

Cessna®



**AIRCRAFT LOG
AND MAINTENANCE RECORD**

N ~~21640~~

SERIAL NO. 177RG0564

1948B



AIRCRAFT LOG AND MAINTENANCE RECORD

Record of CESSNA 177RG 177RG0564 N2164Q
Make Model Serial Certificate

With Engine LYCOMING IO-360-A1B6D L-13326-51A
Make Model Serial

From _____ 19____ to _____ 19____

Detailing Time From _____ Hours To _____ Hours

Owner _____

Address _____

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT	
					HOURS	10THS		
1981								
4/9/81	Tach: 342.8	-TT. 1925	Annual Inspection Completed - (as per an approved check list) To include: Removal of all interior insp. plates, checked and lubed all control surfaces, cables, pulleys, turnbuckles, fittings & attachment checked PIT heat, stall warning, ELT (replace batt. ^(original) 4/9/81) battery & electrical systems. Repacked all wheel bearings, checked & serviced brakes & gear. serviced nose - struts & shimmy damper. Adjusted down lock clearances (main) as per Cessna Service Manual. Performed Retraction Test. Replaced RH. inboard Flap Bulkhead (P/N 1221062-2) due to crack. Adjusted Elevator, Rudder & Flap & Aileron cable-tensions as per Cessna Service Manual. Installed new control yoke mounting screws. Removed Fuel boost Pump & overhauled (no. 8238) Reinstated same, checked & cleaned Fuel screens. Installed bushings in LH. cabin door upper hinge & new latch bracket (P/N 1717048-1). Installed new cowl shock mounts as required.					
			Checked AD 71-02-12 - Bendix switch check (each 100 hrs) then 4/9/81 (complete AD listing in Lewis University Aviation Services)					

DATE 4/9/81 TACH 342.8
 I CERTIFY THAT THIS AIRCRAFT ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.
 SIGNED [Signature]

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE
LEWIS UNIVERSITY AVIATION SERVICES
ROMEOVILLE, ILLINOIS 60441

Fuel Pump
COMPONENT NAME

MOGSI
MFG. NAME

4140-00-17
MODEL or TYPE

14215
SERIAL No.

REPAIRED O'HAULED TESTED INSPECTED

The aircraft component identified above was repaired and/or inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service for the work performed.

Pertinent details of the repair are on file at this repair station under:

OWNER: Levis Aviation

C1028 2/16/01

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
VOR 1	VOR 2			19 <u>81</u>	
4/15/81		Tach: 349.1		19 <u>81</u>	Installed new ELT BATT. (Replacement date 10-82). Installed R/H door vent knob. Alan R. Finkbeiner IA 321524943
5/17/81		Tach: 351.2			Removed ALT. and installed new brushes. Reinstalled same. operational checked OK. Alan R. Finkbeiner IA 321524943
INFO (only)		Tach 351.2	15823		TT. 1933.5
March 16, 1982 - Tach 398.9 Hrs. - Complied with Cirrus Service Letter SE81-22 by installing oil pump impeller kit W/W 18271 per drawing SB455A. This also complies with AD 81-18-04. Robert J. Fenneman W/O # 6930 LUMANKIR, INC. FAA ARS # 3244					

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 <u>82</u> 5/7/82							
<p><u>Tach: 410.0</u> Completed 100hr. insp. as per Approved Inspection Schedule. Removed interior & all insp. plates. Checked & lubed all Control Surfaces, Cable pulleys, Tuya-bottles, fittings & attach points. Adjusted Fly Cables as per Cessna Manual. Checked pitot heat, stall warning electrical system & battery. Checked ELT (Dat. Next due 11/82). Repacked all wheel bearings, checked & serviced brakes. Installed New Brake Pads on both Mainse. Installed New Gear Warning Throttle Switch & adjusted as per Cessna Manual. Checked & Adjusted Nose Gear linkage & Tightened Main Gear Attachment hardware as per Cessna Manual. Serviced Nose strut & shimmy damper. Performed Landing Gear Retraction Check. Tightened Stabilizer Attach bolts. Installed New Right NAV light lens & bulb. Checked & Cleaned all Fuel Service. Adjusted R. Door locking mechanism & reglued all Door seals. Installed New Cowl Stock mounts as Required.</p> <p>Q/w AD 76-07-12 Bendix Mag Switch Check (Each 100 hrs.)</p> <p>Checked all other ADs to this date 5/7/82. See back of log for AD listings.</p>							
DATE... 5/7/82	TACH... 410.0				DATE... 5-7-82	TACH... 410	
I CERTIFY THAT THIS AIRCRAFT ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100 hr.</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.				I CERTIFY THAT THIS AIRCRAFT ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>Annual</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.			
SIGNED <u>[Signature]</u> No. <u>A-P 388549082</u>				SIGNED <u>[Signature]</u> No. <u>60-3215-29153</u>			

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.
1983	VOR 1	VOR 2			
4/14/83					<p>TACH. 463 HRS. EXISTING DIRECTIONAL AND HORIZON GYROS WERE REMOVED AND REPLACED WITH NEW AUTO-PILOT GYROS. INSTALLED GDD-AIRB MITCHELL CENTURY IIB AUTO-PILOT MODEL AK379. ALL WORK DONE IN ACCORDANCE WITH FAA APPROVED BULLETIN #500 REVISION 4 DATED 10/3/73 AND MASTER DRAWING LIST 87A607, REVISION D, DATED 1/24/73 AND IN ACCORDANCE WITH STC SA15105W.</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p style="text-align: center;">Minor/Major Alterations Performed This</p> <p>Date <u>4/14/83</u> . Equipment List</p> <p>Weight and Balance Revised</p> <p>New Empty WT <u>1750.3</u> lb.</p> <p>New Empty CG <u>103.80</u> in.</p> <p>New Useful Load <u>1049.7</u> lb.</p> <p>TUFTS-EDGCUMBE, INC. - ELGIN, ILLINOIS</p> <p>F. A. A. Certified Repair Station No. 3250</p> <p style="text-align: right;">Rating and Inst.</p> <p>Authorized Signature <i>Richard C. Chumy</i></p> </div>

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
6-30-85	Tach. 521.2	HRS	TOTAL TIME 1619.2 HRS				
	ANNUAL INSPECTION CHECKED ALL CONTROLS, CABLES, PULLS, EVALUATED AS REQUIRED. C/W AD 76-07-12 IGNITION SWITCH. FLT NOT IN DATE. REVIEW ALL AD' IN BACK OF BOOK. DROP, TESTED LANDING GEAR OK. GREASED FLAP HOIST GEAR. I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION. <i>Michael [Signature] 1A360280P9</i>						
6-30-85	INSPECTED	PROPELLER	OK.				
6-20-86	Tach Reads 574.8		Cleaned flap tracks after complete				
	Note: <i>antifreeze paint job & lubricated. lubed all hinges & windows should be rechecked & repaired at annual. right rear window, detainer & plug AT P 1101122 repaired at annual, rear window is a little loose. Delmar S. Blodgett AT P 1101122</i>						
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

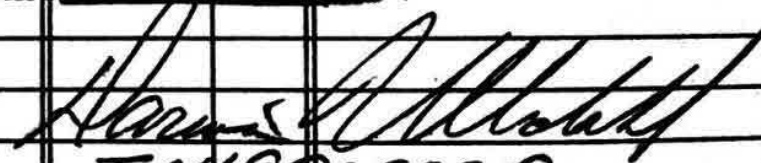
AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 <u>87</u>							
<u>5/7/87</u>	<u>Remove old tach time contacts</u>		<u>Hubbs Peads 1179.5 Replaced nose gear door Hinges forward door</u>	<u>833.3</u>	<u>3</u>		<u>new Tach leads OOD</u>
<u>Tach change</u>			<u>Replaced both cow flap Hinges</u>				<u>William P. Phobett 572742371 ATP</u>
<u>DATE 05-21-87</u>	<u>WO # 9744</u>						
<u>TACH TIME 5.6</u>	<u>TOTAL TIME 838.9</u>		<u>REMOVED AND REPLACED L/H INBOARD FLAP SKIN P/N 1221007-19</u>				
<p>I CERTIFY THAT THIS REPAIR/INSTALLATION HAS BEEN INSPECTED AND DETERMINED TO BE IN AN AIRWORTHY CONDITION.</p>							
<p>SIGNED <u>William P. Phobett</u> FOR</p>							
<p>KANSAS CITY AVIATION CENTER INC. OLATHE, KANSAS 66061 REPAIR STATION 3361</p>							
<p>CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE</p>							

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				
			<p>I certify that the encoding system was tested and met the requirements of 91.171:</p> <p>to 20,000 feet on 2-23-88</p> <p>Signature <u>Jay L. Monn</u></p> <p>Certificate No. <u>2347500</u></p> <p>For Kings Avionics, Inc. F.A.A. Repair Station 364-78</p>		<p>I certify that the Altimeter and static system tests required by F.A.R., Part 91.171 have been performed. The Altimeter was tested to 20,000 feet on 2-23-88</p> <p>DATE</p> <p>Signature <u>Jay L. Monn</u></p> <p>Certificate No. <u>2347500</u></p> <p>for Kings Avionics, Inc. F.A.A. Repair Station 364-78.</p>
2-23-88			<p>Installed Blind encoder, per man. Peris & Drawings</p> <p>922 weight & Balance 7/15 DATE FOR loading</p> <p>Signature <u>Jay L. Monn</u> 2347500 P. S. 364-78</p>		
5/23/88			<p>CWAB 86-19-11 Fuel contamination install per flight log</p> <p>CWAD 76-07-12 mag switch VOR CWAD 87-20-08 RI Stat track</p> <p>Track 0057. Inspection VOR ATTENTION Replaced Bell & howl cover. Packed</p> <p>Hubs 11 Kb. wheel bearings greased gear. In lubrication tests. Serviced</p> <p>Battery. tested controls & relays. ADD under case that says</p> <p style="text-align: right;">own</p>		

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19			Raytheon Kelly Elevation - At Home Prop. Raytheon shows Prop nose sticking can't forward. Raytheon CH Bank Pads. Amp & 500.				
<h3>BAKER'S - K. C., MO.</h3> <p>I certify that this aircraft has been inspected in accordance with Annual inspection and was determined to be in airworthy condition.</p> <p>Tech. Time <u>0057</u> Total Time <u>11655 186.4</u> Date <u>5/23/88</u></p> <p style="text-align: right;">  1049962209 </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		
	VOR 1 VOR 2		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.
5-17-89		Tach 066		<p>This Aircraft has been inspected IAW manufacture Annual check list. All pulleys, bell cranks, rod ends etc. inspected and lubed. Performed gear retraction. All wheel bearings cleaned, inspected and repacked. Changed E/L T Battery.</p> <p>c/w AD 87-20-03^R seat track</p> <p>88-12-12 Fuel drain</p> <p>76-07-12 Mag. Sw.</p> <p>Ground run up check: normal.</p> <p style="text-align: center;">BAKER'S - K. C., MO.</p> <p>I certify that this aircraft has been inspected in accordance with Annual inspection and was determined to be in airworthy condition.</p> <p>Tach. Time <u>066</u> Total Time _____</p> <p>Date <u>5-17-89</u></p> <div style="text-align: right; margin-top: 10px;"> <p><i>Philip Dean</i> A/P 498-58-4397</p> <p><i>[Signature]</i> IA9966209</p> </div>

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 89 Dec, 22	Tach 0075.8		<p>All flight controls lubed, landing gear extension & emergency extension complied with, brakes bled & pads checked, wheel bearings packed, AD 87-20-03 f/w. All system check good on ground run.</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><i>Robert Bee</i> AIP 138274 I-A — FALD —</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 19 _____	REMARKS
Date	Bearing error VOR 1 VOR 2	Place	Signature		
				4/2/90	<p style="font-size: small;">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>I CERTIFY THAT THE ALTIMETER SYSTEM AND ALTITUDE REPORTING EQUIPMENT TESTS AND INSPECTIONS AS REQUIRED BY F.A.R. 91.411 HAVE BEEN PERFORMED AND THE SYSTEM HAS BEEN FOUND TO COMPLY WITH APPENDIX E. OF PART 43.</p> <p>DATE <u>4-2-90</u> W.O. <u>2987</u></p> <p>TRANSponder MODEL <u>HT-76</u> S/N <u>18355</u> WAS TESTED AS REQUIRED BY F.A.R. 91.413 AND WAS FOUND TO COMPLY WITH APPENDIX F. OF PART 43. DATE <u>4-2-90</u> W.O. <u>2988</u> WESTERN AVIONICS INC. G66R560N <i>Handwritten signature</i></p>
		<u>TAC 112.2</u>			

CORROSION
BLOCK

TREATMENT CENTER

LAKE AIRCRAFT
500 W. PERIMETER ROAD
RENTON, WASHINGTON 98055
(206) 226-2100

4-9-90	4-9-91
TREATMENT DATE	NEXT TREATMENT DUE
Hobb/186.4	1948B
TACH TIME	AIRCRAFT SN OR N NUMBER
Tach 0121.1	[REDACTED]

I certify that this aircraft has been treated with ACF-50 (Mil-C81309D) to prevent or arrest corrosion. Treatment is effective for 12-18 months, based on environmental conditions. It is recommended that the above be retreated at each annual, or when effectiveness ends - as determined by either time or visual inspection.

[Handwritten Signature]

TECHNICIAN'S SIGNATURE

477543640

A & P NUMBER

AIRCRAFT LOG

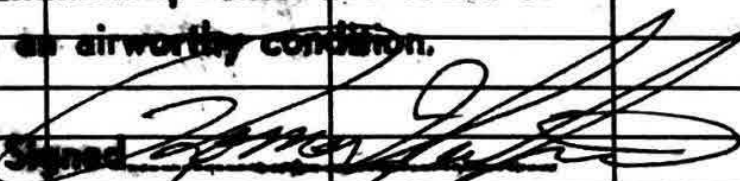
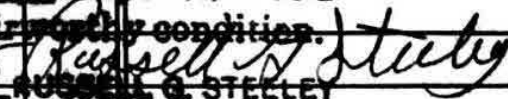
VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
VOR 1	VOR 2			19__	
3/17/92		TAC 238		19__	<p>100 hr. inspection completed this date. Swung & greased gear. Serviced hydraulic packs, A/C battery, & master cylinders. C/NO AD 87-60-03 inspection of seat belts & found ok. Cleaned air filter. Replaced Replaced fuel sump screen due to crack in screen. Replaced landing lite. Replaced E/T Battery due Aug. 93. (C/NO AD 76-07-12 Bendix mag switch check).</p> <p style="text-align: right;">Richard L. Witt AIP 2217332</p> <p>I certify that this Aircraft has been inspected in accordance with <u>Annual</u> inspection and was determined to be in airworthy condition.</p> <p>DATE <u>3/17/92</u> <u>Ronald L. Gustin</u> RONALD L. GUSTIN LA1417967</p> <p>TAC <u>238</u> TOTAL TIME <u>2654</u></p>

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19 ____	
Enter here general data with reference to FAR 91.413					
THIS AIRCRAFT'S ATC TRANSPONDER SYSTEM(S) HAS/HAVE BEEN TESTED AND INSPECTED I.A.W. FAR 43 APP. F TO COMPLY WITH FAR 91.413					
#1 TRANSPONDER MFR <u>King</u> MODEL <u>KI-76</u> S/N <u>18355</u>					
#2 TRANSPONDER MFR _____ MODEL _____ S/N _____					
ACCOMPLISHED BY <u>Mike Bunny</u> DATE <u>8-5-94</u>					
INSPECTED BY <u>Mike Bunny</u> DATE <u>8-5-94</u>					
FOR AEROCENTER FAA CRS BBUR071K					
THIS AIRCRAFT'S ALTITUDE REPORTING SYSTEM(S), ALTITUDE REPORTING SYSTEM(S), ALTITUDE REPORTING SYSTEM(S), AND ALTITUDE REPORTING SYSTEM(S) HAVE BEEN TESTED AND INSPECTED I.A.W. FAR 43 APP. F TO COMPLY WITH FAR 91.411.					
LT SIDE ALTIMETER TESTED TO <u>20,000</u> FT					
RT SIDE ALTIMETER TESTED TO <u>N/A</u> FT					
ALTITUDE REPORTING (MFR) <u>TCI</u> (MOD) <u>D100721</u> (S/N) _____					
CALIBRATED WITH LT SIDE ALTIMETER TO <u>20,000</u> FT					
ACCOMPLISHED BY <u>Mike Bunny</u> DATE <u>8-5-94</u>					
INSPECTED BY <u>Mike Bunny</u> DATE <u>8-5-94</u>					
FOR AEROCENTER FAA CRS BBUR071K					

Repairs - Service Letters -
USE OF THIS LOG BOOK.
shown.

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 3-16-95	TACH 278		100 hr. insp. completed at this date. Swung & greased gear. Hydraulic pack serviced. Checked cables & pulleys. ELT due July 95. Battery & lights ok. Landing light replaced AD 87-2803 Sect rails ok. AD 7627-12 Bendix Mag Switch ok.				
<p>I certify that this aircraft has been inspected in accordance with a <u>100</u> inspection and found to be in an airworthy condition.</p> <p>Signed  AP51854241</p>				<p>I certify that this Aircraft has been inspected in accordance with <u>Annual</u> inspection and was determined to be in airworthy condition.</p> <p>DATE <u>March 16, 1995</u>  RUSSELL G. STEELEY IA518943222</p> <p>TAC <u>278</u> TOTAL TIME <u>2714</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	
VOR 1	VOR 2				
1-17-01		TACH 3045			I certify this aircraft is safe for a ferry flight in accordance with special airworthiness permit
2-2-01					<i>Wayne Fowler</i> A+P 537522581
		Tech 305.5			
TT	2721.5	Replaced 5 Hoses Per AD 97-01-13, Jack Aircraft Swing Gear & Grease Spray Aircraft with Corrosion Treatment, Touch up Paint, Replace Baggage Door Holder, Install new Brake Disks & FLT Batt. Remove Propeller for Overhaul and Reinstall			SAN JUAN AIRWAYS SHAW ISLAND, WA. 206-468-2528
			<i>Wayne Fowler</i> A+P 537522581		I certify that this Aircraft <u> </u> has been inspected in accordance with an <u>Annual</u> inspection and was determined to be in an air-worthy condition. Date <u>2 Feb. 01</u> By Wayne Fowler <u>Wayne Fowler</u> LA-2151795 Total Hours <u>2721.5</u>

A I R C R .

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT
			2-9-01 N1948B

Tested transponder in accordance with FAR91. 413 this date 2-9-01 Tested altimeter system(s) to 20,000 ft. in accordance with FAR91.411 this date 2-9-01 Tested reporting system to 20,000 ft. in accordance with FAR91.411 and 91.413 this date 2-9-01
 Signed *[Signature]*
 San Juan Avionics FAA Repair Sta. JUAR441K

N1948B
7/6/01

312.7 TACH 2.6 HOBBS
 Removed and replaced main carry-thru spar. Spar Dye-pen inspection IAW ASTM E1417093 done by Kenmore Air Harbor - WO# 30355. Installed new windshield. ----- Richard O Parks 531586396AP

Richard O Parks

Norman Aviation Services, Inc.
 3125 - 100th Street SW
 Building C75-6
 Everett, WA 98204
 (425) 355-9044

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

KENMORE AIR HARBOR, INC.

Component C-177 Carry-thru SPAD

Manufacturer Cessna

Model / Part No. _____

Serial No. NA

Inspected ~~Tested~~ ~~Repaired~~ ~~Overhauled~~

Remarks Liquid Penetrant insp. IAW

ASTM E1417-93 No defects noted

SERVICEABLE

the reverse side was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service except where limited by remarks.

Pertinent details of the repairs are on file at this agency under:

Work Order No. 30355

Customer Cannon Interiors

Date May 9 2001
K. A. B. B.

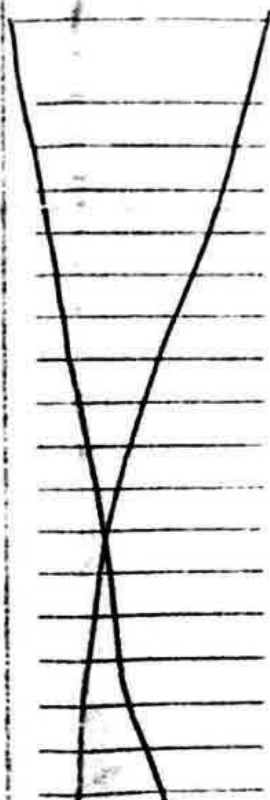
30.50	<u>+540</u>	+531
30.70	<u>+900</u>	+893
31.00	<u>+1000</u>	+983

270	<u>5</u>	20' max
UP	<u>10</u>	20' max

ALTITUDE SCALE ERROR

ALTITUDE: (feet)	ERROR [+/-]	TOL [VIB]	BER [AFTR]	FRCT [+/-]	TOL [+/-]	HYST [+/-]	TOL [+/-]
-1000	<u>+10</u>	20					
0	<u>0</u>	20			<u>tro</u>	30'	
500	<u>0</u>	20					
1000	<u>0</u>	20	<u>-40</u>	<u>0</u>	70'		
1500	<u>0</u>	25					
2000	<u>0</u>	30	<u>-50</u>	<u>0</u>	70'		
3000	<u>0</u>	30	<u>-50</u>	<u>0</u>	70'		
4000	<u>0</u>	35					
5000	<u>+10</u>		<u>-40</u>	<u>+10</u>	70'		
6000	<u>+20</u>	40					
8000	<u>+50</u>	60			<u>0</u>	75'	
10000	<u>+40</u>	80	<u>0</u>	<u>+40</u>	80'	<u>+10</u>	75'
12000	<u>+45</u>	90				<u>X</u>	75'
14000	<u>+50</u>	100				<u>X</u>	75'
15000	<u>+60</u>		<u>0</u>	<u>+60</u>	90'	<u>X</u>	75'
16000	<u>+85</u>	110					
18000	<u>+100</u>	120					

ALT ENCODER
(+/- 125')



BLIND ENCODER TEST		
ALTITUDE (feet)	READ	TOLERANCE (+/- 125')
-1000	<u>OK</u>	
0	<u>OK</u>	
500	<u>OK</u>	
1100	<u>OK</u>	
1300	<u>OK</u>	
1500	<u>OK</u>	
1800	<u>OK</u>	
2000	<u>OK</u>	
5000	<u>OK</u>	
2600	<u>OK</u>	
2700	<u>OK</u>	
3000	<u>OK</u>	
4000	<u>OK</u>	
6000	<u>OK</u>	
6800	<u>OK</u>	
8000	<u>OK</u>	
10000	<u>OK</u>	

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25			DATE 19 _____	REMARKS <small>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.</small>
Date	Bearing error <small>VOR 1 VOR 2</small>	Place		

CANNON AIRCRAFT INTERIORS
10108 32ND AVE W B-2 EVERETT, WA. 98204

OWNER: MARK BESOLA AIRCRAFT ; C-177
N1948B SER# 177RG60564 WO#000102
TACH:312.7
REMOVED: APPOLLO MODEL604TCA P/N 430-0166-000 S/N 34865
TTMORROW: LORAN C ANTENNA P/N 430-0035-00 MODEL A-16
S/N15986
TERRA COM TX-720 P/N 09000725-01 S/N 06682
TERRA NAV TN-200 S/N001295G
TERRA NAV INDICATOR TRI-NAVC P/N 0900-1100-10 S/N 00566
INSTALLED: GARMIN 430 NAV, COM, G/S, GPS. S/N 97103362
GA-56 GPS ANTENNA. S/N 59057378
JPI-EDM-700-4 S/N 14374 STCSA004325E
BACK UP ATTITUDE GYRO P/N RCA26AK-3 S/N 1100276
REPLACED OLD ADF RCVR WITH OVERHAULED KR85
(OLD P/N 066-1023-00, S/N18735). NEW P/N 066-1023-00
S/N 13474
INDICATOR: GA-106A S/N

SIGNATURE Myron K. Davis DATE 7-7-01
APP# 171374SIA

Cannon Aircraft Interiors
10108 32nd Ave W. Everett, WA 98204

Owner: Besola Aircraft: Cessna 177 N1948B Serial#177R60564
Tach:312.7. Remove old interior components: seats, side panels, Carpet. Etc. removed and replaced with refurbished or new components and materials. All materials meet or exceed FAR25.853.
Work Order 000102
1. Seats: Leather:Scapa LA7730 DL21502 Ref 12669
2. Side panels: Douglas Interior Products CD193 Columbia/Tahome
3. Headliner: Douglas Interior Products DEF403/09 Beige Ref. 090100 D/L14060-61
4. Carpet: Sandpiper: Rockport/Canyon Brown Roll 2716
5. Seatbelts: Beltmakers: M>O> 34151R rewebb 4 lap, 2 shoulder harness #360 & new end fittings Repair Station #YL3R002M
6. Sound Proofing: Ensolite: Keystone Bros.
7. Foam: Rex Pegg 441 & 451 DAX 55 Skrim Skandia W.0.59076-01
Comfer Foam-Skandia W.0.55221-00

Signature: Myron K. Davis Date 7-7-01
Print Name MYRON K. DAVIS License# 171374S

Installed replacement KX-155 nav/com -
Replaced damaged transponder with a
serviceable KT-76A, tested IAW FAR 43f
to C/W FAR 91.413. Replaced inoperative
TCI altitude encoder with a new ACK
model A30 - correlated altimeter to 20
ft, leak tested static system. All work
done in accordance with current FAA
regulations and is approved for return
to service.

A handwritten signature in black ink, appearing to be 'W. J. [unclear]', written over a horizontal line.

For Aerocenter Avionics FAA CRS

DDDD071V

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
VOR 1	VOR 2			19 ____	
8-22-02		Toch= 324.1	TAT= 2740.1		<p>Completed ANNUAL Inspection The Following electrical components replaced to to an overvoltage condition. Voltage Regulator P.N. DGR6, overvolt sensor PN C59301-0101. Capacitor P.N. TVA1315, over volt light P.N. \$25A-1, Gear meter select relay P.N. 150-905. Nose gear up and down limit switches. Rt main gear down limit switch. Both wing and tail nav light lamps. Tail beacon lamp. Landing and Taxi light lamps. Turn coordinator overhauled by midwest AC Inst see yellow tag w/o 22,333. Davtron 811 B overhauled by Davtron w/o 62808. RCA26AK-3 Horizon overhauled ^{Repaired} by kelley Inst. w/o 96683. EDM 700 Engine Analyzer repaired by J.P. Instruments. Garmin 430 exchanged by Garmin w/o . For other Radio repairs performed, see Aerocenter's entry ^{previous} following. Adjusted Aileron cable tensions and travels. Replaced Flap Follow up cable P.N. 9864050-200. Adjusted Flap cable Tensions and travels. Clw SEB95-3A by installing Flap roller washers. Replaced Stabilator bearings. Check cable tensions and travels. Replaced Rod end on stab trim tab. Adjusted Travel blocks on cables to obtain specs. Replaced bolts on Vert Fin forward spar to Fuselage mount. Replaced Rt. brake linings. Replaced 1 Nose wheel bearing & race Patch repaired Cowl nose door. Replaced clevis ends on Nose gear leg door rods. Adjusted Nose drag brace over center. Adjusted Nose gear uplock and downlock tensions</p>

SpanaFlight, Inc.
 16715 Meridian E. Bldg 11
 Puyallup, WA 98942
 (253) 848-2020

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
8-22-02	Tech= 324.1		Adjusted nose gear and main gear down limit switches. Installed spike suppressor diodes on motor and gear motor relay. Replaced 3 shanked bolts between belly skin and main gear trunion castings. Performed gear retraction test both normal and emergency. Repositioned load mounts on Lt lower and Rt upper engine mount points correctly. Sent Governor to AC prep for overhaul see yellow tag w/o 24580. Relocked propeller for correct dowel pin location. Safetied. Installed bottle springs for #2 to 4 inter-cyl baffles. Replaced exhaust clamp bolts and nuts. Installed new Bracket induction filter element. Replaced central vacume and vacume regulator filters. Bonded Pilots door seal back in place. Replaced both pilots and co-pilots door handles. Installed new shaft on Lt cabin door P.N. 1717056-2. Replaced fuel cap O-Rings. Cleaned corrosion from fuselage skin (above battery box) treated and primed. Riveted screen into belly vent duct. Rigged Lt fuel header tank drain cable. Clw FAR 91.207 by internal inspection and test of EIT. ok. Installed new EIT Antenna. Clw AD 87-20-03 R2 by inspection of seats & rails. Replaced seat roller guide washers. Clw AD 76-07-12 by ops test of ignition switch - ok. Aircraft test flown 2 times. all functions normal.				

Airborne

Air Filter Change Reminder

Changed at: 324.1 Hrs. Next Change: 824.1 Hrs.
 8-18-02 Date

16715 Meridian E.
 Puyallup, WA
 (253) 861-1111
 SpanaFlight, Inc

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

Continued next page

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
VOR 1	VOR 2			19	
8-22-02		Tach = 324.1			
<p style="font-size: small;">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 style="font-size: small;">I certify this aircraft has been inspected in accordance with a <u>Annual</u> inspection and was determined to be in airworthy condition.</p>					
<p style="font-size: small;">Signature: <u>Curtis Holtstrom</u> A & P No. <u>539607576 IA</u></p>					
11-20-03		Tach = 328.1 TAT = 2744.1			<p>Installed Factory overhauled engine S.N. L-21323-51A using New Load mounts and bolts. Engine mount removed. magnaFlux inspected by Northwest Prop W/O 16935. See S130-3. New Hoses Fabricated by PHT Inc Invoice # 542525 Engine mount and Baffles Powder Coated by Kens Powder coating. Installed New 8406R S.N. 9911a oil cooler sent exhaust system out for sand blast and weld repair of Lt muffler mount. Solder repaired throttle switch wire. Fabricated and installed an engine mount heat shield at Rt exhaust crossover area. Installed New downlock bumper pad P.N. 2043006-24. Adjusted Nose gear up and down overcenter tension. Adjusted up and down switches.</p> <p style="text-align: right;">Curtis Holtstrom, AP 539607576</p>
<p>SpanaFlight, Inc. 10715 Meridian E. Bldg. H Puyallup, WA 98373 (253) 848-2020</p>					

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
11-20-03 19	Tach = 328.1 Spanair Flight, Inc. 715 Meridian E. Bldg. II Puyallup WA 98373 (253) 848-2020		Replaced Fuel line P.N. 2000010-576 to inlet of Sediment bowl Removed 2 Nests from aircraft (in Lt elevator and under baggage floor) C/w FAR 91.267 by internal inspection and test of [redacted] Replaced batteries. New [redacted] Aug 03				JAMES AWIL ALGER AP 315620455
11-21-03 ^{rs}	Tach = 328.1 TAT = 2744.1		Completed Annual inspection. See the previous 2 entries for repairs as a result of this inspection. Insulated and secured landing light wires on front section of cowling. Replaced Pilot heat switch. Internally inspected Alternator. Cleaned slip rings. Brushes ok. Replaced 3 Cherry rivets on Lt Flap lower skin to spar. Replaced 3 rivets in spinner to front bulkhead. Replaced 1 J7444-14 Cowl Load mount for top cowl. Replaced broken clamp on parking brake housing. Replaced both Lt and Rt Cowl Flap mounts P.N. J14290-4. Replaced all O-Rings in Fuel Sediment bowl. Rebonded Lt cabin door seal. Installed P.N. 1205001-99 Category placard. Corrosion X treated a section of a section of Lt wing leading edge. Replaced Bracket induction Filter element. Repaired Bracket Frame housing by replacing Camlock etc.				

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

Continued Next page 7

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE 19 ____	REMARKS <small>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.</small>
Date	Bearing error	Place	Signature		
VOR 1	VOR 2				
Continued					C/W AD 7-20-03R by inspection of seats & Rails. C/W AD 76-07-12 by ops test of ignition switch ok.
Spanaflight, Inc. 76715 Meridian E. Bldg. H Puyallup, WA 98373 (253) 848-2020					Date <u>11-24-05</u> Total Aircraft Time <u>2199.1</u> I certify the aircraft has been inspected in accordance with a regular inspection and was determined to be in airworthy condition. Signature <u>[Signature]</u> <u>AD604242955</u> <u>FAA</u>
2-11-04		Tach = 330.9			Jacked A/C. Rerigged nose gear down proximity switch per manual. Swung gear several times. All normal. <u>[Signature]</u> <u>AD604242955</u>
4/15/05		TACH = 331.6 TAT = 2742.6			Annual Insp. Completed This Date. Cleaned & Packaged Wheel Bearings. Gear Swing w/ Emergency Ext. NORMAL. NLG TENSIONS NORMAL. TIGHTENED CO. PILOT MIC JACK. Serviced Battery & Cleaned Battery Box. Replaced One Cow Mount. Re-Camped Battery Cable. C/W FAR 71-207 (d). EXT. NOT DUE @ 4106, EXT BATT Exp 8/05. C/W AD 76-07-12 Switch. NEXT DUE @ 4131.6 TACH. C/W AD 76-07-03R

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT	
					HOURS	10THS		
10	Spans & Rods. next switch on panel		Due 4/00. Placarded				Interior LIGHT	
	SpanaFlight, Inc. 16715 Meridian E. Bldg. H Puyallup, WA 98373 (253) 848-2020		<p>Date 11/5/05 Total Aircraft Time 2245 hrs I certify this Aircraft has been inspected in accordance with FAR 91.409 inspection and was determined to be in airworthy condition.</p> <p>Signature [Signature] A & P No. [Signature]</p>					

N1948B



SpanaFlight

16715 MERIDIAN E BLDG. H
PUYALLUP, WA 98375
(253) 848-2020



Cessna
A Textron Company

October 10, 2008 TACH: 332.1 TAT: 2748.1

Completed an annual inspection this date. C/W SEB07-5R1 Cessna secondary seat stop. Installed kit SK210-174A per the E instructions. Updated weight and balance plus equipment list. Installed NLG cowl door bumpers. Corrosion X treated the wings and tail. Cleaned corrosion in battery box and replaced the aft clip doubler pieces. Replaced the Bracket induction air filter element. C/W AD 76-07-12 by an ops test, ok. C/W AD 87-20-03R2 by a visual inspection, ok. Removed Narco ELT M/N ELT 10, S/N 44301 for an expired battery. Placarded panel "ELT not installed". Per FAR 91.207 (F) (10). I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition

Signature [Signature]

A&P no 60428895 IA

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

SPENCER AIRCRAFT/AVIONICS FAA CRS BBUR017K
 16923-B Meridian East, Puyallup, WA 98375

This altimeter, altitude reporting system and static system have been tested in accordance with FAR 91.411 and found to meet the requirements of FAR 43 app. e. Pertinent details are on file at this repair station under w.o. # 9841 Date 10/16/08

Tach time 332.2 Altimeter tested to 20K

Encoder make ALK A-30 SN 78460

Inspected by [Signature]

LOG

REMARKS

ne" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - ed in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." rtificated mechanic, and his rating and certificate number must be shown.

SPENCER AIRCRAFT/AVIONICS FAA CRS BBUR017K
 16923-B Meridian East, Puyallup, WA 98375

This ATC transponder system has been tested in accordance with FAR 91.413 and was found to meet the requirements of FAR 43 app. f. Pertinent details are on file at this repair station under

W.O. # 9841 Date 10/16/08 tach 332.2

transponder make King Model KT-76A

serial number NA

Inspected by [Signature]

0-16-08 TACH 332.2 INST NEW ELT BATTERY (REPLACE DATE = OCT, 2010)
 C/W FAR 91-207 BY VISUAL INSP + OPS V. REMOVED PLACKARD,
 James A. Wenger AP 315620456

N1948B

*Entered in wrong
 log book see engine log*



SpanaFlight
 16705 103rd Ave. Ct. E.
 PUYALLUP, WA 98374
 (253) 848-2020



February 19, 2010 TACH: 332.4 TAT: 2748.4 TSN: 3803.55 TSMO: 4.3

Completed an annual inspection this date. Oil was not changed due to low time since last oil change. Removed, cut and inspected the filter, ok. Installed new CH48104-1. Cleaned, gapped and rotated plugs. Cleaned fuel injectors and screen. C/W AD 2008-14-07 by a visual inspection of injector lines and clamps. Checked mag timing. Compression tested cylinders 1-4 the results are as follows: 70, 73, 73 and 74. Wash and run, ok. I certify that this powerplant has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

Signature [Signature]

A&P no L09142957A

MEMORANDA

AOS

Date	
74-16006	N/A by AIRCRAFT S/N
75-07-02	c/w 5/8/75 AS PER PAR. "A" (SERV-3) AIR FILTER SEALS
74-24-13	c/w 5/8/75 AS PER PAR. "C" (UNITED ALTIMETER)
76-07-12	c/w (AT ENL 100 HRS) Bendix MAG switch check
78-09-07	c/w 10/21/80 AND EACH 500 HRS (Bendix impulse insp.)
79-08-03	c/w 1/17/80 cigar lighter disconnected
79-10-14	N/A by AIRCRAFT S/N
86-24-07	c/w BY INSTALLATION OF CASTLE NUTS & DRILLED BOLTS <i>Yang/Eberts</i> AP 333-44-8681 4-24-87
86-26-04	BY INSPECTION c/w BY INSPECTION, CLIP NOT ON HARNESS <i>Yang/Eberts</i> AP 333-44-9101 4-24-87
86-14-11	A FUEL SAMPLING IN P.O.P. 4-24-87
76-07-12	c/w BY OPERATIONAL INSP. <i>Yang/Eberts</i> AP 333-44-8681 4-24-87
88-12-12	c/w BY installation of hardware per GTC SA 2344CE
87-20-03	seat and imp c/w due every 100 hrs <i>Ken Hill</i>
76-07-12	switch checked due every 100 hrs <i>ITL 566990988</i>
87-20-03	3/17/92 TAC 238 Seat rail insp. due every 100 hrs. <i>R. Witt</i> AP 221732
76-07-12	3/17/92 TAC 238 Bendix mag switch check due 100 hrs. " "

