

#25<sup>th</sup> DEWARD! PLEASE RETURN.

R. MANTIN

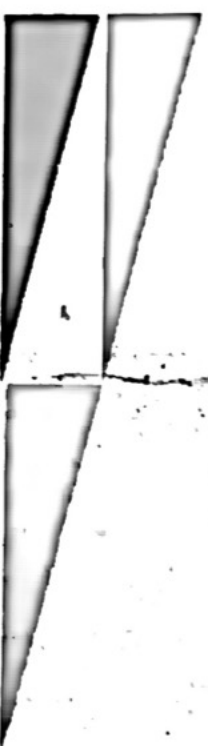
19 SEACREST DR

HUNT. N.Y.

11743

Cessna (516)

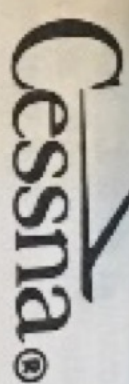
351-6131



# AIRCRAFT LOG AND MAINTENANCE RECORD

N 48738 SERIAL NO. 18200616

CLOSED 2/91



# AIRCRAFT LOG AND MAINTENANCE RECORD

1978

Record of Cessna R182 00616 N34873R  
Make Model Serial Certificate

With Engine Lycoming O-540-J3C5D L-20534-40A  
Make Model Serial

From 19 to 19

Detailing Time From Hours To Hours

Owner

Address



## DATE \_\_\_\_\_

1978

FLIGHT  
FROM

To

# NATURE OF FLIGHT

# DURATION OF FLIGHT

ACCUMULATED TOTAL FLYING TIME	
HOURS	IOTHS

## SIGNATURE OF PILOT

9111

High

Local

4837

20

2	0
---	---

OP Chervak

10.24

Feeling Better

3	7
---	---

168

Tom Lehrer

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



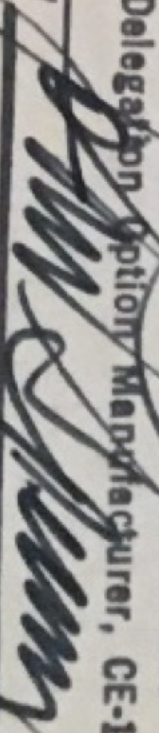
I have inspected this aircraft and found it to comply with FAR 21.183. All mandatory changes have been incorporated. The altimeter instrument was tested 8-2-78 to an altitude of 20 thousand feet and found to comply with Appendix E of Part 43. Automatic pressure altitude reporting equipment was tested and found to comply with Appendix E of Part 43, and calibrated 8-17-78 in compliance with FAR 91.36(b). The ATC transponder was tested and inspected 8-29-78 and found to comply with Appendix F of Part 43. The static pressure system was tested and inspected in accordance with FAR 91.170 and a Standard Airworthiness Certificate dated 10-17-78 was issued by me.

  
Executive Engineer

Cessna Aircraft Co., Pawnee Div.

Delegation Option Manufacturer, CE-1

By



John F. Speary



VOR Receiver operation checked in accordance with FAR 91.25

VOR Receiver operation checked in accordance with FAR 91.25

DATE

19 —

Enter here general data with reference to "Line" and "Period" and changes in propeller or engine — as outlined in the front of ALL DATA must bear the endorsement of a certificated mechanic.

Date \_\_\_\_\_

Bearing error	VOR 1	VOR 2
0.0	0.0	0.0
0.1	0.1	0.1
0.2	0.2	0.2
0.3	0.3	0.3
0.4	0.4	0.4
0.5	0.5	0.5
0.6	0.6	0.6
0.7	0.7	0.7
0.8	0.8	0.8
0.9	0.9	0.9
1.0	1.0	1.0
1.1	1.1	1.1
1.2	1.2	1.2
1.3	1.3	1.3
1.4	1.4	1.4
1.5	1.5	1.5
1.6	1.6	1.6
1.7	1.7	1.7
1.8	1.8	1.8
1.9	1.9	1.9
2.0	2.0	2.0
2.1	2.1	2.1
2.2	2.2	2.2
2.3	2.3	2.3
2.4	2.4	2.4
2.5	2.5	2.5
2.6	2.6	2.6
2.7	2.7	2.7
2.8	2.8	2.8
2.9	2.9	2.9
3.0	3.0	3.0
3.1	3.1	3.1
3.2	3.2	3.2
3.3	3.3	3.3
3.4	3.4	3.4
3.5	3.5	3.5
3.6	3.6	3.6
3.7	3.7	3.7
3.8	3.8	3.8
3.9	3.9	3.9
4.0	4.0	4.0
4.1	4.1	4.1
4.2	4.2	4.2
4.3	4.3	4.3
4.4	4.4	4.4
4.5	4.5	4.5
4.6	4.6	4.6
4.7	4.7	4.7
4.8	4.8	4.8
4.9	4.9	4.9
5.0	5.0	5.0
5.1	5.1	5.1
5.2	5.2	5.2
5.3	5.3	5.3
5.4	5.4	5.4
5.5	5.5	5.5
5.6	5.6	5.6
5.7	5.7	5.7
5.8	5.8	5.8
5.9	5.9	5.9
6.0	6.0	6.0
6.1	6.1	6.1
6.2	6.2	6.2
6.3	6.3	6.3
6.4	6.4	6.4
6.5	6.5	6.5
6.6	6.6	6.6
6.7	6.7	6.7
6.8	6.8	6.8
6.9	6.9	6.9
7.0	7.0	7.0
7.1	7.1	7.1
7.2	7.2	7.2
7.3	7.3	7.3
7.4	7.4	7.4
7.5	7.5	7.5
7.6	7.6	7.6
7.7	7.7	7.7
7.8	7.8	7.8
7.9	7.9	7.9
8.0	8.0	8.0
8.1	8.1	8.1
8.2	8.2	8.2
8.3	8.3	8.3
8.4	8.4	8.4
8.5	8.5	8.5
8.6	8.6	8.6
8.7	8.7	8.7
8.8	8.8	8.8
8.9	8.9	8.9
9.0	9.0	9.0
9.1	9.1	9.1
9.2	9.2	9.2
9.3	9.3	9.3
9.4	9.4	9.4
9.5	9.5	9.5
9.6	9.6	9.6
9.7	9.7	9.7
9.8	9.8	9.8
9.9	9.9	9.9
10.0	10.0	10.0

Place

Signature \_\_\_\_\_

Date 28

9/11/00

9

TEI

with no  
40

2041 1008 ✓  
Jas. R. Smith CEIAT 24483085

I have inspected this FAR 21.183. All manual altimeter instruments of 20 thousand feet Part 43. Automatic was tested and found and calibrated 8.1 The ATC transponder found to comply with pressure system was FAR 91.170 and a 10-17-78 was issued



# AIRCRAFT LOG

FLIGHT FROM

TO

NATURE OF FLIGHT

DURATION OF FLIGHT

ACCUMULATED TOTAL FLYING TIME

HOURS 10THS

SIGNATURE OF PILOT

24/79

THUVAL

INSPECTION OF AIRCRAFT

98 2

① COMPANY

WITH AD

# 78-18-06 (BENDIX MACHINES) & BENDIX

5/13 #

605 FOUND TO BE REPAIRABLE THE BENDIX 5/13 605

② SAVED A/E

& PERFORM REPAIRS ON CHECK AT

③ LIBERD

ALL FLIGHTS COVEREDS WHERE NECESSARY

④ TRIPS

ON ORDER FOR INST PANEL FIBER LIGHTS (NOT)

DATE TOTAL

98.2 TACH REWIND

CERTIFY THAT THIS

WAS BEEN INSPECTED IN ACCORDANCE

WITH AN

THUVAL INSPECTION

AND WAS DETERMINED TO BE

IN

ANWORTHY CONDITION

SEE BACK OF BOOK FOR R.I.D. COMP.

ELI DUE DUE 79

STATE CHECK DUE 8-80

78-18-06 98.2 I.A.



## AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19__	
June 11, 1980				202.5	
DATE	TOTAL TIME	TAGH RANGE			
I CERTIFY THAT THIS AIRCRAFT					
HAS BEEN INSPECTED IN ACCORDANCE					
WITH 100 HR. INSPECTION					
AND WAS DETERMINED TO BE IN					
GOOD CONDITION					
CONNECTION AIR SERVICE					
DANBURY AIRPORT					
CON. 06810					
CON. 292.7256					
June 11, 1980	202.5				
DATE	TOTAL TIME	TAGH RANGE			
I CERTIFY THAT THIS AIRCRAFT					
HAS BEEN INSPECTED IN ACCORDANCE					
WITH 100 HR. INSPECTION					
AND WAS DETERMINED TO BE IN					
GOOD CONDITION					
CONNECTION AIR SERVICE					
DANBURY AIRPORT					
CON. 06810					
CON. 292.7256					
June 11, 1980	202.5				
DATE	TOTAL TIME	TAGH RANGE			
I CERTIFY THAT THIS AIRCRAFT					
HAS BEEN INSPECTED IN ACCORDANCE					
WITH 100 HR. INSPECTION					
AND WAS DETERMINED TO BE IN					
GOOD CONDITION					
CONNECTION AIR SERVICE					
DANBURY AIRPORT					
CON. 06810					
CON. 292.7256					
June 11, 1980	202.5				
DATE	TOTAL TIME	TAGH RANGE			
I CERTIFY THAT THIS AIRCRAFT					
HAS BEEN INSPECTED IN ACCORDANCE					
WITH 100 HR. INSPECTION					
AND WAS DETERMINED TO BE IN					
GOOD CONDITION					
CONNECTION AIR SERVICE					
DANBURY AIRPORT					
CON. 06810					
CON. 292.7256					
June 11, 1980	202.5				
DATE	TOTAL TIME	TAGH RANGE			
I CERTIFY THAT THIS AIRCRAFT					
HAS BEEN INSPECTED IN ACCORDANCE					
WITH 100 HR. INSPECTION					
AND WAS DETERMINED TO BE IN					
GOOD CONDITION					
CONNECTION AIR SERVICE					
DANBURY AIRPORT					
CON. 06810					
CON. 292.7256					
June 11, 1980	202.5				
DATE	TOTAL TIME	TAGH RANGE			
I CERTIFY THAT THIS AIRCRAFT					
HAS BEEN INSPECTED IN ACCORDANCE					
WITH 100 HR. INSPECTION					
AND WAS DETERMINED TO BE IN					
GOOD CONDITION					
CONNECTION AIR SERVICE					
DANBURY AIRPORT					
CON. 06810					
CON. 292.7256					
June 11, 1980	202.5				
DATE	TOTAL TIME	TAGH RANGE			
I CERTIFY THAT THIS AIRCRAFT					
HAS BEEN INSPECTED IN ACCORDANCE					
WITH 100 HR. INSPECTION					
AND WAS DETERMINED TO BE IN					
GOOD CONDITION					
CONNECTION AIR SERVICE					
DANBURY AIRPORT					
CON. 06810					
CON. 292.7256					
June 11, 1980	202.5				
DATE	TOTAL TIME	TAGH RANGE			
I CERTIFY THAT THIS AIRCRAFT					
HAS BEEN INSPECTED IN ACCORDANCE					
WITH 100 HR. INSPECTION					
AND WAS DETERMINED TO BE IN					
GOOD CONDITION					
CONNECTION AIR SERVICE					
DANBURY AIRPORT					



[illegible]

19

To

**DURATION  
OF  
FLIGHT**

HOURS	10THS
-------	-------

11/26/81

A/c

TT 410 hrs.

Replaced

ALL

# NavigaTion

Light bulbs ✓

Replaced Taxi

Landing light.

Stall Group

At P 5056 7923

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



**Precisionaire Instrument, Inc.**

**245 West Montauk Highway**

**Lindenhurst, N.Y. 11757**

**516-226-3173**

**MAINTENANCE RELEASE**

The instrument identified on the reverse side was repaired and inspected in accordance with current regulations of the Federal Aviation Adm., and is approved for return to service. Details of the repair are on the file at this repair station under:

Order No ..... 2752

Date

12-10-81

Authorized Signature

W. B. Brown



# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25			DATE
Date	Bearing error	Place	Signature
	VOR 1	VOR 2	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 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.

12/15/81	ALT, and Tack, overhauled AT Precisionaire and	reinstalled by me at this date	
----------	--	--------------------------------	--

*M. J. Adams* 126545436

I CERTIFY THAT THE STATIC SYSTEM TESTS

REQUIRED BY FAR PART 91.170 HAS BEEN PERFORMED.

PILOT'S ALTIMETER HAS BEEN TESTED TO 14 FEET ON

CO-PILOT'S ALTIMETER 0 TO 14 FEET ON

SIGNATURE M. J. Adams

DATE (1/11/15/81)

CERTIFICATE NUMBER 126545436



# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
12/18/81	Tact Time	430.6 Hours	Completed 100 HR. INSPECTION AS PER MANUFACTURERS INSTRUCTIONS. SERVICED HYDRAULIC POWER PACK WITH Fluid, SERVICED Right & Left BRAKE RESERVOIRS WITH Fluid. Replaced NOSE wheel TIRE, Replaced VACUUM Relief FILTER, SERVICED AND CHARGED BATTERY, Re-fueled All wheel BEARINGS, Lubricated AIRPLANE and performed RETRACTION. ELT Removed for REPAIRS AND COCKPIT DISCARDED AS SO.				
12/18/81	430.6	140 HRS FOR REMOVAL	INSPECTION OK RETURN TO SERVICE				
	1A 652895	Thaddeus Hume					
	1800-181981						
I CERTIFY THAT THIS AIRPLANE HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR. INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.							
AUTHORIZED SIGNATURE					DATE 12/18/81		
Pilot: e. Hume					TOTAL TIME 430.6		

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 Bearing error Place Signature  
VOR 1 VOR 2

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 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.

1-27-82 Track 455.4

Reinstall Gov. in 793553 Look over #28207

For SENSEWICH Corp Propeller Repair Sta.  
3528 Remover Gov. Beuch check set R.P.M  
and install 203325994

Malcolm B. Walton

1-29-82 Track 465.4

Install Propeller in 795686 Look over #28223  
For SENSEWICH Corp Propeller Repair Sta #3528  
Lancaster Pa. 17604 203325994

Malcolm B. Walton



## 19

FLIGHT  
FROM

To

# NATURE OF FLIGHT

DURATION  
OF  
FLIGHT

[illegible]

HOURS

10THS

# SIGNATURE OF PILOT

22

1745

7.3

But

ACK CH

1766

7

[illegible]

21/11/19

五

547722

9 Dec

11/11/11

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1-21-08

After

150-17

20-6.0

119

[illegible]

	A.
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1

05 F1

10

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2

7/11/12

26719

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



# AIRCRAFT LOG

## 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.

VOR Receiver operation checked in accordance with FAR 91.25			DATE
Date	Bearing error	Place	Signature
VOR 1	VOR 2		

2-22-82 REPAIRED BROKEN PRIMER LINE. REPAIRED NOSE GEAR AND

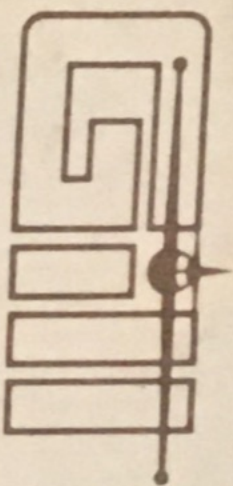
MICRO SWITCH WIRES. - END - *Kaufmann* AD53382378.

4/21/82 *Handled by Bobbie Puma. BSA #48794-1684 #156*  
*4/21/82 521 HRS. RIVETS - Bore UP Nose STRUT - CP. #156 718075*

4-28-82. CLEANED, LABELED AND INSPECTED LANDING GEAR FOUND TO BE AIRWORTHY  
 CONDITION, RESTRICTION CHECK OK CHECKED GEAR POWER BACK FLUID  
 LEVEL. - END - *Kaufmann* AD53382378

CERTIFY THAT THIS AIRCRAFT TRCH. 830 HRS CONSTRUCTED 2 EN 2N 3053  
 HAS BEEN INSPECTED IN ACCORDANCE TT. 530 HRS. TRANSISTORS. POWER LIGHT BUCK,  
 WITH A 100 HRS. INSPECTION AND CONNECTED (1) 4896 LANDING LIGHT BUCK,  
 WAS DETERMINED TO BE IN AIRWORTHY POWER PLANT CONTROLS.  
 CONDITION  
 AUTHORIZED SIGNATURE *[Signature]*  
 CERTIFICATE NO. 626690  
 DATE 4/24/82 TOTAL TIME





AIRCRAFT  
BATTERY WARRANTY  
AND  
ADJUSTMENT AGREEMENT

BATTERY TYPE

7512-9M

THU: 600

Mo.

Uncond./Pro Rate

Date of Sale

Battery Date Code

6/22/82

PS6-9,11 3/24

CUSTOMER NAME

BOB MAUTIN

All Others 3/12

ADDRESS

20 MASSACHUSETTS TRL.

CITY, STATE, ZIP

PERDUE Airport - TAMMINGTON NY

TYPE & MODEL OF PLANE

C172R/15 SKYHAWK N4873R 11735

LIMITED WARRANTY  
To Receive Warranty Place Warranty/

The battery described on this Limited Warranty form purchase for the applicable warranty period shown o workmanship and material and against failure, except abuse, neglect, breakage or freezing. This warranty does n age or injury, batteries that need re-charging only, nor re Should this battery fail to hold a charge within 90 day option, will be repaired or replaced free of charge. Sh charge after 90 days, but within the warranty period Seller's option, will be repaired or replaced for a pr useful service life of the battery, computed as follows:

The current list price of a new replacement total months of warranty shown on this form service charge. The number of months of usefu the monthly service charge, determines the tota

Installation may be an extra charge and is not include and pro rata service adjustment agreement does not ap recommended by the factory has been used; if the ma been destroyed, or if a battery is used of an electrical by the aircraft manufacturer.

This warranty and adjustment agreement constitutes the one Battery Products and the Purchaser, and there are standings regarding the subject matter hereof. Alteratio will render same void and of no effect.

TELEDYNE BATTERY PRODUCTS REDLANDS.



SIGNATURE OF  
PILOT

Stueck 718075

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



# AIRCRAFT LOG

## REMARKS

Insert here general data with reference to "Line" and "Periodic" inspections - Fligging 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

18

7/5/52

Doc 616

I CERTIFY THAT THIS Discrepancy

HAS BEEN INSPECTED IN ACCORDANCE

WITH A 100 hour INSPECTION AND

WAS DETERMINED TO BE IN AIRWORTHY T.T.

CONDITION

AUTHORIZED SIGNATURE Al Chabon

CERTIFICATE NO. AP 6521060

DATE 7-23-52 TOTAL TIME

Replaced Right main Tire. Repacked

Inner and outer wheel bearings, new ret

main & nose tires installed new MC 15x6.00x6 Tire

James R. Day AP 649327807

Apply hydraulic fluid to

630 Brake master cylinders and

630 Brake master hydraulic system

Repacked missing or damaged screws

cleared and lubricated ECAPS - 20350

ALL FLIGHT CONTROLS

T.T. 630 Jacked off, cleaned and rebed landing gear, performed

landing gear retraction, \_\_\_\_\_

End

7/10/52

AP 65349345

AP 65349345

AP 65349345

AP 65349345

AP 65349345



# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
8-23-82	677	Replaced left main tire	15X 6.00-6 Tires	Replaced inner and outer wheel bearings	Install	Reaco pads	Turner
10/27/82	Tacked up and lubed	Performed rear retraction	Checked OK	Checked hydraulic reservoir OK	Cleaned, inspected	End	Tracy L. Smith
			Hubb and 4 parts of flight components	10000 ops	30000 ops	30000 ops	30000 ops
<p>I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p>AUTHORIZED SIGNATURE: <i>[Signature]</i></p> <p>CERTIFICATE NO. 711073</p> <p>DATE 10/27/82 TOTAL TIME 730</p> <p>730</p>							

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



# REMARKS

Remarks must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.

177444: 756

CHANGED ALL BRAKE PUCKS

SEA #489 - 718075

I CERTIFY THAT THIS AIRCRAFT

HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

AUTHORIZED SIGNATURE for R. Lee

CERTIFICATE NO. 64327807

DATE 12/23/82 TOTAL TIME 812

Inspected as per checklist. Labeled Flaps and all controls. Serv. Battery and Tires

CHANGED BATTERY - REMOVED: P312-9M (GIVE

INSTALLED: CB2411M (GIVE

Total Time

812.0

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH 14 CFR PART 43, SECTION 119, AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

Autumn

INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

GERMAN DEL VALLE

IA 447580481

German Del Valle

See back of the book

for A.D.C.W. -



## 19

[illegible]

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



# AIRCRAFT LOG *N4823R*

VOR Receiver operation checked  
in accordance with FAR 91.25

Date	Bearing error	Place	Signature
VOR 1	VOR 2		

DATE  
18 \_\_\_\_

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, "INSTRUCTION - USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.

## REMARKS

7-8-83

TACH. 9836  
TIT. 983.6

CHANGED R&L MAIN TIRES 15 X 6.00-6  
(2) NEW MECAENAY TIRES.

CHANGED R&L BRAKE LININGS (8) EA-#487.

CHANGED R&L USED BRAKE ASSY GUIDES & PINS.

CHANGED & LUBED WHEEL BEARINGS & AXLES.

W. Wood 718075 *OSK* 676146

8-26-83

TACH 10176

Transformor Gear K13 Inspection  
Tiret appear all back ok.

PERTINENT DETAILS OF THIS REPAIR ON FILE

UNDER SERVICE ORDER

*452*

SEECROFT EAST INC. APPROVED REPAIR STATION #11-39

AUTHORIZED SIGNATURE

*[Signature]*



FROM

TO

AIRCRAFT

LOG

CERTIFY THAT THIS Propeller  
HAS BEEN INSPECTED IN ACCORDANCE  
WITH A 100 hr INSPECTION AND  
WAS DETERMINED TO BE IN AIRWORTHY  
CONDITION.

AUTHORIZED SIGNATURE

CERTIFICATE NO.

DATE 8-26-83 TOTAL TIME 10120

NATURE OF  
FLIGHT

DURATION  
OF  
FLIGHT

ACCUMULATED  
TOTAL  
FLYING TIME  
HOURS 10THS

SIGNATURE OF  
PILOT

Completed a  
FAAR Prot 43.  
Filter. Replaced  
Pot + Insulator Light  
Replaced Ribbon Cable for Mike Yoke Button  
+ map light. Service ok now.  
Label control - OK. to  
Food -

12/8/83  
INSTALLED Pico's SHOULDER HARNESSES 11/13/81A RTR  
11/14/81 1066  
11/15 2199-3 - OPERATION OK -  
1066



VOR Receiver operation checked  
In accordance with FAR 91.25

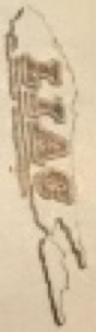
DATE  
12/83

Enter here general data with reference to "Line" and "Periodic" inspections - Riggings 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

12/15/83  
Transponder 15483

ALTITUDE



**LONG ISLAND AVIONICS CORP.**  
LONG ISLAND MACARTHUR AIRPORT  
FAA Approved Repair Station 111-129

The ATC transponder(s) tests and inspections required by FAR 91.177 were performed this date, and found to comply with FAR 43, appn. F.

Reg. No. 14873A s/n 18769

No 1 make/model MC RT 359A s/n

No 2 make/model s/n

Details of this inspection are on file at this repair station under

work order No. 12/1531

Date 12/15/83 Authorized signature

CERTIFY THAT THE STATIC SYSTEM TESTS

REQUIRED BY FAR PART 91.170 HAS BEEN PERFORMED,

PILOT'S ALTITUDE HAS BEEN TESTED TO 20,000 FEET ON 12-15-8

CO-PILOT'S ALTITUDE HAS BEEN TESTED TO FEET ON

SIGNATURE Patrick E. Bullock

DATE OF STATIC SYSTEM TEST 12-16-83

CERTIFICATE NUMBER TCC 646378



# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
12/16/83	Tech Time	1066 hrs.	Completed 100% inspection, agreed inspected structural, performed advised times with air, appeared 83-22-6 by inspection of runway ALL TADS check THROU 83-23. I CERTIFY THAT THIS <u>airframe</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100%</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. AUTHORIZED SIGNATURE <u>[Signature]</u> CERTIFICATE NO. <u>665463</u> DATE <u>12/16/83</u> TOTAL TIME <u>1066</u> hrs., <u>[Signature]</u> CERTIFICATE NO. <u>1A657895</u> DATE <u>12/16/83</u> TOTAL TIME <u>1066</u> hrs. FLIGHT WAS OK FOR STAND.				

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

2485232

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.

6/19/84

TIME

1106:1 hrs

Relined 4th & 1st Brakes & Repacked wheel Bearings.

Robert Henry NRP 115485234

7/05/84

TIME

1117.0 hrs

Replaced 4th Air Light Bulb, Serviced Battery, Serviced Tires & checked All lights.

Robert Henry NRP 115485234

8/27/84

TIME

1144.0

Replaced 4th & 4th Brakes, Disc's & main tires,

Replaced Nose wheel tire & Repacked wheel Bearings

Robert Henry NRP 115485234

11/8/84

Recharged & Replaced Battery with Gill G-243.

Robert Henry NRP 115485234



FROM

FLIGHT

FLIGHT

HOURS

SIGNATURE OF  
PILOT

# LONG ISLAND AVIONICS CORP.

LONG ISLAND MACARTHUR AIRPORT

FAA Approved Repair Station 111-129

The ATC transponder(s) tests and inspections required by FAR 91.177 were performed this date, and found to comply with FAR 43, appn. F.

Reg. No. N4873RNo 1 make/model ARC RT359A s/n 18769No 2 make/model                      s/n                     

Details of this inspection are on file at this repair station under

work order No. 122045Date DEC 29 84 Authorized signature [Signature]

N4873R

DEC. 19,

Installed S-TEC System 60-2 autop with Automatic trim, King HSI sys KCS0055A, in place of original AU PILOT DG system. See 337 this dat Altitimeter and encoder certified by CRS 111-111 on w/o 5079 & 5080. system checked per far 43 'E' a. [Signature]

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



# AIRCRAFT LOG *448732*

VOR Receiver operation checked  
in accordance with FAR 91.25

Date	Bearing error	Place	Signature
	VOR 1 VOR 2		

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 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.

*12/20/84* *TRCH TIME* *1189.0 HRS.*

I CERTIFY THAT THIS AIRFRAME  
HAS BEEN INSPECTED IN ACCORDANCE  
WITH A ANNUAL INSPECTION AND  
WAS DETERMINED TO BE IN AIRWORTHY  
CONDITION.

AUTHORIZED SIGNATURE

CERTIFICATE NO. IA 115485734

DATE 12/20/84 TOTAL TIME 1189.0

FLIGHTDAYS OF LONG ISLAND







# AIRCRAFT LOG

44823R

VOR Receiver operation checked  
in accordance with FAR 91.25

Date Bearing error Place Signature  
VOR 1 VOR 2

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 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.

4-28-86 Tach 1348.4

REPLACED VACUUM REG + INSTRUMENT AIR FILTERS. REPLACED

RIGHT BRAKE LUNGS SERVICED WITH R BEARINGS, TIRES,

BRAKE RESERVOIR, HYDRAULIC POWER PACK, + BATTERY.

UNBED FLIGHT CONTROLS + CARBURETOR. RETENTION

CHECK OK. THE AD'S CHECKED AND FOR COMPLETED WITH

THEN 86-08 M. - END. Paul J. J. 44823R

910682

I CERTIFY THAT THIS AIRCRAFT AND/OR ENGINE HAS BEEN  
INSPECTED IN ACCORDANCE WITH A 100 Hrs.  
INSPECTION AND DETERMINED TO BE IN AIRWORTHY  
CONDITION.

I CERTIFY THAT THIS AIRCRAFT AND/OR ENGINE HAS BEEN  
INSPECTED IN ACCORDANCE WITH A 100 Hrs.  
INSPECTION AND DETERMINED TO BE IN AIRWORTHY  
CONDITION.

AUTH. SIG.

*Paul J. J.*

AUTH. SIG.

*Paul J. J.*

CERT. NO.

44823R

CERT. NO.

44823R

DATE

4-28-86

T.T.

1348.4

DATE

4-28-86

T.T.

1348.4



# MAINTENANCE RELEASE

020C-1CL-915

ACCUMULATED  
TOTAL  
FLYING TIME

SIGNATURE OF  
PILOT

HOURS 10THS

The AIC Transponder tests and inspections required by FAR 91.177 were performed this date and found to comply with FAR 43 Appendix F  
Make-Model RT-359A Date 4-8-87  
W.O. # 0174 S/N 15769  
FAA Certified Repair Station #111-147 ISLP AVIONICS, INC.  
LI MacArthur Airport Rockonkoma, NY 11779  
Signature [Signature]

04-14-87

1437.9 T.T. Performed

End

D Guide AS on aid. Lubed all controls & serviced BATTERY. R/R  
R/H max. CITE WITH new P/N A7512-24 R/R BOTH main lines with new P/N  
15X600-6 C PR. S/S R/H on 6248A00172 OFF 33411440 S/S R/H on 6247A00  
OFF 33341361. Rebraced Brakes P/N 66-87 Pads P/N 105-2 RIVETS.  
R/R main & N/S Hub caps with new. C/A FAR 91.171 Recertification  
of ALTIMETERS & Encoder. Reinstalled ALTIMETER & Encoder + static  
system (ad) for service. C/A A.D. # 86-24-07  
Ign. Switch C/A AB80-25-07 R, old decoder. Checked on C/A all

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



# AIRCRAFT LOG

## REMARKS

VOR Receiver operation checked  
in accordance with FAR 91.25

DATE

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.

UP & Tick 86-24-07.

Reference w/o # 1542 Feasibly A/c service

MAC RETLUE A/P N.Y.

I CERTIFY THAT THIS AIRCRAFT AND/OR ENGINE HAS BEEN  
INSPECTED IN ACCORDANCE WITH A 100 HRS.  
INSPECTION AND DETERMINED TO BE IN AIRWORTHY  
CONDITION.

I CERTIFY THAT THIS AIRCRAFT AND/OR ENGINE HAS BEEN  
INSPECTED IN ACCORDANCE WITH A 100 HRS.  
INSPECTION AND DETERMINED TO BE IN AIRWORTHY  
CONDITION.

AUTH. SIG.

*[Signature]*

AUTH. SIG.

*[Signature]*

CERT. NO.

PA 148545571

CERT. NO.

PA 1154857347A

DATE 04/14/87

11 1487.9

DATE

4/14/87

11 1487.9



# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
4/4/88	PT 1533	Performed	100 hr inspection. Wheels cleaned, inspected, and outer grease felt seal installed. Also that pressure valve core in right main wheel released landing gear and performed retraction and emergency extension check. Replaced actuator arm on landing gear warning horn micro switch (P/N 523272) and checked as per Cessna service manual. Checked all lights and electrical system. Serviced battery. Replaced ELT battery. <b>NEXT DUE JAN 1990.</b> Checked all controls and tested as required. Removed all inspection panels and inspected airframe structure, wiring, fuel tanks etc... Installed Avionics only placards and fuel octane/quantity placards on both wings. By future cap ground run procedures and checked all systems are clear OK. All AD's completed w/td to this date.				

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



VOR Receiver operation checked  
in accordance with FAR 91.25

# AIRCRAFT LOG

44873R

## 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  
19 88

Total Aircraft Time

1535 I certify this

check 72-3-3R3 FCNR

Date 4/4/88

has been inspected in accordance with a 100hr

system check, check 76-7-12

inspection and was determined to be in airworthy condition.

OK 87-6-9 Mech. products

Signature

Eric Anderson

A & P No. 005701350

circulate Breakears w/ABR

MID ISLAND AIR SERVICE, INC.

MANUFACTURE. 85-23-7 KNOT AUTO

(516) 588-5400

check w/ABR MANUFACTURE, 86-5-12 LIMITED

85-5. OK REPAIRS TO SEELIET. FC WTD

HEA 87-20-3R1 SEATS TEAK.

1533

I certify this

COLLECTS-ETC. ACC. RAE

Date 4/4/88 Total Aircraft Time

OK NEXT CHECK COO

has been inspected in accordance with a ANAC

HEA 87-16-33 TAIL

inspection and was determined to be in airworthy condition.

TCM 87-16-33 TAIL

Signature Eric Anderson 4/4/88

652885

A & P No. 1A652895

MID ISLAND AIR SERVICE, INC.

(516) 588-5400



# MAINTENANCE RELEASE

516-737-3020

Precisionaire Instrument, Inc.

30A Remington Boulevard  
Ronkonkoma, N.Y. 11776

DATE	19 <u>89</u>
FLIGHT FROM	



**ISLIP AVIONICS CORP.**  
LONG ISLAND MACARTHUR AIRPORT  
FAA Approved Repair Station 111-147

The ATC Transponder tests and inspections required by FAR 91.172 were performed this date and found to comply with FAR 43 Appendix F.

Registration # 1487312

No 1 make/model ALC-359A s/n 18769

No 2 make/model — s/n —

Details of this inspection are on file at this repair station under work order No. 1351

Date 3/10/89

Authorized Signature [Signature]

I certify that the state has received by F.A.R. 91.171

been performed in accordance with

Appendix E.

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



# AIRCRAFT LOG *44873R*

VOR Receiver operation checked  
in accordance with FAR 91.25

Date	Bearing error	Place	Signature
<i>89</i>	VOR 1	VOR 2	

DATE  
*89*  
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 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.

I certify that the static test required by F.A.R. 91.171 has

been performed in accordance with F.A.R. 43 Appendix E.

*John A. Coluccio*  
Signature *1136261618* *3-15-89*  
ASP # Date



**MID ISLAND AIR SERVICE**

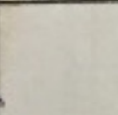
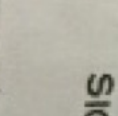
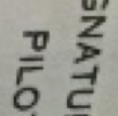
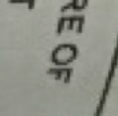
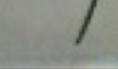
**L.I. MacArthur Airport**  
**Ronkonkoma, New York 11779**  
**Phone: (516) 737-2020**

**Aircraft Registration No.** N4873R  
**Tach** 1643.5 **Aircraft Serial No.** R18200616  
**Time** 1643.5  
**Date** March 15, 1989

**AIRFRAME: MAINTENANCE LOG SUPPLEMENT**

Performed 100 hour inspection in accordance with manufacturers instructions. Serviced tires, brakes and gear reservoir and replaced Gill G243 battery. Lubed landing gear, repacked all wheel bearings, lubed cables, pulleys, controls and hinges. Replaced left and right main tires, P/N 15x6x6 ply B.F. Goodrich, both tubes 15x6 and brake discs P/N 164-90. Replace all brake linings. Replace post light rheostats, P/N S2091-8. Check AD's 72-03-03R3 flap track system for wear, lubed, checks okay, next check 100 hours 1743. Check 87-20-03R1 seats, tracks, according to AD, okay, next 1743. Check 76-07-12 ignition switch, ok on run up. Next 1743. Check Service Bulletin 001 Aeroquip red zip metal cover, flex hoses. N/A none installed. Checked Signed [Signature] Certificate No. 896547960

all AD's thru 89-4, Okay return to service.

SIGNED		SIGNATURE OF PILOT
DATE	THS	
3/15/89	TACH. 1643.5	
TOTAL TIME 1643.5		
4-11-89 S.C. check		
THRU 88-4		
CHECK ETC. N20		
S. E. R. L. L. C. A. R. R. A. N. C. E.		
C. A. R. R. A. N. C. E.		
THRU 88-4		
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N 4873R

# PRECISIONAIRE INSTRUMENT, INC. ALTIMETER FINAL TEST REPORT

CUSTOMER Mid Island Mc MFGR. United  
PART NO. 5934 SERIAL NO. N5135  
W.O. NO. 10004 DATE: 3-10-89 ☐ OHL ☐ REPAIR ☒ TEST

This Altimeter Complies With FAA Regulations, Part 43, Appendix "E".

## Scale Error

ALT. (FT.)	TOL. (FT) + -
-1000	0 20
0	0 20
500	0 20
1000	0 20
1500	0 25
2000	-20 30
3000	-20 30
4000	-20 35
6000	-30 40
8000	-30 60
10000	-20 80
12000	-10 90
14000	-10 100
16000	-10 110
18000	-10 120
20000	-10 130
22000	-10 140
26000	X 155
30000	X 180
35000	X 205
40000	X 230
45000	X 255
50000	X 280

## Friction

ALT. (FT.)	TOL. (FT.)
1000	30 70
2000	30 70
3000	30 70
5000	30 70
10000	30 80
15000	31 90
20000	35 100
25000	X 140
30000	X 140
35000	X 160
40000	X 180
50000	X 250

## BARO. SCALE ERROR

IN. HG.	ALT. (FT.)
28.10	1720 -1727
28.50	1330 -1340
29.00	860 -863
29.50	380 -392
29.92	0 0
30.50	520 531
30.90	895 893
30.99	975 974

REMARKS: \_\_\_\_\_

## HYSTERESIS

MAX. ALT.	ERROR	TOL.
50%	30	75 ft.
40%	20	75 ft.

## AFTER EFFECT

OK 30 ft.

Precisionaire Instrument, Inc.  
30A Remington Boulevard  
Ronkonkoma, N.Y. 11779  
516-737-3020

## CASE LEAK

OK 100'/max.

FAA CERTIFIED REPAIR STATION NO. 111-111

MECHANICS SIGNATURE

INSPECTOR'S SIGNATURE



# AIRCRAFT LOG *4481*

VOR Receiver operation checked  
in accordance with FAR 91.25

Date	Bearing error	Place	Signature
<i>89</i>	VOR 1	VOR 2	

DATE

*19 89*

## REMARKS

Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSPECTION". ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be entered.

Date *3/15/89* Total Aircraft Time *1643.5* I certify that

*AVIATION* has been inspected in accordance with a *AVIATION*

Inspection and was determined to be in airworthy condition.

Signature *Heebuck Hueter* A & P No. *6528951A*

MID ISLAND AIR SERVICE, INC.



# MEMORANDA

Date	AD NO.	
9/24/79	79-18-06	elw 7413 DATE PER BENDIX 5/8 # 605 FOUND TO BE <del>UNRELIABLE</del> ACCORDING TO 5/8 605 <del>1543444</del> 1543444 IT
4/12/81	SE 81-13	Fuel Lines elw
4/17/81	SE 81-18A	Access opening Seal elw
2/8/82	AD 81-21-05	- ACTR BATT. PARE OK PER JW <del>11/11/82</del>
4/15/83	AD 83-10-03	- FLEW. Counter Yoke Jamming NA PER A/C NO. 10. <del>11/11/83</del>
11/1/83	AD 83-17-06	ROBERTSON STC. NA PER NO ENTRY IN LOGS. <del>11/11/83</del>
5-19-92	AD 76-07-12	Bendix magnet switch not applicable by white identification mark and data <del>11/11/83</del>



# MEMORANDA

Date

4-16-90

Tach & TAT 1714.9 Arrived insp. completed this date Installed SR 182-86 fuel amp K.F.  
 Repaired leaks in both fuel cells repaired insp stall warning. Repaired windshield wscr. Set wdrup  
 elevator cable tensions. Repaired C/H 12AS sandtrails. Serviced brake's hyd assembly. Repaired ECT  
 fueling - next due 3-92. Fuel check OK. Repaired C/H elum. gnd cable & fan static discharge on  
 R/H elum. C/H AD 76-07-12 Bendix switch - next due @ 1814. C/H AD 87-20-03 R1 sand's roller  
 insp - next due 4-91. Refer to a/c 13208.

## GIBBS SERVICE CENTER

Annual Due.....4-91

100 Hr. Insp. Due.....1814

ELT. Battery Due.....3-92

ALT. Check Due.....3-91

Trans. Check Due.....3-91

## GIBBS SERVICE CENTER

MONTGOMERY FIELD, SAN DIEGO, CA 92123

REPAIR STATION VT30031

I CERTIFY THAT THIS Aircraft..... HAS BEEN

INSPECTED ON 4-16-90..... IN ACCORDANCE WITH

OF AIRCRAFT..... INSPECTION AND WAS DETERMINED TO

BE IN AIRWORTHY CONDITION.

T. T. 1714.9..... /SMCH.....

GIBBS/TACH 1714.9.....

*[Signature]*  
 SIGNATURE

3  
 INSP



# MEMORANDA

Date

7/1/82

10/11/83

BRADY SP 615 OK PRE PK 640 or Physioner

SR 83-18 Anson Hiner OK PRE 1150-1450.

83-17-6 ROBERTSON STOK. TACH. 1066. Fuel with 652895

83-22-6 ALLECON HINOT PIN. TACH. 1066 Fuel with 652895

72-3-3R3 100 power ac FEAL SYSTEM TAKE SCAR. viscacok 4/9/88 TACH 1583

83-13-1 IMPACHER FUEC AP SERCINE. n/a ABOVE S/N 0583. Fuel with 652895

84-10-1 BLADDER FUEC SERCIS n/a ABOVE S/N 0583 Fuel with 652895

86-26-4 SHOOLER HARENS n/a RE 182. 652895 4/4/88 TACH 153

76-7-12 100 power ac ISNITION SCAR. OPERATION OK ON REUNION TACH 153

87-6-9 MCH. PROPCS CIRCUIT BATTERY n/a BY MANUFACTURE

86-5-1 WHITE ALTIMETER n/a BY S/N 5934 S/N 6185

87-20-3R1 SCARS, ROCKETS TEAKS ETC. OK THIS DATE. 4/4/88 TACH 153

Freeled 652895 MID SCAN. ACC CHECK TACH 88-6.

88001 ACCQUI METAL FLEX HOST. n/a MONET INSTALLED 3/9/89 TACH 1645

AD 87-20-63 DUE EACH 12 MONTHS





OITIO INSTRUMENT SERVICE, INC.

ONTARIO INTERNATIONAL AIRPORT

ONTARIO, CALIFORNIA 91761

FAA Approved Repair Station # 4005

Class 1, 2, 3 & 4

Manufacturer

KING

Component or Instrument

Directional Gyro

Part No.

060-0015-00

Serial No.

21948

Alternate No.

KC-102A

☒ Overhaul

☐ Repair

☐ Func. Test

☐ Calibrate

The aircraft appliance identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this agency under work order no. 243019

Authorized Signature

Date

2/21/91

SERVICEABLE



1-18-91 Tach. 1780.8 hrs. Installed a new flap limit switches  
Pn. S1906-2. Adjusted flap up limit switch. work order number 13671

2-21-91

Remove +

SN 21948.

OTTO Inst.

GIBBS SERVICE CENTER  
MONTGOMERY FIELD, CA 92123  
FAA APPROVED REPAIR STATION V1220211

Dyle Richards  
SIGNATURE



OTTO INSTRUMENT SERVICE, INC.  
ONTARIO INTERNATIONAL AIRPORT  
ONTARIO, CALIFORNIA 91761

FAA Approved Repair Station # 4005

Class 1, 2, 3 & 4

Manufacturer	KING	Component or Instrument	Directional Gyro
Part No.	060-0015-00	Serial No.	21948
Alternate No.	KG-102A		

☒ Overhaul    ☐ Repair    ☐ Func. Test    ☐ Calibrate

The aircraft appliance identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this agency under work order no. 243019

[Signature]  
Authorized Signature

2/21/91  
Date

SERVICEABLE