

Cessna<sup>®</sup>



# AIRCRAFT LOG

## AND MAINTENANCE RECORD

N 736NN SERIAL NO. R1722659

ARTEX AIRCRAFT SUPPLIES, INC.  
ARTEX 24350 S. Skyline Dr. Sandy, OR 97053  
(503)266-3959 800-547-6903

LOG BOOK ENTRY Bo 4/29/88

E.L.T. BATTERY  
REPLACEMENT DATE JAN 90

Cessna®

## AIRCRAFT LOG AND MAINTENANCE RECORD

Record of Cessna R122K R1222659 N736NN  
Make Model Serial Certificate

With Engine Continental TD-360-K1 355692  
Make Model Serial  
240058-R

From \_\_\_\_\_ 19\_\_\_\_ to \_\_\_\_\_ 19\_\_\_\_

Detailing Time From \_\_\_\_\_ Hours To \_\_\_\_\_ Hours

Owner \_\_\_\_\_

Address \_\_\_\_\_



## AIRCRAFT LOG

[illegible]

## AIRCRAFT LOG

[illegible]



## AIRCRAFT LOG

[illegible]



# AIRCRAFT LOG

| VOR Receiver operation checked<br>in accordance with FAR 91.25 |                              |       |           | DATE    | REMARKS  |
|--|------------------------------|-------|-----------|---------|--|
| Date   | Bearing error<br>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.  |
| 6-15-78  |                              | TACH  |           |         | TOTAL TIME 185.0 HOURS<br>CHANGED SE78-19 FOR COMPLIANCE FOUND N/A THIS A/C. REFINISHED ENGINE MOUNT AS PER SE78-27. REPLACED COWL FLAP HINGE ASSY. REPAIRED LANDING LIGHT WIRING HARNESS.<br>AIRFRAME - <del>Jacked aircraft, removed wheels, greased bearings and gear, checked brakes, checked retraction and emergency extension.</del> Checked electrical system and battery. Checked all controls and oiled as needed. Removed all inspection plates and checked structure. Checked cockpit belts, lights and instrument operation.<br>I CERTIFY THAT THIS AIRCRAFT <del>ENGINE</del> HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION AND WAS DETERMINED TO BE IN AN AIR-<br><div style="text-align: right; margin-top: 10px;">MAINTENANCE DEPT.<br/>MESABA AVIATION<br/>DIV. OF HALVORSON<br/>GRAND RAPIDS, MINNESOTA<br/><i>[Signature]</i> AIP1812564</div> |
| 6-15-78  |                              | T/A   |           |         | 185.0 HRS. I CERTIFY THAT THIS AIRCRAFT <del>ENGINE</del> HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AN AIR-<br>WORTHY CONDITION.<br><div style="text-align: right; margin-top: 10px;"><i>[Signature]</i><br/>AIP1003804/A.</div>   |



## AIRCRAFT LOG

[illegible]

## AIRCRAFT LOG

| VOR Receiver operation checked<br>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 -<br>and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK."<br>ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown. |  |         |  |  |  |  |  |  |  |
| VOR 1  | VOR 2          |                |                                       | 10 | <u>79</u> |   |  |         |  |  |  |  |  |  |  |
| 5-15-79  | TACH 302.1 HR. | HOBBS 00.0 MI. | AND ELT P/N C589511-118.              |    |           | INSTALLED FIRE EXTINGUISHER, HOURMETER<br>+ BALANCE FOR REVISION. WHEEL FAIRINGS<br>PREVIOUSLY INSTALLED - INT. + BAL. REVISED TO<br>REFLECT SAME. HOURMETER READS 00.0 HRS<br>AT TAN TIME.<br><i>Thom A. Dean AP474644739</i>  |  |         |  |  |  |  |  |  |  |
| 5-14-79  | TACH 302       | C/N SE 79-6    | INSTALL AN 3-6 BOLT ON FERRY CONTROLS |    |           | I CERTIFY THIS AIRCRAFT ENGINE HAS BEEN<br>INSPECTED IN ACCORDANCE WITH A <u>ANAC</u><br>INSPECTION AND FOUND TO BE AIRWORTHY.<br><i>Larry Hagenson A&amp;P 1495765 JA</i>  |  |         |  |  |  |  |  |  |  |



# AIRCRAFT LOG

| DATE<br>5/24<br>1979  | FLIGHT<br>FROM | TO        | NATURE OF<br>FLIGHT | DURATION<br>OF<br>FLIGHT | ACCUMULATED<br>TOTAL<br>FLYING TIME |        | SIGNATURE OF<br>PILOT |
|---|----------------|-----------|---------------------|--------------------------|-------------------------------------|--------|-----------------------|
|   |                |           |                     |                          | HOURS                               | 10THS  |                       |
| Tack  | 302.8          | Installed | Cassand             | RT328T                   | 1100                                | 00     | R443B A.S.            |
|   |                | 546E ADF  | and                 | Marco MB12               | marker                              | beacon | new                   |
|   |                | wt & Bal: | FW=                 | 1617.4                   | CD=                                 | 37.29  | UL=932.6              |
| MAINTENANCE RELEASE   |                |           |                     |                          |                                     |        |                       |
| The aircraft and/or component identified above was repaired             |                |           |                     |                          |                                     |        |                       |
| and inspected in accordance with current Federal Air                    |                |           |                     |                          |                                     |        |                       |
| Regulations and was found airworthy for return to service.              |                |           |                     |                          |                                     |        |                       |
| Full details of the repair are on file at this agency under             |                |           |                     |                          |                                     |        |                       |
| Order No. 7458  |                |           |                     |                          |                                     |        |                       |
| Date 5/24/79  |                |           |                     |                          |                                     |        |                       |
| Signed <i>Dan Van Dillen</i> for  |                |           |                     |                          |                                     |        |                       |
| Faribault   |                |           |                     |                          |                                     |        |                       |
| Municipal   |                |           |                     |                          |                                     |        |                       |
| Airport   |                |           |                     |                          |                                     |        |                       |
| Faribault, Minn.  |                |           |                     |                          |                                     |        |                       |
| Eagle Aviation  |                |           |                     |                          |                                     |        |                       |
| Faribault, Minn.  |                |           |                     |                          |                                     |        |                       |
| CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE |                |           |                     |                          |                                     |        |                       |

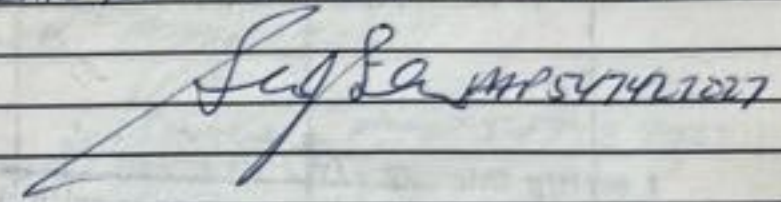
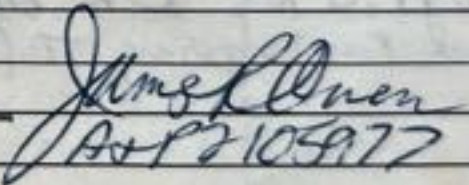
## AIRCRAFT LOG

| DATE                   | FLIGHT FROM | TO | NATURE OF FLIGHT   | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT       |
|------------------------|-------------|----|--|--------------------|-------------------------------|-------|--------------------------|
|                        |             |    |  |                    | HOURS                         | 10THS |                          |
| 19 79                  |             |    |  |                    |                               |       |                          |
| 5/30                   |             |    | INSTALLED EOI 2440 FLINT. REMOVED L GEN - SEE PREV WORK  |                    |                               |       |                          |
|                        |             |    | REPAIR WIPING OUT PROBLEM 7/10/79  |                    |                               |       |                          |
|                        |             |    |  |                    |                               |       |                          |
| 400.5 hrs<br>8 July 79 |             |    | I certify that this A/C has been inspected IAW A 100 hr inspection & was determined to be in Airworthy condition, Ignition Switch & ELT Function test OK |                    |                               |       | James L. One AIP 2105977 |
|                        |             |    |  |                    |                               |       |                          |
|                        |             |    | Reinstalled Loose Ground wire in Oil Temp wiring   |                    |                               |       |                          |
|                        |             |    | I certify that this Aircraft has been inspected with a 100 hr inspection and is in an airworthy condition.   |                    |                               |       |                          |
|                        |             |    | A85.5 hrs. Date 1 Sep 79   |                    |                               |       |                          |
|                        |             |    | James L. One AIP 2105977   |                    |                               |       |                          |

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



# AIRCRAFT LOG

| VOR Receiver operation checked<br>in accordance with FAR 91.25 |                              |       |           | DATE<br>19 ____ | REMARKS<br>Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters -<br>and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK."<br>ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.   |
|--|------------------------------|-------|-----------|-----------------|--|
| Date   | Bearing error<br>VOR 1 VOR 2 | Place | Signature |                 |  |
| 10/27/79   |                              |       |           |                 | FLOATS REMOVED - WATERGAGE RE-INSTALLED - SERVICED<br>ROSE GEAR & BRAKES<br><br>  |
| 11/10/79   | 588.0 hr                     |       |           |                 | Replaced EGT Probe, Installed new Fuel DRAINS Both<br>wings, Replaced Ldg Light, Replaced defective rivets "Cowl Flaps<br>Door, Adjusted compass, Replaced Cyl Head Temp Bulb.<br><br>I certify that this <u>Aircraft</u> has<br>been inspected in accordance with a <del>100 hr</del> ANNUAL<br>inspection and was determined to be in<br>an airworthy condition.<br><u>588.0</u> Hrs. Date <u>10 Nov 79</u><br><br>ACP 21059177 |



# AIRCRAFT LOG

| DATE  | FLIGHT FROM | TO             | NATURE OF FLIGHT                         | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT                                    |
|---|-------------|----------------|--|--------------------|-------------------------------|-------|---|
|   |             |                |  |                    | HOURS                         | 10THS |   |
| 19 79<br>22 Dec   | 618 hrs     | Tach. Replaced | <del>Landing</del> Light                 |                    | Replaced                      |       | Left Door Stop Assy<br>Jmer R One ARP 2105A77         |
| <p>I certify this <u>AIRFRAME</u><br/> has been inspected in accordance with a<br/> 100-hour inspection &amp; determined to be<br/> in airworthy condition.</p> <p>DATE <u>9 APR 80</u> Time <u>690</u><br/> <u>ALBERT R. POSTON, A &amp; P 1981888</u><br/> <u>Albert R. Poston</u></p> <p><del>EMERGENCY AD ON TRACK DRIVE</del><br/> <del>SHARE TO ALL JUMP AD BY</del><br/> <del>SECRET NUBS AT THIS TIME.</del><br/> <del>DATE 13 APR 1980</del></p> |             |                |  |                    |                               |       |   |
| 13 APR 80   | 691.5 hrs   | CW AD 80-7-3   | By Checking Breakaway Torque (220 in/lb) |                    |                               |       | AND Re-Torquing TO (300 in/lb) Jmer R One ARP 2105977 |

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



# AIRCRAFT LOG

| VOR Receiver operation checked<br>in accordance with FAR 91.25 |               |       |           | DATE | REMARKS  |
|--|---------------|-------|-----------|------|--|
| Date   | Bearing error | Place | Signature |      |  |
| 80   | VOR 1         | VOR 2 |           | 19   |  |
| 5/10/80  |               |       |           |      | WHEEL GEAR REMOVED + FLOATS REINSTALLED.<br>Sgt. John A+P 547427027  |
|  |               |       |           |      | Replaced Prop Spinner Bolt head, Lubed All controls<br>I certify that this Aircraft has<br>been inspected in accordance with a 100 hr<br>inspection and was determined to be in<br>an airworthy condition.<br>781 hrs. Date 4 JUN 80 James R. Dunn A+P 2105977 |
| 31 AUG 80  |               |       |           |      | RETORQUED UPPER RIGHT ENGINE MOUNT<br>BOLT. ADJUSTED TENSION ON WATER RUDDER<br>CABLES I CERTIFY THIS AIRCRAFT HAS BEEN<br>INSPECTED IAW 100 HR INSPECTION AND WAS<br>DETERMINED TO BE IN AN AIRWORTHY CONDITION<br>Paul J. Polinski A+P 363-46-095            |

## AIRCRAFT LOG

| DATE<br>19 80   | FLIGHT<br>FROM | TO | NATURE OF<br>FLIGHT                       | DURATION<br>OF<br>FLIGHT | ACCUMULATED<br>TOTAL<br>FLYING TIME |       | SIGNATURE OF<br>PILOT   |
|---|----------------|----|---|--------------------------|-------------------------------------|-------|---|
|   |                |    |   |                          | HOURS                               | IOths |   |
| 5 OCT 1980  |                |    | FLOATS REMOVED + WHEEL GEAR RE-INSTALLED. |                          |                                     |       | BRAKES BLED.<br><br>[Signature] ASD547427027  |
| I certify that this Aircraft has been properly maintained in accordance with the requirements of FAR Part 91. |                |    |   |                          |                                     |       |   |
| 965.0   |                |    | ANNUAL                                    |                          |                                     |       | Tightened RT FLAP Bolts, Replaced Brake PUCKS, Replaced VACUUM System Gage, Replaced CHT Gage, Adjusted Vacuum byPASS valve |
| <u>10 NOV 80</u>  |                |    |   |                          |                                     |       | [Signature]<br>ASR2105977IA   |
| CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE                                       |                |    |   |                          |                                     |       |   |



# AIRCRAFT LOG

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|--|------------------------------|-------|-----------|-----------------|---|
| Date   | Bearing error<br>VOR 1 VOR 2 | Place | Signature |                 |   |
|  |                              |       |           |                 | <p>Replaced Lt Outboard Brake Pad, Replaced Landing Lamp<br/>clean fuel strainer, replace front seat belt Assys, Replace<br/>cowl Flap Actuator Mount, Replaced Overvoltage light</p> <p>I certify that this <u>Aircraft</u> has<br/>been inspected in accordance with a <u>100 hr</u><br/>inspection and was determined to be in<br/>an airworthy condition.</p> <p><u>10650</u> Hrs. Date <u>14 MAR 81</u> <i>James R Owen</i><br/><u>A+P 2105977</u></p> |
|  |                              |       |           |                 | <p>4/24/81 1109.0 Tach hrs installed heavy-duty nose gear strut,<br/>Seaplane Prop, + Tire Assy (600x6) IAW Cessna Accessory Kit #182-1006<br/>See 337 this DATE. Wt And Balance changed as follows<br/>+6.1 lb @ -7.0" MOM -43 <i>James R Owen</i><br/><u>A+P 2105977</u></p>  |

## AIRCRAFT LOG

[illegible]



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|--|------------------------------|--------------------|---------|---|
| Date   | Bearing error<br>VOR 1 VOR 2 | Place<br>Signature | 19 ____ | Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters -<br>and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK."<br>ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown. |
| I certify that this <u>Air Craft</u>                           |                              |                    |         | <u>Labe Hinges, installed new Bolts &amp; Bushing in</u>  |
| has been inspected in accordance with a <u>100 HR</u>          |                              |                    |         | <u>nose gear scissors, Replaced RT side Brake</u>   |
| inspection and was determined to be in an airworthy            |                              |                    |         | <u>pads, Fix tail tie down ring by welding</u>  |
| condition. Date: <u>Jan 19, 83</u>                             |                              |                    |         | <u>repaired Left Hand Fuel Tank</u>   |
| Time in service: <u>1662</u>                                   |                              |                    |         | <u>repaired rudder Fin with Fiber Glass</u>   |
| <u>Tim B. Dugan</u>  |                              |                    |         | <u>ELT Good till 10, 83</u>   |
| <u>A&amp;P 540809676</u>                                       |                              |                    |         | <u>cleaned Belly ADs checked to 83-2</u>  |
| AVIATION TECH SERVICES   |                              |                    |         |   |
| I certify this <u>AIRCRAFT</u> has been                        |                              |                    |         | <u>22 JAN 83 Total Time 1662</u>  |
| inspected in accordance with an <u>ANNUAL</u>                  |                              |                    |         | <u>Replaced Both MLC tires &amp; Tubes</u>  |
| inspection and found to be in an airworthy                     |                              |                    |         | <u>Replaced mixture cable, Replaced</u>   |
| condition and approved for return to service.                  |                              |                    |         | <u>Both Ldg Lights, welded crack in</u>   |
| <u>Ernest L. Mitchell</u>                                      |                              |                    |         | <u>Left Fuel TANK.</u>  |
| <u>Ernest L. Mitchell</u>                                      |                              |                    |         |   |
| <u>A&amp;P 410562650 IA</u>                                    |                              |                    |         |   |



## AIRCRAFT LOG

[illegible]



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|--|---------------|-------|-----------|--|---------|
| Date   | Bearing error | Place | Signature | 19   |         |
| VOR 1  | VOR 2         |       |           |  |         |
| <b>MAINTENANCE RELEASE</b><br>THE, AIRFRAME CLASS 1 AND 2, POWER PLANT CLASS 1, AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE, PROPELLER OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND IS APPROVED FOR RETURN TO SERVICE. |               |       |           | I CERTIFY THAT THE ALTIMETER AND STATIC SYSTEM TEST REQUIRED BY FAR PART 91-170 HAVE BEEN PERFORMED, THAT THE ALTIMETER WAS TESTED TO <u>20,000</u> FT. ON <u>8-17-83</u> BY RS <u>501-78</u> MODEL <u>United</u> SN <u>J 3801</u> TOTAL TIME ON AIRCRAFT <u>1803.85</u> |         |
| PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER:  |               |       |           | Static sys. check c/w.<br>RTR static sump on left side.<br>Rescaled fittings on USI  |         |
| WORK ORDER NO. <u>3024</u> DATE <u>8-17-83</u>   |               |       |           |  |         |
| TACHOMETER/BOBS TIME <u>1823.4</u> TOTAL TIME <u>1803.85</u>   |               |       |           |  |         |
| SIGNED <u>William R. [Signature]</u>   |               |       |           |  |         |
| FOR ULMER INC. DBA VERNAIR,  |               |       |           |  |         |
| REPAIR STATION NO. 501-77  |               |       |           |  |         |
| 1704 E. 5TH AVE., ANCHORAGE, ALASKA 99504  |               |       |           |  |         |
| 907-277-4114 279-9725  |               |       |           |  |         |



# AIRCRAFT LOG

Enter here  
and changes  
ALL DATA

## ERA AVIONICS

AVIATION CENTER  
ANCH. INTL. AIRPORT  
ANCHORAGE, ALASKA 99502  
(907) 243-6633

FAA APPROVED REPAIR  
STATION No. ~~200~~

501-78

SERVICEABLE

CUSTOMER VERN AIR P.O. \_\_\_\_\_

W.O. NO. 2438 SER. NO. I3801

MODEL UNITED PART NO. 5934P-1

PART NAME ALTIMETER

REMARKS TESTED PER PART 43E (B) to 20,000 feet

☐ O/H ☐ REPAIR ☒ BENCH TEST ☐ CALIB.

DATE 8-17-83 TECHNICIAN WZC

DATE 8-17-83 INSPECTOR Patricia H. Haring

DATE

PLEASE

OVER PLANT CLASS

INE, PROPELLER C

REPAIRED AND I

RENT REGULATION

STRATION AND T

E ON FILE AT THIS

ATE 8-17-83

TAL TIME 1803.8

SKA 99504



## AIRCRAFT LOG

[illegible]



# AIRCRAFT LOG

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|--|------------------------------|-------|-----------|-----------------|--|
| Date   | Bearing error<br>VOR 1 VOR 2 | Place | Signature |                 |  |
|  |                              |       |           |                 | LUBED HINGES AND ROD ENDS, REPLACED BUSHING<br>AND BEARING IN LEFT OUTBOARD ELEVATOR<br>HINGE POINT, REPLACED RIGHT CENTER AILERON<br>HINGE. REPAIRED CRACK IN BOTTOM COWLING<br>AD 83-22 06 N/A BY SERIAL NUMBER<br>LUBED NOSE GEAR SCISSORS, WASHED BELLY<br>ELT BATTERY GOOD TO 6-85  |
|  |                              |       |           |                 | I CERTIFY THAT THIS <u>AIRCRAFT</u><br>HAS BEEN INSPECTED IN ACCORDANCE<br>WITH A <u>100 hr</u> INSPECTION AND WAS<br>DETERMINED TO BE IN AIRWORTHY CON-<br>DITION.  |
|  |                              |       |           |                 | DATE <u>13 FEB 84</u>  |
|  |                              |       |           |                 | TIME IN SVC <u>1883.2</u>  |
|  |                              |       |           |                 | TSMOH <u>Ken T Foster AIP 505787521</u>  |



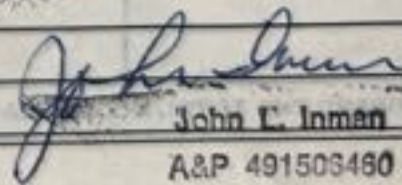
# AIRCRAFT LOG

| DATE  | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT |
|---|-------------|----|------------------|--------------------|-------------------------------|-------|--------------------|
|   |             |    |                  |                    | HOURS                         | IOths |                    |
| 19  |             |    |                  |                    |                               |       |                    |
| <p>I CERTIFY THAT THIS <u>Airframe</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>Annual</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p>                    |             |    |                  |                    |                               |       |                    |
| <p>DATE <u>7-15-84</u></p>  |             |    |                  |                    |                               |       |                    |
| <p>TIME IN SVC <u>1883.2</u></p>  |             |    |                  |                    |                               |       |                    |
| <p>TSMOH _____</p>  |             |    |                  |                    |                               |       |                    |
| <p style="text-align: center;"><i>[Signature]</i><br/>57246766 I.A.</p>   |             |    |                  |                    |                               |       |                    |
| <p>6-18-84 Tech Line 1961 HR, 6-18-84</p>   |             |    |                  |                    |                               |       |                    |
| <p>I certify that this A/C has been inspected in accordance with a <u>Annual</u> inspection and was determined to be in airworthy condition. E. M. Neill, A &amp; P 1869517</p> |             |    |                  |                    |                               |       |                    |
| <p style="text-align: right;"><i>[Signature]</i></p>  |             |    |                  |                    |                               |       |                    |

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



# AIRCRAFT LOG

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|---|---------------|-------------|-----------|---------|--|
| Date  | Bearing error | Place       | Signature | 19 ____ |  |
| 84  | VOR 1         | VOR 2       |           |         |  |
| Aug 29  |               | Lock 2030.6 |           |         | installed new vacuum pump and filter<br>installed IAW AIRBORNE INSTRUCTION SHEET.<br>Replaced left off load mount IAW<br>model R172 service manual para 11-35<br><div style="text-align: right;">John Inman ATP 491506460</div>  |
| June 29, 1984   |               | Lock 1900   |           |         | installed 850X6 tires + tubes and was field<br>approved on 337 by FAA - test flt OK.<br><div style="text-align: right;">491506460<br/>John Inman ATP</div>   |
|   |               |             |           |         | I certify that this <u>aircraft</u><br>has been inspected in accordance with a <u>100 hr</u><br>inspection and was determined to be in an <u>airworthy</u><br>condition, Date: <u>26 OCT 84</u><br>Time in service: <u>2059.1</u><br><div style="text-align: right;"> <br/>                     John E. Inman<br/>                     A&amp;P 491506460                 </div> |



# AIRCRAFT LOG

| DATE  | FLIGHT FROM | TO | NATURE OF FLIGHT   | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT          |
|---|-------------|----|--|--------------------|-------------------------------|-------|-----------------------------|
|   |             |    |  |                    | HOURS                         | IOths |                             |
| 19 84   |             |    |  |                    |                               |       |                             |
| 30 Oct 84   | Tach 2067.9 |    | installed new Vacuum pump Ser # 7M-7741<br>all Vacuum filter changed + pump installed<br>IAW Airborne Oxy air Pump Installation booklet<br>Items 1 A, B, C, D, and E installed at<br>FT. Richardson Alaska |                    |                               |       | John Simon ATP<br>491506460 |
| <p>The ATC Transponder Tests and Inspections required by FAR 91.172 were performed this date and found to comply with FAR 43, Appendix F.</p> <p>ATC Transponder:</p> <p>Make <u>ARC</u> Model <u>AT 359A</u> S/N <u>13058</u></p> <p>Details of this inspection are on file at this facility under W.O.# <u>14449</u> Date <u>6 Nov 1984</u></p> <p>Q. A. Inspector <u>Joe Roberts</u></p> <p>Date Next Due <u>6 Nov 1986</u></p> <p>AVIATION ELECTRONICS, INC. • ANCHORAGE, AK CRS 501-13</p> |             |    |  |                    |                               |       |                             |
| <p>transponder recertified + installed in a/c</p> <p>6 Nov 84</p> <p>John Simon ATP 491506460</p>   |             |    |  |                    |                               |       |                             |

T PAGE

# AIRCRAFT LOG

| VOR Receiver operation checked in accordance with FAR 91.25 |                                |       |           | DATE<br>19 ____ | REMARKS<br><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<br>VOR 1   VOR 2 | Place | Signature |                 |  |
|   |                                |       |           |                 | <p>I certify that this <u>airframe</u> <span style="float: right;">ELT Due MAR 88</span></p> <p>has been inspected in accordance with a <u>100 hr.</u> <span style="float: right;">replaced air filter</span></p> <p>inspection and was determined to be in an airworthy <span style="float: right;">C/W 40 84-26-02</span></p> <p>condition. Date: <u>9 May 85</u> <span style="float: right;">all 40i checked</span></p> <p>Time in service: <u>2158.7</u></p> <p style="text-align: right; font-size: large;">John Luman ATP 49, 506460</p> |
|   |                                |       |           |                 | <p>I certify that this <u>Airframe</u></p> <p>has been inspected in accordance with a <u>Annual</u></p> <p>inspection and was determined to be in an airworthy</p> <p>condition. Date: <u>5-9-85</u></p> <p>Time in service: <u>2158.7</u></p> <p style="text-align: right; font-size: large;">Harold W. [Signature]<br/>214746966 E.H.</p>  |



I certify that this Alasome  
has been inspected in accordance with a 100 hr  
inspection and was determined to be in an airworthy  
condition. Date: 25 July 85  
Time in service: 2258.6

John Smith ATP 491506460

9-12-85 Tech. 23237

24 Month Pitot/static System  
Check Completed this date  
Harold W. Smith  
912346966 Etc.

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



REEVE AIR MOTIVE INSTRUMENT DIV.  
4700 International Airport Road  
Anchorage, Alaska 99502 (907) 243-1112  
FAA REPAIR STATION NO. 563-7

|   |                      |                              |
|---|----------------------|------------------------------|
| Customer  |                      | RO No.                       |
| Description <i>Altitude</i>   |                      | Make <i>U-I</i>              |
| Model <i>5934P-1</i>  |                      | Serial No. <i>J3801</i>      |
| Overhauled  | Repaired as Required | Functional Test Only         |
|   |                      | <i>X</i>                     |
| Remarks: <i>9w FAR 43 App B to 29000</i><br>The aircraft and/or component identified above was repaired and inspected in accordance with current civil air regulations and was found airworthy for return to service. |                      |                              |
| Date <i>9-12-85</i>   | Technician           | Inspector <i>[Signature]</i> |

SERVICEABLE

| LOG                |           |
|--------------------|-----------|
| DURATION OF FLIGHT | ACC FL HO |
| <i>WhR</i>         |           |
| <i>airworthy</i>   |           |

*9-12-85* Tach. 23237

*24 Month Pitot/static Sys*  
*Check Completed*



# AIRCRAFT LOG

| DATE   | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT |
|--|-------------|----|------------------|--------------------|-------------------------------|-------|--------------------|
|  |             |    |                  |                    | HOURS                         | 10THS |                    |
| 19 86  |             |    |                  |                    |                               |       |                    |
| Replaced Screw in R/H Door Hinge. Check Corrosion in Battery Box. Replaced L/H Brake Pads. Repacked All Wheel Bearings. Greased Nose Gear. Huber P/H Control. Hinge Points. Re-positioned Fuel line at R/H Door Post. Serviced & Charged Left Battery. Replaced Park Brake Cable. Serviced Landing Dampers. Repaired L/H Horiz Landing Edge. C/W N.D. 86-19-11. EMT Checked & Battery Due Mon 88 |             |    |                  |                    |                               |       |                    |
| I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN <u>Annual</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.  |             |    |                  |                    |                               |       |                    |
| Tach: <u>2446.5</u> SVS Times: _____ Date: <u>2 May 86</u><br><u>Harold W. D.</u><br><u>512346966 FAA</u>  |             |    |                  |                    |                               |       |                    |
| CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE  |             |    |                  |                    |                               |       |                    |



# AIRCRAFT LOG

| VOR Receiver operation checked<br>in accordance with FAR 91.25 |                              |       |           | DATE<br>19 ____ | REMARKS<br><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<br>VOR 1 VOR 2 | Place | Signature |                 |   |
| 11/3/86  |                              |       |           |                 | <p>Performed <u>Transponder Bi-Annual</u> performance<br/>           Check to conform with FAR 91.172, FAR 43 Appendix F.<br/>           System Found to be within Tolerance.<br/>           RSM aviation, ORS 563-19 <i>[Signature]</i></p> <p>Lube Landing gear, Replaced Brake pads, Changed Bolt<br/>           IN Elevator Trim, Lube pulleys, Lube hinges, Serviced Battery<br/>           Serviced Tires, Replaced RT Seat Rail, Serviced Shimmy Dampers</p> <p>I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED<br/>           IN ACCORDANCE WITH AN <u>100hr</u> INSPECTION AND<br/>           WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p>Tech: <u>25458</u> SVS Time: <u>25458</u> Date: <u>7-17-87</u><br/> <i>Rodney W. Minton</i> AP 544465533</p> <p>Aircraft Converted To SES this date <u>2 Sept 87</u> Tech: <u>2579</u><br/> <i>Harold W. Wild</i> 512346966129</p> |

(NO FAA 337 FORM FILED *[Signature]* 3-30-89)



# MEMORANDA

|         |   |
|---------|---|
| Date    | 2656.5 PM   |
| 3-30-88 | <del>2886</del> TACH RESEALED LEFT AFT FLOAT COMPARTMENT<br>REATTACHED LEFT MAIN GEAR FAIRING<br>Paul Miller ATP 537585165  |
| 4/29/88 | REPLACED <b>ELT BATT</b> per ARTEX instruction sheet. New date <b>JAN 1990</b> .<br>FUNCTIONAL Test satisfactory, Bill White ATP 1818854  |
| 5-25-88 | TACH 2730.0 REPAIRED BROKEN FIELD WIRE AT ALTERNATOR; REPLACED SEVERAL<br>MISSING COWL FASTENERS, REMOVED BIRDNEST FROM OIL COOLER. Gatriel Sirocin<br>IA 2096762<br>ACTION AVIATION  |
| 7-6-88  | CHECKED ELT OPERATION, SERVICED A/C BATTERY, PATCHED RH FLOAT SKIN<br>TACH 2772.0 AT TRANSOM, REPLACED COWL FLAP HINGE & CABLE, PATCHED FIBERGLASS ON NOSE<br>BOWL COWLS, REPLACED OIL DOOR HINGE. Gatriel Sirocin IA 2096762, ACTION AVIA. |
| 7-13-88 | TACH 2772.0 NEW LOGBOOK STARTED THIS DATE.<br>Gatriel Sirocin IA 2096762<br>ACTION AVIATION.  |



## MEMORANDA

| Date      | AD Listing  |  |                                     |
|-----------|-------------|--|-------------------------------------|
| 8 July 79 | AD 79-8-3   | Cigar Lighter c/w by Removing wire @ BUS | James R. Oona<br>A+P 2105977        |
| "         | AD 76-7-12  | Function test OK                         |                                     |
| 8 July 79 | AD 79-5-2   | Lithium-Sulfur Dioxide Batts PCW         | James R. Oona<br>A+P 2105977        |
| 13 APR 80 | AD 80-7-3   | Oil Pump/Tach Shaft                      | James R. Oona<br>A+P 2105977        |
| 13 APR 80 | AD 80-4-8   | MAP Light Switch                         | James R. Oona<br>A+P 2105977        |
| 27 JAN 82 | AD 80-6-3   | Installed SK 172-60A                     | James R. Oona<br>A+P 2105977        |
| 22 JAN 83 | AD 81-05-01 | NA by S/N                                | Ernest L. Mitchell<br>A+P 410562650 |
| " " "     | " 81-16-09  | NA by S/N                                | Ernest L. Mitchell<br>A+P 410562650 |
| " " "     | " 82-07-02  | NA STC NOT installed                     | Ernest L. Mitchell<br>A+P 410562650 |
| 13 JAN 84 | AD 83-22-06 | NA BY SERIAL NUMBER                      | Keith Thornton<br>A+P 505187501     |
| 6-6-84    | AD 83-10-03 | NA by S/N                                | John Lane<br>A+P 491506460          |
| 6-6-84    | AD 77-02-09 | NA by S/N                                | John Lane<br>A+P 491506460          |
| 6-6-84    | AD 77-12-08 | NA by S/N                                | John Lane<br>A+P 491506460          |
| 6-6-84    | AD 83-10-03 | PRVIOUSLY c/w                            | John Lane<br>A+P 491506460          |



# AIRWORTHINESS DIRECTIVE COMPLIANCE RECORD

AIRCRAFT, ENGINE, OR PROPELLER

MAKE Cessna

MODEL R172K

S/N P1722658

| AD NUMBER | SUBJECT           | DATE/HOURS AT COMPLIANCE | METHOD OF COMPLIANCE                                       | ONE TIME | RECUR. | NEXT COMPLIANCE DUE DATE/HOURS | AUTHORIZED SIGNATURE AND NUMBER |
|-----------|-------------------|--------------------------|--|----------|--------|--------------------------------|---------------------------------|
| 77-12-08  | G.R.              | 6-6-84                   | NA by Sor H  | X        |        |                                | 491506160<br>John D. H. H.      |
| 80-04-08  | Fuel Lines        | 13 APR 80                | Previously by C/W  | X        |        |                                |                                 |
| 80-07-03  | oil pressure      | 13 APR 80                | oil pump / tank shift                                      | X        |        |                                |                                 |
| 80-06-03  | Flap cable clamp  | 27 JAN 82                | 10 installed SK 172-60A KIT                                | X        |        |                                |                                 |
| 81-05-01  | Fuel CAP          | 22 JAN 83                | NA by Sor H  | X        |        |                                |                                 |
| 81-16-09  | Elev. Control     | 22 JAN 83                | NA by Sor H  | X        |        |                                |                                 |
| 83-10-03  | control Yoke      | 6-6-84                   | Previously by CW   | X        |        |                                |                                 |
| 83-22-06  | oil hinge pin     | 13 JAN 84                | NA by Sor H  | X        |        |                                |                                 |
| 79-08-03  | Elec. Sys         | 28-07-79                 | Removal of wire @ Bus                                      | X        |        |                                |                                 |
| 79-10-14  | Fuel Vent         | 6-6-84                   | NA by Sor H  | X        |        |                                |                                 |
| 77-02-09  | Wing Flap Sys     | 6-6-84                   | NA by Sor H  | X        |        |                                | John D. H. H.                   |
| 77-26-02  | air filter        | 2158.8                   |  |          |        |                                | 491506160                       |
| 79-08-03  | air filter        | 5-10-85                  | replaced air filter  | X        | 2658   |                                | John D. H. H.                   |
| 84-26-02  | AIR FILTER        | 6-24-88                  | BRACKET FILTER INSTALLED AD-DNA                            | -        | -      |                                | 491506160                       |
| 86-19-11  | CONTAMINATED FUEL | 6-24-88                  | PCW  | X        |        |                                | IA 2096762                      |
| 86-24-07  | ENGINE CONTROLS   | 6-24-88                  | PCW  | X        |        |                                | IA 2096762                      |
| 87-20-03  | SEATS & TRUCKS    | 6-24-88                  | INSPECTED  | X        |        |                                | IA 2096762                      |
| 87-20-03R | SEATS & TRUCKS    | 11-11-88                 | INSPECTED  | X        |        |                                | IA 2096762                      |
| 88-20-03R | SEATS & TRUCKS    | 3-28-89                  | INSPECTED AS PER AD<br>FINDS TO BE AIRCRAFT AT THIS TIME   | X        |        |                                | IA 2096762                      |
| 83-10-03  | GUIDE RAIL        | 3-28-89                  | C/W BY SE 02-38<br>INSTALLATION OF 3/16 C/W R/H ORIGINATOR | X        |        |                                | IA 2096762                      |



AIRCRAFT RECORD — GENERAL INFORMATION

MANUFACTURER CESSNA MODEL R-172 K SERIAL R 1722659  
REGISTRATION NUMBER N 736NN DATE MFG. 5-'77

ENGINE(S) CURRENTLY INSTALLED.

MFG. \_\_\_\_\_ MODEL \_\_\_\_\_ SERIAL \_\_\_\_\_

MFG. \_\_\_\_\_ MODEL \_\_\_\_\_ SERIAL \_\_\_\_\_

PROPELLER(S) CURRENTLY INSTALLED.

MFG. \_\_\_\_\_ MODEL \_\_\_\_\_

HUB MODEL \_\_\_\_\_ SERIAL \_\_\_\_\_ SERIAL \_\_\_\_\_

BLADE MODEL \_\_\_\_\_ SERIAL \_\_\_\_\_ SERIAL \_\_\_\_\_ SERIAL \_\_\_\_\_

BLADE MODEL \_\_\_\_\_ SERIAL \_\_\_\_\_ SERIAL \_\_\_\_\_ SERIAL \_\_\_\_\_

*The Standard*



**AIRCRAFT LOG**



| DATE    | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)   |
|---------|---------------------------|------------------|-----------------------------|---|
| 1988    |                           |                  |                             |   |
| 7-13-88 | 2772.0                    | N                | 736 NN                      | CR172K S/N R 1722659 NEW LOGBOOK<br>STARTED THIS DATE. Patrol Troop IA 2096762<br>ACTION AVIATION.  |
| 7-16-88 | TACH                      | 2772.8           |                             | 100-HR INSPECTION COMPLETED THIS DATE.<br>REPLACED VACUUM INLET & REGULATOR FILTERS.<br>INSTALLED NEW INSTRUMENT PANEL SHOCK MOUNTS.<br>RIGGED AILERON/RUDDER INTERCONNECT, INSTALLED<br>NEW INDUCTION AIR FILTER BA-24, REPAIRED WORN<br>ENGINE BAFFLES ON LH. SIDE. RIGGED RUDDER AS<br>PER TYPE CERT. DATA SHEET, REPLACED WINDSHIELD VEE-<br>BRACE, I CERTIFY THAT THIS AIRCRAFT HAS BEEN |

(CONT)



| DATE<br>19-88 | RECORDING<br>TACH<br>TIME | W736NA<br>TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|---------------|---------------------------|----------------------------|-----------------------------|---|
| 7-16-88       | TACH 27728                | (CONT)                     |                             | INSPECTED IN ACCORDANCE WITH AN 100-HR<br>INSPECTION AND WAS (A) FOUND TO BE IN AIRWORTHY<br>CONDITION. Retired No. 1001 IA 2096762 ACTION AVIA.  |
| 7-21-88       | TACH 2793.3               |                            |                             | REPAIRED BROKEN VEE-BRACE (WELDED BY<br>FOREMAN'S WELDING, RS. # S61-18, WO. 3063, 7-22-88)<br>& REINSTALLED IN A/C. Retired No. 1001 IA 2096762<br>ACTION AVIATION.  |
| 7-29-88       | TACH                      |                            |                             | REPAIRED BROKEN VEE BRACE, (WELDED BY<br>FOREMAN'S WELDING, RS. # 61-18, WA # 7-29-88)<br>& REINSTALLED IN A/C. Retired No. 1001<br>IA 2096762, ACTION AVIA.  |



**DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS**  
ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)

| DATE<br>1988 | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|--------------|---------------------------|------------------|-----------------------------|---|
| 8-4-88       | TACH                      | 2817.2           |                             | RIGGED FLAPS UP & DOWN LIMIT SWITCHES.<br>Curtis Brown IA 2096762<br>ACTION AVIATION  |
| 8-10-88      | TACH                      | 2831.3           | 3087.8                      | REPLACED NINE LORD J 7444-14<br>COWL SHOCK MOUNTS, REPAIRED L. NAV. LIGHT,<br>CHECKED BATTERY, Curtis Brown IA 2096762<br>ACTION AVIATION   |



N 736 NN

| DATE     | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE                   | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|----------|---------------------------|------------------|---|---|
| 11-11-88 | TACH 2917.4               | TTSN             | 2917.4  | ANNUAL INSPECTION COMPLETED THIS  |
|          | DATE                      | REPLACED         | NOSE BOWL BUMPER & BRACKET,                   | SECURED LOOSE/CHAFING   |
|          | WIRES                     | IN               | BELLY,  | PRESSURE-CHECKED MUFFLER FOR LEAKS. TIGHTENED   |
|          | BOLTS                     | IN ALL           | FLAP ROLLERS. AD'S CHECKED TO DATE. I CERTIFY |   |
|          | THAT THIS                 | AIRCRAFT         | HAS BEEN INSPECTED IAW AN ANNUAL              |   |
|          | INSPECTION                | & WAS            | FOUND TO BE IN AIRWORTHY CONDITION.           |   |
|          |                           |                  | <b>BENAIR</b>                                 | <i>Gatwick In Provi</i> IA 2096762  |
|          |                           |                  | <b>R.S. S61-86</b>                            | <i>ACTION AVIATION INC.</i>   |
| 12/6/88  |                           |                  |   |   |
|          |                           |                  | I certify that the transponder ramp test      |   |
|          |                           |                  | required by FAR 91.172 has been               |   |
|          |                           |                  | performed.                                    |   |
|          |                           |                  | Signature                                     | <i>[Signature]</i>  |
|          |                           |                  | Date  | 12/6/88   |
|          |                           |                  | Cert. No.                                     | S61-86  |



| DATE<br>1989 | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|--------------|---------------------------|------------------|-----------------------------|---|
| 3-28-89      |                           |                  |                             | INSTALLED & RIGGED NEW BOOST Pump   |
| TACH.        | 2965.4                    |                  |                             | THROTTLE MICROSWITCH. INSTALLED NEW   |
| HERBOS.      | 3277.5                    |                  |                             | SCATH DUCTING TO ALTERNATOR, & TO CABIN HEAT.   |
|              |                           |                  |                             | REPLACED 4ea WING STRUT CUFFS & RESECURED WING  |
|              |                           |                  |                             | STRUTS. INSTALLED NEW SEAL ON BAGGAGE DOOR, C/W   |
|              |                           |                  |                             | AD 83-10-03 BY INSTALLING 3/16 BOLT ON GUIDE RAIL   |
|              |                           |                  |                             | JAW SE 82-38. REPLACED TAXI LT. BULB. SEE 337 FORMS   |
|              |                           |                  |                             | THIS DATE FOR: RADIO MASTER SWITCH, BRACKET AIR FILTER,   |
|              |                           |                  |                             | DOCKING ASSIST. HANDLE. AD'S CHECKED THROUGH  |
|              |                           |                  |                             | ISSUE 89-05. CONT' NEXT PAGE  |
|              |                           |                  |                             | CONT. NEXT PAGE →   |



N 736NP

| DATE<br>19 <u>89</u>  | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|---|---------------------------|------------------|-----------------------------|---|
| 3-28-89   |                           |                  |                             | Aircraft TOTAL Time in service - 2965.4   |
|   | TACH - 2965.4             |                  |                             |   |
| DATE <u>3-28-89</u>   | TACH <u>2965.4</u>        |                  |                             | DATE <u>3-28-89</u> TACH <u>2965.4</u>  |
| 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.<br>SIGNED <u>Edward M. Kelle</u> No <u>EA 2096762</u> |                           |                  |                             | 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.<br>SIGNED <u>Edward M. Kelle</u> No <u>AEP534507422</u>     |
| 3-28-89   |                           |                  |                             |   |
| H0885   | TACH TIME 3278.6          |                  |                             | Post-Inspection / Maintenance Test  |
|   |                           |                  |                             | Flight completed this date, aircraft returned to service.   |
|   |                           |                  |                             | FOR ACTION Aviation Inc. <u>Edward M. Kelle</u>   |
|   |                           |                  |                             | RENTON WASH. <u>AEP534507422</u>  |



N 736NN

| DATE<br>1989 | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)  |
|--------------|---------------------------|------------------|-----------------------------|--|
| MAY 1, 1989  | TACH -                    | 2993.8           | H-331 7.9                   | INSTALLED NEW 211CC VACUUM PUMP S/N 6AD-4601<br>RUN-UP & OPS CHECK-OK, 5.2" VAC. <i>Endorsed by [Signature] IA2096762</i><br>ACTION AVIATION INC.  |
| MAY 2, 1989  | TACH 2994.9               | HOBBS 3319.8     |                             | AIRCRAFT WEIGHED THIS DATE. CORRECT<br>"BASIC EMPTY WEIGHT" (INCLUDES FULL OIL & UNUSEABLE FUEL)<br>(NO: PADDLE, VESTS, CUSHIONS, BILGE PUMP) IS: 1912.6 LBS. AT<br>40.01 INCHES AFT OF DATUM, FOR 76542.1 IN-LB. MOMENT.<br><i>Endorsed by [Signature] IA2096762</i><br>ACTION AVIATION, INC. |



N 736 NN

| DATE<br>1989            | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)                          |
|-------------------------|---------------------------|------------------|-----------------------------|--|
| 5-31-89<br>(LATE ENTRY) | TACH                      | 3024.2           |                             | REPAIRED MISC. FLOAT LEAKS BY TIGHTENING/OR<br>REPLACING LOOSE RIVETS, ADDING SEALANT, RESEALING<br>PATCHES, & RESEALING REAR BKHD OF L. FLOAT. REPLACED<br>LANDING LIGHT BULB. <i>Batred TNG row IA 2096762</i><br>ACTION AVIATION INC. |
| 7-6-89                  | TACH                      | 3071.8           | HOBBS 3425.0                | INSPECTED FLOATS FOR DAMAGE - OK<br>SERVICED BATTERY. REPLACED BEACON BULB. CHECKED<br>LIGHTS, STALL HORN, & PITOT HEAT. RETURNED A/C TO SERVICE.<br><i>Batred TNG row IA 2096762</i><br>ACTION AVIATION INC.                            |



N736NN

711

| DATE<br>19 <u>89</u> | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)  |
|----------------------|---------------------------|------------------|-----------------------------|--|
| JULY 21-             | 89                        | TACH 309         | 1.6 = TT                    | HOBBS 3448.0 100-HR INSPECTION COMPLETED<br>THIS DATE. ELT OPS CHECKED OK, BATTERY DUE 1-90.<br>GASCOLATOR CLEANED. AIRFRAME LUBED. NEW VACUUM<br>REGULATOR FILTER INSTALLED. ADJUSTED ELECTRIC<br>BOOST PUMP THROTTLE MICROSWITCH. C/W AD 87-20-03 R1<br>SEATS & RAILS BY INSP-OK. AD'S CHECKED THROUGH<br>ISSUE 89-13. I CERTIFY THAT THIS AIRCRAFT HAS<br>BEEN INSPECTED IAW A 100-HOUR INSPECTION AND<br>WAS DETERMINED TO BE IN AIRWORTHY CONDITION.<br>Gerald M. Brown IA2096762<br>ACTION AVIATION INC.<br>RENTON WA. |



N 736NN

| DATE       | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|------------|---------------------------|------------------|-----------------------------|---|
| 1989       |                           |                  |                             |   |
| Aug. 4, 89 | TACH                      | 3093.4           | 4                           | HOBBS 3450.9. TACH REPAIRED BY RAINIER  |
|            |                           |                  |                             | INSTRUMENTS, RS#4257, ON WO. 17996. MANIFOLD  |
|            |                           |                  |                             | PRESSURE GAUGE REPAIRED BY RAINIER INSTRUMENTS,   |
|            |                           |                  |                             | FAA RS#4257, ON WO. 1800D; REINSTALLED BOTH &   |
|            |                           |                  |                             | OPS CHECK OK. REPLACED LH SKIN BELOW  |
|            |                           |                  |                             | BAGGAGE DOOR, SEE FAA 337 FORM THIS DATE.   |
|            |                           |                  |                             | REPLACED RT. FUEL QUICK DRAIN. REMOVED & PRESSURE-  |
|            |                           |                  |                             | TESTED RT. FUEL TANK. REPLACED ALL RIVETS IN RT   |
|            |                           |                  |                             | FUEL TANK BAY LOWER SHELF & INSTALLED NEW   |
|            |                           |                  |                             | ANTI-CHAFE STRAPS & REPAIRED BROKEN AFT HOLD-DOWN   |
|            |                           |                  |                             | STRAP, & STRAIGHTENED "LUMP" IN LOWER WING SKIN(AT QD)  |
|            |                           |                  |                             | Samuel M. Brown IA 2096762  |
|            |                           |                  |                             | ACTION AVIATION INC.  |



| DATE    | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|---------|---------------------------|------------------|-----------------------------|---|
| 10-5-89 | TACH                      | 3157.7           | HOBBS 3545.7                | REPLACED TRIM ACTUATOR (ELEV) &<br>CHECKED THROWS, ADJUSTED COCKPIT INDICATOR.<br>(NEW ACTUATOR INSTALLED) <i>Robert W. Brown IA2096762</i><br>ACTION AVIATION INC.   |
| 1-14-90 | TACH                      | 3182.5           | HOBBS 3582.5                | - INSTALL NEW ELT BATTERY &<br>OPS CHECKED. BATTERY DUE JAN-92<br>FOR ACTION AVIATION <i>John Edmunds</i><br>RANTON, WA. AP 539627958   |



| DATE<br>1990 | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|--------------|---------------------------|------------------|-----------------------------|---|
|--------------|---------------------------|------------------|-----------------------------|---|

3-15-90 3187.7

TACH. TIME 3187.7 ANNUAL INSPECTION COMPLETED THIS  
DATE. C/W A.D. 87-30-03 R1 SEATS & SEAT RAILS.  
By INSPECTION, FOUND TO BE AIRWORTHY AT THIS TIME.  
INSTALLED ALL NEW FLAP ROLLERS L/H & R/H FLAPS  
INSTALLED ALL NEW ATTACHING HARDWARE & SECURED FLAPS.  
LUBBED FLAP TRACKS & ROLLERS, CHECKED FOR PROPER OPER-  
ATION & CONTROL TRAVELS. INSTALLED ALL NEW ELEVATOR  
BUSHINGS & BEARINGS IN L/H & R/H ELEVATORS, INSTALLED NEW  
ELEVATOR BELL CRANK BEARING. INSTALLED ALL NEW  
RUDDER BUSHINGS & BEARINGS, CHECKED ELEVATOR &  
RUDDER TRAVELS, CHECK FOR SECURITY & OPERATION.

CONT.  
NEXT PAGE



| DATE<br>19 <u>90</u> | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)   |
|----------------------|---------------------------|------------------|-----------------------------|---|
| 3-15-90              |                           |                  | 3187.7                      |   |
| TACH. TIME - 3187.7  |                           |                  |                             | COMPLETE, WATER RUDDER ATTACHMENT<br>TO FLOA'S, COMPLETELY REBUSHED, & ALL NEW<br>MOUNTING HARDWARE, INSTALLED USING WATER PROOF<br>GREASE. ELT CHECKED FOR OPERATION & SECURITY. ELT<br>BATT DATE DUE JAN. 92.<br>AIDS. CHECKED TO THIS DATE.<br>I CERTIFY THAT THIS AIRFRAME HAS BEEN<br>INSPECTED IAW A ANNUAL INSPECTION AND WAS<br>DETERMINED TO BE IN AIRWORTHY CONDITION.<br>FOR ACTION AVIATION INC. <i>Jimmy Keller</i><br>RENTON, WASH. TA534507922 |



| DATE         | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|--------------|---------------------------|------------------|-----------------------------|---|
| 19 <u>90</u> |                           |                  |                             |   |
| Tach. Time - | 3206.5                    |                  |                             |   |
| 3-22-90      |                           |                  |                             | SERVICED & INSTALLED NEW GILL<br>G-35A BATTERY. DISCONNECTED LANDING<br>LIGHT WIRES & SECURED. PLACARDED<br>AIRCRAFT: FOR VFR Day ONLY & LANDING<br>LIGHT DISCONNECTED. RETURN AIRCRAFT<br>TO SERVICE.          |
|              |                           |                  |                             | FOR ACTION Aviation <i>Timothy J. Keller</i><br>RENTON, WASH. A&P 534507922   |
|              |                           |                  |                             |   |
|              |                           |                  |                             |   |
|              |                           |                  |                             |   |
|              |                           |                  |                             |   |
|              |                           |                  |                             |   |



N 736NN

| DATE<br>19 <u>90</u> | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)  |
|----------------------|---------------------------|------------------|-----------------------------|--|
| 4-18-90              | TACH=                     | TTSN=            | 3210.8                      | PATCHED SKIN PUNCTURES AT TRANSOM OF<br>RT. FLOAT S/N 161. ON LH. FLOAT S/N 162,<br>PATCHED SKIN AT LH OF KEEL BETWEEN STA. 5<br>& STA. 6. SEE FAA-337 FORM THIS DATE.<br>AIRCRAFT RETURNED TO SERVICE.<br>Gatrol Subroen IA 2096762<br>ACTION AVIATION INC. |
| 6-26-90              | Tach=                     | 3259.9           |                             | 50 hr. inspection, of battery, lights, stall warning, and<br>float security. Matthew M. Jolley<br>A&P 539782147<br>Action Aviation, Inc.   |



| DATE<br>19 <sup>90</sup> | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | N736NN<br>DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)  |
|--------------------------|---------------------------|------------------|-----------------------------|--|
| 8-18-90                  | TACH=                     | TTSN= 3307.5     | HOBBS= 3760.4               | 100-HR Inspection<br>COMPLETED THIS DATE. ELT OPS CHECKED OK, BATTERY<br>DUE JAN '92. AIRFRAME & FLOATS LUBED. VACUUM REGULATOR<br>FILTER REPLACED. PATCHED PUNCTURE 1 IN. BOTTOM SKIN<br>OF L. FLOAT, AFT END & OUTBD OF KEEL. INSTALLED TWO NEW<br>FLOAT BALLS. INSPECTED FRONT SEATS, REPLACED WORN<br>ROLL PINS. CLAMPED OIL BREATHER TUBE AT BOTTOM FIREWALL.<br>TIGHTENED LOOSE SPINNER BACKING PLATE NUTS. REPLACED<br>BUSHING IN RT. TOP WATER RUDDER. INSTALLED NEW BULB IN<br>L. NAV LITE. SPLICED-IN NEW TOP END OF WATER RUDDER<br>CABLES. INSPECTED SEATS & RAILS JAW AD 87-20-03R, OK.<br>CHECKED TIGHTNESS OF ALL V-BRACE BOLTS-OK. (CONTINUED NEXT PAGE) |



N 736NN

| DATE     | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|----------|---------------------------|------------------|-----------------------------|---|
| 1990     |                           |                  |                             |   |
| 8-18-90  | TACH=                     | TTSN=            | 3307.5                      | HOBBS=3760.4 (CONTINUED FROM PREVIOUS PAGE)   |
|          |                           |                  | AD'S                        | CHECKED THROUGH ISSUE 90-15. I CERTIFY  |
|          |                           |                  | THIS                        | AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE   |
|          |                           |                  | WITH                        | A 100-HR INSPECTION AND HAS BEEN FOUND  |
|          |                           |                  | TO BE                       | IN AIRWORTHY CONDITION. Ken Keger AIP2360044  |
|          |                           |                  |                             | FOR ACTION AVIATION   |
| 12-14-90 | TACH=                     | 3361.1           | HOBBS=                      | 3837.5  |
|          |                           |                  |                             | CHECKED LIGHTS, BATTERY, STALL HORN, (OIL CHANGED), REINSTALLED FIRE  |
|          |                           |                  |                             | EXTINGUISHER AFTER SERVICING. REPLACED ZINC BLOCKS ON BOTH  |
|          |                           |                  |                             | FLOATS, REPAIRED RT FLOAT AT KEEL, STA 5-6, STA 6-7, & STA 8, AND   |
|          |                           |                  |                             | SKEG - SEE FAA 337 FORM THIS DATE. RETURNED A/C TO SERVICE.   |
|          |                           |                  |                             | Barthelme J.A. 2086762 ACTION AVIATION  |

INC.



[illegible]



N736NN

| DATE       | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)   |
|------------|---------------------------|------------------|-----------------------------|---|
| 1991       |                           |                  |                             |   |
| May 9, 91  | TACH =                    | 3375             | —                           | INSPECTED HORIZONTAL STABILIZER REPAIR & MADE<br>FAA-337 FORM DATED 5-9-91, (LEADING EDGE<br>REPAIRS). <i>Patricia M. Brown</i> IA 2096762  |
| Late Entry |                           |                  |                             |   |
| 4-24-91    | TT 3375                   |                  |                             | Performed 100hr. inspection per BEFA inspection<br>forms. Replaced vacuum filters. Replaced pilot<br>seat rails. Inspected co-pilot seat rails, inspected<br>IAW. AD# 87-20-03R1. Installed new EGT probe.<br>Installed new flap rollers. Installed new molding<br>on left door post. 100hr inspection performed<br>in conjunction with annual inspection. I certify this<br>aircraft has been inspected IAW 100 inspection and |
|            | H. 3859.                  |                  |                             | was found to be in airworthy condition pending compliance of<br>annual discrepancy check list. <i>900016 AD# 539745712</i>  |

was found to be in airworthy condition pending compliance of  
annual discrepancy check list. 900016 AD# 539745712



[illegible]



[illegible]

| DATE<br>19__ | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|--------------|---------------------------|------------------|-----------------------------|---|
| 8-12-91      | TI 3428.7                 |                  |                             | Replaced trailing edge portion of skin on rudder.   |
|              | H. 3931.3                 |                  |                             | Installed patch plate on right float, 6 <sup>th</sup> compartment<br>outboard panel, 2 <sup>nd</sup> & 3 <sup>rd</sup> stringer per 43:13 1A<br>section 3. J.D. Ells ACP #539745792                             |
|              |                           |                  |                             | END   |
| 8-27-91      | TI 3443.6                 |                  |                             | Installed patch plate on left float, outboard.  |
|              | H. 3952.6                 |                  |                             | 1 <sup>st</sup> compartment per 43:13 section 3.<br>J.D. Ells ACP #539745792  |
|              |                           |                  |                             | END   |



| DATE<br>19__ | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)  |
|--------------|---------------------------|------------------|-----------------------------|--|
| 10-11-91     | TT 3473.0<br>H 3990.4     |                  |                             | Performed 100hr. inspection per BEFA inspection<br>Rooms. C/w AD# 87-20-03, seat rails. Cracked<br>exhaust repaired by Pac. A/C. welders. I certify<br>this aircraft has been inspected & w/ 100hr.<br>inspection & was found to be in airworthy<br>condition. J.D. Gill ACP# 539745792<br>END |
| 1-9-92       | TT 3490<br>H 4010.9       |                  |                             | Replaced engine starter & starter solenoid. Starter<br>s/w 1101309. A/c to SVC. J.D. Gill ACP# 539745792<br>END  |

| DATE<br>19__ | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)  |
|--------------|---------------------------|------------------|-----------------------------|--|
| 1-30-92      | TT 3499.6<br>H 4025.7     |                  |                             | Installed new ELT battery. Replacement date 7-93<br>J D. M. AIP #53745792<br>END   |
| 5-1-92       | Tech 3533.1               |                  |                             | Repaired Leak left float #3 Compartment<br>Replaced BAH4 Air Filter CW AD 87-20-03 R2 by<br>inspection, tested ECT. I certify this aircraft<br>has been inspected IAW an Annual inspection<br>and was determined to be airworthy.<br>J D. M. AIP #395527265 I.A. |



[illegible]

| DATE<br>19__ | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)   |
|--------------|---------------------------|------------------|-----------------------------|---|
|              |                           |                  |                             | <div style="text-align: center;">  <b>Airways</b><br/> <b>Aircraft Refinishing</b><br/> <b>(503) 838-0595</b>  </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <span>CESSNA 172</span> <span>N736NN</span> </div> <p>Date Refinished: <u>4/2/93</u></p> <p>Refinishing Process: <u>STRIP, ETCH, ALODINE, PRIME &amp; PAINT</u></p> <p>Products Used: <u>PRIMER: DEFT BRAND # 23377E, ALL OTHER</u><br/> <u>DITZLER BRAND; BASE WHITE # 90119, RED #71654,</u><br/> <u>BLUE #14220, CLEAR; DU1000</u></p> <p><u>BALANCE CHECKED: FOUND TO BE WITHIN TOLERANCE</u></p> <div style="margin-top: 20px;">  <u>ACP 543525584</u> </div> |



| DATE<br>19__ | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)   |
|--------------|---------------------------|------------------|-----------------------------|---|
|              |                           |                  |                             | <p>I certify the altimeter and static system have been tested to 20,000 and found to meet the requirements of FAR 91.411 and FAR 43 App. E. on this date: 22 APR 93</p> <p>Altimeter Serial No. 13801</p> <p>Encoder Serial No. 63578</p> <p>Signed [Signature] for Avionics Shop Inc. FAA CRS FP4R188M Tacoma Narrows Airport Gig Harbor, WA 98335</p> |
|              |                           |                  |                             | <p>I certify the transponder system Serial No. 13058 have been tested and found to meet the requirements of FAR 91.413 and FAR 43 App. F. on this date: 22 APR 93</p> <p>Signed [Signature] for Avionics Shop Inc. FAA CRS FP4R188M Tacoma Narrows Airport Gig Harbor, WA 98335</p>   |



| DATE<br>19__ | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)  |
|--------------|---------------------------|------------------|-----------------------------|--|
| 6-30-93      |                           |                  |                             | Changed ELT Battery + Tested. Due next change 1/95<br>J. R. Patten ACP395527265  |
| 6/7/94       | 165.5                     | Tach             |                             | Inspected this aircraft MAW a 100 hr inspection<br>per Cessna service manual and checklist. Lubricated<br>all pulleys, bearings, bushings and hinges.<br>Inspected all surfaces for corrosion. Replaced<br>9 rivets on right wing due to fretting. Replaced<br>elevator horn bearing with new. Re-rigged<br>water rudders for proper on-water steering<br>control. Checked all AD's as listed on<br>attached "Appendix A". Complied with |
|              | 3860.5                    | T.T. Airframe    |                             |  |



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| DATE   | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS   |
|--------|---------------------------|------------------|-----------------------------|--|
| 19__   |                           |                  |                             | ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
| 6/4/99 |                           |                  |                             | Cessna R172K R1722659 N736NU A/C TACK 165.5 hrs  |
|        |                           |                  |                             | Date Make & Model Serial No. Reg. No.  |
|        |                           |                  |                             | certify that this Airframe has been inspected T.T. 3860.5 HRS  |
|        |                           |                  |                             | in accordance with a Annual inspection an  |
|        |                           |                  |                             | was determined to be in Airworthy condition. Routine Insp completed.   |
|        |                           |                  |                             | John L. Bennett Auth. F.A.A. Insp A&E 13808 Ref Prev. 100 HR entry   |
|        |                           |                  |                             | Signature For details of work  |
|        |                           |                  |                             | performed - MINOR MAINT. WAS PERFORMED AS REQUIRED.  |
|        |                           |                  |                             | NO NEW A.D. NOTES LISTED. - SEE Prev entry FOR AD NOTE   |
|        |                           |                  |                             | Compliance - END   |
|        |                           |                  |                             | END  |



| DATE<br>19__       | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT     | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|--------------------|---------------------------|----------------------|-----------------------------|---|
| <del>8/22/94</del> | <del>263.1</del>          | <del>Tach Time</del> |                             |   |
| 8/23/94            | 263.1                     | Tach Time            |                             | Complied with AD 76-07-12 Am-lt. 3024 by<br>testing the "OFF" position of the Bendix<br>ignition switch. Next due at 363.1 tach.<br>from H. T. of A/P 2481384   |
| 2/5/95             | 300.6                     | TACH TIME            |                             | PERFORMED 100 HR INSPECTION IAW CESSNA  |
|                    | 3995.6                    | TOTAL TIME           |                             | MAINTENANCE MANUAL AND CHECKLIST. LUBRICATED  |
|                    |                           |                      |                             | ALL BEARINGS, BUSHINGS AND PULLEYS. CHANGED   |
|                    |                           |                      |                             | ELT BATTERY INSTALLING NEW CO-60-62 BATTERY   |
|                    |                           |                      |                             | BATTERY NEXT DUE 3/97. REPAIRED LEFT FLOAT  |
|                    |                           |                      |                             | AFT COMPARTMENT BY REMOVING TWO PREVIOUSLY  |

| DATE<br>19__ | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|--------------|---------------------------|------------------|-----------------------------|---|
| 2/15/95      | 300.6                     | TACH TIME        |                             | CONSTRUCTED SKIN PATCHES AND INSTALLING A   |
|              | 3995.6                    | TOTAL TIME       |                             | SKIN DOUBLER FROM THE AFT BULKHEAD FORWARD  |
|              |                           |                  |                             | 3 1/2" ON EACH CHINE AND 10 1/2" ON THE KEEL,   |
|              |                           |                  |                             | DOUBLER CONSTRUCTED OF 2024-T-3 ALCLAD .032   |
|              |                           |                  |                             | THICK. PATCH CONSTRUCTED AND INSTALLED IAW  |
|              |                           |                  |                             | AC 43.17.1A PARA 100. COMPLIED WITH AD 87-20-03R2   |
|              |                           |                  |                             | AMDT 39-6669 BY VISUAL INSPECTION OF THE SEAT   |
|              |                           |                  |                             | RAILS AND ROLLERS. NEXT INSPECTION DUE AT NEXT  |
|              |                           |                  |                             | ANNUAL. COMPLIED WITH AD 76-07-12 AMDT 39-3024  |
|              |                           |                  |                             | BY TESTING OFF POSITION OF BENDIX IGNITION  |
|              |                           |                  |                             | SWITCH. NEXT DUE AT 400.6 HRS TACH. ALL   |
|              |                           |                  |                             | AD'S CHECKED AS NOTED ON ATTACHED "APPENDIX   |



| DATE<br>19__ | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|--------------|---------------------------|------------------|-----------------------------|---|
| 2/15/95      | 300.6                     | TAKH             | TIME                        | A" ALL OTHER AD'S P.C.W. OR N/A TO THIS   |
|              | 3995.6                    | TOTAL            | TIME                        | AIRCRAFT. I CERTIFY THIS AIRCRAFT HAS BEEN  |
|              |                           |                  |                             | INSPECTED I.A.W. A 100 HR INSPECTION AND WAS  |
|              |                           |                  |                             | FOUND TO BE IN AIRWORTHY CONDITION.   |
|              |                           |                  |                             | John H. Tull ATP 2481384  |
| 2/15/95      | 300.6                     | TAKH             | TIME                        | INSTALLED NEW MIXTURE CONTROL ASSY P/N  |
|              | 3995.6                    | TOTAL            | TIME                        | 9862066-6 AND RIGGED IAW CESNA MAINTENANCE  |
|              |                           |                  |                             | MANUAL. INSTALLED NEW ALCOR EGT KIT   |
|              |                           |                  |                             | P/N 211-110-0 AFTER REMOVING OLD DEFECTIVE  |
|              |                           |                  |                             | KIT. INSTALLED NEW BA-24 INDUCTION AIR FILTER.  |
|              |                           |                  |                             | John H. Tull ATP 2481384  |

[illegible]



| DATE<br>19__ | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)   |
|--------------|---------------------------|------------------|-----------------------------|---|
| 3-14-95      |                           |                  |                             | The transponder tests and inspections required by par (a.)<br>F.A.R. Part 91.413 have been performed and found to comply with<br>Appendix F. FAR part 43 and par. (c) Appendix E. part 43<br>and is approved for return to service.<br><del>WOT# TX 59 A</del> for Duncan Avionics, Seattle Wa.<br>WOT# TX 59 A CRS # JG 7076 J |
| 3/31/95      | 315.8                     | TACH TIME        |                             | LOCATED CRACK IN INSIDE LOWER FRONT CORNER<br>OF PILOTS DOOR. REMOVED DOOR FOR REPAIR.<br>CRACK WELDED BY PACIFIC AIRCRAFT WELDERS.<br>DOOR RE-INSTALLED & TESTED NORMAL.<br>Chas H. Telford AIP 2481384  |
|              | 4010.8                    | TOTAL TIME.      |                             |   |

James H. Taylor AIP 2481384

| DATE<br>19__ | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|--------------|---------------------------|------------------|-----------------------------|---|
| 7/6/95       | 378.6                     | TACH             |                             | REMOVED RIGHT FUEL CELL DUE TO FUEL   |
|              | 4078.6                    | T.T.             |                             | LEAKAGE. CELL REPAIRED AND LEAK TESTED  |
|              |                           |                  |                             | BY PAKIK AIRCRAFT WELDERS. FUEL CELL  |
|              |                           |                  |                             | REINSTALLED AND FILLED. NO FUEL LEAKAGE   |
|              |                           |                  |                             | DETECTED <i>Jim (Tul)</i> AFD 2481384   |
| 3/6/96       | 475.2                     | TACH             |                             | Performed 100hr inspection MW Cessna Maintenance  |
|              | 4170.2                    | T.T.             |                             | Manual and checklist. All bearings, bushings  |
|              |                           |                  |                             | and hinges lubricated. New aileron push rod   |
|              |                           |                  |                             | bushings installed on both sides. New flap  |
|              |                           |                  |                             | track rollers & hardware installed on both  |
|              |                           |                  |                             | flaps. Installed new hardware on both rear  |



| DATE<br>19__ | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)   |
|--------------|---------------------------|------------------|-----------------------------|---|
| 3/6/96       | 475.2                     | TACH             |                             | Float support brackets. Installed new hardware on elevator belcrank. Replaced right upper water rudder bushing. Installed new prop spinner and performed dye penetrant inspection on prop backing plate. Complied with AD   |
|              | 4170.2                    | TT               |                             |   |
| 76-07-12     | Aviatt                    | 39-3024          |                             | by testing Bendix ignition switch. Next due at 575.2 hrs tach. Complied with AD 87-20-03 R2 Aviatt 39-6669 by visual inspection of seat tracks & rollers. Next due at next annual. All other AD's as noted on attached list PFW or A/P to this aircraft. I certify this aircraft has been inspected IAW a 100 hr inspection and was found to be in airworthy condition. <i>John H. Tull</i> ADP 2481389 |



| DATE  | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS |
|---|---------------------|---------------|-----------------------|--|
| 19 <u>3-8-96</u>  |                     | <u>Cessna</u> | <u>72K 2659</u>       | <u>N736NN</u>  |
| ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)  |                     |               |                       |  |
| Date <u>3-8-96</u> Make & Model <u>Cessna</u> Reg. No. <u>N736NN</u>  |                     |               |                       |  |
| I certify that this <u>Annual</u> inspection has been inspected   |                     |               |                       |  |
| in accordance with <u>FAA</u> inspection at <u>T.T. 4170.2</u>  |                     |               |                       |  |
| was determined to be in <u>Good</u> condition   |                     |               |                       |  |
| by <u>Paul L. Bennett</u> A&E 13808   |                     |               |                       |  |
| <u>Paul L. Bennett</u>  |                     |               |                       |  |
| (2) pages (+100 PR inspection for complete details of work performed + S.D. note status. Ref attached addendum dated 3/8/96 for complete S.D. note history + compliance. minor work was performed as required - |                     |               |                       |  |
| END   |                     |               |                       |  |



| DATE<br>1996 | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|--------------|---------------------------|------------------|-----------------------------|---|
| TACH         | 575.2                     |                  |                             | Removed EDO 2440 Fronts Installed Cassia  |
| AFTT         | 4276.2                    |                  |                             | Landing Gear, Braid Blades Replaced L/H Brake   |
|              |                           |                  |                             | Shoes, Ground Taxi AN system checked OK   |
|              |                           |                  |                             | WP Dated Wt. 21st + Balance, Del 29th   |
|              |                           |                  |                             | 574601829 AD  |

N 736NN

The ATC transponder's tests and inspection required by paragraph (a.) FAR part 91.413 have been performed and found to comply with Appendix F. FAR part 43 and paragraph (c) Appendix E. part 43 and is approved for return to service.

Transponder(s) tested: # 1 and # 2

Date 5-14-97 WO# RM 7CA

Insp. by Bm H. H. H.  
for Duncan Avionics: Seattle, Wash. CRS# JG7R076J

| DATE<br>1997 | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|--------------|---------------------------|------------------|-----------------------------|---|
| 05-12-97     | 615.7 TACH                |                  |                             | PERFORMED 100 HR INSPECTION IAW CESSNA MAINTENANCE  |
|              | 4310.7 Total Time         |                  |                             | MANUAL AND CHECKLIST. ENGINE MOUNT X-RAYED AND REINSTALLED  |
|              |                           |                  |                             | WITH NEW HARDWARE. REPAIRED WINDSHIELD IAW CESSNA MAINTENANCE   |
|              |                           |                  |                             | MANUAL AND USED NEW HARDWARE. LUBRICATED ALL PULLEYS  |
|              |                           |                  |                             | AND CABLES. CORROSION X AIRFRAME, COMPLIED WITH AD 76-07-12   |
|              |                           |                  |                             | AMDT 39-3024 BY TESTING BENDIX IGNITION SWITCH, NEXT DUE  |
|              |                           |                  |                             | AT 715.7 HR OR TACH, COMPLIED WITH AD 87-20-03R2  |
|              |                           |                  |                             | AMDT 39-6669 BY VISUAL INSPECTING SEAT RAILS, NEXT DUE AT   |
|              |                           |                  |                             | NEXT ANNUAL INSPECTION. REPLACED ELT BATT NEXT DUE  |
|              |                           |                  |                             | AT JULY 1999. REINSTALLED ENGINE SN 240058R ON THIS   |
|              |                           |                  |                             | AIRFRAME IAW CESSNA AND CONTINENTAL MAINTENANCE MANUALS AND   |
|              |                           |                  |                             | CHECKLISTS. INSTALLED NEW ENGINE MOUNTS AND HARDWARE  |



| DATE<br>19 <u>97</u> | TOTAL<br>TIME IN<br>SERVICE | REFERENCE OF MAJOR REPAIRS AND MAJOR ALTERATIONS TO<br>FAA FORM ACA-337 BY DATE, OR TO THE WORK ORDER BY NUMBER AND THE APPROVING AGENCY.  |
|----------------------|-----------------------------|--|
| 6/27                 | <del>615</del>              | Changed oil, inspected oil screens, tested compression   |
| TACH                 | 651.3                       | cleaned eng. compartment. Aeroshell 100 Type M.<br><del>Bentley</del> AP 2219241 IA Crossings Aviation, Inc.   |
| 6/30                 |                             |  |
| TACH                 | 654.0                       | Installed new right disc brake p/n 164-30615-1 & pads.<br>All work done I/A/W Cessna service manual. <del>Kuntz</del><br>Ace Aviation, Inc. AP536760657  |
| 7/18/97              |                             | Removed Cessna wheel gear and installed Edo 2440 Floats,   |
| TACH                 | 674.7                       | re-rigged water rudder steering & retract cables. Revised weight &<br>balance this date. All work done I/A/W Cessna service manual<br>and is returned to service. <del>Kuntz</del> AP536760657 |



DATE

19\_\_

TOTAL  
TIME IN  
SERVICEREFERENCE OF MAJOR REPAIRS AND MAJOR ALTERATIONS TO  
FAA FORM ACA-337 BY DATE, OR TO THE WORK ORDER BY NUMBER AND THE APPROVING AGENCY.

(←Continued) Stabilizer For Repair Of Cracked Spar. See FAA Form 337, This Date.  
Reinstalled w/New Hardware. Replaced All Elevator And Rudder Bushings And Bearings.  
Control Surface Travels Checked. Replaced Aft Trim Tab Chain. Serviced Actuator. Replaced  
All Flap Rollers. Tightened And Softied Aileron Cables. Tightened And Softied Control Yoke  
Chain. Tightened And Softied Elevator Cables. Replaced Sheared Pins In Pilot's Seat. Tightened  
Lower Front Strut Bolts, And Aft Fly Wires. Replaced L/H Fuel Cap. Replaced Life Vests And  
Float Ropes. Applied Corrosion-X To Aircraft. Lubricated Pulleys, Hinges, Ballcranks.  
Post Bump ops+Leakts ✓Ok. Aircraft Found To Be Airworthy, Approved For Service. X  
M. Collier AP472843209



| DATE<br>19 <u>98</u> | A. D.<br>NUMBER | TOTAL<br>TIME IN<br>SERVICE | <b>AIRWORTHINESS DIRECTIVES</b><br>CHRONOLOGICAL LISTING OF COMPLIANCE AND METHOD OF COMPLIANCE. |
|----------------------|-----------------|-----------------------------|--|
| MARCH                | 25, 1998        |                             | I. Certify that this aircraft has been inspected   |
| TACH                 | 757.6           |                             | I/A/W an Annual inspection checklist and was determined  |
| AFTT                 | 44523           |                             | to be airworthy this date. C/W A.D. 87-20-03 R2  |
|                      |                 |                             | revised 9/24/90 by inspection of seat tracks and   |
|                      |                 |                             | rollers due next 3/99. A.D. 97-01-13 revised 2/03/97   |
|                      |                 |                             | D/N/A due to hoses not installed. A.D. 93-05-06  |
|                      |                 |                             | revised 4/29/93 P/C/W see log entry. Airworthiness   |
|                      |                 |                             | directives researched thru revision 98-05. ELT batt  |
|                      |                 |                             | due 7/99. Transponder cert due 5/99 Life vest due 3/2000   |
|                      |                 |                             | See previous log entry for maintenance performed   |
|                      |                 |                             | Kuntzwell AP536760657IA  |

N736NN

Log #3



*The Standard*

# AIRCRAFT LOG

ASA-SA-1





ARTEX AIRCRAFT SUPPLIES, INC.  
14405 Kell Rd. NE Aurora, OR 97002  
(503) 676-7929 800-547-8901

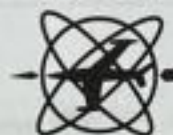
LOG BOOK ENTRY

3/7/03

E.L.T. BATTERY

REPLACEMENT DATE

MAR 2005



The Standard

# AIRCRAFT LOG

ASA-SA-1

**Aircraft Record** General Information

Manufacturer Cessna Model R172K

Serial R1722659 Registration Number N736NN

Date of Manufacture May 1977

Engine(s) currently installed:

Manufacturer Continental Model IO-360 Serial 240058R

Manufacturer \_\_\_\_\_ Model \_\_\_\_\_ Serial \_\_\_\_\_

Propeller(s) currently installed:

Manufacturer McCawley Model 2A34C203

HUB Model 90DCA-101 Serial 7715978 Serial \_\_\_\_\_

Blade Model \_\_\_\_\_ Serial B71978 Serial \_\_\_\_\_ Serial \_\_\_\_\_

Blade Model \_\_\_\_\_ Serial B71957 Serial \_\_\_\_\_ Serial \_\_\_\_\_



| YEAR:<br>1999              | RECORDING<br>TACH<br>TIME | TODAY'S<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | Description of Inspections, Tests, Repairs and Alterations<br>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.) |
|----------------------------|---------------------------|-------------------|-----------------------------|--|
| DATE                       |                           |                   |                             |  |
| April 5 <sup>th</sup> 1999 |                           |                   |                             | I certify that this aircraft has been inspected I/A/W  |
| TACH 909.5                 |                           |                   |                             | an Annual inspection checklist and was determined to be  |
| APTT 4604.5                |                           |                   |                             | airworthy this date. Complied with A.D. 87-20-03 R2 revised  |
|                            |                           |                   |                             | 9/24/90 by inspection of seat tracks and seats due next  |
|                            |                           |                   |                             | 4/00. Airworthiness directives through revision 99-05  |
|                            |                           |                   |                             | researched for compliance see separate compliance sheet.   |
|                            |                           |                   |                             | Installed new ELT battery due 3/01 & tested per FAR 91.207(d)  |
|                            |                           |                   |                             | VFR transponder cert due 3/01 life vest cert due 3/00  |
|                            |                           |                   |                             | Performed routine maintenance per Cessna service   |
|                            |                           |                   |                             | manual. Installed new BF-24 induction filter.  |
|                            |                           |                   |                             | Continued next page  |

| YEAR:<br>1999                    | RECORDING<br>TACH<br>TIME | TODAY'S<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | Description of Inspections, Tests, Repairs and Alterations<br>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair<br>Facility. (See back pages for other specific entries.) |
|----------------------------------|---------------------------|-------------------|-----------------------------|---|
| DATE<br>July<br>14 <sup>th</sup> |                           |                   |                             | Replaced CHT probe #52334-3, Op-Check, OK.<br>Ryan Gallagher Ace Aviation Inc.<br>By Gallagher AP 539985134   |
| Tach Time 974.0                  |                           |                   |                             |   |
|                                  |                           |                   |                             |   |
| 9-7-99 TACH 1062                 |                           |                   |                             | REPLACED DG WITH SERVICEABLE UNIT.<br>OPS CHECKED NORMAL Paul Miller<br>AP 537585165  |
| 9/13/99                          |                           |                   |                             | Replaced Taxi and Landing light wires with new mil-<br>M22759/16/12 per AC 43.13-1B. Checked all lights, stall horn<br>serviced battery & lubed per Cessna service manual.<br>Mike Bonnell AP 536760657           |
| TACH 1072.3                      |                           |                   |                             |   |
|                                  |                           |                   |                             |   |
|                                  |                           |                   |                             |   |



| YEAR:<br>2000<br>DATE | RECORDING<br>TACH<br>TIME | TODAY'S<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | Description of Inspections, Tests, Repairs and Alterations<br>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)  |
|-----------------------|---------------------------|-------------------|-----------------------------|---|
| April 27 2000         | TACH 1146.1               |                   |                             | I Certify that this aircraft has been inspected I/A/W an Annual inspection checklist and was determined to be airworthy this date. Airworthiness directives researched through revision 2000-07. Complied with A.D. B7-20-03 R2 revised 9/24/90 by inspection found all seat tracks out of limits installed all new MC0511243-4 through 7 seat tracks, inspected seats and rollers due next 4/01. A.D. 99-27-02 amend. 39-11483 D/N/A due to Affected Fuel selector cam not installed during dates noted per A.D. A.D. 00-06-01 amend. 39-11641 D/N/A affected fuel strainer parts not installed. |
|                       | AFTT 4840.8               |                   |                             |   |
| 91.411 Due            |                           | N/A               |                             |   |
| 91.413 Due            |                           | 3/01              |                             |   |
|                       |                           |                   |                             |   |
|                       |                           |                   |                             |   |
|                       |                           |                   |                             |   |
|                       |                           |                   |                             |   |
|                       |                           |                   |                             |   |
|                       |                           |                   |                             |   |
|                       |                           |                   |                             |   |

Continued next page



| YEAR:<br><u>2000</u><br>DATE | RECORDING<br>TACH<br>TIME | TODAY'S<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | <b>Description of Inspections, Tests, Repairs and Alterations</b><br>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)   |
|------------------------------|---------------------------|-------------------|-----------------------------|---|
| April 27 2000                |                           |                   |                             | See separate A.D. Compliance record for further information.  |
| Continued                    |                           |                   |                             | Life vests recert due <u>4/02</u> . Tested ELT per FAR 91.207(d)  |
| page 2                       |                           |                   |                             | ball due <u>3/01</u> . Performed the following maintenance during this inspection. Removed aircraft wings, control surfaces, fuel tanks, and tail. Aircraft top wing skins replaced by Aircraft Northwest see 337 form dated 3/31/00. Horizontal completely reskinned and repaired. Left elevator skins replaced see FAA form dated 2/8/00 and 4/12/00. Repainted both wings and tail section using DU 90119 white with 2 coats clear. Checked left elevator balance per Cessna service manual. |
|                              |                           |                   |                             | Continued next page   |



| YEAR:<br>2000<br>DATE | RECORDING<br>TACH<br>TIME | TODAY'S<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | <b>Description of Inspections, Tests, Repairs and Alterations</b><br>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)   |
|-----------------------|---------------------------|-------------------|-----------------------------|---|
| April 27, 2000        | TACH 1146.1               |                   |                             | Left fuel tank welded by Allied Tech Inc., inspected & reinstalled wing, fuel tanks, tail and controls using new hardware. Installed new right hand Cessna fuel cap, new elevator bushings and trim tab bearings. Adjusted all cable tensions and control travel limits per service manual. Installed new fuel placards on both wings. Installed new C299506 B0104 propeller control cable. Removed engine mount due to wear on front tube, repaired by Allied Tech Inc., inspected & installed using all new engine load mounts P/N J9613-42 & bolts. Installed new cyl. 3 & 5 |
| Page 3                |                           |                   |                             | Continued next Page   |

| YEAR:<br>2000<br>DATE   | RECORDING<br>TACH<br>TIME | TODAY'S<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | Description of Inspections, Tests, Repairs and Alterations<br>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)  |
|-------------------------|---------------------------|-------------------|-----------------------------|---|
| April 27 2000<br>page 4 |                           |                   | 1455014-26 3/25             | exhaust riser new from Cessna. Installed new J-7444-14 cowl lord mount, new battery cable to master relay and ground strap. Installed new aileron & flap rod ends. Installed new Carpet from Airtex products, Inc. which meets FAR 25.853(a). Installed new float zinc's, performed routine maintenance, Installed new D9-18-1 & B3-5-1 vacuum filters, new BA24 induction filter. Serviced battery, flushed fuel system & inspected screens. All work done I/A/W Cessna service manual. Ground run & Flight check normal.<br>Kurt Brunell AP53676065ZEA<br>Ace Aviation Inc. |



| YEAR:<br>DATE | RECORDING<br>TACH<br>TIME | TODAY'S<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | <b>Description of Inspections, Tests, Repairs and Alterations</b><br>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)   |
|---------------|---------------------------|-------------------|-----------------------------|---|
|               |                           |                   |                             | I CERTIFY THE TRANSPONDER(S) SYSTEM SERIAL NO.(S) <u>13058</u><br>HAVE BEEN TESTED AND FOUND TO MEET THE REQUIREMENTS OF<br>FAR 91.413 AND FAR 93 APP E ON THIS DATE: <u>13 MARCH '01</u><br>SIGNED <u>Jack A. Regna</u> FOR<br>AERO-TECH AVIONICS, INC. FAA CRS: JATR518K<br>6424 MULLENIX RD SE. PORT ORCHARD, WASH. 98367<br>360-731-5906 FAX 253-857-4032 |
| 5/1/01        |                           |                   |                             | I Certify that this aircraft has been inspected & IAW an Annual   |
| TACH          | 1394.7                    |                   |                             | inspection checklist and was determined to be airworthy this date   |
| AFTT          | 5089.4                    |                   |                             | Researched airworthiness directives through revision 2001-08. Complied  |
|               |                           |                   |                             | with A.D. 87-20-03R2 revised 9/24/90 by inspection of seats and tracks  |
|               |                           |                   |                             | inspection due next <u>5/02</u> . See separate compliance report for further  |
|               |                           |                   |                             | details. ELT tested per FAR 91.207 (d) battery due <u>3/03</u> VFR transponder  |
|               |                           |                   |                             | cert due next <u>3/03</u> . Firebottle recertified due next <u>4/02</u> . Performed   |
|               |                           |                   |                             | Continued next page   |

| YEAR:<br>2001<br>DATE | RECORDING<br>TACH<br>TIME | TODAY'S<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | <b>Description of Inspections, Tests, Repairs and Alterations</b><br>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.) |
|-----------------------|---------------------------|-------------------|-----------------------------|---|
| 5/9/01                |                           |                   |                             | routine maintenance per Cessna service manual. Installed new  |
| Continued             |                           |                   |                             | D9-18-1 control vacuum Filter, new B3-5-1 relief Filter, corrosion  |
|                       |                           |                   |                             | (x) treated airframe, LPS lubed as required. Repaired Left hand upper   |
|                       |                           |                   |                             | firewall as required see FAA 337 Form this date for details.  |
|                       |                           |                   |                             | Installed new Soros, and Fresh air vents per S.T.C. SA B150SW   |
|                       |                           |                   |                             | Inspected control column per service bulletin SEB01-3 found within  |
|                       |                           |                   |                             | in limits per part 3, reinspection due next 5/02. Installed new   |
|                       |                           |                   |                             | G-35 battery. Ground ran all systems inspected normal.  |
|                       |                           |                   |                             | Kundzewski AP53676065777  |



| YEAR:<br>DATE | RECORDING<br>TACH<br>TIME | TODAY'S<br>FLIGHT | TOTAL  | Description of Inspections, Tests, Repairs and Alterations |
|---------------|---------------------------|-------------------|--|--|
|               |                           |                   |  | <b><u>ACE AVIATION, INC.</u></b>                           |
|               |                           |                   | Date: May 14 <sup>th</sup> 2002  | Cessna R172K   |
|               |                           |                   | <b>Tach: 1567.6</b>  | ETT:2858.6      Registration N736NN                        |
|               |                           |                   | AFTT: 5262.3   | SMOH: 951.9      SPOH: 1567.6                              |
|               |                           |                   | <p>I certify that this aircraft has been inspected in accordance with an Annual inspection checklist and was determined to be airworthy this date. Airworthiness directives researched through revision 2002-09. Complied with A.D.87-20-03R2 revised 9/24/90 by inspection of seats and tracks, installed new seat rollers and washers inspection due next: 5/03. A. D. 01-23-03 revised 12/27/02 by inspection of doorpost map light switch no defects noted due next: 5/03. See separate compliance report for complete details. VFR transponder certification due next Mar. 03. ELT tested per FAR 91.207 (d) batteries due next 3/03. Performed routine maintenance per Cessna service manual, Corrosion (X) treated airframe, serviced A/C battery, installed all new airfilters, inspected all fuel screens. Cleaned &amp; inspected lubed float pulleys. Repaired tail nav light. Installed new tail hardware as required to replace rusted parts. Repaired cigarette lighter receptacle and wired in 2amp resettable circuit breaker located on pilot instrument panel. Installed new fuel-sump screen. Continued</p> |  |

| YEAR:<br>_____<br>DATE | RECORDING<br>TACH<br>TIME | TODAY'S<br>FLIGHT |
|------------------------|---------------------------|-------------------|
|------------------------|---------------------------|-------------------|

November 13<sup>th</sup> 2002

**ACE AVIATION, INC.**

Cessna R172K

Tach: 1720.0      ETT: 3011.0      Registration: N736NN  
 AFTT: 5414.7      SMOH: 1104.3      SPOH: 1720.0

I certify that this aircraft has been inspected in accordance with an Annual inspection checklist and was determined to be airworthy this date. Airworthiness directives researched through revision 2002-22. Complied with A.D.87-20-03R2 revised 9/24/90 by inspection of seats and tracks, repaired roll pins as required, inspection due next: 11/03. A.D. 01-23-03 revised 12/27/02 by inspection of door-post map light switch no defects noted due next: 11/03. See separate compliance report for complete details. VFR transponder certification due next ~~Oct, 04~~ ELT tested per FAR 91.207 (d) batteries due next 3/03. Performed routine maintenance per Cessna service manual, corrosion (X) treated airframe, serviced A/C battery, installed all new airfilters, inspected all fuel screens. Cleaned & inspected lubed float pulleys. Repaired tail nav light. Installed new tail trim jackscrew, new trim chain stop blocks. Installed new Cessna aileron carry through cable and left wing direct aileron cable. Rigged all controls per Cessna service manual. Continued next page





[illegible]



# Pro-Flight Aviation, Inc.

500 W. Perimeter Rd. Renton, WA 98055

1/14/03 Cessna 172XP N736NN

Tach: 1740.3

Replaced clock with new Davtron model 800. --- END---

*B.A. Paholke*

B.A. Paholke  
A&P 468781561

3/7/03 TT: 1754.3

Replaced ELT Battery & Function ok Good IAW  
FAR 91.207. <sup>DUE</sup> Mar/05 JH CCL AP 535709577

[illegible]



YEAR: \_\_\_\_\_  
RECORDING  
TACH  
TIME

DATE

December 15<sup>th</sup> 2003

**ACE AVIATION, INC.**

Cessna R172K

Tach: 1854.5

ETT: 3145.5

Registration: N736NN

AFTT: 5549.2

SMOH: 1238.8

SPOH: 1854.5

I certify that this aircraft has been inspected in accordance with an Annual inspection checklist and was determined to be airworthy this date. Airworthiness directives researched through revision 2003-24. Complied with A.D.87-20-03R2 revised 9/24/90 by inspection of seats and tracks, inspection due next: 12/04. A.D. 01-23-03 revised 12/27/02 by inspection of door-post map light switch no defects noted due next: 12/04. See separate compliance report for complete details. VFR transponder certification due next Oct. 04. ELT tested per FAR 91.207 (d) batteries due next 3/05. Performed routine maintenance per Cessna service manual, corrosion (X) treated airframe, serviced A/C battery, installed all new airfilters, inspected all fuel screens. Cleaned & inspected lubed float pulleys. Checked right wing fuel tank for possible leaks. Tank removed from a/c and pressure checked on leaks noted. Tank reinstalled and leak checked all checks Continued next page





## Pro-Flight Aviation, Inc.

500 W. Perimeter Rd. Renton, WA 98055

Technician or Repair

7/6/2004

Cessna R172K

N763NN

Tach: 1921.8

Installed engine mount after repair by Acorn Welding - see yellow tag. Installed overhauled TCM engine IO-360-DCK, s/n 62076-8-D-R, using new engine mount pads p/n J9613-42. Installed new flexible fuel and oil hoses. Replaced end fittings as required. Installed new McCauley propeller model 2A34C203-C, s/n 030090. Installed O/H propeller governor, s/n 607044 - see yellow tag. Installed new spinner p/n 0550338K200. Reinstalled exhaust after inspection and repair by AWI. Repaired baffle as needed by riveted patch. Installed new baffle seal. Installed 4 new baffle springs p/n 0450277-217. Installed new baffle strap p/n 1457018-18. Installed new cowl flap control p/n S1391-26. Installed new prop control p/n C299506B0104. Installed new throttle rod end. Removed landing light from cowl and associated wiring. Fabricated and installed patch. Weight and balance amended. Installed new solid fuel line from firewall to fuel strainer. Installed new air filter p/n BA 24. -----END-----

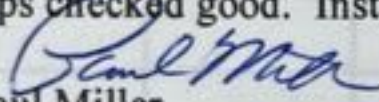
  
Michael Riter

A&P 549753913

[illegible]





| YEAR: | RECORDING<br>TACH<br>TIME  | Description of Inspection, Tests, Repairs and Alterations |                      | Technician or Repair |
|-------|--|---|----------------------|----------------------|
| DATE  | November 10, 2004  | <u>ACE AVIATION, INC.</u><br>Cessna R172K                 |                      |                      |
|       | Tach: 2001.5   | ETT:  | Registration: N736NN |                      |
|       | AFTT:  | SMOH:   | SPOH:                |                      |
|       | Replaced all elevator bearings due to stiff elevator, ops checked good. Replaced directional gyro with serviceable used unit. P/N RCA11A-15, S/N 892573 installed ran engine ops checked good. Lubed baggage door lock, lock works freely. Stopped drilled crack in nose cowl behind spinner. Lubed flap rollers, flaps ops checked good. Installed new main cabin door lock assembly. |   |                      |                      |
|       | <br>Paul Miller<br>AP537585165  |   |                      |                      |

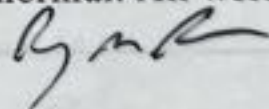








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| YEAR<br>DATE | RECORDING<br>TACH<br>TIME | TODAY'S<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | <b>Description of Inspections, Tests, Repairs and Alterations</b><br>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)   |
|--------------|---------------------------|-------------------|-----------------------------|---|
|              |                           |                   |                             | <p style="text-align: center;"><u><b>ACE AVIATION, INC.</b></u></p> <p>September 15<sup>th</sup> 2005                      Cessna R172K</p> <p> <b>Tach: 2170.2</b>    ETT: 2538.7                      Registration N736NN<br/> <b>AFTT: 5864.9</b>    SMOH: 248.2                      SPOH: 248.2         </p> <p>           Performed routine inspection in accordance with 150hr routine inspection checklist. Airworthiness directives researched through revision 2005-18. See separate Compliance report for complete details. VFR transponder due next 10/06. ELT tested per 14 CFR 91.207 (d) batteries due Next: 11/06. Performed routine maintenance per Cessna service manual, serviced aircraft battery, installed new B3-5-1 and induction air-filters, and inspected all fuel screens. Repaired minor aircraft discrepancies as required. Ground ran all systems checked normal. All work performed in accordance with Cessna service manual. Rod Peterson  AP544067844         </p> |



| YEAR:<br>2006<br>DATE | RECORDING<br>TACH<br>TIME<br>TACH | TODAY'S<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE<br>AFTT | Description of Inspections, Tests, Repairs and Alterations<br>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.) |
|-----------------------|-----------------------------------|-------------------|-------------------------------------|--|
| 3-9-06                | 2215.2                            |                   | 7709.9                              | ANNUAL INSPECTION PERFORMED IAW FAR 43 (APPD).   |
|                       | SNCH 293.2                        | SPCH              |                                     | OPENED AIRCRAFT FOR INSPECTION, LOADED AIRCRAFT AND  |
|                       | ETT 2583.7                        |                   |                                     | FLOATS COMPLETELY. INSPECTED ELT IAW FAR 91.207 (D)  |
|                       |                                   |                   |                                     | AND REARMED, NO DEFECTS NOTED. ELT BATTERY DUE   |
|                       |                                   |                   |                                     | 11-2006. COMPLIED WITH AD 87-10-03 R2 BY VISUAL  |
|                       |                                   |                   |                                     | INSPECTION, NO DEFECTS NOTED. COMPLIED WITH AD 2001-23-03  |
|                       |                                   |                   |                                     | PER AD, NO DEFECTS NOTED. REPLACED INSTRUMENT AIR  |
|                       |                                   |                   |                                     | SYSTEM FILTER. REPLACED ELEVATOR STOP BOLTS AND  |
|                       |                                   |                   |                                     | MOUNTING BRACKET, RIGGED ELEVATORS IAW CESSNA  |
|                       |                                   |                   |                                     | MAINTENANCE MANUAL. REPLACED ELEVATOR TRIM CHAM, LOBB  |
|                       |                                   |                   |                                     | RIGGED TRIM TAB IAW CESSNA MAINTENANCE MANUAL.   |
|                       |                                   |                   |                                     | CONTINUED →  |

YEAR:  
2006  
DATE

3-9-06

| YEAR:<br><u>2006</u>  | RECORDING<br>TACH<br>TIME | TODAY'S<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | Description of Inspections, Tests, Repairs and Alterations<br>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)  |
|-----------------------|---------------------------|-------------------|-----------------------------|---|
| DATE<br><u>3-9-06</u> | <u>2215.2</u>             |                   | <u>5909.9</u>               | <p>I CERTIFY THIS AIRCRAFT/ENGINE HAS BEEN INSPECTED IN <u>AN ANNUAL</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. DETAILS OF THIS INSPECTION ARE ON FILE AT THIS REPAIR STATION.</p> <p>UNDER WORK ORDER <u>35071</u> DATE <u>3-9-2006</u></p> <p>SIGNED <u>[Signature]</u> FOR KENMORE AIR HARBOR, INC</p> <p>FAA APPROVED REPAIR STATION GJRR163A P.O. BOX 82064<br/>KENMORE, WA 98028</p> |

**ACE AVIATION, INC.**

Oct. 13<sup>th</sup> 2006

Cessna R172K

Tach: 2403.0

ETT:

Registration: N736NN

AFTT:

SMOH:

SPOH:

Installed new customer supplied Concorde battery RG-35AXC serial number 40146530. Function checked good. Rod Peterson [Signature] AP544067844



| YEAR:<br>DATE | RECORDING<br>TACH<br>TIME | DESCRIPTION   | TECHNICIAN |
|---------------|---------------------------|---|------------|
|               |                           | <u>ACE AVIATION, INC.</u><br>Cessna R172K   |            |
|               |                           | January 23 <sup>rd</sup> 2007   |            |
|               |                           | Tach: 2428.7      Registration: N736NN  |            |
|               |                           | Installed new voltage regulator VR600. Ground ran, charging system checked normal.<br>Paul Miller <i>Paul Miller</i> AP537585165  |            |
|               |                           | <u>ACE AVIATION, INC.</u><br>Cessna R172K   |            |
|               |                           | January 25 <sup>th</sup> 2007   |            |
|               |                           | Tach: 2429.2      Registration: N736NN  |            |
|               |                           | Removed alternator DOFF 10300FR serial number F040445 and installed overhauled<br>alternator serial number G060423. Ground ran, charging system checked normal.<br>Everett Riggs <i>Everett Riggs</i> AP2815859 |            |

YEAR:

DATE

January 31, 2007

ACE AVIATION, INC.

Cessna R172K

ations

ber of Technician or Repair

Tach: 2432.9

ETT:

Registration: N736NN

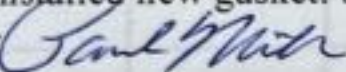
AFTT:

SMOH:

SPOH:

Right fuel transmitter was intermittent. Replaced fuel transmitter with McFarlane MC0523557-1 replacement unit. Checked full and empty indications for proper operation. Installed new gasket. System operational check good.

Paul Miller



AP 537585165



[illegible]

|       |          |
|-------|----------|
| YEAR: | RECORDIN |
| _____ | TACH     |
| DATE  | TIME     |

Sept. 10<sup>th</sup> 2007

# ACE AVIATION, INC.

Cessna R172K

Technician or Repair

Tach: 2671

ETT:

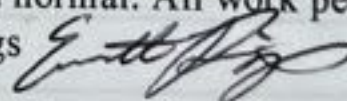
Registration N736NN

AFTT: 6365.7

SMOH: 749

SPOH: 749

Performed routine inspection in accordance with 150hr routine inspection checklist. Airworthiness directives researched through revision 2007-18. See separate Compliance report for complete details. VFR transponder due next 11/08. Installed new ELT battery, ELT tested per 14 CFR 91.207 (d) batteries due Next: 10/08. Performed routine maintenance per Cessna service manual, serviced aircraft battery, installed new B3-5-1 and induction air-filters, and inspected all fuel screens. Installed overhauled turn coordinator 1394T100-7Z serial 2109-493. Installed new Aerospace Welding exhaust muffler part no. 1455009-3, installed new heater scat hose from muffler to firewall, repaired right and tail nav. lights. Repaired minor aircraft discrepancies as required. Ground ran all systems checked normal. All work performed in accordance with Cessna service manual. Everett Riggs



AP2815859

YEAR

DATE

12-27



| YEAR:<br>_____<br><br>DATE | RECORDING<br>TACH<br>TIME | TODAY'S<br>FLIGHT |  |
|----------------------------|---------------------------|-------------------|--|
|                            |                           |                   | <b>ACE AVIATION, INC.</b><br>December 5, 2007 Cessna R172K   |
|                            |                           |                   | <b>Tach: 2432.9 ETT: Registration: N736NN</b>  |
|                            |                           |                   | Complied with A.D. 93-05-06 revised 04/29/93 by installing ACS ignition kit, part number A3770, due next tach 4432.9. Everett Riggs <i>[Signature]</i> AP2815859 |
| 12-21-07                   | 2780.3 TACH               |                   | R & R TURN COORDINATOR - OPS ✓ GOOD<br>OK FOR FURTHER SERVICE.<br>S/N <sup>OFF</sup> 2107-493 S/N OK 8912-242<br>T HOWARD ASP 27/2007                            |





| YEAR:<br>DATE | RECORDING<br>TACH<br>TIME | TODAY'S<br>FLIGHT  |
|---------------|---------------------------|--|
|               |                           | <p>May 16<sup>th</sup> 2008</p> <p style="text-align: center;"><b><u>ACE AVIATION, INC.</u></b><br/>Cessna R172K</p> <p><b>Tach: 2884</b>      ETT:      Registration N736NN<br/> <b>AFTT: 6578.7</b>      SMOH: 962      SPOH: 962</p> <p><b>I certify that this aircraft has been inspected in accordance with an Annual inspection checklist and was determined to be airworthy this date.</b><br/>           Airworthiness directives researched through revision 2008-10. See separate compliance report for complete details. Complied with AD 87-20-03 R2 revised 9/24/90 by inspection of seats and tracks, inspection due next: 5/09. A.D. 01-23-03 revised 12/27/01 by inspection of door post light switch, door light switch removed and new doorpost plastic installed <b>inspection no longer required</b>. Inspected control column per service bulletin SEB01-3 re-inspect next 5/09. IFR altimeter / static certification due next: 11/08. ELT tested per (14) CFR 91.207 (d) batteries due next 10/08. Performed routine maintenance per Cessna 172 service manual, Corrosion (X) treated airframe, installed new gyro filters and induction air filter. Inspected all fuel screen and oil screens. Installed new fuel placards, replaced several engine cowl mounts J-7444-14. Installed new pilot door handle springs. Continued next page</p> |





DA

## 243 W. Perimeter Rd. Renton, WA 98055

**Tach:3156.9**

BA Pch

B.A. Paholke

A&P 468781561







| YEAR: | TOTAL<br>TIME IN<br>SERVICE | Equipment Addition, Removal or Exchange  |                           |        |               |
|-------|-----------------------------|--|---------------------------|--------|---------------|
| DATE  |                             | Item   | Manufacturer's Name       | Model  | Serial Number |
|       |                             | April 9, 2010  | <u>ACE AVIATION, INC.</u> | Cessna | R172K         |
|       |                             | Tach: 3280.8   | Registration N736NN       |        |               |
|       |                             | <b>See log book number 4 for further details.</b><br><b>Kurt Boswell</b> <i>K Boswell</i> <b>AP536760657</b>   |                           |        |               |
|       |                             | <input type="checkbox"/> Addition of Optional Equipment<br><input type="checkbox"/> Removal of Optional Equipment<br><input type="checkbox"/> Addition of Required-Exchanged for Options<br><input type="checkbox"/> Removal of Required-Exchanged for Options |                           |        |               |
|       |                             | <input type="checkbox"/> Addition of Optional Equipment<br><input type="checkbox"/> Removal of Optional Equipment<br><input type="checkbox"/> Addition of Required-Exchanged for Options<br><input type="checkbox"/> Removal of Required-Exchanged for Options |                           |        |               |
|       |                             | <input type="checkbox"/> Addition of Optional Equipment<br><input type="checkbox"/> Removal of Optional Equipment<br><input type="checkbox"/> Addition of Required-Exchanged for Options<br><input type="checkbox"/> Removal of Required-Exchanged for Options |                           |        |               |



N736NN Log book No. 4



*The Standard*

# AIRCRAFT LOG

ASA-SA-1



# **Aircraft Record** General Information

Manufacturer Cessna Model R172K  
Serial R1722659 Registration Number N736NW  
Date of Manufacture May 1977

## Engine(s) currently installed:

Manufacturer Continental Model \_\_\_\_\_ Serial \_\_\_\_\_  
Manufacturer \_\_\_\_\_ Model \_\_\_\_\_ Serial \_\_\_\_\_

## Propeller(s) currently installed:

Manufacturer McCawley Model 2A34C203  
HUB Model \_\_\_\_\_ Serial \_\_\_\_\_ Serial \_\_\_\_\_  
Blade Model \_\_\_\_\_ Serial \_\_\_\_\_ Serial \_\_\_\_\_  
Blade Model \_\_\_\_\_ Serial \_\_\_\_\_ Serial \_\_\_\_\_



[illegible][illegible]











YEAR:

DATE



ELITE AIR SERVICE



PH: 517 278-6516

143 E CHICAGO RD COLDWATER MI 49036

12/02/2010

N736NN

TACH: 3346.5

S/N: R1722659

Removed EDO 2440 floats. Installed Cessna nose gear and main gear. Updated weight and balance, installed copy in aircraft and aircraft logs. All work was performed per Cessna 172xp Service manual.

Monico Lopez AP366903174





... (see [online](#))



pair

YEA

DA1

PH: 517 278-6516

143 E CHICAGO RD COLDWATER MI 49036

12/02/2010

N736NN

TACH: 3346.5

Serviced nose shock strut with mil spec-H-5606 and inflated to 45psi extended. Installed left and right nose gear steering rods. All work performed IAW Cessna R172 service manual. See weight and balance record dated 10-2-2010.

Rob. Allen

**ANDREW LESKOW A3534886**

[illegible]



| DATE | RECORDING<br>TACH<br>TIME | TODAY'S<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | Description of Inspections, Tests, Repairs and Alterations<br>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Facility. (See back pages for other specific entries.) |
|------|---------------------------|-------------------|-----------------------------|---|
|------|---------------------------|-------------------|-----------------------------|---|

The ATC transponder was tested and inspected on 21/15/11 and bound to comply with 91.413 Part 43. Appendix F. Automatic altitude reporting equipment was tested and calibrated on 21/15/11 in compliance of 91.411 FAR 43. Appendix E, Paragraph (C) to 20K ft. Work Order Number: 17424

Signature

[Signature]

THE AVIATION DEPOT

C.R.S. TFGR831K

I certify that the altimeter and static system tests required by FAR 91.411 have been performed.

The altimeter was tested on 21/15/11

by AV DEPOT to 20K ft.

Signature

[Signature]

THE AVIATION DEPOT

C.R.S. TFGR831K



TFGR831K

**THE AVIATION DEPOT**

3808 W. Grand River  
Howell, Michigan 48855  
(517) 552-8770

**MAINTENANCE RELEASE**

This Aircraft Appliance/Component was repaired and inspected in accordance with current Federal Aviation requirements and was found air worthy for return to service. Pertinent details of the repair are on file at this agency under:

W.O. No. 17424 Date: 2-15-11☐ O/H☐ Repaired☒ F/T☐ Removed Serviceable☐ Rebuilt☒ CL 7 TO 20KFTUnit ALTIMETERMfg. UNITEDP/N 5934P-1Model - S/N J3801Owner ELITE AIR

The altimeter was tested on

by AV DEPOT

to

20K ft.

Signature

[Signature]

THE AVIATION DEPOT  
C.R.S. TFGR831K



YEAR

DATE



ELITE AIR SERVICE

PH: 517 278-6516

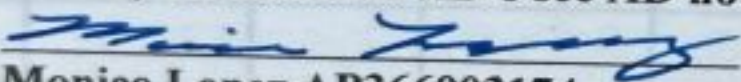
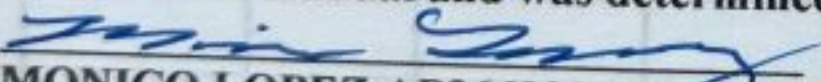
143 E CHICAGO RD COLDWATER MI 49036

**04/07/2011 N736NN TACH: 3347.6 HOBBS: 4631.7 AFTT: 7042.3**

- 1) Performed Annual Inspection per Cessna R172 series Service Manual.
- 2) Installed dubber on firewall due to small dent at center left side from previously damage area.
- 3) Inspected ELT system per FAR 91.207 I thru 4 no defects noted installed new battery P/N BP1020.
- 4) Replaced cargo door due to corrosion with serviceable door P/N 0717037-6 and installed new molding P/N 23183-000.
- 5) Installed serviceable landing light due to not installed assy P/N 43406.
- 6) Inspected fuel system cleaned fuel strainer screen.
- 7) Installed new plastics, molding P/N K0500210-135, new molding baggage P/N K0515012-2, molding LH P/N K0515027-3, molding RH P/N K0515027-4, panel baggage door P/N K0515012-1, window beading P/N KRBBEIGE.

(Continued next page)



| YEAR:<br>_____<br>DATE | RECORDING<br>TACH<br>TIME | TODAY'S<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | <b>Description of Inspections, Tests, Repairs and Alterations</b><br>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)  |
|------------------------|---------------------------|-------------------|-----------------------------|--|
|                        |                           |                   |                             | 8) Recovered side panels and seat with new vinyl P/N DEF-CD203 whistler Columbia and P/N ECLMGR eclipse medium gray with new foam P/N HR30.5X45. Installed new carpet P/N AC6779/5754 indigo. All foam, vinyl, and carpet installed was burn tested in accordance with FAR 25.853(a) Appendix F part (a), (I), (ii). Refurbished instrument panel and metal trim using light grey paint. |
|                        |                           |                   |                             | 9) Touch up white paint, and re-colored the two bottom strips paint P/N 783871B color Gris (light bleu) and P/N 577041B color Gray. Rudder was removed and balanced and reinstalled.   |
|                        |                           |                   |                             | 10) Researched AD's see AD notes for details.  |
|                        |                           |                   |                             | <br>Monico Lopez AP366903174   |
|                        |                           |                   |                             | I certify that this Airframe has been inspected in accordance with an annual inspection as per Cessna R172 service manual and was determined to be in airworthy condition.   |
|                        |                           |                   |                             | <br>MONICO LOPEZ AP366903174IA   |
|                        |                           |                   |                             |  |
|                        |                           |                   |                             |  |





Repair

PH: 517 278-6516

143 E CHICAGO RD COLDWATER MI 49036

05/10/2012


N736NN

TACH: 3388.8

AFTT: 7083.5

S/N R1722659

- 1) Preformed Annual Inspection per Cessna 172 Service Manual.
- 2) Inspected exhaust system and attachment seat hoses no defects noted.
- 3) Inspected instruments and radios. Repaired loose connection on co-pilot head jacks.
- 4) Inspected all control cables, bell cranks and pulleys lubed all with corrosion X.
- 5) Inspected ELT per FAR 91.207 (d) ops check satisfactory.
- 6) Inspected airframe battery, serviced with fluid and charged.
- 7) Inspected landing gear and brake system
- 8) Inspected lighting system, replaced tail becon lamp with new P/N 1912.
- 9) Inspected fuel system. Cleaned fuel sump and inspected fuel drains and fuel tank caps.
- 10) Researched AD's - Complied with AD 2011-10-09 seat tracks, no defects noted.

  
Monico Lopez AP366903174

I certify that this Airframe has been inspected in accordance with an annual inspection as per Cessna 172 service manual and was determined to be in airworthy condition.

  
MONICO LOPEZ AP366903174A



**Description**

Entries must be endorsed with Name, Rating and Certificate Number of Technician or Facility. (See back pages for other specific entries.)

The ATC transponder was tested and inspected on 3 / 8 / 13 and bound to comply with 91.413 Part 43. Appendix F. Automatic altitude reporting equipment was tested and calibrated on 3 / 8 / 13 in compliance of 91.411 FAR 43. Appendix E. Paragraph (C) to 20K ft. Work Order Number: 18270

Signature

THE AVIATION DEPOT  
C.R.S. TFGR831K

I certify that the altimeter and static system tests required by FAR 91.411 have been performed.

The altimeter was tested on 3 / 8 / 13 by T of Flight Audio's to 20K ft.

Signature

THE AVIATION DEPOT  
C.R.S. TFGR831K



TFGR831K

**THE AVIATION DEPOT**

3808 W. Grand River  
Howell, Michigan 48855  
(517) 552-8770

**MAINTENANCE RELEASE**

This Aircraft Appliance/Component was repaired and inspected in accordance with current Federal Aviation requirements and was found air worthy for return to service. Pertinent details of the repair are on file at this agency under:

W.O. No. 18220 Date: 3-8-17

☐ O/H☐ Repaired☒ F/T☐ Removed Serviceable☐ Rebuilt☒ FEB Cent

Unit

Alternator

Mfg.

Quoted

P/N

Model

5034A

S/N

T3801

Owner

Elite Air

N#

N736NN

Tech.

Insp. By

[Signature]

|        |    |       |    |
|--------|----|-------|----|
| 6,000  | FL | 53000 | FL |
| 8,000  | FL | 55000 | FL |
| 10,000 | FL |       | FL |
| 12,000 | FL |       | FL |
| 14,000 | FL |       | FL |
| 16,000 | FL |       | FL |

AFTER EFFECT

HYS. 50%

HYS. 40%

55000

53000

Repa



YEAR

REPLACE ELT BATTERY BY:

JUL 2015

DATE



ELITE AIR SERVICE



PH: 517 278-6516

143 E CHICAGO RD COLDWATER MI 49036

07/01/2013


N736NN

TACH: 3398.2

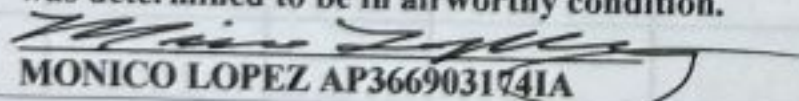
AFTT: 7092.9

S/N R1722659

- 1) Preformed Annual Inspection per Cessna 172 Service Manual.
- 2) Inspected exhaust system and attachment seat hoses no defects noted.
- 3) Inspected instruments and radios. Repaired loose connection on co-pilot head jacks.
- 4) Inspected all control cables, bell cranks and pulleys lubed all with corrosion X.
- 5) Inspected ELT per FAR 91.207 (d) ops check satisfactory installed new battery P/N BP-1020.
- 6) Inspected airframe battery, serviced charged and reinstalled.
- 7) Removed nose and main gear and reinstalled EDO 2440 Floats per original STC and up dated weight and balance.
- 8) Inspected airframe and all control surfaces filled holes in firewall no other defects noted.
- 9) Inspected fuel system. Cleaned fuel sump and inspected fuel drains and fuel tank caps.
- 10) Researched AD's - Complied with AD 2011-10-09 seat tracks, no defects noted.

  
Monico Lopez AP366903174

I certify that this Airframe has been inspected in accordance with an annual inspection as per Cessna 172 service manual and was determined to be in airworthy condition.

  
MONICO LOPEZ AP3669031741A



| AD#         | Applicable S.B. # & Subject | Date & Hours @ Comp. | Method of Compliance | One Time | Recurring | Next Comp. @ Hrs/Date | Authorized Signature & Number |
|-------------|-----------------------------|----------------------|----------------------|----------|-----------|-----------------------|-------------------------------|
| 70-14-07 R2 | Fuel injection pump needle  | 02/11/201<br>1 TT:   | N/A BY MODEL         | X        |           |                       | MONICO LOPEZ<br>A&P3692583    |
| 62-22-01    | Vacuum pump modification    | 02/11/201<br>1       | N/A BY MODEL         | X        |           |                       | MONICO LOPEZ<br>A&P3692583    |

| AD#         | Applicable S.B. # & Subject | Date & Hours @ Comp. | Method of Compliance                           | One Time | Recurring | Next Comp. @ Hrs/Date | Authorized Signature & Number |
|-------------|-----------------------------|----------------------|--|----------|-----------|-----------------------|-------------------------------|
| 80-06-03    | Wing flap cable clamp       | 01/27/82             | P/CW SEE AD NOTES FOR DETAILS DATED 04/09/2010 | X        |           |                       | MONICO LOPEZ<br>A&P3692583    |
| 80-04-08    | Fuel lines                  | 02/11/201<br>1 TT:   | SUPERSEDED BY 2001-23-03                       | X        |           |                       | MONICO LOPEZ<br>A&P3692583    |
| 79-10-14 R1 | Fuel tank venting           | 02/11/201<br>1 TT:   | N/A by S/N                                     | X        |           |                       | MONICO LOPEZ<br>A&P3692583    |
| 79-08-03    | Electrical system           | 07/09/199<br>0       | P/CW SEE AD NOTES DATED 04/09/2010             | X        |           |                       | MONICO LOPEZ<br>A&P3692583    |
| 77-12-08    | External elec. ground power | 02/11/201<br>1 TT:   | N/A by S/N                                     | X        |           |                       | MONICO LOPEZ<br>A&P3692583    |
| 77-02-09    | Wing flap system            | 02/11/201<br>1 TT:   | N/A by S/N                                     | X        |           |                       | MONICO LOPEZ<br>A&P3692583    |
| 74-18-07    | Cylinder failure            | 02/11/201<br>1 TT:   | N/A BY MODEL                                   | X        |           |                       | MONICO LOPEZ<br>A&P3692583    |
| 74-18-05    | Slick magnetos              | 02/11/201<br>1 TT:   | N/A BY MODEL                                   |          | X         |                       | MONICO LOPEZ<br>A&P3692583    |



epair

YI

D.

| AD#         | Applicable S.B. # & Subject   | Date & Hours @ Comp. | Method of Compliance                                    | One Time | Recurring | Next Comp. @ Hrs/Date | Authorized Signature & Number |
|-------------|-------------------------------|----------------------|---|----------|-----------|-----------------------|-------------------------------|
| 86-19-11    | Contaminated fuel             | 06/24/88             | P/C/W PER AD SEE AD NOTE DATED 04/09/2010               | X        |           |                       | MONICO LOPEZ<br>A&P3692583    |
| 83-22-06    | Aileron hinge pin             | 02/11/201<br>1 TT:   | N/A by S/N  | X        |           |                       | MONICO LOPEZ<br>A&P3692583    |
| 83-10-03    | Control wheel yoke guide mod. | 02/11/201<br>1 TT:   | N/A by S/N  | X        |           |                       | MONICO LOPEZ<br>A&P3692583    |
| 82-27-02 R1 | Propeller blade shank failure | 02/11/201<br>1 TT:   | N/A by S/N  | X        |           |                       | MONICO LOPEZ<br>A&P3692583    |
| 81-16-09    | Elevator control system       | 02/11/201<br>1 TT:   | N/A by S/N  | X        |           |                       | MONICO LOPEZ<br>A&P3692583    |
| 81-16-05    | Slick magnetos                | 02/11/201<br>1 TT:   | N/A BY MODEL  | X        |           |                       | MONICO LOPEZ<br>A&P3692583    |
| 81-15-03    | Brackett air filters          | 02/11/201<br>1 TT:   | N/A by P/N  | X        |           |                       | MONICO LOPEZ<br>A&P3692583    |
| 81-13-10 R1 | Engine oil pump drive shaft   | 04/05/200<br>4       | P/C/W AT OVERHAUL                                       | X        |           |                       | MONICO LOPEZ<br>A&P3692583    |
| 81-05-01    | Fuel tank capacity            | 02/11/201<br>1 TT:   | N/A by S/N  | X        |           |                       | MONICO LOPEZ<br>A&P3692583    |
| 80-07-03    | Oil pressure                  | 04//13/198<br>0      | P/C/W PER AD SEE AD NOTES DATED 04/09/2010 FORE DETAILS | X        |           |                       | MONICO LOPEZ<br>A&P3692583    |
| 80-06-05    | Slick magnetos                | 02/11/201<br>1 TT:   | N/A BY MODEL  | X        |           |                       | MONICO LOPEZ<br>A&P3692583    |

epair



| YEAR: | AD#         | Applicable S.B. # & Subject                           | Date & Hours @ Comp. | Method of Compliance                         | e Time | curring | Comp. @ Hrs/Date | Authorized Signature & Number |
|-------|-------------|---|----------------------|--|--------|---------|------------------|-------------------------------|
| DATE  |             |   |                      |  |        |         |                  |                               |
|       | 97-26-17    | CORRECTION - Crankshaft fatigue cracks                | 04//05/04            | P/CW AT OVERHAUL                             |        | X       |                  | MONICO LOPEZ<br>A&P3692583    |
|       | 97-01-13    | Fuel, oil, or hydraulic hose                          | 07/09/200<br>9       | N/A - NOT INSTALLED                          | X      |         |                  | MONICO LOPEZ<br>A&P3692583    |
|       | 96-09-06    | Prevent gasket particles from entering the carburetor | 02//11/201<br>1      | N/A BY MODEL                                 |        | X       |                  | MONICO LOPEZ<br>A&P3692583    |
|       | 96-03-02    | Brackett air filter gasket                            |                      | SUPERSEDED BY 96-09-06                       |        | X       |                  | MONICO LOPEZ<br>A&P3692583    |
|       | 93-10-02    | Cylinder valve retainer                               | 04/05/04             | D/N/A DUE TO OVERHAUL RECORDS                | X      |         |                  | MONICO LOPEZ<br>A&P3692583    |
|       | 93-05-06    | ACS ignition switches                                 | 07/09/09             | P/CW PER AD                                  |        | X       | AFTT:8127.<br>6  | MONICO LOPEZ<br>A&P3692583    |
|       | 92-04-09    | Rocker shaft  | 04/05/200<br>4       | D/N/A DUE TO LAST OVERHAUL                   | X      |         |                  | MONICO LOPEZ<br>A&P3692583    |
|       | 91-19-03    | Champion oil filter                                   | 02/11/201<br>1 TT:   | N/A - NOT INSTALLED                          | X      |         |                  | MONICO LOPEZ<br>A&P3692583    |
|       | 88-03-06    | Oil filter  | 02/11/201<br>1 TT:   | N/A - NOT INSTALLED                          | X      |         |                  | MONICO LOPEZ<br>A&P3692583    |
|       | 87-20-03 R2 | Seat tracks   |                      | Superseeded by AD 2011-10-09                 |        | X       | N/A              | MONICO LOPEZ<br>A&P3692583    |
|       | 86-24-07    | Engine controls installation                          | 06//24/198<br>8      | P/CW PER AD SEE AD NOTES DATED<br>04/09/2010 | X      |         |                  | MONICO LOPEZ<br>A&P3692583    |
|       |             |   |                      |  |        |         |                  |                               |
|       |             |   |                      |  |        |         |                  |                               |



YEA

DAT

| AD#              | Applicable S.B. # & Subject                                    | Date & Hours @ Comp. | Method of Compliance                                | One Time | Recurring | Next Comp. @ Hrs/Date | Authorized Signature & Number |
|------------------|--|----------------------|---|----------|-----------|-----------------------|-------------------------------|
| 2004-19-01       | CORRECTION - Prevent slippage of the pilot/co-pilot            | 02/11/201<br>1 TT:   | D/N/A DUE TO AIRCRAFT R172K MODEL AND S/N NOT IN AD | X        |           |                       | MONICO LOPEZ<br>A&P3692583    |
| 2003-13-17       | Detect unsafe conditions that could result in separation of a  | 02/11/201<br>1 TT:   | D/N/A- NO WORK PREFORMED BY EFFECTED SHOP           | X        |           |                       | MONICO LOPEZ<br>A&P3692583    |
| 2002-26-03       | Detect and correct incorrect installation of the air filter    | 02/11/201<br>1 TT:   | D/N/A DUE TO P/N BA111 INSTALLED                    | X        |           |                       | MONICO LOPEZ<br>A&P3692583    |
| 2002-13-04       | CORRECTION - Prevent engine failure and loss of control of the | 04/05/04             | P/C/W AT OVERHAUL                                   | X        |           |                       | MONICO LOPEZ<br>A&P3692583    |
| 2001-23-03       | Detect and correct any chafing                                 | 05/16/200<br>8       | P/C/W PER REMOVE                                    |          | X         | LONGER RECURRING      | MONICO LOPEZ<br>A&P3692583    |
| 2000-23-21       | Fracture of the crankshaft connecting rod journal              | 04/05/04             | P/C/W AT OVERHAUL                                   | X        |           |                       | MONICO LOPEZ<br>A&P3692583    |
| PL2000-11-5<br>1 | Possible engine failure  | 02/11/201<br>1 TT:   | SUPERSEDED BY 2002-13-04                            | X        |           |                       | MONICO LOPEZ<br>A&P3692583    |
| PL2000-08-5<br>1 | Crankshaft connecting rod journal fracture                     | 02/11/201<br>1 TT:   | SUPERSEDED BY 200-23-21                             |          | X         |                       | MONICO LOPEZ<br>A&P3692583    |
| 2000-06-01       | Prevent foreign material from entering the fuel system         | 02/11/201<br>1 TT:   | N/A - NOT INSTALLED                                 | X        |           |                       | MONICO LOPEZ<br>A&P3692583    |
| 99-27-02         | Inadequate supply of fuel                                      | 02/11/201<br>1 TT:   | N/A - NOT INSTALLED                                 | X        |           |                       | MONICO LOPEZ<br>A&P3692583    |
| 98-19-02         | PMA piston pin   | 04/05/04             | N/A - NOT INSTALLED PER OVERHAUL RECORDS            | X        |           |                       | MONICO LOPEZ<br>A&P3692583    |

air



| YEAR<br>DATE | AD#        | Applicable S.B. # & Subject  | Date & Hours @ Comp. | Method of Compliance                             | One Time | Recurring | Next Comp. @ Hrs/Date        | Authorized Signature & Number |
|--------------|------------|--|----------------------|--|----------|-----------|------------------------------|-------------------------------|
|              | 2012-03-06 | To prevent an in-flight shutdown due to a failed fuel servo          |                      | N/A - not installed                              |          | X         |                              | MONICO LOPEZ<br>A&P3692583    |
|              | 2011-26-07 | To prevent engine failure due to migration of the magneto            | 05/10/201<br>2 tach  | N/A by S/N                                       |          | X         |                              | MONICO LOPEZ<br>A&P3692583    |
|              | 2011-10-09 | To prevent seat slippage or the seat roller housing from             | 06/28/201<br>3 tach  | Complied with per AD inspection no defects noted |          | X         | every<br>annual or<br>100hrs | MONICO LOPEZ<br>A&P3692583    |
|              | 2010-11-04 | To prevent excessive hydraulic lifter wear                           | 02/11/201<br>1 TT:   | N/A - NOT INSTALLED NO LIFTER REPLACEMENT.       |          | X         |                              | MONICO LOPEZ<br>A&P3692583    |
|              | 2009-24-52 | To address rapid wear on the face of hydraulic lifters               |                      | SUPERSEDED BY 2010-11-04                         |          | X         |                              | MONICO LOPEZ<br>A&P3692583    |
|              | 2009-24-51 | To address rapid wear on the face of hydraulic lifters               |                      | SUPERSEDED BY 2009-24-52                         |          | X         |                              | MONICO LOPEZ<br>A&P3692583    |
|              | 2008-26-10 | Correction - Prevent erroneous indications from the altimeter,       | 02/11/201<br>1 TT:   | N/A - NOT INSTALLED                              |          | X         |                              | MONICO LOPEZ<br>A&P3692583    |
|              | 2008-10-02 | To prevent erroneous indications from the altimeter, airspeed, and   | 02/11/201<br>1 TT:   | N/A - NOT INSTALLED                              | X        |           |                              | MONICO LOPEZ<br>A&P3692583    |
|              | 2008-02-18 | To prevent premature separation of the collar                        | 07/09/09             | N/A - NOT INSTALLED SEE AD NOTES FOR DETAILS     | X        |           |                              | MONICO LOPEZ<br>A&P3692583    |
|              | 2006-24-07 | To detect unsafe conditions that could result in a propeller blade   | 02/11/201<br>1 TT:   | D/N/A- NO WORK PREFORMED BY EFFECTED SHOP        | X        |           |                              | MONICO LOPEZ<br>A&P3692583    |
|              | 2005-14-11 | Prevent blade failure that could result in separation of a propeller | 02/11//201<br>1 TT:  | D/N/A- NO WORK PREFORMED BY EFFECTED SHOP        | X        |           |                              | MONICO LOPEZ<br>A&P3692583    |

*Monico Lopez* A&P3692583






05/21/2014

N736NN

Tach: 3401.3

Removed propeller control cable and installed new cable P/N 0203967. Performed run up ops checked good no defects noted. I certify that the above component is in airworthy condition and can be returned to service.

  
Monico Lopez AP3692583

Elite Air Service 300 Airport dr  
Coldwater MI 49036  
517 278-6516

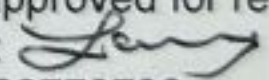
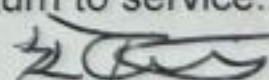


Century Aviation

AIRFRAME LOG ENTRY

N736NN Date: 9/11/14 Tach Time: 3415.7 Hobbs: 4722.4

Removed and replaced DOFF10300J gear driven alternator s/n G-O60423 with gear driven DOFF10300FR s/n H-O080839.

Functional test satisfactory. Removed and replaced ship's battery with new RG-35AXC. Aircraft is approved for return to service. End of Record. Authorized Signature:  

Certificate Number: A&P2779786



| YEAR:<br>_____<br>DATE | RECORDING<br>TACH<br>TIME | TODAY'S<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | <b>Description of Inspections, Tests, Repairs and Alterations</b><br>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.) |
|------------------------|---------------------------|-------------------|-----------------------------|---|
|------------------------|---------------------------|-------------------|-----------------------------|---|



**ELITE AIR SERVICE**

**143 E CHICAGO RD COLDWATER MI 49036**

**PH: 517 278-6516**

|                   |               |                     |                     |                     |
|-------------------|---------------|---------------------|---------------------|---------------------|
| <b>06/13/2014</b> | <b>N736NN</b> | <b>TACH: 3405.5</b> | <b>AFTT: 7100.2</b> | <b>S/N R1722659</b> |
|-------------------|---------------|---------------------|---------------------|---------------------|

- 1) Preformed Annual Inspection per Cessna 172 Service Manual.
- 2) Inspected exhaust system and attachment scat hoses .
- 3) Inspected instruments and radios. No defects noted.
- 4) Inspected all control cables, bell cranks and pulleys lubed all with corrosion X.
- 5) Inspected ELT per FAR 91.207 (d) ops check satisfactory.
- 6) Inspected airframe battery, serviced charged and reinstalled.
- 7) Inspected EDO 2440 Floats and attaching hardware no defects noted.
- 8) Inspected airframe and all control surfaces no defects noted.
- 9) Inspected fuel system. and inspected fuel drains and fuel tank caps.
- 10) Researched AD's - Complied with AD 2011-10-09 seat tracks, no defects noted.
- 11) See following repairs after inspection.

*Monico Lopez*  
**Monico Lopez AP366903174**



| YEAR: | RECORDING<br>TACH<br>TIME | TODAY'S<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | Description of Inspections, Tests, Repairs and Alterations<br>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair<br>Facility. (See back pages for other specific entries.) |
|-------|---------------------------|-------------------|-----------------------------|---|
|-------|---------------------------|-------------------|-----------------------------|---|



ELITE AIR SERVICE

PH: 517 278-6516

143 E CHICAGO RD COLDWATER MI 49036

FAX 517 279-2363

06/13/2014

N736NN

Tach: 3405.5

Opened floats on aircraft cleaned corrosion inside floats. Cleaned floats with MEK then painted cleaned surfaces then closed floats. Removed lifters, push rods, and push rod tubes from engine. Replaced push rod tube seals P/N 641607 and P/N 630286SA. Reinstalled push rod tubes, push rods, and lifters. Removed Fuel screen inspected and cleaned then reinstalled. Replaced left hand exhaust transition with new P/N 1455014-16 then reinstalled muffler. Opened all inspection panels on all surfaces then performed a corrosion X treatment all surfaces then reinstalled all opened panels. Performed oil change. Drained oil. Inspected screen for contaminants no contaminants found then reinstalled and serviced engine with 20W50XC oil. Performed run up ops and leak checked; no defects noted. All work performed using cessna 172 maintenance manuals. I certify that the above components are approved for return to service.

*Walter H Paegel IV*

Walter H Paegel IV AP: 3737207



| YEAR: | RECORDING<br>TACH<br>TIME | TODAY'S<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | Description of Inspections, Tests, Repairs and Alterations<br>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.) |
|-------|---------------------------|-------------------|-----------------------------|--|
| DATE  |                           |                   |                             |  |

I certify that this Airframe has been inspected in accordance with an annual inspection as per Cessna 172 service manual and was determined to be in airworthy condition.

*Monico Lopez*  
MONICO LOPEZ AP3669034741A



ELITE AIR SERVICE



PH: 517 278-6516

143 E CHICAGO RD COLDWATER MI 49036

10/25/2014

N736NN

TACH: 3424.0

S/N: R1722659

Removed EDO 2440 floats. Installed Cessna nose gear and main gear. Updated weight and balance, installed copy in aircraft and aircraft logs. All work was performed per Cessna 172xp Service manual.

*Monico Lopez*  
Monico Lopez AP3692583



Premier Avionics, LLC

N: 736NN

## ALTIMETER, STATIC AND TRANSPONDER CERTIFICATE

|                            |       |             |     |             |            |             |            |                                 |            |                                   |       |             |       |               |       |       |       |
|----------------------------|-------|-------------|-----|-------------|------------|-------------|------------|---------------------------------|------------|-----------------------------------|-------|-------------|-------|---------------|-------|-------|-------|
| TEST ALT.<br>X 1000 FT.    | -1    | 0           | .5  | 1           | 1.5        | 2           | 3          | 4                               | 5          | 6                                 | 8     | 10          | 12    | 14            | 15    | 16    |       |
| TOL.<br>± FT.              | 20    | 20          | 20  | 20<br>70    | 25         | 30<br>70    | 30<br>70   | 35                              | 70         | 40                                | 60    | 80<br>80    | 90    | 100           | 90    | 110   |       |
| ACTUAL<br>FRICTION         | 1000  | -15         | 480 | 980<br>30   | 1470       | 1975<br>20  | 2175<br>20 | 3470                            | 25         | 5980                              | 7980  | 10000<br>25 | 12010 | 14005         | 30    | 16000 |       |
| TEST ALT.<br>X 1000 FT.    | 18    | 20          | 22  | 25          | 30         | 35          | 40         | 45                              | 50         | BARO. SCALE ERROR (TOL. ± 25 FT.) |       |             |       |               |       |       |       |
| TOL.<br>± FT.              | 120   | 130<br>100  | 140 | 155<br>120  | 180<br>140 | 205<br>160  | 230<br>180 | 255                             | 280<br>250 | 28.10                             | 28.50 | 29.00       | 29.50 | 29.92         | 30.50 | 30.90 | 30.99 |
| ACTUAL<br>FRICTION         | 17990 | 19990<br>35 |     |             |            |             |            |                                 |            | 7740                              | 7350  | 7870        | 7395  | 0             | 535   | 895   | 960   |
| HYSTERESIS (TOL. ± 75 FT.) |       |             |     | 50%<br>MAX. | +15        | 40%<br>MAX. | +10        | AFTER EFFECT (TOL. 30 FT.): +10 |            |                                   |       |             |       | CASE LEAK: 32 |       |       |       |

ALTIMETER MAKE UnitedMODEL 5934P-1S/N J3801BLIND ENCODER Trans CalMODEL D120-P2-TS/N 68579TRANSPONDER NAME ARCMODEL RT 359AS/N 13058CERTIFIED ALTIMETER PER FAR 43, APP. E (b) TO 20,000 FT. TO COMPLY WITH FAR 91.411.

CERTIFIED STATIC SYSTEM PER FAR 43, APP. E (a) TO COMPLY WITH FAR 91.411.

CERTIFIED AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM PER FAR 43, APP. E (c) TO COMPLY WITH FAR 91.411.

CERTIFIED TRANSPONDER PER FAR 43, APP. F TO COMPLY WITH FAR 91.413.

This 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 under the following work number.

Date: 4-24-15Tech. SSPW.O. 4276Signed ALZ

PREMIER AVIONICS, LLC. • CRS# 7PMR634B • PH: (260) 747-4810 • 11007 W. PERIMETER ROAD • FORT WAYNE, INDIANA 46809



YE

DA



ELITE AIR SERVICE

143 E CHICAGO RD COLDWATER MI 49036



Repair

PH: 517 278-6516

05/08/2015

N736NN

TACH: 3427.3

AFTT: 7122.0

S/N R1722659

- 1) Performed Annual Inspection per Cessna 172 Service Manual.
- 2) Inspected exhaust system, cabin heat shroud, and attachment seat hoses. Replaced exhaust clamp hardware as needed.
- 3) Inspected instruments and radios. Replaced central air filter with new P/N AAD9-18-1, next replacement due 500hrs or 12 months, replaced vacuum relief filter with new P/N ARB3-5-1 next replacement due 100hrs or 12 months.
- 4) Inspected all control cables, bell cranks and pulleys lubed all with corrosion X.
- 5) Inspected ELT per FAR 91.207 (d) ops check satisfactory installed new battery P/N BS2173 battery exp March 2017.
- 6) Inspected airframe battery, serviced charged and reinstalled.
- 7) Removed nose and main gear and reinstalled EDO 2440 Floats per original STC and up dated weight and balance.
- 8) Inspected airframe and all control surfaces replaced loose rivets as needed. no other defects noted.
- 9) Inspected fuel system. Cleaned fuel sump and inspected fuel drains and fuel tank caps.
- 10) Researched AD's thru release 2015-09, Complied with AD 2011-10-09 seat tracks, and rollers next due every 100hrs or 12 months.

*Monico Lopez*  
Monico Lopez AP36925831A

I certify that this Airframe has been inspected in accordance with an annual inspection as per Cessna 172 service manual and was determined to be in airworthy condition.

*Monico Lopez*  
MONICO LOPEZ AP36925831A



[illegible]





Elite Air Service 300 Airport Dr. Coldwater MI 49036 517 278-6516

04/24/2016, N736NN, 1977 Cessna R172K, S# R1722659, Lycoming IO-360-K, TAC 3452.2, ATT 7146.94

Inspected airframe as required by FAR 91.409(a)(1) per airframe checklist meeting requirements of FAR 43.15(c)(1) and FAR 43 appendix D. Inspected ELT as required by FAR 91.207(d). Next ELT battery replacement is due 03/2017. Transponder test next due 5/2017. Aircraft registration due 11/30/2017. Removed main and nose gear installed EDO 2440 Floats. Removed and replaced the following items; Cowl mount Lord J7444-14, Seat rails on pilot side MC511243-5 and a MC511243-4.

CW AD2011-10-09 (3) through (9) Seat rail inspection. CW by inspection and replacement of defective parts. Next due at 100hr /annual

All work done IAW Cessna R172K maintaince documents. Preformed post inspection operational check per FAR43.15(c)(2). Airframe was inspected in accordance with an annual inspection and determined to be airworthy at this time.

Rueben A Walkup A&P 3368961 IA



YEAR:

DATE



ELITE AIR SERVICE



pair

PH: 517 278-6516

143 E CHICAGO RD COLDWATER MI 49036

FAX 517 279-2363

02/08/2017, N736NN, 1977 Cessna R172K, S/N: R1722659, Lycoming IO-360-K  
Tach: 3470.80

Removed EOD 2440 floats; Installed Cessna nose gear and main gear; Updated weight and balance.  
Installed copy in POH and aircraft logs. All work performed per Cessna 172xp maintenance  
documents.

*Walter H Paegel IV*

Walter H Paegel IV AP: 3737207

961 IA



YE

DA



ELITE AIR SERVICE



PH: 517 278-6516

143 E CHICAGO RD COLDWATER MI 49036

FAX 517 279-2363

04/24/2017, N736NN, 1977 Cessna R172K, S/N: R1722659, Lycoming IO-360-K  
Tach: 3472.4

Removed Cessna nose gear and main gear; Installed EOD 2440 floats; Updated weight and balance.  
Installed copy in POH and aircraft logs. All work performed per Cessna 172xp maintenance  
documents.

*Walter H Paegel IV*

Walter H Paegel IV AP: 3737207

air



| YEAR: | RECORDING<br>TACH<br>TIME | TODAY'S<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | Description of Inspections, Tests, Repairs and Alterations<br>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair |
|-------|---------------------------|-------------------|-----------------------------|---|
|-------|---------------------------|-------------------|-----------------------------|---|



05/07/2020 N736NN Cessna R172K serial # R1722659 TACH: 3499.9 TTAF: 7194.6

Performed Annual inspection per FAR 43 Appendix "D" check sheet. ELT inspected per FAR 91.207 no discrepancies noted Battery DUE MAR 2021. AD 11-10-09 seat lock system, inspected visual and by measurement no discrepancies noted. Next due TTAF: 7194.6. Lubed all hinge points and pulley's. Landing gear removed Floats installed per EDO drawing. Reference Cessna maintenance manual D2027-1-13. I certify that this aircraft has been inspected IAW an Annual inspection and was determined to be in an airworthy condition.

*Ben Kull 3211171 IP*

|  |  |  |  |  |
|--|--|--|--|--|
|  |  |  |  |  |
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|  |  |  |  |  |



# MAINTENANCE LOG BOOK ENTRY

|           |                |          |               |         |               |          |                  |          |               |
|-----------|----------------|----------|---------------|---------|---------------|----------|------------------|----------|---------------|
| N         | <u>736NN</u>   | MAKE     | <u>Cessna</u> | MODEL   | <u>R172K</u>  | SER. NO. | <u>R172-2659</u> | TACH     | <u>3471.7</u> |
| ACFT. TT. | <u>7166.44</u> | ENG. TT. | <u>UNK</u>    | ENGTSMO | <u>1549.0</u> | PROP TT. |                  | PROPTSMO |               |

Aircraft was inspected IAW Cessna R172K service instructions checklist AMM Chapter 5 for an annual inspection. Complied with A/D2011-10-09 dtd:20110617 Inspection of seat and tracks – Checked good at this time – Due every 12mo. Complied with SEB01-03 Control Yoke Inspection 12mo inspection – Checked OK at this time – Due every 12mo. Complied with 12mo ELT check per FAR91207 – Ops Check Good – Battery due: **April 2019**. Cleaned corrosion of Top Skin LH&RH Horizontal tab – Treated, Primed and Painted Surface. . Cleaned corrosion on Belly Skin – Treated, Primed and Painted Surface. Replaced Links LH & RH Rudder to Cable. Installed Patch Top Left Wing Inboard FWD of Flap. Removed Pilot Seatbelt – Sent out for Re-webbing – Re-installed. Complied with 500hr Inspection on RH Mag. Installed new Intake Air Filter pn: BA-24. Replaced Pilot Instrument Panel Shock Mounts pn: J6984-8.

I certify this aircraft was inspected IAW an Annual inspection and was determined to be in airworthy condition. Per 43-13 appendix d

\*\*\* Page 1 of 1 \*\*\*

Aircraft and/or components above were repaired and inspected in accordance with current federal aviation regulations, and were found airworthy for return to service.

Signature: *Brandon W. 339266277A* Work Order: *1441* Date: *3-28-17*  
*Premier Avionics, LLC* 11007 W. Perimeter Road • Fort Wayne, IN 46809 • Tel: 260-747-4810 • Fax: 260-747-3540



Premier Avionics, LLC

N: 736NN

## ALTIMETER, STATIC AND TRANSPONDER CERTIFICATE

|                            |       |             |     |             |            |             |            |                                 |            |                                   |       |             |              |       |       |       |       |
|----------------------------|-------|-------------|-----|-------------|------------|-------------|------------|---------------------------------|------------|-----------------------------------|-------|-------------|--------------|-------|-------|-------|-------|
| TEST ALT.<br>X 1000 FT.    | -1    | 0           | .5  | 1           | 1.5        | 2           | 3          | 4                               | 5          | 6                                 | 8     | 10          | 12           | 14    | 15    | 16    |       |
| TOL.<br>± FT.              | 20    | 20          | 20  | 20<br>70    | 25         | 30<br>70    | 30<br>70   | 35                              | 70         | 40                                | 60    | 80<br>80    | 90           | 100   | 90    | 110   |       |
| ACTUAL<br>FRICTION         | 1000  | -10         | 490 | 990<br>30   | 1480       | 1980<br>35  | 2480<br>35 | 3980                            | 40         | 6000                              | 8000  | 10020<br>40 | 12025        | 14025 | 45    | 16025 |       |
| TEST ALT.<br>X 1000 FT.    | 18    | 20          | 22  | 25          | 30         | 35          | 40         | 45                              | 50         | BARO. SCALE ERROR (TOL. ± 25 FT.) |       |             |              |       |       |       |       |
| TOL.<br>± FT.              | 120   | 130<br>100  | 140 | 155<br>120  | 180<br>140 | 205<br>160  | 230<br>180 | 255                             | 280<br>250 | 28.10                             | 28.50 | 29.00       | 29.50        | 29.92 | 30.50 | 30.90 | 30.99 |
| ACTUAL<br>FRICTION         | 18025 | 20000<br>45 |     |             |            |             |            |                                 |            | 1740                              | 1350  | 875         | 400          | 0     | 530   | 890   | 960   |
| HYSTERESIS (TOL. ± 75 FT.) |       |             |     | 50%<br>MAX. | +20        | 40%<br>MAX. | +10        | AFTER EFFECT (TOL. 30 FT.): +10 |            |                                   |       |             | CASE LEAK: 7 |       |       |       |       |

 ALTIMETER MAKE United  
 MODEL 5934P-1  
 S/N J3801

 BLIND ENCODER Garmin  
 MODEL GAE-12  
 S/N 3T6000976

 TRANSPONDER NAME Garmin  
 MODEL GTX 345  
 S/N 3EG005150
CERTIFIED ALTIMETER PER FAR 43, APP. E (b) TO 20,000 FT. TO COMPLY WITH FAR 91.411.

CERTIFIED STATIC SYSTEM PER FAR 43, APP. E (a) TO COMPLY WITH FAR 91.411.

CERTIFIED AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM PER FAR 43, APP. E (c) TO COMPLY WITH FAR 91.411.

CERTIFIED TRANSPONDER PER FAR 43, APP. F TO COMPLY WITH FAR 91.413.

This 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 under the following work number.

Date: 3/10/2017 Tech. CU W.O. 4841 Signed Garrett W. W.

PREMIER AVIONICS, LLC • CRS# 7PMR634B • PH: (260) 747-4810 • 11007 W. PERIMETER ROAD • FORT WAYNE, INDIANA 46809



## AVIONICS LOG BOOK ENTRY

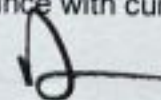
**N** 736NN **TIME** 7166.44 Total Time **DATE** 3-29-2017

This facility removed the following components: KX155 Nav/Com, SN: 5251, RT-359A Transponder, SN: 13058, GA56 GPS Antenna, SN: 59437856, KMA24 Audio Panel, KI-201C Nav Indicator, SN: 27853, Transponder Antenna, SN: 2689, and D120 Blind Encoder, SN: 68579.

This facility installed the following components: Garmin GNS530W Nav/Com/GPS, SN: 78407649, GA35 GPS Antenna, SN: 60575, GTX345 ADS-B Transponder, SN: 3EG005150, GI-106A Nav Indicator, SN: K99308, GMA340 Audio Panel, SN: 96264197, CI-105 ADS-B Antenna, SN: 80936 and Garmin Encoder, SN: 3T6000976. The GNS530W was installed in accordance with manufacturer's installation manual; PN: 190-00357-02, Revision L, dated January 31, 2016. The GNS530W was installed per STC# SA01933LA-D. The GTX345 was installed in accordance with manufacturer's installation manual; PN:

\*\*\* Page 1 of 2\*\*\*

Aircraft and/or components above were repaired and inspected in accordance with current federal aviation regulations, and were found airworthy for return to service.

Signature: 

Work Order: 4841

*Premier Avionics, LLC* 11007 W. Perimeter Road • Fort Wayne, IN 46809 • Tel: 888-496-8101 • Fax: 260-747-3540 • CRS: 7PMR634B



## AVIONICS LOG BOOK ENTRY

**N**

**736NN**

**TIME 7166.44 Total Time**

**DATE 3-29-2017**

190-00734-10, Revision 8, dated September 30, 2016. The GTX345 was installed per STC# SA01714WI. The GMA340 was installed in accordance with manufacturer's installation manual; PN: 190-00149-01, Revision L dated June 2003. The above mentioned system was ramp checked in accordance with manufacturer installation manual listed above and was found to operate within manufacturer's performance specifications. No interference was found between the installed system and the existing systems in the aircraft. Supplementary weight and balance data was updated with this project. An electrical load analysis was done and found that the load on the electrical system was reduced with this installation project. During testing of the static system, it was found that both Static sumps were leaking. Replace both Static Sumps with new S1258-1 sumps and continued with testing of the system. (See log entry for testing of the system dated 3/10/2017.)

\*\*\* Page 2 of 2\*\*\*

Aircraft and/or components above were repaired and inspected in accordance with current federal aviation regulations, and were found airworthy for return to service.

Signature: \_\_\_\_\_

Work Order: 4841

Premier Avionics, LLC 11007 W. Perimeter Road • Fort Wayne, IN 46809 • Tel: 888-496-8101 • Fax: 260-747-3540 • CRS: 7PMR634B





Elite Air Service 300 Airport Dr. Coldwater MI 49036 517-278-6516

**March 7<sup>th</sup> 2018, N736NN, 1977 Cessna R172K, S# R1722659, TCM Mattituck IO-360-K, TACH 3471.7, TTA 7166.4**

Inspected airframe as required by FAR 91.409(a)(1) per airframe checklist meeting requirements of FAR 43.15(c)(1) and FAR 43 appendix D. Inspected ELT as required by FAR 91.207(d). Next ELT battery replacement is due **04/2019**. Transponder test next due **4/2019**.

**CW AD2011-10-09** (3) through (9) Seat rail inspection. CW by inspection. **Next due at 100hr /annual**

All work done IAW Cessna R172K maintenance documents. Completed post inspection operational check per FAR43.15(c)(2). This airframe was inspected in accordance with an annual inspection and has been determined to be in an airworthy condition at this time.

Rueben A Walkup A&P 3368961 IA





Elite Air Service 300 Airport Dr. Coldwater MI 49036 (517)278-6516

April 9<sup>th</sup> 2018, N736NN, 1977 Cessna R172K, S# R1722659, TCM Mattituck IO-360-K, TACH 3471.7, TTA 7166.4

Aircraft was brought to our facility, hand stripped using minimally abrasive materials. After floats were bare metal, applied 3M<sup>TM</sup> Surface Pre-Treatment AC-131 a non-chromated surface treatment. Primed components with Aerospace Coatings epoxy primer P# CM483660. Painted floats and components with Randolph aerospace coatings silver M9514 then applied Randolph wing walk compound X1567.

A handwritten signature in blue ink, appearing to read 'Rueben A Walkup'.

Rueben A Walkup A&P 3368961 IA



YEAR: RECORDING TACH TODAY'S FLIGHT TOTAL TIME IN

Description of Inspection

N: 736NN

Premier Avionics, LLC

# ALTIMETER, STATIC AND TRANSPONDER CERTIFICATE

|                            | -1           | 0    | .5   | 1    | 1.5  | 2            | 3    | 4    | 5    | 6                                 | 8                              | 10    | 12    | 14    | 15             | 16    |
|----------------------------|--------------|------|------|------|------|--------------|------|------|------|-----------------------------------|--------------------------------|-------|-------|-------|----------------|-------|
| TEST ALT. X 1000 FT.       |              |      |      |      |      |              |      |      |      |                                   |                                |       |       |       |                |       |
| TOL. ± FT.                 | 20           | 20   | 20   | 20   | 25   | 30           | 30   | 35   | 70   | 40                                | 60                             | 80    | 90    | 100   | 90             | 110   |
| ACTUAL                     | 100          | 10   | 450  | 250  | 1400 | 1500         | 2500 | 3500 | 20   | 6000                              | 8000                           | 10000 | 12000 | 14000 | 30             | 16000 |
| FRICITION                  |              |      |      |      |      |              |      |      |      |                                   |                                |       |       |       |                |       |
| TEST ALT. X 1000 FT.       | 18           | 20   | 22   | 25   | 30   | 35           | 40   | 45   | 50   | BARO. SCALE ERROR (TOL. ± 25 FT.) |                                |       |       |       |                |       |
| TOL. ± FT.                 | 120          | 130  | 140  | 155  | 180  | 205          | 230  | 255  | 280  | 28.10                             | 28.50                          | 29.00 | 29.50 | 29.92 | 30.50          | 30.90 |
| ACTUAL                     | 1200         | 1300 | 1400 | 1550 | 1800 | 2050         | 2300 | 2550 | 2800 | -1740                             | -1350                          | -870  | -400  | 0     | 520            | 880   |
| FRICITION                  |              |      |      |      |      |              |      |      |      |                                   |                                |       |       |       |                |       |
| HYSTERESIS (TOL. ± 75 FT.) | 50% MAX. 125 |      |      |      |      | 40% MAX. 120 |      |      |      |                                   | AFTER EFFECT (TOL. 30 FT.): 10 |       |       |       | CASE LEAK: -81 |       |

ALTIMETER MAKE United

MODEL 5934P-1

S/N J3801

BLIND ENCODER Garmin

MODEL GA-12

S/N 3T6000976

TRANSPONDER NAME Garmin

MODEL G48345

S/N 3EG005150

CERTIFIED ALTIMETER PER FAR 43, APP. E (b) TO 20,000 FT. TO COMPLY WITH FAR 91.411.

CERTIFIED STATIC SYSTEM PER FAR 43, APP. E (a) TO COMPLY WITH FAR 91.411.

CERTIFIED AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM PER FAR 43, APP. E (c) TO COMPLY WITH FAR 91.411.

CERTIFIED TRANSPONDER PER FAR 43, APP. F TO COMPLY WITH FAR 91.413.

This aircraft and/or component identified above was repaired and/or inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the following work number.

Date: 4-4-19 Tech: SP

W.O. 5514

Signed

[Signature]

PREMIER AVIONICS, LLC. • CRS# 7PMR634B • PH: (260) 747-4810 • 4424 Altitude Drive • FORT WAYNE, INDIANA 46809





**April 12, 2019 N 736NN R172K serial# 1722659 Tach: 3496.6 TTAF: 7191.3**

Performed ANNUAL/100hr inspection IAW FAR 43 appendix "D" check list. All AD's through 04/15/2019 listed and complied with. Lubed all hinge points, Installed flap roller FLP-KT-1U kit all new rollers and hardware installed hinges and hangers checked ok. Fabricated patch mid cabin floor between sta 56.70 and sta 65.33 see 337 dated 04/09/2019. ELT check per FAR91.207 (d) battery due March 2021. EDO 248-2440 floats check all wires & cables lubed tillers. I certify that this aircraft has been inspected IAW an annual inspection and was determined to be in an airworthy condition.

Joel E. Newton

A&P574306216 IA.



YEAR:

DATE



10/28/19 N736NN CESSNA R172K serial #R1722659 TACH: 3497.9

Removed EDO 248B-2440 floats from aircraft. Installed landing gear, installed new 6:00 X 6 main tires and tubes. All work done per Cessna Maintenance Manual D2027-1-13 & EDO 2440 float DRWG. Weight & Balance checked, equipment revised.

Joel E. Newton 574306216 A & P *Joel E. Newton*


TECH Jeff Chatfield *Jeff Chatfield*



**DAT**

|            |        |        |       |                   |              |              |
|------------|--------|--------|-------|-------------------|--------------|--------------|
| 05/07/2020 | N736NN | Cessna | R172K | serial # R1722659 | TACH: 3499.9 | TTAF: 7194.6 |
|------------|--------|--------|-------|-------------------|--------------|--------------|

Performed Annual inspection per FAR 43 Appendix "D" check sheet. ELT inspected per FAR 91.207 no discrepancies noted Battery DUE MAR 2021. AD 11-10-09 seat lock system, inspected visual and by measurement no discrepancies noted. Next due TTAF: 7194.6. Lubed all hinge points and pulley's.

Landing gear removed Floats installed per EDO drawing. Reference Cessna maintenance manual D2027-1-13. I certify that this aircraft has been inspected IAW an Annual inspection and was determined to be in an airworthy condition. 

Dr. 321171 IA



Premier Avionics, LLC

N: 736 NN

## ALTIMETER, STATIC AND TRANSPONDER CERTIFICATE

|                            |          |      |     |     |      |          |      |      |     |                                   |                             |       |       |       |       |               |  |
|----------------------------|----------|------|-----|-----|------|----------|------|------|-----|-----------------------------------|-----------------------------|-------|-------|-------|-------|---------------|--|
| TEST ALT.<br>X 1000 FT.    | -1       | 0    | .5  | 1   | 1.5  | 2        | 3    | 4    | 5   | 6                                 | 8                           | 10    | 12    | 14    | 15    | 16            |  |
| TOL.<br>± FT.              | 20       | 20   | 20  | 20  | 25   | 30       | 30   | 35   | 70  | 40                                | 60                          | 80    | 90    | 100   | 90    | 110           |  |
| ACTUAL                     | 1000     | 5    | 490 | 580 | 1480 | 1980     | 2580 | 3570 | 20  | 5570                              | 7970                        | 10000 | 12000 | 14000 | 30    | 16000         |  |
| TEST ALT.<br>X 1000 FT.    | 18       | 20   | 22  | 25  | 30   | 35       | 40   | 45   | 50  | BARO. SCALE ERROR (TOL. ± 25 FT.) |                             |       |       |       |       |               |  |
| TOL.<br>± FT.              | 120      | 130  | 140 | 155 | 180  | 205      | 230  | 255  | 280 | 28.10                             | 28.50                       | 29.00 | 29.50 | 29.92 | 30.50 | 30.90         |  |
| ACTUAL                     | 1800     | 9950 | X   | X   | X    | X        | X    | X    | X   | -1740                             | -1350                       | -850  | -400  | 0     | 520   | 880           |  |
| HYSTERESIS (TOL. ± 75 FT.) | 50% MAX. |      |     |     | 20   | 40% MAX. |      |      |     | 30                                | AFTER EFFECT (TOL. 30 FT.): |       |       |       | 15    | CASE LEAK: 87 |  |

ALTIMETER MAKE UnitedMODEL 5534 P-1S/N J3801BLIND ENCODER GarminMODEL GAZ-12S/N 3T6 000976TRANSPONDER NAME GarminMODEL 644 345S/N 3EG 005150CERTIFIED ALTIMETER PER FAR 43, APP. E (b) TO 20,000 FT. TO COMPLY WITH FAR 91.411.

CERTIFIED STATIC SYSTEM PER FAR 43, APP. E (a) TO COMPLY WITH FAR 91.411.

CERTIFIED AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM PER FAR 43, APP. E (c) TO COMPLY WITH FAR 91.411.

CERTIFIED TRANSPONDER PER FAR 43, APP. F TO COMPLY WITH FAR 91.413.

This aircraft and/or component identified above was repaired and/or inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the following work number.

Date: 4-29-21Tech. SPW.O. 6179Signed [Signature]

PREMIER AVIONICS, LLC. • CRS# 7PMR634B • PH: (260) 747-4810 • 4424 Altitude Drive • FORT WAYNE, INDIANA 46809



YEAR:

DATE



## ELITE AIR SERVICE

05/14/2021 N736NN CESSNA R172K ser# R172-2659 TTAF: 7195.9 TACH: 3501.2

Performed Annual inspection per FAR 43 Appendix "D" check list. All AD's through bi-weekly 2021-09 listed and complied with. Aircraft run up to operating temperature, performed system checks with no discrepancies noted. Removed cowl and all inspection covers, aircraft cleaned. ELT check per FAR 91.207(d) new battery installed P/N BP-1020, DUE: APR 2023, no discrepancies noted. Replaced rheostat instrument lights P/N S2091-5. Lubed all hinge points and pulleys with LPS-2. Fabricated new SS 7X19 3/32 cable right outboard water rudder. Tech Drew Randall FAR 43.9(a)(3). Post inspection run up to satisfy FAR 91.407(c) and FAR 43.15(c)(1),(2)(i)(ii)(iii)9iv). No discrepancies noted. Reference Cessna Maintenance Manual P/N D2027-1-13, TCM IO-360-K maintenance Manual P/N X30617 dated 08/11. TCM M-O manual change 3 dated 01/17. McCauley propeller maintenance manual MPC-26-05 Rev. 5 dated 08/20. I certify that this Aircraft has been inspected IAW an Annual inspection and was determined to be in an airworthy condition.

*Brian Klenoski*

Brian Klenoski A&P 3211171 IA



FAA  
ELITE

|   |                             |   |                   |                           |   |  |
|---|-----------------------------|---|-------------------|---------------------------|---|--|
| 1. Approving Civil Aviation Authority/Country:<br>FAA/United States   |                             | 2. <b>AUTHORIZED RELEASE CERTIFICATE</b><br>FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG |                   |                           | 3. Form Tracking Number:<br>7537652               |  |
| 4. Organization Name and Address:<br>Textron Aviation Inc. (PC4)<br>Textron Aviation Inc.<br>1 Cessna Blvd, Wichita, KS 67215 |                             |   |                   |                           | 5. Work Order/Contract/Invoice Number:<br>4179745 |  |
| 6. Item:<br>1720  | 7. Description:<br>RESISTOR | 8. Part Number:<br>S2091-5  | 9. Quantity:<br>1 | 10. Serial Number:<br>N/A | 11. Status/Work:<br>New                           |  |
| 12. Remarks:<br>AUTHORIZED RELEASE DOCUMENT   |                             |   |                   |                           |   |  |

PO#: 236037

on run up to satisfy FAR 91.407(c) and FAR

es noted. Reference Cessna Maintenance Manual P/N

ance Manual P/N X30617 dated 08/11. TCM M-O manual


propeller maintenance manual MPC-26-05 Rev. 5 dated 08/20.

inspected IAW an Annual inspection and was determined to

Brian Klenoski A&P 3211171 IA



**DAT**

Removed floats from aircraft, installed main and nose gear previously installed. Fuel leak found removed and install overhauled fuel selector valve p/n 0513120-200 ser# AAI2118. Installed new electric fuel pump p/n 4140-00-17CJ, ser# 18298-18303. Installed new Teledyne aircraft battery p/n 7035-28 ser# G03131855. Inspected and replaced as needed all wheel bearings greased with #5 aeroshell. Resealed and serviced nose strut per Cessna maintenance manual. Reference Cessna maintenance manual D2027-1-13 Rev 1, dated 10/02/95. Aircraft run up and taxi, no discrepancies noted, FAR 91.407(c). This aircraft is returned to service. Joel Newton 4389274 A&P 

June 4







| YEAR: | RECORDING<br>TACH | TODAY'S<br>FLIGHT | TOTAL<br>TIME IN | Description of Inspections, Tests, Repairs and Alterations |
|-------|-------------------|-------------------|------------------|--|
|-------|-------------------|-------------------|------------------|--|

DATE



**ELITE AIR SERVICE**

07/18/2022 N736NN C-R172K TCM IO-360-K ser# 62076-8-D-R SMOH: 1586.0 TACH: 3511.4

Performed 100 hour inspection per FAR 43 appendix "D" check list. All AD's through bi-weekly 2022-13 listed and complied with. Aircraft ran to obtain operating temperature, parameters noted. Oil drained and compression test performed master orifice 35/80 #1-70/80, #2-75/80, #3-60/80, #4-68/80, #5-66/80, #6-68/80. All spark plugs cleaned, gapped and tested, new gaskets. Magneto timing checked at 20 degree's BTC. 8 qts Phillips XC 20W50 oil filled sump, oil screen cleaned and checked. No discrepancies noted. Bracket air element BA-6108 installed. Reference: Cessna maintenance manual D2027-1-13, TCM IO-360-K maintenance manual P/N X30617, dated 08/11. TCM M-O manual change 3 dated 01/17. I certify that this engine has been inspected IAW an 100 hour inspection and was determined to be in an airworthy condition. Joel Newton 4389274A&P *Joel Newton*







| YEAR:<br>_____<br>DATE | RECORDING<br>TACH<br>TIME | TODAY'S<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | Description of Inspections, Tests, Repairs and Alterations<br>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)  |
|------------------------|---------------------------|-------------------|-----------------------------|---|
| 05-10-23               | TAC 35                    | 20.7              |                             | See wo # 8349 for details   |
|                        |                           |                   |                             | <p>I certify that the altimeter(s) were tested and inspected as per 91.411 IAW Part 43, Appendix paragraph B, by John Conrad to 2000 feet</p> <p>LI Alt S/N 13801</p> <p>REPAIR STATION NUMBER C9NR6801</p> <p>Signature <i>John Conrad</i> Date 5/10/23</p>  |
|                        |                           |                   |                             | <p>CONRAD AERO<br/>1200 FLIGHT LINE DR.<br/>THREE RIVERS, MI 49093<br/>REPAIR STATION NUMBER C9NR6801</p> <p>I certify that the ATC Transponder(s) were tested and inspected as per 91.413 IAW Part 43, Appendix 'Transponder #1 S/N 3E6005150<br/>Transponder #2 S/N Automatic altitude reporting system tested and inspected as per 91.411 IAW Part 43, Appendix E, Paragraph C to 18000 feet.</p> <p>CONRAD AERO<br/>1200 FLIGHT LINE DR.<br/>THREE RIVERS, MI 49093<br/>REPAIR STATION NUMBER C9NR6801</p> <p>Signature <i>John Conrad</i> Date 5/10/23</p> |
|                        |                           |                   |                             | <p>I certify that the static system(s) were tested and inspected as per 91.411 IAW Part 43, Appendix E, paragraph A.</p> <p>CONRAD AERO<br/>1200 FLIGHT LINE DR.<br/>THREE RIVERS, MI 49093<br/>REPAIR STATION NUMBER C9NR6801</p> <p>Signature <i>John Conrad</i> Date 5/10/23</p>   |

05/12  
Perfo  
listed  
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| DATE       | REGISTRATION | MAKE   | MODEL | SERIAL         | TACH         | TTAF         | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS   |
|------------|--------------|--------|-------|----------------|--------------|--------------|--|
| 05/12/2023 | N736NN       | CESSNA | R172K | ser# R172-2659 | TACH: 3520.4 | TTAF: 7215.1 | <p>Performed 100 hour inspection per FAR 43 appendix "D" check list. All AD's through bi-weekly 2023-09 listed and complied with, see list. Cleaned exterior of aircraft, ran up to operating temperature performed system check and recorded parameters. Removed cowl, opened inspection covers for inspection. FAR 91.207(d) ELT checked no discrepancies noted, battery DUE MAY/25. Reference Cessna maintenance manual D2027-1-13, TCM IO-360 maintenance manual X30617, dated 08/11. TCM M-O manual change 3 Rev 1, dated 01/23, McCauley propeller maintenance manual MPC-26-05 Rev 5, dated 08/20. EDO Float installation Model 248B11, Figure #2. FAR 43.9(a)(3) Wayne Cook &amp; Jeff Chatfield. Hoisted aircraft, removed main and nose gear. Installed EDO 2440 floats, 3/32 SS cable for water rudders and retract system replaced all and rigged. Painted floats with silver poly fiber float lacquer. Weighed aircraft on floats, see work sheet this date. <b>AD 11-10-09</b> seat lock system inspected 10X mag glass &amp; measurement for cracks and wear, no discrepancies noted. Next due 04/24 or TTAF: 7315.1. FAR 43.15(c)(1)(2)(i)(ii)(iii)(iv) Post inspection run up satisfactory, no discrepancies noted. FAR 91.407(c) test run up and water taxi, no discrepancies noted. I certify that this aircraft has been inspected IAW a 100 hour inspection and was determined to be in an airworthy condition. Joel Newton 4389274 A&amp;P</p> |

*Joel Newton*







| YEAR: | RECORDING<br>TACH<br>TIME | TODAY'S<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | Description of Inspections, Tests, Repairs and Alterations<br>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair |
|-------|---------------------------|-------------------|-----------------------------|---|
|-------|---------------------------|-------------------|-----------------------------|---|



DATE: 7/05/2023      N756NN      Cessna 172XP      TACH 3524.5      Hobbs 4874.4

Removed and replaced mixture control cable with new McFarlane PN MC9862066-6. Operational checks good. All work done IRT Cessna 172XP MM section 11-52.

Rueben A Walkup AP 3368961 IA

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YEAR:

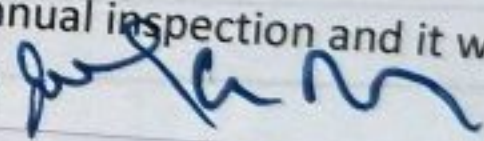
TOTAL  
TIME IN

## Reference of Major Repairs and Major Alterations To

FAA Form 337 by Date, or to the Work Order by Number and the Approving Agency

DATE



05/02/2024 N736NN CESSNA R172K ser# R172-2659 TTAF: 7223.7 TACH: 3529.0  
Performed annual inspection per FAR 43 appendix "D" checklist. All AD's through bi-weekly 2024-08  
listed and complied with. ELT checked FAR 91.207(d), no discrepancies noted, battery DUE MAY/25. AD  
11-10-09 seat lock system no discrepancies noted 10X mag light, visual measurement next due TACH:  
3629.0 05/25. Wheel gear removed floats installed EDO 248-2440. LPS 2 used on all hinge points and  
pulley's. I certify that this aircraft has been inspected IAW a annual inspection and it was determined to  
be in an airworthy condition. Joel Newton 4389274 IA A&P 





04/10/2025 N736NN R172K ser# R172-2659 TACH: 3533.4 TTAF: 7227.7 HOBBS: 4886.8

Performed annual inspection per FAR 43 appendix "D" checklist. All AD's through bi-weekly 2025-07 listed and complied with. Aircraft ran to obtain operating temperatures, parameters recorded. Oil screen pulled and checked no discrepancies noted. ELT checked per FAR 91.207(d) no discrepancies noted. Battery due MAY 27. All hinge and pulley points lubed with LPS-2. CW AD 86-19-11 Sample drained from each quick drain, before flight looking for contamination. CW AD 2011-10-09 Seat lock system, visual and measurement, next due 04/2026 or TTAF: 7327.7. CW AD 93-05-07 Ign switch, lube each 2000 hour, per SB92-01 due at TTAF: 9195.9. Installed new aircraft battery P/N 7035-28 ser# G03296917. All hinge points lubed with LPS-2. I certify that this Aircraft has been inspected IAW an Annual inspection and was determined to be in an airworthy condition.

Joel Newton 4389274 A&P



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