALT #2 <u> </u> S/N <u> </u> TESTED TO <u> </u> FT.</p> <p>ENC #2 <u> </u> S/N <u> </u> TESTED TO <u> </u> FT.</p> <p>TRANSPONDER #1 <u>R1359A</u> S/N <u>7739</u></p> <p>TRANSPONDER #2 <u> </u> S/N <u> </u></p> <p>PERTINENT DETAILS ARE ON FILE AT THIS REPAIR STATION UNDER WORK ORDER #<u>3849</u>, DATED <u>12/17</u>.</p> <p>THIS IS A PERMANENT LOGBOOK ENTRY <u>1992</u></p> <p>AUTHORIZED SIGNATURE <u>[Signature]</u> CRS: K06R661N</p> <p>KINGS AVIONICS, INC. SALT LAKE CITY, UT</p>							
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

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

AIRCRAFT LOG

[illegible]

[illegible][illegible]

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Place	Signature	19 ____	
					<p>I Certify This Aircraft has been Inspected in accordance with 100 hr. Inspection and Found To be in Airworthy Condition at This Time -</p> <p>Serviced Front Struts with Fluid and Air Replaced Nose Wheel with 2 New 500X5-6 Ply Tire</p> <p>Replaced Left Main Tire with 2 new 600X6-6 Ply</p> <p>Packed All wheel Bearings Replaced Rod End on Left Airframe Part No. 181943. Removed Heat Muff</p> <p>Inspected Reassembled and Inspected. AP 93-05-06</p> <p>C/W Installed Diode Part No. 0770782-2 Switch Part No. 10-357200-15 MFgr. TCM Replaced Two Seat rails Part Nos 0571243-5 and -6 To Comply with AD 87-20-03 RI Switch Repair on Rotating Brake</p> <p>Give 3 Wdnt AP 1746425</p>

[illegible]

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	Place	Signature
	VOR 1 VOR 2		

19 ____

MAKE: C283NA
MODEL: 172 M
S/N: 172 67121
REG. NO.: N1454D

INTERWEST JET CENTER

303 NORTH 2370 WEST
SALT LAKE CITY, UTAH 84116
F.A.A. Certificated Repair Station #ITWR397K
AIRFRAME/ENGINE LOGBOOK INSERT

DATE: 9/3/93
T.T.A.: _____
HOBBS: _____
TACH: 4604.3

THE AIRCRAFT AND/OR COMPONENT IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT FEDERAL AVIATION REGULATIONS AND WAS FOUND AIRWORTHY FOR RETURN TO SERVICE. PERTINENT DETAILS ARE ON FILE AT THIS AGENCY.

DATE 9/3/93 SIGNED Ray A. Clayton WORK ORDER 22177

Replaced Left MAIN TIVL and TURB, inspected wheel
and wheel Bearings. Repacked wheel Bearings — End —

AIRCRAFT LOG

[illegible]

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>94</u>	<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>DATE <u>May 1st 1994</u> TACH <u>4750.0</u></p> <p>IT <u>4750.0</u> SMOOTH - ZERO</p> <p>CERTIFY THAT THIS <u>AIRCRAFT</u> HAS BEEN INSPECTED IN ACCORDANCE WITH FAR 43 APPENDIX D FOR AN <u>ANNUAL</u> INSPECTION, AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p><u>RANDY GOODRICH AP52872007BIA</u> <i>Randy Goodrich</i></p> <p>AD'S Recorded @ Rear of Log on AD compliance Record sheets —</p>

	DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
						HOURS	IOths	
19								
KINGS AVIONICS, INC.			N 1454U					
THIS IS A PERMANENT LOGBOOK ENTRY			Repaired & repaired?					
reinstalled 2A Nav power. Performed wiring repairs			to avionics buss & audio system.					
GENERAL AVIATION MAINTENANCE RELEASE _____ THE AIRCRAFT/APPLIANCE _____ WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FAA AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS STATION UNDER ORDER NO. 6163 DATE 9-6-94 SIGNED [Signature]								
CRS: KD6R661N								
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE								

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

AIRCRAFT LOG

[illegible]

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							

19

October 11, 1994

N-14543

Tach: 4955

Reseal nose strut and shimmy damper. Replace roll pin in shimmy damper piston.

Allen Woodhouse A&P 1547790 11

5/20/95 Performed oil & g. turn change shell 15-50 w. oil - Just Roger

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

AIRCRAFT LOG

[illegible]

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.

ALTIMETER CORRECTION CARD FOR				REPAIR STATION NO. H4MR868J			
S/N				DATE			
ALT	ADD	ALT	ADD	ALT	ADD	ALT	ADD
READING	ALGBE	READING	ALGBE	READING	ALGBE	READING	ALGBE
-1000	985	3000	3030	14000	14040	35000	
0	20	4000	4025	16000	16040	40000	
500	520	6000	6040	18000	18000	45000	
1000	1020	8000	8060	20000	20020	50000	
1500	1515	10000	10060	25000		H 50%	30
2000	2025	12000	12050	30000		H 40%	20

TEST AND INSPECTIONS REQUIRED BY FAR 91.411 AND/OR 91.413 (PART 43, APP. E, & E) HAVE BEEN PERFORMED AS FOLLOWS: STATIC SYSTEM(S) TESTED GOOD
ALT #1 PILOT S/N N/A TESTED TO 20,000 FT. CERT. BY me
ALT #2 N/A S/N N/A TESTED TO N/A FT. CERT. BY N/A
ENCODER TESTED TO 20K FT. TRANSPONDER #1 R1350 S/N 5732
AIRCRAFT N 1454 TRANSPONDER #2 N/A S/N N/A
PERTINENT DETAILS ARE ON FILE UNDER WORK ORDER# 111216
A COPY OF THIS W.O. IS GIVEN TO THE OPERATOR TO BECOME A PERMANENT PART OF THE AIRCRAFT RECORDS.

CRS# H4MR868J DATE 6-20-95 SIGNED

ADVANTAGE AVIATION, PROVO UT 84603
801 375-6168

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	IOths	
19 ¹⁵ 6/20/95	Tach 5058.8 HAF 5058.8	C/W AD # 87-20-03-02 R2	Dated 9/24/90 Seat Rail Inspection. C/W AD # 95-03-02 Dated 3/12/95 Brackett Air filter. Repaired Rt wing tip Replaced "o" ring both Lft and Rt Brake Assy. Replaced brake Lining both Lft & Rt Brake Bled brakes. Repaired shorted wire to become light. Replaced central Vacuum filter. Replaced Vacuum Relief filter. Replaced induction Air filter. Resattened Aileron turn buckles. Dated 6/20/95 N 14544 TACH TIME 5058.8 ENG TIME 308.8 SMOH ELT DUE 10/95 TRANSPONDER DUE 6/97 I CERTIFY THAT THIS Airframe WAS INSPECTED IN ACCORDANCE WITH A Annual INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION SIGNED: <u>Scott Wilson</u> IA529114117				
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	Place	Signature
	VOR 1 VOR 2		

19 ____

7/10/96 Tach 5225
ITAF 5225

C/w AD # 8720-03 R2 Dated 9/24/90 Seat
rail inspection, c/w AD # 9503-02 Dated 3/17/8
Bracket Air Filter. Replaced Lft main tire
with McCrear Air truck 600x6, 6ply. Repacked
all wheel bearings. Replaced, ELT Battery
Next Due 8/98. Replaced induction Air
Filter. Replaced, one Cowling Lord mount.
Cybed all Control hinges. Cowling Repaired
By Tom Woodhouse at spanish fork flying
Service.

Date 7/9/96 N 14540

TACHTIME _____ ENG. TIME _____

ELT DUE 8/98

TRANSPONDER DUE 6/97

ICERTIFY THAT THIS Airframe

WAS INSPECTED IN ACCORDANCE

WITH Annual

INSPECTION AND WAS DETERMINED

TO BE IN AIRWORTHY CONDITION

SIGNED: Scott Wilk AEP 52911443FA

AIRCRAFT LOG

[illegible]

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	Place	Signature	19 ____	
VOR 1	VOR 2				

AIRCRAFT LOGBOOK ENTRY

Date 13 MAR 97 N 14544 Model 172M S/N 17267121

REPLACED D120-P2-T BLIND AUTOMATIC
PRESSURE ALTITUDE ENCODER S/N 54546
WITH S/N 56046. ACFT. PASSES TESTS AND
INSPECTIONS PER FAR 91.217, FAR 91.411,
FAR 91.413, AND FAR 91.413 APPX E&F.
CDE 13 MAR 97

The aircraft, airframe, aircraft engine, propeller or appliance identified above was repaired and inspected in accordance with current maintenance rules of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at the repair station under work order number 2000

dated 13 MAR 97

Signed Calvin Call for: FAA CRS X5AD954J

AVTRONIX TECHNOLOGIES, INC. PROVO, UTAH 84603 801-375-0674

TESTS AND INSPECTIONS REQUIRED BY FAR 91.411 AND/OR 91.413 (PART 43, APP. E. & F) HAVE BEEN PERFORMED ON ACFT REG # N14544 AS FOLLOWS:

STATIC SYSTEM(S) TESTED TO 20,000 FT.

ALT #1 N/A TESTED TO N/A FT. / CERT. BY N/A

ALT #2 N/A TESTED TO N/A FT. / CERT. BY N/A

TRANSPONDER #1 R13591A S/N UNK TRANSPONDER #2 N/A S/N N/A
AND AUTOMATIC PRESSURE ALTITUDE REPORTING EQUIP TESTED TO 20,000 FT

PERTINENT DETAILS ARE ON FILE UNDER WORK ORDER# 2000. A COPY OF THIS W.O. HAS BEEN GIVEN TO THE OPERATOR TO BECOME A PERMANENT PART OF THE AIRCRAFT RECORDS.

CRS# X5AD954J DATE 13 MAR 97 SIGNED Calvin Call
AVTRONIX TECHNOLOGIES, INC. PROVO, UTAH 84603 801-375-0674

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
6/24/97	Tach 5351 TTAF 5351	C/W AD # 8720-03 R2	Seat Rail inspection.				
		Replaced Induction Air filter. Replaced Both					
		Lt & Rt Brake Linings. Replaced Rt main					
		tire & tube. Repacked wheel bearings.					
		Painted trim on Cowling. I certify That this					
		Aircraft has been inspected in accordance with					
		an Annual Inspection, and was determined to be					
		in Airworthy Condition. Scott Wilson AIA 529114113					
8/02/97	Tach 53858	Replaced Bracket Air Filter Assy in					
		compliance with AD# 96-09-06. This AD is					
		no longer applicable. Replaced Battle Seal in					
		cargo heat box. Scott Wilson AIP 529114113					

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 19 ____	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 well as any other items of this book under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." TESTS AND DISPOSITIONS
Date	Bearing error VOR 1 VOR 2	Place	Signature		

KINGS AVIONICS, INC.

N 14544

THIS IS A PERMANENT LOGBOOK ENTRY. REMOVED, REPAIRED AND REINSTALLED TRANSPONDER. PERFORMED TEST PER FAR 91.413. ALL TEST GOOD.

GENERAL AVIATION MAINTENANCE RELEASE X THE AIRCRAFT/
APPLIANCE WAS REPAIRED AND INSPECTED IN ACCORDANCE
WITH CURRENT REGULATIONS OF THE FAA AND IS APPROVED FOR
RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON
FILE AT THIS STATION UNDER
ORDER NO. 10094 DATE 8-13-97 SIGNED [Signature]
CRS: KD6R661N

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 _____ of this book under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK."

ALL DATA must bear the endorsement of _____

TESTS AND INSPECTIONS REQUIRED BY:

☐ FAR 91.411 ☒ FAR 91.413 ☐ FAR 91.217

HAVE BEEN PERFORMED AS FOLLOWS:

PILOT STATIC SYSTEM TESTED TO 5,000 FT.

COPILOT STATIC SYSTEM TESTED TO FT.

ALT #1 S/N TESTED TO FT.

ENC #1 _____ S/N _____ TESTED TO _____ FT.

ALT #2 _____ S/N _____ TESTED TO _____ FT.

ENC #2 1 S/N 1 TESTED TO 1 FT.

TRANSPONDER #1 RT 359A S/N 7739

TRANSPONDER #2 _____ S/N _____

PERTINENT DETAILS ARE ON FILE AT THIS REPAIR STATION
UNDER WORK ORDER # 10094, DATED 8.13.97

THIS IS A PERMANENT LOGBOOK ENTRY

AUTH. SIGNATURE [Signature]
KINGS AVIONICS, INC. SALT LAKE CITY, UTAH

CRS: KD6R661N

SALT LAKE CITY, UTAH

N# 14540

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
1/29/98	N1454U	S/N 17267121	Tach/ Total time 5458.0 Removed Cessna RT328T Nav/ Comm Radio. Installed Michell MX-300 Nav/Comm Radio. S/N 7156. Radio was installed in existing tray. Work performed is considered Minor Alteration. Weight & Balance and Equipment list were updated.				
			Authorized Signature <u>Scott M. Wilson</u> Scott M. Wilson A4P529114113				
4/23/98	Tach 5473		Installed New Clock, Serviced Nose strut, Replaced Lft main tire,				Scott Wilson A4P529114113

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 ____	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.
7/16/98		Tech.	S489		C/w AD# 97-20-03R2 Seat Rail Inspection. Removed Nose strut. Replaced Nose strut padding. Rebuild Shimmy damper. Replaced Battle material on Battling. Replaced Elt Batt. Elt Batt Next Due 8/20/00. Replaced Nose wheel bearings. Replaced Landing light. I certify that this Aircraft has been inspected in Accordance with an Annual Inspection and was determined to be in an Airworthy Condition. Scott Wilson AIP5291141B IA

MEMORANDA

Date	
8/4/99	Yw AD # 87-20-03 R2 Seat Rail Inspection.
	Repacked wheel Bearings. Replaced Right Brake
Tech 5599.4	Disk and pads. Removed Inspected and Replaced Alternator
TAR 5599.4	Brushes Reinstalled on Aircraft. Replaced Alternator Battery
	Wire # 6 brage. Installed new Alternator support
	Brackett. Replaced Alternator Belt I certify that this
	Aircraft has been inspected in accordance with
	an Annual Inspection and was found to be
	in An Airworthy Condition. Scott Miller A4P529114113IA.
10-19-99	Installed newly overhauled Attitude gyro. P/N 500DB-36,
	S/N T48397J. Ops v ok. Brackett AP531868886.

DATE 8/30/99

NOMENCLATURE		SERIAL NO.
ATTITUDE GYRO		T48397J
MANUFACTURER'S PART NO.		MODEL NO.
23-501-06-16		5000B-36
MANUFACTURER		MFG. DATE
SIGMA-TEK		
CUSTOMER		
ADVANTAGE AVIATION		

I. PRELIMINARY INSPECTION

Seals Intact	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	4. Nameplate Legible	<input type="checkbox"/> YES <input type="checkbox"/> NO	7. Air Ports Damaged	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Cover Damaged	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	5. Dial Discolored	<input type="checkbox"/> YES <input type="checkbox"/> NO	8. Connector Damaged	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Glass Broken	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	6. Filter Missing	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	9. Customer Complaint Verified	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
0. Other Discrepancies found: <u>None</u>					

0. Other Discrepancies found: Low weight EV, excessive Excessive

IV. HIDDEN DAMAGE INSPECTION

☒ NOT APPLICABLE

☐ HIDDEN DAMAGE FOUND AS NOTED BELOW

INSPECTION (STAMP OR INITIAL):

INSPECTION (STAMP OR INITIAL):

V. IN-PROCESS INSPECTION:

INSPECTOR

DATE 9.2-99

VII. WORK INSTRUCTIONS:

Warranty Repair ☐ Overhaul ☐ Special Instructions:
Functional Test ☐ Repair ☐

VIII. PART NUMBER	NOMENCLATURE	QTY.	PART NUMBER	NOMENCLATURE	QTY.
SSR1-16632A02501A	Bearing	2	AN426A2-2	Rivets	2
SSA-432MCA	"	1	SE-25	Rivets	2
R65TDX55KS	"	1	GMSS	23-500-939	1
SSR1E-424	"	2			
23-500-116-1	Bracket				
23004-001	"				
11/3102.001	Filter				
1000021-002	Bottom Hole				
11/285-991	Boxer				
SSR103-001	Guide plate				
23-500-939	Eye-sec				
AN10A27R-1	O-Ring				

IX. WORK ACCOMPLISHED:

OVERHAULED IN ACCORDANCE WITH MANUAL NO. 96M024/Rev. 12-1-28

Disassembled, cleaned, inspected all major replaced parts listed above

Reassembled status on balance, calibrated, tested & accepted to

NON-REACTIVE SEC

Technician CRICK/AN 302

Date 9-2-99

X. FINAL INSPECTION

The aircraft component identified was repaired and inspected in accordance with current Federal Aviation Agency regulations and was found airworthy for return to service, with respect to work performed.


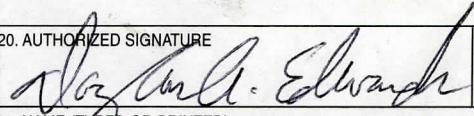
Authorized Signature:

Date _____

SHIPPING DATE:

BY:

(INITIAL)

1. UNITED STATES		2. FAA FORM 8130-3 AIRWORTHINESS APPROVAL TAG U.S. Department of Transportation Federal Aviation Administration				3. SYSTEM TRACKING REF. NO. 510282	
4. ORGANIZATION 		MID-CONTINENT INSTRUMENT CO., INC. 9400 E. 34TH N. WICHITA, KS 67226 F.A.A. CRS OL2R061L				5. WORK ORDER NO. 510282	
6. ITEM	7. DESCRIPTION	8. PART NO.	9. ELIGIBILITY*	10. QUANTITY	11. SERIAL / BATCH NO.	12. STATUS / WORK	
1	ATTITUDE GYRO	23-501-06-16 5000B-36	TSO ARTICLE N/A	1	T48397J	OVERHAULED	
13. REMARKS THE WORK ORDER REFERENCED, PRESCRIBING THE ACTUAL WORK PERFORMED IS ATTACHED. THE PRESCRIBED WORK WAS PERFORMED IN ACCORDANCE WITH FAA APPROVED DATA. <i>W. Edwards 861024 REC 12-1-99</i> LIMITED LIFE PARTS MUST BE ACCOMPANIED BY MAINTENANCE HISTORY INCLUDING TOTAL TIME/TOTAL CYCLES/TIME SINCE NEW.							
14. <input type="checkbox"/> NEW <input type="checkbox"/> NEWLY OVERHAULED Certifies that the new or newly overhauled part(s) identified above, except as otherwise specified in block 13 was (were) manufactured in accordance with FAA approved design data and airworthiness. NOTE: In case of parts to be exported, the special requirements of the importing country have been met.			19. RETURN TO SERVICE IN ACCORDANCE WITH FAR 43.9 Certifies that the work specified in block 13 (or attached) above was carried out in accordance with FAA airworthiness regulations and in respect to the work performed the part(s) is (are) approved for return to service.				
15. SIGNATURE		16. FAA AUTHORIZATION		20. AUTHORIZED SIGNATURE 		21. CERTIFICATE NUMBER CRS OL2R061L	
17. NAME (TYPED OR PRINTED)		18. DATE		22. NAME (TYPED OR PRINTED) DOUGLAS A. EDWARDS		23. DATE 9/2/99	

Statements in block 14 and 19 do not constitute installation certification. In all cases aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

THE WORK ORDER REFERENCED, PRESCRIBING, "FLUORINOL" WORK ORDER, IS ATTACHED. THE PRESCRIBED WORK WAS PERFORMED IN ACCORDANCE WITH EAA APPROVED DATA.

The FAA Form 8130-3 and JAA Form One are equivalent. Other countries such as Canada also have equivalent acceptable documents.

MEMORANDA

Date

for
my

MEMORANDA

[illegible]

A/C REGISTRATION NO.	MAKE/MODEL	SERIAL NO.
N1454U	CESS 172 M	17267121

PAGE

FAA AIRWORTHINESS DIRECTIVES COMPLIANCE RECORD

EFF DATE CHK

NUMBER	DATE	A/C HRS.	DESCRIPTION & METHOD OF COMPLIANCE	RECUR. DATE/TIME	SIGNATURE AND CERTIFICATE #
AUCO 18000100	0-3		SN L-44844-27A		
55-02-02	2/28/55	3/3/89	ACCESS DRIVE GASK N/A by S/N		<i>[Signature]</i> AP5289050201A
59-10-07	7/1/59	3/3/89	Cyl RAFFER CLAMPS N/A by Clamp Type		<i>[Signature]</i> AP5289050201A
63-23-02	8/6/68	3/3/89	EXH VALVES N/A by VALVE SIZE		<i>[Signature]</i> AP5289050201A
64-16-05	7/10/64	3/3/89	AC PUMPS. N/A by no pump.		<i>[Signature]</i> AP5289050201A
66-20-04	8/27/66	3/3/89	OIL FILTER ADAPTER GASK N/A by Filter Type		<i>[Signature]</i> AP5289050201A
73-23-01	1/13/77	3/3/89	ASTON PINS N/A by S/N		<i>[Signature]</i> AP5289050201A
75-08-09	8/18/77	3/3/89	OIL PUMP FAIL N/A by S/N		<i>[Signature]</i> AP5289050201A
77-07-07	2/14/79	3/3/89	OIL LEVEL GAGE N/A by M/N		<i>[Signature]</i> AP5289050201A
77-20-07	8/31/78	3/3/89	Hyd. Tappets N/A by M/N		<i>[Signature]</i> AP5289050201A
78-12-08	6/20/78	3/3/89	OIL PUMP N/A by M/N		<i>[Signature]</i> AP5289050201A
78-12-09	2/20/78	3/3/89	ONE REAR CRANKSHAFT GEAR N/A by M/N		<i>[Signature]</i> AP5289050201A
79-10-03 R2	7/1/80	3/3/89	ENG MOUNT BRACKETS N/A by M/N		<i>[Signature]</i> AP5289050201A
80-04-03 R2	4/25/88	3/3/89	BENT PUSH RODS N/A by M/N		<i>[Signature]</i> AP5289050201A
80-14-07	7/7/80	3/3/89	VALVE FAIL N/A by M/N		<i>[Signature]</i> AP5289050201A
81-18-04 R2	6/7/82	3/3/89	ENG OIL PUMPS N/A by S/N ZAW SB 385C		<i>[Signature]</i> AP5289050201A
87-10-06	5/13/87	3/3/89	ROCKER ARM FAIL N/A by M/N		<i>[Signature]</i> AP5289050201A
81-18-04 R2	6-7-82	4/4/90	ENG OIL Pump - new gears installed at OAT		<i>[Signature]</i> AP5289050201A
BRACKET					
81-15-03	7/20/81	3/3/89	ALUM SCREEN FAIL N/A STEEL SCREEN INSTALLED.		<i>[Signature]</i> AP5289050201A
95-03-02	3/17/95	6/20/95	Security of Rubber Seal. Rec each 100 hrs.		<i>[Signature]</i> AP5289050201A
96-09-06	8/2/97	8/2/97	Replaced Air Filter Assy.		<i>[Signature]</i> AP5289050201A

AIRWORTHINESS DIRECTIVE COMPLIANCE RECORD

N# 1454U MAKE CESSNA MODEL 172M SERIAL # 17267121

AD #	SUBJECT	COMPLIANCE METHOD	DATE/HRS. COMPLIED	ONE TIME	RECURRING	DATE NEXT DUE HOURS	EFFECTIVE DATE	AUTH. SIGN. & NUMBER
58 08 02	EXHAUST HEATER inspection	N/A BY P/N	3/3/89				3 Feb 1958	Willi Hallenbeck AP528905060
69 15 03	MUFFLER Assy	N/A, STC NOT incorporated	3/3/89				20 Aug 69	Willi Hallenbeck AP528905060
71 13 01	Fuel Selector Valve placed	N/A BY S/N	3/3/89				31 Aug 1971	Willi Hallenbeck AP528905060
71 22 02	CRACKS IN NOSE gear Fork gear	N/A BY P/N	3/3/89				9 Nov 1971	Willi Hallenbeck AP528905060
73 17 01	Fuel transfer Pump	N/A Aux tank NOT INSTALLED	3/3/89				14 Aug 1973	Willi Hallenbeck AP528905060
74 04 01	AFT Fuselage Bulkhead Assy	N/A BY S/N	3/3/89				12 Feb 1974	Willi Hallenbeck AP528905060
74 06 02	AVCON MUFFLER	N/A STC NOT incorporated	3/3/89				22 Feb 1974	Willi Hallenbeck AP528905060
79 08 03	Electrical Sys	Removed wire from Lighter	4-20-1979	✓			4 JUNE 1979	See AIRFRAME log Book (BACK) SK
79 10 14	Fuel tank Venting	N/A BY S/N	3/3/89				6 June 1979	Willi Hallenbeck AP528905060
73 23 07	SPAR ATTACH Fitting	N/A BY S/N	3/3/89				19 Nov 1973	Willi Hallenbeck AP528905060
74 04 03	AIRC 500 Actuator	N/A BY S/N	3/3/89				26 Feb 1976	Willi Hallenbeck AP528905060
76 21 06	Loss of engine oil	INSTALLED NEW OIL COOLER	9-30-76	✓			1 OCT 1976	See log Book AIRFRAME
77 12 08	External electric ground strap Control wheel Bolt	C/W BY inspection	14 OCT 77	✓			27 JUNE 77	See engine log SK
83 10 03	ROBERTSON STC 3A1302 WE	N/A BY A/C Log 4 MODEL	July 1, 1983	✓			30 JUNE 83	David Fould PRJ44531A
83 17 06	HARRIS 39-4716	N/A BY A/C Log MODEL	3/3/89				1 Sept 1983	See log 4 BOOK AIRFRAME
82 07 02	Rapid Loss of Engine oil	PCW N/A BY STC NOT INSTALLED	3/3/89				4-8-82	See log 4 BOOK AIRFRAME
86-24-07	Loss of Fuel Control	Found C/W by install of COROP pins.	3/3/89	✓			1-7-87	Willi Hallenbeck AP528905060
87-20-03 R1	Seat Slippage	C/W IAW PAR II PAR BFC	3/3/89				4-4-88	Willi Hallenbeck AP528905060
87-20-03 R2	Seat Slippage	C/W IAW PAR II PAR BFC	04/04/90				4-4-88	Willi Hallenbeck AP528905060
87-20-03 R2	Seat Slippage	C/W IAW PAR II PAR BFC	2702.0				4-4-88	Willi Hallenbeck AP528905060
87-20-03 R2	Seat Slippage	C/W IAW PAR II PAR BFC	05-10-91				4-4-88	Willi Hallenbeck AP528905060
87-20-03 R2	Seat Slippage	C/W IAW PAR II PAR BFC	3180.0				4-4-88	Willi Hallenbeck AP528905060

AIRWORTHINESS DIRECTIVE COMPLIANCE LIST

N _____

AIRCRAFT, ENGINE, PROPELLER, ROTOR, OR APPLIANCE _____

Make _____ Model _____ Ser. No. _____

AD NO. & REV. DATE	SUBJECT	DATE AND HOURS AT COMPLIANCE	METHOD OF COMPLIANCE	ONE- TIME	RECURR- ING	NEXT COMP DUE DATE/ HRS, CYCLES	AUTHORIZED SIGNATURE AND NUMBER
93-05-06	Switch and Diode	4463.6	Installed Surge Suppressor.	✓			Alvin E. Oast 1746495
87-20-07R1	seat Rails	4463.6	Installed Two New Rails		✓	4563.6	Alvin E. Oast 1746495



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

CESSNA AIRCRAFT COMPANY WICHITA, KANSAS