

37641P

EARL SMALL

BOOK # 2

TRY ~~PACER~~

209

358

3797

6588

Winton Ca 95388

KANE

AIRCRAFT LOG #1

—
PRIOR AIRCRAFT
LOGS DESTROYED

AIRCRAFT LOG

AIRCRAFT LOG

NC 3764P

DESCRIPTION

AIRCRAFT MFG. Piper MOD. PA-22 SER. NO. 12-3488
AIRCRAFT COLOR _____ SPAN 29' LENGTH _____ DATE MFG. 1956
ENGINE MFG. _____ MOD. _____ SER. NO. _____
ENGINE MFG. _____ MOD. _____ SER. NO. Lyc.
PROP. MFG. _____ HUB MOD. _____ SER. NO. Sen
BLADE MOD. _____ SER. NO. _____ SER. NO. _____ SER. NO. _____
SEAT CAP. 4 EMPTY WT. _____ GROSS WT. 2000 BAG. WT. _____
FUEL CAP. 18 18 A4X OIL CAP. 8
LEFT TANK RIGHT TANK TOTAL USABLE GALLONS

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KANE AERO COMPANY

8000 SO. LYNDALE AVE., MINNEAPOLIS, MINNESOTA

PRINTED IN U.S.A.

ENG. SER.

NC

| DATE 19__ | TACH. TIME | THIS FLIGHT | TOTAL TIME | REMARKS | SIGNATURE AND CERTIFICATE NO. |
|--|---------------|----------------|------------|------------------------------|----------------------------------|
| | | | | 6-16-69 new strut ends | |
| | | | | installed new shock | |
| | | | | rods installed | |
| | | | | new trim indicators wire | |
| | | | | Oliver V Buckett Q&P 1091336 | |
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AIRCRAFT LOG

DATE

19__

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY

WITH NAME, RATING AND CERTIFICATE NUMBER

6-16-69 Log. looks best in line
Time taken from last aircraft use + inspection
report dated 5-7-65 3411:00 aircraft has
been in storage + being repaired
airframe sanded + primed. new fairing
recovered fuselage with teconite + butyrate
dope. new head liner + wings covered
with teconite + butyrate dope
both stabilizers sanded + left elevator
covered with teconite + butyrate
aircraft finished with enamel
time on tack 1601:00

Edmond Buckett Q + P 1091336

ENG. SER.

NC

| DATE 19__ | TACH. TIME | THIS FLIGHT | TOTAL TIME | REMARKS | SIGNATURE AND CERTIFICATE NO. |
|--|---------------|----------------|------------|----------------------------------|----------------------------------|
| | | | | 6-16-69, Annual Inspection | |
| | | | | I certify that this aircraft has | |
| | | | | been inspected in accordance | |
| | | | | with an annual inspection | |
| | | | | and has been found airworthy | |
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AIRCRAFT LOG

DATE

19 70

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

7-7 Ckcd all controls serviced battery, brakes.
cleaned and painted tail brace wires. Repaired
Primer. Repaired cabling where necessary.
I certify that this aircraft has been inspected
in accordance with a annual inspection and was
determined to be in airworthy condition Tech Time
1764.37 hrs.
John H. Silvestri
AIP 1129962 A.I.

12-22-70 Regot control cable function. Re-rigged brake
cable control. Replaced Rt main tire. Cleaned
aircraft repaired Rt door latch. Tech Time
1818 hrs.
John H. Silvestri
AIP 1129962

ENG. SER.

NC

| DATE 19 ⁷¹ | TACH. TIME | THIS FLIGHT | TOTAL TIME | REMARKS | SIGNATURE AND CERTIFICATE NO. |
|--|---------------|----------------|------------|---|--|
| 6-7 | 1860.87 | | | Changed oil Aero Slick "W" 50 | John W. Biberstein A&P 1129962 |
| 8-1-72 | | | | Repaired brakes installed new diaphragm in master cyl. new "O" rings in wheel cyls. serviced battery. Checked all controls. | |
| | | | | I certify that this aircraft was has been inspection in accordance with an annual inspection and was determined to be in airworthy condition. Installed new left main tire | |
| | | | | Tach time 1880 hrs. | John W. Biberstein A&P 1129962 A.I. |
| FORWARD TOTALS TO TOP OF NEXT LEFT PAGE | | | | | |

AIRCRAFT LOG

DATE

19 24

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

9-11 Installed Alert E.H.T. at Sta 114 in inspection panel opening lower fuselage. Checked all controls Repacked all wheel brags. Installed new battery. Cleared & painted Tail brace wires. Installed 1776-66 Fuel line and 754-439 Kit as per Factory directions. Packed Rtelevator & bottom rudder. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition Total Time 19.27 hrs.

John W. Thibault
A&P 1129962 A.T.

11-26-74 Installed Whelen strobe with Whitaker rudder post mount as noted on Form 337 dated this date.

John W. Thibault
A&P 1129962

ENG. SER.

NC

| DATE 1975 | TACH. TIME | THIS FLIGHT | TOTAL TIME | REMARKS | SIGNATURE AND CERTIFICATE NO. |
|--|---------------|----------------|------------|--|----------------------------------|
| 3-18-75 | | | | Installed the following equipment NARCO Mark 5, NARCO + RMP-7, NARCO VOLT-6, Bendix + PR60 FHA form 337 this date. NEW EW 1172.75 NEW moment 84328 NEW EW CG 71.91 R 7702 Jerry Masson | INSPECTOR |
| | | | | | HILLSBORO AIRCRAFT SERVICES |
| | | | | | F. A. A. Approved Repair |
| | | | | | Station 3989 |
| 10-1-75 | | | | I certify that this aircraft has been inspected in accordance with an annual inspection and has been found airworthy Install new strut fittings Tac 2208:00 Chin V Puckett A & P 1091336 F-A | |
| FORWARD TOTALS TO TOP OF NEXT LEFT PAGE | | | E.L.T. | Battery Sued till 7-77 | |

AIRCRAFT LOG

DATE

19__

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EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

11-14-76 Annual Inspection
ck all controls & cables Patch W. in f fabric
and install new inspection gimp
Repair trim tab indicator
I certify that this aircraft has been
inspected in accordance with an
annual inspection and has been found airworthy
Tae. 2482 E. Vin V Puckett at P109133

SEE PERTINENT FAR 91.161, 91.163, 91.165, 91.167, 91.169, 91.173, AND 91.175

ENG. SER.

NC

| DATE 1978 | TACH. TIME | THIS FLIGHT | TOTAL TIME | REMARKS | SIGNATURE AND CERTIFICATE NO. |
|--|---------------|----------------|------------|--|--|
| 3-1 | 2621 hrs. | | | <p>lubed controll hinges and pulleys, packed wheel bearings, changed tires, serviced battery, replaced ELT Battery, patched (L) forward fuselage + (L) landing gear replaced landing gear shock cords, accomplish wing strut AD.</p> <p>I certify that this airframe has been inspected IAW a 100 hour inspection.</p> <p>AD history in rear of log book</p> | <p>John J. 2078065A+ date 3-1-78</p> <p>I certify that this aircraft has been inspected in accordance with an annual 100 hour inspection and was determined to be in airworthy condition. Total time 2621 Tach. time 2621</p> <p>CHARLES E. RAWSON</p> |
| FORWARD TOTALS TO TOP OF NEXT LEFT PAGE | | | | ANNUAL | |

ELT ^{bat} good till 3-1-81

A & E 358015 AI
C. E. Rawson

AIRCRAFT LOG

DATE

19 70

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

3 June 100 hr WSP completed this date by owner
UNDER MY SUPERVISION RE-COVERED both FLAPS
using stit's process, two coats of poly-Buff
6 coats of Poly-SPRAY, all other components
checked OK. CHECKED LIFT STRUTS PER A.D.#
77-03-06. CHECKED TAIL BRACE WIRES PER A.D.#
60-01-07. GREASED WHEEL BEARINGS, CHECKED
ALL CABLES AND FITTINGS. REPLACED ALL PINS
IN FLAPS ON LT ELEVATOR, REPLACED BEARING
BLOCK IN RT OUTBOARD TAIL HINGE. CHECKED
BATTERY, C/W A.D.# 79-05-02, 11.5 ALERT 50
hr installed. I CERTIFY THE AIRCRAFT AIRWORTHY
THIS DATE

TEST TIME 2753.34 SEE PERTINENT FAR 91.161, 91.163, 91.165, 91.167, 91.169, 91.173, AND 91.175
1261472

AIRCRAFT LOG

DATE

19 79 10-12

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

Removed Right Door repaired Lock and
Removed & replaced Prop. after Pitch
Changed by Bridgeford Prop Ser.
Stockton Calif. SNA Dams

TAC

ATE 1225450

10-19 2870.55 Replaced those strut mount
Complete - Unirubar - Serial 13034 -
Repacked strut bearings top & Bottom & checked
for loading holes - Per A.D. note - Recovered
R & L Aileron using Ceconite process - See
AC 337 Repair Alt. Form - Replaced E & T Ball
Over

ENG. SER.

NC

| DATE 19__ | TACH. TIME | THIS FLIGHT | TOTAL TIME | REMARKS | SIGNATURE AND CERTIFICATE NO. |
|--|---------------|----------------|------------|---|----------------------------------|
| | | | | Complied with AD note on Strut fittings - Magnified and inspected and were rolled threads - Time to replace 3601 hrs - Rust Prevention service on Struts - accomplished - | |
| | | | | AD 60-01-07 Tail brace wires Insp. Due Again 2970 hrs. MA Itens | |
| | | | | AD 68-05-01 Cyh Insp Complied - Repeture at (50hr) - 2920 hrs. | |
| | | | | AD 60-10-08 2 detectors Valve Complied Repeture at 2970 hr. - MA Itens | |
| FORWARD TOTALS TO TOP OF NEXT LEFT PAGE | | | | | |

AIRCRAFT LOG

DATE

1980

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

10-19

I CERTIFY THAT THIS 2 HAS BEEN INSPECTED IN AC-
CORDANCE WITH A Annual INSPECTION AND DETERMINED
IT IS IN AIRWORTHY CONDITION A. D. NOTES checked listed ok.

Mike Stevens I a

A & P 1235498

11-5-81 Total time & tach 2901.1 -
100 hr. for Annual in accordance with
Ciper 8A & 2 Ser. Manual. 100 hr drop sheets & etc
A443, 13, 1 - Brakes checked - serviced tires
checked gear & shock cords - nose gear & r.
O.V.D. checks ok - Cables & Tail brace wire
check ok - Mike Stevens A & E 1225410

SEE PERTINENT FAR 91.161, 91.163, 91.165, 91.167, 91.169, 91.173, AND 91.175

ENG. SER.

NC

| DATE 1981 | TACH. TIME | THIS FLIGHT | TOTAL TIME | REMARKS | SIGNATURE AND CERTIFICATE NO. |
|--|---------------|----------------|------------|---|----------------------------------|
| 11-5 | | | 2901.1 | | |
| <p>I CERTIFY THAT THIS <u>3C</u> HAS BEEN INSPECTED IN AC- ORDANCE WITH <u>Annual</u> INSPECTION AND DETERMINED <u>to be</u> IN AIRWORTHY CONDITION A. D. NOTES <u>checked</u></p> <p><u>W. C. Davis</u> <u>FA</u></p> | | | | | |
| 11-5-81 | | | | AD 68-05-01 muffler Insp - Due again (50 hr) 2951.1 hr | |
| FORWARD TOTALS TO TOP OF NEXT LEFT PAGE | | | | | |

AIRCRAFT LOG

DATE

19 81

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

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WITH NAME, RATING AND CERTIFICATE NUMBER

11-5 61-01-07 - Tail Brace wires due at
2970 hrs - MA Stinson -
60-05-03 - ok P.C.W.

61-16-5 - P na due to ser. # -

64-05-04 - P.C.W - Due (500hr) Repeture
at 3370.5 hrs -

73-09-06 - P.C.W. -

60-10-08 Sel. Valve Due. 2970 hrs -
(Selector Detent)

11-5 81

| DATE 19__ | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | 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.) |
|--------------|---------------------------|------------------|-----------------------------|--|
| 6-6-91 | Tach: | 00,72 | | Total time: 2926,54 |
| | | | | Aircraft completely disassembled, fabric removed from wings, Fuselage and all control surfaces, all controls and systems removed from air frame, Removed all electrical wiring, Sand basted all steel control components and fuselage, Insp for corrosion and other defects, Repaired left bottom longeron from fuselage Station 112 to 157, Using inner Sleeve splice method, as illustrated in EA-AC 43.13-1A Fig 2.7, Replaced bottom |

| DATE 19__ | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | 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.) |
|--------------|---------------------------|------------------|-----------------------------|---|
| | | | | fabric support structure "U" channel, and |
| | | | | modified as necessary for installation |
| | | | | of conventional landing gear, modification. |
| | | | | Aft landing gear attach points removed |
| | | | | and forward attach points attached, |
| | | | | Installed Cabin Step, fuselage lift |
| | | | | handle, and tail wheel spring support |
| | | | | structure as per drawings in Univair |
| | | | | SIC, SA45RM. Insp wing struts for |
| | | | | deterioration in acc with AD 77-03-03, |
| | | | | Repainted all steel structures and |
| | | | | components with Epoxy primer and |

| DATE 19__ | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | 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.) |
|--------------|---------------------------|------------------|-----------------------------|---|
| | | | | Dupont Poly Urethane finish prior to recovering and installation of Systems, Installed all new fuel lines and fittings, Disassembled, Clean, Insp fuel Selector Valve and lubed in acc with AD 60-10-08, Replaced Seals in aux tank Selector Valve, Replaced Aux tank gascolator and mount, Cleaned aux fuel pump Filter, Checked main fuel tank fuel Qty Senders and replaced gaskets, Installed new fuel drains in main tanks in accordance with A.D. 85-06-04, Replaced Seals on |

| DATE 19__ | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | 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.) |
|--------------|---------------------------|------------------|-----------------------------|---|
| | | | | <p>Curtis drain valves, cleaned fuel tank finger screens, Installed new screens and gaskets in gascolators, fuel sys was flushed and leak checked.</p> <p>Replaced all control cables except trim system, Interconnect cables not installed per S.T.C. SA45RM, Trim system cleaned and insp. prior to installation, cleaned and lubed aileron control chain, cleaned - Insp - and replace as necessary all pulley's. Replaced all fuselage cable fairleads, Installed new control</p> |

| DATE 19__ | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | 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.) |
|--------------|---------------------------|------------------|-----------------------------|---|
| | | | | Column bushings, Reinstalled flap lever and Stop assembly, Reinstalled elevator Cable bellcrank, Installed new Pitot and Static tubing and fittings from Source to respective instruments. Replaced altimeter and installed Static Source for encoder, Replaced all Vacume System hoses, Installed all new wiring through-out aircraft except landing light wires in left wing, Installed Whelen Strobe light wiring in wings and routed power wire to baggage |

| DATE 19__ | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | 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.) |
|--------------|---------------------------|------------------|-----------------------------|--|
| | | | | compartment. Power supply and lights not installed at this time, Battery box cleaned and inspected, Repainted & Installed, Installed new #2 copper battery cable through-out starter circuit, Installed new cockpit floor skins, Installed new aluminum speaker mount, Installed new speaker, Installed new VOR antenna cable, Installed new Com & LORAN antenna cables, Installed new Dorne & Margolin Com antenna, Installed Gerdes brake |

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|--------------|---------------------------|------------------|-----------------------------|---|
| | | | | System on pilot and co-pilot side incl. |
| | | | | associated plumbing, in accordance with |
| | | | | installation drawings and instructions |
| | | | | in S.I.C. SA45RM. Replaced all Stringers |
| | | | | with aluminium stringer material, |
| | | | | Cleaned, patched and painted firewall, |
| | | | | Installed new firewall cover (Airtex). |
| | | | | Reinstalled instrument panel controls |
| | | | | Installed new throttle and carb heat |
| | | | | cables, Installed Edo Aire RT553 |
| | | | | Nav/com, Narco AT-50 A Transponder, |
| | | | | Narco AR-850 Encoder, and Apollo 604 |


| DATE 19__ | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | 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.) |
|--------------|---------------------------|------------------|-----------------------------|---|
| | | | | LORAN, Static Sys and encoder |
| | | | | corespondence test was performed |
| | | | | by Transierra technology on 5-4-91, |
| | | | | Installed Emergency Beacon Corp, 302 |
| | | | | Emergency locator Transmitter at |
| | | | | fuselage Station 95, Recovered entire |
| | | | | aircraft with Stits H890X thru |
| | | | | Silver, in acc with Stits Poly fiber |
| | | | | covering and painting manual, in acc |
| | | | | with STC SA1008WE, Installed new |
| | | | | boot cowl, Installed new Airtex |
| | | | | headliner, Carpets, and upholstery |

| DATE 19__ | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | 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.) |
|--------------|---------------------------|------------------|-----------------------------|--|
| | | | | Repaired cabin door latches and replaced door skins, Installed new windows and windshield, Installed new seat belts and P/N 14920-002 links in acc with AD, 60-05-03, Inspect Tail brace wire's for cracks and nicks in accordance with AD, 60-01-07, Repaired nose bowl and replaced lower cowl, Replaced spinner and forward bulkhead, Reinstalled wings and tail surfaces and rigged according to Type. |

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|--------------|---------------------------|------------------|-----------------------------|---|
| Red | 74 | 10 UM | | Certificate and Owners manual, Replaced wing Strut Forks in accordance with A.D. 81-25-05, All Placards required by AD's 73-09-06, 67-24-02, and type certificate reinstalled, Aircraft weighed and new weight and balance computed. Aircraft painted with Dupont Imron over corlar epoxy primer, Installed Serviceable Maule tail wheel, Replaced all tires and tubes, Serviced brake system, |

[illegible]

| DATE 19__ | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS <small>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)</small> |
|--------------|---------------------------|------------------|-----------------------------|---|
| 6-2-92 | Tach | | 16,2 | Total 2942,02 Lobed controls, cleaned fuel Strainer, |
| | | | | CERTIFICATION |
| | | | | Total Time <u>2942,02</u> Date <u>6-2-92</u> |
| | | | | I certify that this <u>Aircraft</u> has been |
| | | | | inspected in accordance with a <u>Annual</u> |
| | | | | inspection and was determined to be in airworthy condition, |
| | | | | Mechanic <u>Daniel A. Williams</u> |
| | | | | <u>HWP363174166JA</u> |
| | | | | Pertinent details on file under repair order # _____ |

| DATE 19__ | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | 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.) |
|---|---------------------------|------------------|-----------------------------|--|
| 2-18-93 | | Teah | 17.64 | Lubed Controls, Serviced battery, Replaced ELT Battery, |
|  <p>AIRCRAFT SUPPLIES, INC. 24360 S. Skyway Dr. Canby, OR 97013 (503) 266-3959 800-547-8901 TSO-C91 TRANSPORT CANADIAN APPROVED</p> <p>REPLACE BATTERY Jan. 95</p> | | | | <p align="center">CERTIFICATION</p> <p>Total Time <u>2943.46</u> Date <u>2-18-93</u></p> <p>I certify that this <u>Aircraft</u> has been</p> <p>Inspected in accordance with a <u>Annual</u></p> <p>inspection and was determined to be in airworthy condition,</p> <p>Mechanic <u>David A. Williams</u></p> <p><u>ARP563179166JA</u></p> <p>Pertinent details on file under repair order # _____</p> |
| | | | | |

[illegible]

| DATE 19__ | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS <small>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)</small> |
|--------------|---------------------------|------------------|-----------------------------|--|
| 2-11-94 | 61.89 | | | Inspected & lubed all cables, pulleys, bearings, Controls & moving parts. Inspected all control & flying surfaces lines, hoses, electrical, fuel, instrumentation systems and wheels & brakes. Complied with all applicable A.D.'s listed |
| | | | | I CERTIFY THAT THIS <u>Airframe</u> HAS BEEN INSPECTED IN ACCORDANCE WITH AN <u>100 HR</u> INSPECTION AND WAS DETERMINED <u>(To Be In Air Worthy Condition)</u> <u>Dan White</u> <u>477687647</u> |

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|--------------|---------------------------|------------------|-----------------------------|---|
| | | | | I CERTIFY THAT THIS <u>Airframe</u> HAS BEEN INSPECTED IN ACCORDANCE WITH AN <u>Aerial</u> INSPECTION AND WAS DETERMINED TO BE IN AIR WORTHY CONDITION <u>[Signature]</u> <u>AP483866619IA</u> |
| | | | | CW AD 57-22-1 Inflight Fire Next Due 161.72 |
| | | | | CW AD 60-1-7 Tail Brace Wire Next Due 161.72 |
| | | | | CW AD 60-10-8 Fuel Sector Valve Next Due 161.72 |
| | | | | CW AD 68-5-1 Muffler Inspection Next Due 161.72 |
| | | | | CW AD 76-7-12 mag Switch Next Due 161.72 |
| | | | | ew AD 77-3-8 lift Strut Next Due 2/96 |
| | | | | CW AD 93-10-6 Separation of wings Next Due 2/96 end |

| DATE | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | 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.) |
|------|---------------------------|------------------|-----------------------------|---|
| 1994 | | | | AD 60- 101-07 Eliminated by the installation of Univair Round SS. Brace wires, Aircraft tail Rigged to Piper Specs and released for service 4-20-94 Danwhite 477687947 |
| 4-20 | 8337 | | | |
| 8-29 | 112.0 | | | AD. 68-05-01 muffler Inspection Completed on Aug 2 - 94 Next Due AT 162 HRS Tach Time Danwhite 477687947 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

| DATE 19__ | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | 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.) |
|--------------|---------------------------|------------------|-----------------------------|--|
| 8-10-94 | TACH | 112 | | Removed EDO-AIRE NAV/com RT-553 INSTALLED KX 125, KING NAV/com. Removed NARCO AT50 TRANSPONDER INSTALLED NARCO AT-150 TRANSPONDER. INSTALLED USING MANUFACTURERS INSTRUCTIONS AND FOLLOWING PERMIT CHAPTER OF AC43.131A § 2A. See 337 Form for Details. Weight and BALANCE, and equipment LIST Revised to Reflect this INSTALL. Rpl/ALD ALTImeter with overhauled unit. See next page for Recertification. Repaired Sweeney pitot and static leaks. John <u>Chalmers</u> for CRS Qm 2R1146 AIRPORT ELECTRONICS 249650 |

| DATE 19__ | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | 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: 8-10-94 | | | | HOURS: 112.0 |
| I certify that the altimeter, static system, transponder and altitude reporter tests required by FARs 91.411, 91.413 & 91.217 have been performed and found to be within the limits of FAR appendixes E & F and AC 43.6a. | | | | |
| Tested to: 20,000 ft. | | | | |
| Altimeter Model <u>5534P</u> #1sn <u>77796</u> #2sn <u> </u> | | | | |
| Transponder Model <u>AP-150</u> #1sn <u>42086</u> #2sn <u> </u> | | | | |
| Altitude Reporter <u>NAR-550</u> #1sn <u>55753</u> #2sn <u> </u> | | | | |
| Signed: <u>[Signature]</u> # <u>2496501</u> | | | | |
| Name <u>[Signature]</u> | | | | |
| AIRCRAFT ELECTRONICS, BLAINE, MN 55449 | | | | |
| CRS# QM2R114L Work Order # <u>10421</u> | | | | |
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| DATE | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | 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.) |
|--------------|---------------------------|------------------|-----------------------------|---|
| 19 <u>95</u> | | | | |
| 6-28 | 159.76 | | | CAD 57-22-1 In Flight Fire Next due 259.76 |
| | | | | CW AD 60-10-8 Fuel Sel Valve Next due 259.76 |
| | | | | CW AD 68-5-1 Muffler Insp Next due 209.76 |
| | | | | CW AD 76-7-12 Mag Sw Next due 259.76 |
| | | | | CW AD 95-3-2 BRAKE filter Next due 259.76 |
| | | | | Don White AS 477687947 |
| 10-10-95 | 188.49 | | | CW AD 68-5-1 Muffler Insp Next Due 238.49 |
| | | | | Don White 447687947 A:R |
| | | | | |
| | | | | |
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| DATE 19__ | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | 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: <u>9-20-96</u> HOURS: <u>232 93</u> |
| | | | | I certify that the altimeter, static system, transponder and altitude reporter tests required by FARs 91.411, 91.413 & 91.217 have been performed and found to be within the limits of FAR⁴³ appendixes E & F and AC 43.6a. |
| | | | | Tested to: <u>20,000</u> ft. |
| | | | | Altimeter Model <u>UAV-10</u> #1sn <u>77796</u> #2sn <u>✓</u> |
| | | | | Transponder Model <u>AT-150</u> #1sn <u>42806</u> #2sn <u>✓</u> |
| | | | | Altitude Reporter <u>AR-550</u> #1sn <u>55753</u> #2sn <u>✓</u> |
| | | | | Signed: |
| | | | | Name <u>[Signature]</u> # <u>2496501</u> |
| | | | | AIRCRAFT ELECTRONICS, BLAINE, MN 55449 |
| | | | | CRS# QW2R114L Work Order # <u>11839</u> |
| | | | | |
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| DATE 19 <u>97</u> | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | 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.) |
|----------------------|---------------------------|------------------|-----------------------------|--|
| 8 Apr | 241.6 | | 3167.42 | Performed Annual Inspection + Routine maintenance. Checked + Lubed All pulleys hinges + Rod ends. Inspected wings, Controls for Attached + Security. Inspect tail surfaces Inspect Landings + Brakes. Inspected Battery. Inspected Fuel System. Inspect Fabric coverings. Inspected Prop + Spinner Assembly Replaced EIT Battery + Function test OK. Battery Due At FEB 99. Tighten fittings on Left Brake line in Belly. Resealed AIDs + TD —————→ Over —————→ |

| DATE 19__ | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | 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.) |
|--------------|---------------------------|------------------|-----------------------------|---|
| | | | → | CW AD 57-22-1 Inflight Fires Due 341.67 |
| | | | | AD 60-1-7 PCW 4-20-94 |
| | | | | CW AD 60-10-8 Fuel Valve Due 341.67 |
| | | | | CW AD 68-5-1 Muffler Due 291.67 |
| | | | | CW AD 76-7-12 mag Switch Due 341.67 |
| | | | | AD 77-3-8 New Seal Struts Installed 2/19/96 |
| | | | | AD 81-25-5 New Struts with new Forks Installed 2/19/96 |
| | | | | AD 93-10-6 New Sealed Struts Install with new Forks 2/19/96 |
| | | | | CW AD 96-9-6 Brackett Air Filter Due 341.67 and total Replacement Due 626.72 |
| | | | | Run up OK END → |
| | | | | → |

| DATE | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | 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.) |
|----------|---------------------------|------------------|-----------------------------|---|
| 19__ | | | | <p>I CERTIFY THAT THIS <u>Airframe</u> HAS BEEN INSPECTED IN ACCORDANCE WITH AN <u>Annual</u> INSPECTION AND WAS DETERMINED TO BE IN AIR WORTHY CONDITION</p> <p><u>AP483866019 DA</u></p> |
| 10-31-97 | 296.73 | | | <p>CW 68-5-1 Muttler Insp. Next Due 326.73</p> <p>Amw 477687947 AS</p> |

| DATE 19__ | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | 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.) |
|--------------|---------------------------|------------------|-----------------------------|---|
| TACH TIME | 283.23 | | | CW AD 57-22-1 Inflight Fire DUE 383.23 |
| MAY 28, 98 | | | | CW AD 60-10-8 Fuel Valve DUE 383.23 |
| | | | | CW AD 65-5-1 Muffler DUE 333.23 |
| | | | | CW AD 76-7-12 Mag Switch DUE 383.23 |
| | | | | AD 77-3-8 New Seal Starts installed 2-19-96 |
| | | | | AD 81-25-5 New Starts with new forks Installed 2-19-96 |
| | | | | AD 93-10-6 New seal starts installed with New forks 2-19-96 |
| | | | | CW AD 96-9-6 Bracket Air Filter DUE 383.23 |
| | | | | AD 96-9-10 oil Pump Due @ 405.46 |
| | | | | AD 97-1-3 N/A |
| | | | | AD 98-01-06 Previously C/W + No rough Run or Power Loss |
| | | | | AD 98-02-08 N/A Applies to 160 HP. Engine |

| DATE 19__ | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | 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.) |
|--------------|---------------------------|------------------|-----------------------------|---|
| | | | | AD 97-18-02 N/A Serial Model M74 PMS/N16535 |
| | | | | AD 97-15-11 N/A |
| May 28 98 | | | | Performed ANNUAL Inspection + Routine Maintenance |
| | | | | Installed new air filter, changed oil, cleaned |
| | | | | and gapped spark plugs, cleaned gasculator |
| | | | | compression #1 $7\frac{3}{80}$ #2 $7\frac{3}{80}$ #3 $7\frac{3}{80}$ #4 $7\frac{4}{80}$ |
| | | | | checked and lubed all cables, pulleys, hinges + Rod |
| | | | | ends. Inspected wings, Controls, tail surfaces, Landing |
| | | | | GEAR and Brakes. Inspected fuel + electrical systems |
| | | | | Prop + spinner assembly. Inspected fuselage and |
| | | | | Fabric Coverings RESEARCHED AD + T.O.s |
| | | | | OVER  |

| DATE 19__ | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | 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.) |
|--------------|---------------------------|------------------|-----------------------------|---|
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| | | | | |
| | | | | I CERTIFY THAT THIS <u>AIRFRAME</u> HAS |
| | | | | BEEN INSPECTED IN ACCORDANCE WITH AN |
| | | | | <u>ANNUAL</u> INSPECTION AND WAS DETERMINED |
| | | | | TO BE IN AIR WORTHY CONDITION |
| | | | | <u>Michael Louis Rausen</u> |
| | | | | <u>A+P 528868595 IA</u> |
| 5-28-98 | | | | TACH Time 283.23 total time 3209.94 |
| 12-1-98 | 319. | | | CW 68-5-1 Muffler Insp Next Due 369 |
| | | | | <u>Michael Louis Rausen</u> |
| | | | | <u>A+P 528868595 IA</u> |

| DATE 19__ | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | 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: 5-4-99 | | | HOURS: 3247.8 |
| | I certify that the altimeter, static system, transponder and altitude reporter tests required by FAR'S 91.411, 91.413 & 91.217 have been performed and found to be within the limits of FAR 43 appendixes E & F and AC 43.6a. | | | |
| | Tested to: 20,000 ft. | | | |
| | Altimeter Model Univis #1sn 77796 #2sn — | | | |
| | Transponder Model ATISD #1sn 42806 #2sn — | | | |
| | Altitude Reporter AR550 #1sn 55753 #2sn — | | | |
| | Signed: [Signature] | | | |
| | Name: [Signature] #2496501 | | | |
| | AIRCRAFT ELECTRONICS, BLAINE, MN 55449 | | | |
| | CRS# QM2R114L Work Order # 13495 | | | |
| | | | | |
| | | | | |

| DATE 19 <u>99</u> | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | 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.) |
|----------------------|---------------------------|------------------|-----------------------------|--|
| 4-3 | 329.96 | | 3256.67 | <p>I certify that this AIRCRAFT has been inspected in accordance with an Annual Inspection and was Determined to be in Airworthy Condition</p> <p>Michael James Rawson AIP 528868595 IA</p> <p>C. W. AD 57-23-1, AD 60-10-8, AD 65-5-1, AD 76-7-12, AD 96-9-6, AD 98-25-10 N/A Part 12, AD 98-23-01 N/A a/c type</p> |

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[illegible]

| DATE 19__ | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | 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: <u>6-5-01</u> HOURS: <u>385.68</u> |
| | | | | I certify that the altimeter, static system, transponder and altitude reporter tests required by FAR'S 91.411, 91.413 & 91.217 have been performed and found to be within the limits of FAR <u>43</u> appendixes E & F and AC 43.6a. |
| | | | | Tested to: <u>20,000</u> ft. |
| | | | | Altimeter Model <u>UN. 50</u> #1sn <u>77796</u> #2sn <u>—</u> |
| | | | | Transponder Model <u>AT150</u> #1sn <u>42806</u> #2sn <u>—</u> |
| | | | | Altitude Reporter <u>AR850</u> #1sn <u>55753</u> #2sn <u>—</u> |
| | | | | Signed: |
| | | | | Name <u>L Chh</u> # <u>2494501</u> |
| | | | | AIRCRAFT ELECTRONICS, BLAINE, MN 55449 |
| | | | | CRS# QM2R114L Work Order # <u>14992</u> |
| | | | | |
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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 8-08-02 | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | 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.) |
|-----------------|---------------------------|------------------|-----------------------------|---|
| 8-08-02 | 482.82 | | 3409.53 | CW A.D. 68-05.01 Muffler Insp. CW A.D. 57-22.01 InFlightFire Insp CW A.D. 60-10.08 Fuel Sel Valve EIT INSPECTED AND TESTED AS PER FAR 91.207D |
| | | | | |
| | | | | |
| | | | | |
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| | | | | |
| | | | | |
| | | | | I certify that this Aircraft has been inspected in accordance with an annual inspection and was determined to be in an airworthy condition Michael Louis Rawson A-P528868595JA |

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| DATE 19__ | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS <small>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)</small> |
|--------------|---------------------------|------------------|-----------------------------|---|
| 7-19-03 | 496:39 | | 3413.10 | CW. AD 68-05-01 Muffler / NSP |
| | | | | CW A.D. 57-22-01 In flight fire / NSP |
| | | | | CW A.P. 60-10-08 Fuel Sel Valve |
| | | | | EIT inspected & Tested |
| | | | | |
| | | | | |
| | | | | I Certify that this Aircraft HAS BEEN |
| | | | | inspected in accordance with an annual |
| | | | | inspection and is determined to be in |
| | | | | Air Airworthy Condition |
| | | | | Michael Tom Pearson |
| | | | | PAP S28868395JA |

| DATE 19__ | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | 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.) |
|--------------|---------------------------|------------------|-----------------------------|---|
| 9-19-03 | 496.39 | | 3413.10 | I certify that this ELT has been inspected in accordance with the requirements of FAR 91.207(d) and was found to be in satisfactory condition this date: 9-05 Signature: <u>Michael Sam Ranson</u> IA <u>528868595 AD</u> |
| 10-07-04 | 509.15 | | 3422.86 | CW AD 68-05-01 Muffler/wsp. CW AD 57-22-01 In flight fire insp CW AD 60-10-08 Fuel Sel Valve ELT Inspected and Tested I certify that this ac has been inspected in accordance with an annual inspection and is determined to be in an airworthy condition <u>Michael Sam Ranson</u> AH <u>528868595 IA</u> |

| DATE 19__ | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | 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.) |
|--------------|---------------------------|---|---|---|
| | | MAKE: Piper MODEL: PA-22/20 S/N: REG. NO: 3764P WORK ORDER: ANE711-08-2005 | R.C. Avionics, Inc. Repair Station No. KP52996M 2161 Missouri Row PO Box B-7 Blaine, MN 55449 Phone: 763-780-1428 | DATE: 8/22/2005 A/C TSN: 342965 TACH: 51594 |
| | | Airframe Entries | | |
| | | (1) Mode C failed. Replaced Encoder AR-850 SN 55753 with Overhaul exchange AR-850 SN 35642. Performed correspondence test IAW AR-850 Install Manual P/N: 03753-0620. AW.... (2) Performed The Following: The Below Identified Equipment Has Been Found To Conform To The Following: FAR 91.411, 91.217, Part 43 Appendix E, FAR 91.413, Part 43 Appendix F. This Equipment Is Compliant With The Above FAR's And Meets or Exceeds The Requirement For IFR Flight In Instrument Meteorological Conditions, (IMC). The below altimetry maintain specified accuracy to: 20,000 Feet AW. | | |
| | | Altimeter Make: United Model: 5934P PN: SN: 77796 | Encoder Make: Narco Model: AR-850 PN: SN: 35642 | Transponder Make: Narco Model: AT-150 PN: SN: 42806 |
| | | Maintenance Release | | |
| | | The aircraft and/or component(s) on 3764P was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was returned to service. Pertinent details of the repair are on file at this repair station under Work Order No. ANE711-08-2005, Dated 8/22/2005 | | |
| | | DATE: 8/22/2005 | SIGNED:  | Work Order: ANE711-08-2005 |
| | | Printed by EBis 3 (datcomedia.com) | | |

| DATE 19__ | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | 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.) |
|--------------|---------------------------|------------------|-----------------------------|---|
| | | | | <div> <div> <p>MAKE: Piper MODEL: PA-22-150 S/N: 22-3488 REG. NO: 3764P WORK ORDER: ANE1446-02-2006</p> </div> <div>  <p>R.C. Avionics, Inc. Repair Station No. KP5R996M 2161 Missouri Row PO Box B-7 Blaine, MN 55449 Phone: 763-780-1428</p> </div> <div> <p>DATE: 3/29/2006 A/C TSN: TACH: 524.7</p> </div> </div> |
| | | | | <p>Airframe Entries</p> <p>(2) Ramp tested encoder. Found unit inop. Removed AR-850 (25 pin) S/N 35642 and installed AR-850 (25 pin) S/N 57406. Performed correspondence check and leak check. Unit meets requirements. 3-29-06 LC</p> |
| | | | | <p>Maintenance Release</p> <p>The aircraft and/or component(s) on 3764P was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was returned to service. Pertinent details of the repair are on file at this repair station under Work Order No. ANE1446-02-2006, Dated 3/29/2006</p> |
| | | | | <div> <div>DATE: 3/29/2006</div> <div> <p>SIGNED: </p> <p>Larry Charboneau Certified Repair Station No. KP5R996M</p> </div> <div> <p>Work Order: ANE1446-02-2006</p> <p>Printed by EBis 3 (datcomedia.com)</p> </div> </div> |

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DATE

RECORDING

TOTAL

DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS

CERTIFICATE NUMBER OF
PER SPECIFIC ENTRIES.)

19

MAKE: Piper
MODEL: PA-22-150
S/N: 22-3488
REG. NO: 3764P
WORK ORDER:
ANE4328-11-2007

**R.C. Avionics, Inc.**

Repair Station No. KP5R996M
2161 Missouri Row Box B-7
Blaine, MN 55449
Phone: 763-398-3920

DATE: 11/8/2007
A/C TSN:
TACH: 536.7

Airframe Entries

(1) Performed The Following:

The Below Identified Equipment Has Been Found To Conform To The Following: FAR 91.411, 91.217, Part 43 Appendix E, FAR 91.413, Part 43 Appendix F. This Equipment Is Compliant With The Above FAR's And Meets or Exceeds The Requirement For IFR Flight In Instrument Meteorological Conditions, (IMC). The below altimetry maintain specified accuracy to: 20000 Feet.

Altimeter

Make: United
Model: _____
PN: 5934P
SN: 77796

Encoder

Make: Narco
Model: AR-850
PN: _____
SN: 57406

Transponder

Make: Narco
Model: AT-150
PN: _____
SN: 42806

Maintenance Release

The aircraft and/or component(s) on 3764P was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was returned to service. Pertinent details of the repair are on file at this repair station under Work Order No. ANE4328-11-2007, Dated 11/8/2007.

DATE: 11/8/2007

SIGNED:

Larry Charboneau
Certified Repair Station No. KP5R996M

Work Order: ANE4328-11-2007

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DATE

19__

TOTAL
TIME IN
SERVICE

REFERENCE OF MAJOR REPAIRS AND MAJOR ALTERATIONS TO

FAA FORM ACA-337 BY DATE, OR TO THE WORK ORDER BY NUMBER AND THE APPROVING AGENCY.

12-17-07 537:56/345:27 Complied with 68-05-01 Muffler Inspection
Complied with 57-22-01 Inflight fire Inspection
Complied with 60-10-08 Fuel Sel Valve
ECT inspected and checked - Mishun Jim P. TASS288595 A+P
I certify that this AP has been inspected in accordance with an
annual inspection and is determined to be in an air worthy condition

This aircraft has been inspected in accordance with
an annual inspection and was determined to be in an
airworthy condition

Mishun Jim P.

TASS288595 A+P

| DATE 19__ | TOTAL TIME IN SERVICE | REFERENCE OF MAJOR REPAIRS AND MAJOR ALTERATIONS TO FAA FORM ACA-337 BY DATE, OR TO THE WORK ORDER BY NUMBER AND THE APPROVING AGENCY. |
|--------------|-----------------------------|--|
| 1-3-09 | 543.99 | This Aircraft has been inspected in accordance with an Annual Inspection and was determined to be in an airworthy condition Michael Louis Ranson IN 528868595 AIP |
| 1-3-09 | 543.99 | Complied with AD 68-05-01 Muffler Inspection Complied with AD 57-22-01 Inflight Fire Inspection Complied with AD 60-10-08 Fuel Selector Valve ELT inspected and checked Michael Louis Ranson IN 528868595 AIP |

DATE

19__

TOTAL

TIME
SERV

MAKE: Piper
MODEL: PA-22-150
S/N: 22-3488
REG. NO: 3764P
WORK ORDER:
ANE7179-12-2009

**R.C. Avionics, Inc.**

Repair Station No. KP5R996M
2161 Missouri Row Box B-7
Blaine, MN 55449
Phone: 763-398-3920
Email: russc@rcavionics.com

DATE: 12/1/2009
A/C TSN:
TACH: 554

NG AGENCY.

Airframe Entries

(1) Performed The Following:

The Below Identified Equipment Has Been Found To Conform To The Following: FAR 91.411, 91.217, Part 43 Appendix E, FAR 91.413, Part 43 Appendix F. This Equipment Is Compliant With The Above FAR's And Meets or Exceeds The Requirement For IFR Flight In Instrument Meteorological Conditions, (IMC). The below altimetry maintain specified accuracy to: 20000 Feet.

Altimeter

Make: _United
Model: _____
PN: _5934P
SN: _77796

Encoder

Make: _Narco
Model: _AR-850
PN: _____
SN: _57406

Transponder

Make: _Narco
Model: _AT-150
PN: _____
SN: _42806

DATE: 12/1/2009

SIGNED: 

Work Order: ANE7179-12-2009

Larry Charboneau
Certified Repair Station No. KP5R996M

Printed by EBis 3 (datcomedia.com)

| DATE 2010 19 | A. D. NUMBER | TOTAL TIME IN SERVICE | AIRWORTHINESS DIRECTIVES CHRONOLOGICAL LISTING OF COMPLIANCE AND METHOD OF COMPLIANCE. |
|--------------------|-----------------|-----------------------------|---|
| 4-15 | TT55781 | 3471.52 | I certify that this Aircraft has been inspected in accordance with an Annual inspection and was determined to be in an Airworthy Condition |
| 4-15-10 | 55781 | 3471.52 | Michael Louis Ransom ATP 528868595 IA |
| | | | Complied with AD 68-05-01 (Muffler inspection) |
| | | | Complied with AD 57-22-01 (Inflight Fire inspection) |
| | | | Complied with AD 60-10-08 (fuel Selector Valve) |
| | | | Replaced 2 O-Rings in Aux fuel shut off valve |
| | | | Replaced Both main tires and tubes - Replaced |
| | | | Right side wheel Brgs. And Greased all Brgs. |

| DATE 19__ | A. D. NUMBER | TOTAL TIME IN SERVICE | AIRWORTHINESS DIRECTIVES CHRONOLOGICAL LISTING OF COMPLIANCE AND METHOD OF COMPLIANCE. |
|--------------|------------------|-----------------------------|---|
| | | | Installed STEURS Aircraft Gascolator |
| | | | STC Number SA1026SE |
| | | | ELT inspected new Batterys installed |
| 4-15-80 | TT-857, 81347152 | | tested This ELT has been inspected in accordance with FAR 91.207D and found to be in acceptable condition |
| | | | Michael Louis Rawson |
| | | | A+P528868595EA |
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| | | |
|------|-----------------------------|---|
| DATE | TOTAL TIME IN SERVICE | MANUFACTURERS MANDATORY SERVICE BULLETINS CHRONOLOGICAL LISTING OF COMPLIANCE AND METHOD OF COMPLIANCE. |
| 19__ | | |

H.O. Aircraft, Inc.

Date: 5/5/2011 N3764P Piper PA-22-150

TTAF = 3480.33 Tach = 566.62

Removed all fairings and inspection covers. Punch tested fabric. Tested ok. Inspected and/or serviced all electrical components, instruments, hoses, cables, pulleys, bearings, hinge points and control surfaces. Cleaned and repacked all wheel bearings. c/w AD 60-10-08 Fuel Selector Valve by inspection. Tested ok. Next due @ 662.62. c/w AD 68-05-01 Exhaust Muffler inspection. Tested ok. Next due at 616.62. Returned to service.

I certify that this Airframe has been inspected in accordance with an Annual/100hr inspection and was determined to be in airworthy condition this

Date: 5/5/11

Total Time: 3480.33 Tach Time: 566.62 TSO: _____

Signature: [Signature]

IA: 3064214

I certify that this ELT has been inspected in accordance with the requirements of FAR 91.207(d) and was found to be in satisfactory condition this

date: 5/5/11

Signature: [Signature]

IA: 3064219

DAT

19

MAKE: Piper
MODEL: PA-22-150
S/N: 22-3488
REG NO: 3764P
WORK ORDER:
ANE9907-01-2012

**R.C. Avionics, Inc.**

Repair Station No. KP5R996M
2161 Missouri Row Box B-7
Blaine, MN 55449
Phone: 763-398-3920
Email: russc@rcavionics.com

DATE: 1/3/2012
A/C TSN:
TACH: 577.73

REMARKS**Airframe Entries**

(1) Performed The Following: (VFR)

The Below Identified Equipment Has Been Found To Conform The Following: FAR 91.413, Part 43 Appendix F. This Equipment Is Compliant With The Above FAR's And Meets or Exceeds Requirement For Airworthy Transponder.


*** Tests pertaining to appendix E of part 43 NOT performed***

Transponder

Make: Narco
Model: AT150
SN: 42806

DATE: 1/3/2012

SIGNED:


Larry Charboneau
Certified Repair Station No. KP5R996M

Work Order: ANE9907-01-2012

Printed by EBis 3 (datcomedia.com)

Aircraft Record General Information

Manufacturer

Piper

Model

Pa-22/20

Serial

22-3488

Registration Number

N3764P

Date of Manufacture

1956

Engine(s) currently installed:

Manufacturer

LYCOMING

Model

O-320

Serial

Manufacturer

Model

Serial

Propeller(s) currently installed:

Manufacturer

Sengenic

Model

M 74 DM

HUB Model

Serial

Serial

110535

Blade Model

Serial

Serial

Serial

Blade Model

Serial

Serial

Serial

| YEAR: _____ DATE | RECORDING TACH TIME | TODAY'S FLIGHT | TOTAL TIME IN SERVICE | Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.) |
|------------------------|---------------------------|-------------------|-----------------------------|---|
| 7-17-12 | 11 582.8 | | 3516.5 | I certify that this Aircraft has been inspected in accordance with an annual inspection and was determined to be in an airworthy condition like Airframe cables, Linkages, pulleys & Hinge Points Carthel Louis Ransom AP-528868595 IA CW AD68-05-01-C Moltren inspection CW AD57-22-01 (inflight fire inspection) CW AD60-10-08 Fuel Selector Valve NEW ELT Battery installed I certify that this ELT has been inspected in accordance with the |

| YEAR: DATE | RECORDING TACH TIME | TODAY'S FLIGHT | TOTAL TIME IN SERVICE | Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.) |
|---------------|---------------------------|-------------------|-----------------------------|---|
| 7-17-12 | 582.8 | | 3514.5 | Requirements of FAR 91.207(d) and was found to be in satisfactory condition on this date 7-17-12 <i>Michael Louis Raus</i> AWP 528868595FA |
| 3-17-13 | 590.6 | | 3524.3 | Replaced Battery with Gill 35 Ser # G02744098 and charged Howard 29 Fibault 1364861 |

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

H.O. Aircraft, Inc.

1956 Piper PA-22-150, N3764P, S/N: 22-3488

Date: 10/2/2013 Tach = 596.08 TT = 3529.78

Performed Annual inspection. Serviced and/or inspected all controls, wires, lines, hoses, flying surfaces, attach points. Tested fabric condition.

Inspected all controls for proper travel and operation. Inspected all control cables & lubed pulleys and jack screw. Checked master cylinder for fluid level. Inspected battery and battery box. Checked all navigation lights. c/w AD 60-10-08 Fuel Selector Valve by inspection. Tested ok. Next due 696.08 tach. c/w AD 68-05-01 Muffler inspection. Tested ok. Next due 646.08. c/w AD 76-07-12 Bendix ignition switch. Tested ok. Returned to service.

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I certify that this Airframe has been inspected in accordance with an Annual/100hr inspection and was determined to be in airworthy condition this

Date: 10-2-13
Total Time: _____ Tach Time: _____ TSO: _____

Signature: [Signature]
IA: 3064219 AP

I certify that this ELT has been inspected in accordance with the requirements of FAR 91.207(d) and was found to be in satisfactory condition this

date: 10-2-13
Signature: [Signature]
IA: 3064219 AP

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

MAKE: Piper
 MODEL: PA-22-150
 SN: 22-3488
 REG NO: 3764P
 WORK ORDER
 ANE12591-01-2014



R.C. Avionics, Inc.

Repair Station No. KP5R996M
 8891 Airport Road B-7
 Building 2161 Mission Row
 Ellaine, MN 55449
 Phone: 763-398-3920

DATE: 1/30/2014
 A/C TSN: 3529 78
 TACH: 600 1

Airframe Entries

(1) Perform Transponder Certification Only.... Performed The Following: (VFR)

The Below Identified Equipment Has Been Found To Conform The Following: FAR 91.413, Part 43 Appendix F. This Equipment Is Compliant With The Above FAR's And Meets or Exceeds Requirement For Airworthy Transponder.

****Tests pertaining to appendix E of part 43 NOT performed****

Transponder

Make: Narco
 Model: AT150
 SN: 42806

DATE: 1/30/2014

SIGNED:

Larry Charboneau
 Certified Repair Station No. KP5R996M

Work Order: ANE12591-01-2014

Printed by EBis 3 (datcomedia.com)

| YEAR: _____ DATE | RECORDING TACH TIME | TODAY'S FLIGHT | TOTAL TIME IN SERVICE | Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.) |
|------------------------|---------------------------|-------------------|-----------------------------|---|
| 10-16-14 | 14 605.74 | TT TACTIM | 3539.44 | I certify that this Aircraft has been inspected in accordance with an annual inspection. Inspected & Lubed all cables Pulleys & Jack screw check brake control surfaces operational Vok AD-68-05-012 muffler inspection CW AD 57-22-01 in flight Fire inspection CW. AD 60-10-08 Fuel select valve CW New ELT Battery installed |
| 10-16-14 | 14 605.74 | TT TACH TIME | 3539.44 | I certify that this ELT has been inspected with the Requirements of FAR 91-207 (d) and was found to be in Satisfactory Condition on this Date 10-16-14 |

| YEAR: DATE | RECORDING TACH TIME | TODAY'S FLIGHT | TOTAL TIME IN SERVICE | Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.) |
|---------------|---------------------------|-------------------|-----------------------------|--|
| | | | | Michael Louis Ranan A+P528868595 IA |

H.O. Aircraft, Inc.

1956 Piper PA-22-150, N3764P, S/N: 22-3488

Date: 11/4/2015 Tach = 619.16 TT = 3552.86

Performed Annual inspection. Serviced and/or inspected all controls, pulleys, cables, hoses, lines, bearings, electrical equipment, fabric, wheels, brakes, motor mount, prop. Replaced Brackett air filter assembly to c/w AD96-09-06 which terminates the AD. Checked ELT battery. Battery next due Feb 2016. c/w AD76-07-12 by inspection of Bendix Ignition Switch. Next due 719.16 tach. c/w AD68-05-01 by inspection of exhaust mufflers. Inspection ok. Next due 669.16 tach. c/w AD60-10-08 by inspection of fuel selector valve. Inspection ok. Next due 719.16 tach. Approved for return to service.

I certify that this Airframe has been inspected in accordance with an Annual/100hr inspection and was determined to be in airworthy condition this

Date: 11-4-15

Total Time: 3552.86 Tach Time: 619.16 TSO: _____

Signature: [Signature]

IA: 3064219

I certify that this ELT has been inspected in accordance with the requirements of FAR 91.207(d) and was found to be in satisfactory condition this

date: 11-4-15

Signature: [Signature]

IA: 3064219

YEAR:

DATE

MAKE Piper
MODEL PA-22-150
S/N 22-3488
REG NO 3764P
WORK ORDER
ANE15133-02-2016



R.C. Avionics, Inc.

Repair Station No KP5R996M
8891 Airport Road B-7
Building 2161 Missouri Row
Blaine, MN 55449
Phone 763-398-3920

DATE 2/16/2016
A/C TSN 355128
TACH 6216

or Repair

Airframe Entries

(1) Perform VFR Transponder Certification.

(Off Site)... Performed "AD" Search and tested the following:

The Below Identified Equipment was tested in accordance with 14 CFR 43 appendix F as applicable and found to comply with system tests and inspections as required by 91.413. (VFR Only)

 N Tests pertaining to 14 CFR 43 appendix E were performed. (N=No, Y=Yes)

 N Correspondence checks as per 14 CFR 43 appendix E(c) were performed. (N=No, Y=Yes)

Transponder
Make: Narco
Model: AT150
SN: 42806

DATE: 2/16/2016

SIGNED:

Larry Charboneau
Certified Repair Station No KP5R996M

Work Order: ANE15133-02-2016

Printed by EBis 3 (datcomedia.com)

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

H.O. Aircraft, Inc.

1956 Piper PA-22-150, N3764P, S/N: 22-3488

Date: 12/15/16 Tach = 629.48 TT = 3563.18

Performed Annual inspection. Serviced and/or inspected all controls, pulleys, cables, hoses, lines, bearings, electrical equipment, fabric, wheel brakes, motor mount, prop and all attach points. Replaced ELT battery. Battery next due Jan 2019. Approved for return to service.

I certify that this Airframe has been inspected in accordance with an Annual/100hr inspection and was determined to be in airworthy condition this

Date: 12-15-16

Total Time: 3563.18 Tach Time: 629.48 TSO: _____

Signature: [Signature]

IA: 3064219

I certify that this ELT has been inspected in accordance with the requirements of FAR 91.207(d) and was found to be in satisfactory condition this

date: 12-15-16

Signature: [Signature]

IA: 3064219

MERL, INC.
P.O. BOX 188
1777 N. Colony Rd.
Meriden, CT 06450
(203) 237-8811

REPLACE BY

JAN 19

PIN BP-1045 TSO C-91

RETRIEVAL: 17 JUL 2017 TO SVS

WINGS OF HOPE
3,569.4 TT / 635.7 HOURS

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

I certify that altimeter and static system tests required by 14 CFR § 91.411 and transponder tests, including data correspondence, required by 14 CFR § 91.413, have been performed and comply with 14 CFR part 43, appendices E and F for IFR operation.

Altimeter Model: 5934P Serial No. 77796 tested to 20000 feet

Transponder Model: GNX375 Serial No. 56J002070 tested

Encoder Model: GAE Serial No. 3T6015224 tested to 20000 feet

Static system leak tested on (date) 2-12-2020 to 1000 ft. AGL.

This article is approved for return to service with respect to the work performed. Pertinent details of testing and repairs are on

file at this repair station under Work Order No. 20-002 for A/C N3764P S/N 22-3488 TACH: 636.30

Date 2-12-2020

Signed

Randy Wehner

FAA Certificate No 3WNR561B
Wings of Hope, Inc.
18370 Wings of Hope Blvd.
Chesterfield, MO 63005

Transponder Equip. used AV17
Cert. due date: 2 JUL 20
Pitot-Static Equip. used 6000-35
Cert. due date: 8 JUL 20

YEAR:

AIRFRAME

- PERFORMED ANNUAL INSPECTION PER FAR 43, APPENDIX D.
- INSTALLED (2) NEW CONTROL YOKE UNIVERSAL JOINTS P/N: 12-PF-744.
- REMOVED LEFT AND RIGHT FLAPS. INSTALLED (4) NEW FLAP HINGE BLOCKS P/N: U10921-000 WITH MS20613 STEEL RIVETS. REINSTALLED FLAPS WITH NEW HARDWARE.
- RIGGED ALERON SYSTEM AND SET CABLE TENSIONS TO 25 LBS.
- ADJUSTED TAIL BRACE WIRES TO CORRECT VERTICAL TAIL "OUT-OF-SQUARE" CONDITION.
- INSTALLED NEW RIGHT FRONT STRUT UPPER FAIRING P/N: U12973-003.
- INSTALLED (2) NEW BATTERY CABLES P/N: 14069-000.
- INSTALLED NEW CONCORD AIRCRAFT BATTERY P/N: RG-35A, S/N: 41052305.
- INSTALLED NEW ELT BATTERY P/N: BP-1045. **BATTERY EXPIRES: JAN 2022.**
- I HAVE INSPECTED THE ELT SYSTEM IN THIS AIRCRAFT ACCORDING TO APPLICABLE AIRCRAFT MANUFACTURES DATA, ELT MANUFACTURES DATA AND ALL APPLICABLE FAA GUIDANCE AND FOUND THAT IT MEETS THE REQUIREMENTS OF FAR 91.207(D).

FUEL SYSTEM

- INSTALLED NEW FUEL SENDER GASKETS P/N: 462-021 IN LEFT AND RIGHT FUEL TANKS.
- DISASSEMBLED, CLEANED AND INSPECTED FUEL STRAINER. NO DISCREPANCIES NOTED.
- FABRICATED AND INSTALLED NEW FUEL HOSE FROM FUEL STRAINER TO CARBURETOR.

MAIN LANDING GEAR

- ROTATED BOTH MAIN LANDING GEAR TIRES.
- REPLACED RIGHT MAIN LANDING GEAR BRAKE TORQUE PLATE WITH SERVICEABLE P/N: 075-01600.

-----CONTINUED ON NEXT PAGE-----

TAIL WHEEL

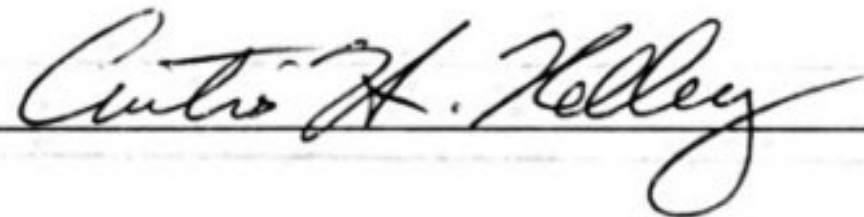
- Y - INSTALLED SERVICEABLE STEERING ARM ASSEMBLY AND RETAINING BUSHING.
- INSTALLED (2) NEW WHEEL BEARING CUPS P/N: 13286 AND (2) NEW BEARING CONES P/N: 13287.
- D - INSTALLED NEW INNER TUBE P/N: 2.80/2.50-4, HUB CAP P/N: TW-32 AND RETAINER P/N: TW-33.
- RIGGED TAIL WHEEL AND ADJUSTED SPRING TENSION.

AIRWORTHINESS DIRECTIVES

- AD57-22-01 FIREWALL FIRE HAZARD - C/W BY INSP. - NO ISSUES NOTED. NEXT DUE @ A/C TT: 3670.0
- AD60-10-08 FUEL SELECTOR - C/W BY OPS. TEST - NO ISSUES NOTED. NEXT DUE @ A/C TT: 3670.0
- AD68-05-01 EXHAUST MUFFLER - C/W BY INSP. - NO ISSUES NOTED. NEXT DUE @ A/C TT: 3670.0
- AD74-17-04 WINDSHIELD TOP FABRIC - C/W BY INSP. - NO ISSUES NOTED. NEXT DUE @ A/C TT: 3670.0
- AD76-07-12 IGNITION SWITCH - C/W BY OPS. TEST. NO ISSUES NOTED. NEXT DUE @ A/C TT: 3670.0
- ALL APPLICABLE AD'S COMPLIED WITH AT THIS TIME, SEE AD LIST FOR COMPLETE DETAILS.
- ALL ICA'S REVIEWED AND COMPLIED WITH AT THIS TIME.
- OPERATIONAL CHECKS, LEAK CHECKS AND ENGINE GROUND RUN UP WAS GOOD.

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND
WAS DETERMINED TO BE IN AIRWORTHY CONDITION AT THIS TIME.

CURTIS H. KELLEY



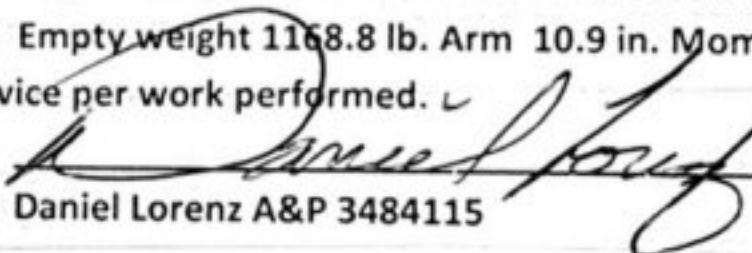
A&P/I.A. 3058520

N3764P PIPER PA22-150 1955 S/N: 22-3488
TACH: 636.3 AIRFRAME T.T. 3570.0

Date: May 13, 2020

repair

Removed Generator 1101613, bracket, belt, regulator, circuit breaker and wiring. Installed Alternator BC400-2 S/N 2E00H7N58, Regulator BC201-1 S/N 1H90J0W76, Installation Kit 400-500-6, Gates V-belt 7312, Electrical Parts Kit 400-500-EP per STC SA01343WI (see 337 this date). Removed the following radio equipment: Bendix/King KX125, Loran Morrow Apollo 604 and antenna Morrow A16, Transponder Narco AT 150, Encoder Narco AR-850 and Intercom Sigtronics C-506. The following equipment added: Garmin CDI GI 106B 013-00593-01 S/N A19-11960, Garmin Navigator GNX 375 011-04378-00 S/N 5GJ002070, Garmin COM Radio GTR 225 011-02718-00 S/N 2A5008022, Rami Antenna AV 74, Garmin Antenna GA 35 013-00235-00 S/N 182761, Garmin Encoder 011-03080-00 S/N 3T6015224 and Intercom PM1000 II (see 337). Completed compass swing. Aircraft was weighed: Empty weight 1168.8 lb. Arm 10.9 in. Moment 12753.3 in*lb. useful load 831.3 lb. OK for return to service per work performed. ✓


Daniel Lorenz A&P 3484115

YEAF N3764P PIPER PA22-150 1955 S/N: 22-3488

Date: June 8, 2020

TACH: 636.3 AIRFRAME T.T. 3570.0

Repair

DAT

Replaced the following parts with new on the tail wheel: Lock ring TW-16, Axle TW-5, Sirclip TW-6, Pin TW-17, Bearing TW-7 and nut MS210B3N7. OK for return to service per work performed.


Daniel Lorenz A&P 3484115


3/16/2024, Tach: 657.66

Replaced MLG shock cords, FAA PMA p/n U31322-06 IAW SM.
Replaced rotating beacon IAW STC SA615EA, Whelen LED anti-collision
lamp OR36R1W. Approved form 337 placed in acft records & submitted
FAA


Paul Domeier, A&P 3757961

3/16/2024, Tach: 657.66, TTAF: 3591.36

I certify this aircraft has been inspected IAW an **ANNUAL** inspection, per the scope & detail of 14 CFR part 43, appendix "D" and was found at this time to be in an airworthy condition.


Paul Domeier, A&P/IA 3757961

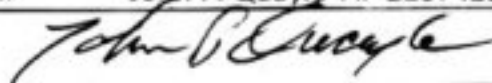
| YEAR: DATE | RECORDING TACH TIME | TODAY'S FLIGHT | TOTAL TIME IN SERVICE | Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.) |
|---------------|---------------------------|-------------------|-----------------------------|--|
| | | | | Precision Static Testing Livermore, CA FAA Certified Repair Station #QJAR856X PHONE: (925) 449-5904 |
| | | | | I certify that the altimeter(s) and static system(s) tests required |
| | | | | by 14 CFR § 91.411 and transponder tests as required by § |
| | | | | 91.413, including data correspondence, required by § 91.217, |
| | | | | have been performed and found to comply with 14 CFR Part |
| | | | | 43, Appendix E and F. |
| | | | | Tested to <u>206</u> feet. Time: <u>658.42</u> |
| | | | | W/O# <u>25762</u> N <u>3764P</u> |
| | | | | Inspected by <u>[Signature]</u> Date <u>11/21/27</u> |

10/23/2024

TACH: 658.00 TTAF: 3591.02

Pre-purchase inspection started and appeared in excellent shape so Annual Inspection was completed on entire aircraft following the Scope & Detail of 14 CFR Part 43. Complete AD list included in binder of aircraft records. I certify this aircraft has been inspected and found in an airworthy condition.

John P. Quayle AP 2107421 IA


~~01/31/2024~~

ELT BATT BP-1045 X2

INSTALLED / TESTED OK

NEXT DUE 2/28/2027

 AP 2107421

| YEAR: 2025 DATE | RECORDING TACH TIME | TODAY'S FLIGHT | TOTAL TIME IN SERVICE | Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.) |
|-----------------------|---------------------------|-------------------|-----------------------------|--|
|-----------------------|---------------------------|-------------------|-----------------------------|--|

04/11/2025 TACH: 662.08 TTAF: 3595.1

3-Point Nav Lighting: T284PC-Clear, 11-09299
T1284PC Clear Lens, 7512 LED 3 Bulb Set 11-14884
Wingtip / Tail LED Bulb Set Red-Wing Green Wing
Clear Tail 1283 11-14559 Gasket for Nav Lens.
Functional test OK, reduced electrical load. Aircraft
Returned to Service

John

2107421

P.

Quayle

A&P

8111

01/01/2025 TACH: 660.01 SMOH 274.39 TTAF: 3593.53

ENG OIL & OIL SCREEN REMOVED; SCREEN CLEAN

OIL REPLACED WITH PHILLIPS 66 XIC 20W-50

REFER ENGINE FOR DETAILS

John P. Quayle APR 11/24/24

| | | | |
|------|-------|--------|--------|
| 2025 | 04/11 | 662.08 | 3595.1 |
| 2025 | 04/11 | 662.08 | 3595.1 |
| 2025 | 04/11 | 662.08 | 3595.1 |

07/10/2025

TACH: 663.34 TSMOH:277.72 TTE: 3596.86

Removed existing fuel selector valve. Installed new Dakota Cub Fuel Selector Valve, P/N DC11383, in lower left sidewall of the front cockpit wall as permitted by STC SA02299AK. Installation accomplished following Dakota Cub fuel valve installation instructions with the valve mounted to existing fuel valve panel. All fittings were installed as specified in the Dakota Cub installation instructions. The new fuel valve features position detents for Left, Both, Right and Off positions. The off position is accessible by turning the handle clockwise to the Stop position. A fuel flow check was conducted along with test flight using all positions of the selector valve. All position flowed fuel properly.


John P Quavle AP 2107421 IA

YEAR: RECORDING: TODAY'S: TOTAL: Description of Inspections, Tests, Repairs and Alterations

n Name, Rating and Certificate Number of Technician or Repair
other specific entries.)

KANE

Earl A Small
6588 Toluca Ave
Winton CA 95388
3583797

• Book #2

ENGINE LOG #1
—
PRIOR ENGINE
LOGS DESTROYED

ENGINE LOG

ENG. SER.

ENGINE LOG

NC 3764P

DESCRIPTION

1956

ENGINE MFG. Lycoming 150 H.P. MOD. 0320 SER. 4828-27

RPM

BPH

MANIFOLD PRESS.

NORMAL _____ NORMAL _____ NORMAL _____

MAX. 2700 MAX. 150 MAX. _____

OIL

FUEL

IGNITION

CAP. GALLONS 8 qts OCTANE MIN. 80 MAGNETO TIME _____GRADE SUMMER 50wt shell OCTANE MAX. 87 MAG. POINT GAP _____GRADE WINTER 40wt shell OCTANE REC'D _____ SPARK PLUG GAP _____FIRING ORDER 1-3-2-4

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KANE AERO COMPANY

8000 SO. LYNDAL AVE., MINNEAPOLIS, MINNESOTA

PRINTED IN U.S.A.

ENGINE LOG

DATE

19__

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

6-16-69 Log. lost in fire no record of
time on engine. Repair order # 1164 shows
a major Overhaul at 1332 hrs on Tac
Tac now has 1601:00 hrs = 269.00 since
Major. L. H. in V. Buckett & P1091336

6-16-69 annual inspection
Work down engine Change oil new plugs
inspect heater, muff & muffler oil
mag. felt to new mag wire sight. near
Cyl. lower. new needle & seat in carb
new float positive action type
Tac. Time 1601:00 L. H. in V. Buckett & P1091336

ENG. SER.

NC

| DATE 1969 | TACH. TIME | THIS FLIGHT | TOTAL TIME | REMARKS | SIGNATURE AND CERTIFICATE NO. |
|--------------|---------------|----------------|------------|---|----------------------------------|
| 12-26 | 1706.33 | | | OIL CHANGED AT 1706.33 | |
| 3-28 | 1724.88 | | | Installed new impulse spring in left magnetoe. & Retimed. Tightened starter and reinstalled. John M. Baberstein A&P 1129962 | |
| 7-7-70 | | | | Installed new exhaust muffler Replaced A Box gaskets 3 cyls. Removed carb. re set float height. Repaired primer line #2 cyl. Replaced oil cooler line seal. Replaced mag gaskets left mag. Repaired carb heat buff. repaired cabin heat buff. Gapped spark plugs Cleaned fuel and oil screens | |

FORWARD TOTALS TO
TOP OF NEXT LEFT PAGE

ENGINE LOG

DATE

19__

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

Comp C.K. #1 $\frac{77}{30}$ #2 $\frac{75}{30}$ #3 $\frac{78}{80}$ #4 $\frac{75}{30}$

Tach Time 1764.37 hrs.

John W. Biberstein

A&P 1129962 AT

7-22 Changed oil Tach 1771.59 hrs

John W. Biberstein
A&P 1129962

12-22-70 Replaced #3 #2 Rocker box gas Kts. Replaced
left oil cooler line seat. Tach 1818 hrs.

John W. Biberstein
A&P 1129962

ENG. SER.

NC

| DATE 1972 | TACH. TIME | THIS FLIGHT | TOTAL TIME | REMARKS | SIGNATURE AND CERTIFICATE NO. |
|--|---------------|----------------|------------|---|---|
| 8-1 | | | | <p><i>TACH TIME</i></p> <p>Engine top overhauled engine At 1880 hrs. Installed Chrome cyls reconditioned by Chrome Plate Inc San Antonio Texas. Installed new pistons piston rings $\frac{1}{2}$ Exhaust valves Valve keepers, retainers, valve springs All gaskets & seals. Rocker arm-exhaust. Checked mag timing installed new spark plugs. Installed 8qt Aero Shell unaccompanied oil for primary run. I certify that this aircraft engine has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.</p> | <p><i>John H. Libenstein</i></p> <p><i>A&P 1129962 AT</i></p> |
| FORWARD TOTALS TO TOP OF NEXT LEFT PAGE | | | | | |

ENGINE LOG

DATE

1974

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

9-11 Cked all controls mag timing changed oil, cleaned
Fuel & oil screens. Repaired Front baffling R&L left
I certify that this aircraft engine has been inspected
in accordance with air annual inspection and was determined
to be in airworthy condition. Total Time 1927 hrs
John M. B. Pearson
A & P 1128762 A.I.

ENGINE LOG

DATE

1974

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

Oct. 17 Tach T. 1963.57 Replaced coil and points on right magneto. Greased magneto bearings and installed new oil seal. Magneto bench checked OK and re-installed in airplane. Operational checked OK and released for service. Daniel J. Miles A&P 2148115

11-26 Changed oil at 1992 hrs John W. Biberstein
A&P 1129962

10-1-75 I certify that this engine has been inspected in accordance with an annual inspection and has been found airworthy
TAC 2208:00 Philip Puckett A&P 1091336 I-A
Change Oil 2208:00

ENG. SER.

NC

| DATE 19__ | TACH. TIME | THIS FLIGHT | TOTAL TIME | REMARKS | SIGNATURE AND CERTIFICATE NO. <i>AT</i> |
|--|---------------|----------------|---------------|---|--|
| | | | <i>3-9-76</i> | <i>Removed and overhauled both mags installed new oil seals new points & condensers greased bearings adjusted and play New Bendix spring in L. mag new coil R. mag. New Dist Block Both mags New Dist Rotors Both mags. new bearing rear L. mag. timed to engine 25° installed new wire harness Both mags new plugs</i> | <i>71 AS</i> |
| FORWARD TOTALS TO TOP OF NEXT LEFT PAGE | | | | <i>Richard Ott</i> <i>A-P-137995</i> | |

ENG. SER.

NC

| DATE 1976 | TACH. TIME | THIS FLIGHT | TOTAL TIME | REMARKS | SIGNATURE AND CERTIFICATE NO. |
|--|---------------|----------------|------------|---|----------------------------------|
| 11/14 | 2482 | | | <p>Checked Compression 18/16/18/17</p> <p>checked & gap spark plugs</p> <p>check oil level, air filter & ^{engine} pusher</p> <p>controls & mag timing</p> <p>drained Carb Bowl & gasbowlater</p> <p>checked Points Repair hot Mag</p> <p>shut off 2. & gasket</p> <p>I certify that this engine</p> <p>was inspected in accordance with</p> <p>a hundred hour inspection & was Airworthy</p> <p>Ron Dunkin</p> <p>APP 533448482</p> | |
| FORWARD TOTALS TO TOP OF NEXT LEFT PAGE | | | | | |

ENGINE LOG

DATE

19__

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

11-14-76 I certify that this Engine and
installation has been inspected in
accordance with an annual inspection
and has been found satisfactory
TAC 2482 C. W. M. V. Truckett 94P 1091336

ENG. SER.

NC

| DATE 19 <u>78</u> | TACH. TIME | THIS FLIGHT | TOTAL TIME | REMARKS | SIGNATURE AND CERTIFICATE NO. |
|----------------------|---------------|----------------|------------|---|--|
| 3-1 | 2621 hrs. | | | Cleaned screens, checked exhaust, changed oil, cleaned plugs, compression check #1 $\frac{72}{80}$ #2 $\frac{76}{80}$ #3 $\frac{76}{80}$ #4 $\frac{76}{80}$ wash engine. | |
| | | | | I certify that this engine has been inspected IAW a 100 hour inspection | |
| | | | | AD history in rear of log book | |
| | | | | 1289 hrs SMOH. | |
| | | | | | John Och 2078065 ATP |
| | | | | | date <u>Mar 1, 1978</u> I certify that this aircraft has been inspected in accordance with an annual 100 hour inspection and was determined to be in airworthy condition total time <u>2621</u> Tach. time. <u>2621</u> |
| | | | | ANNUAL | CHARLES E. RAWSON A & F 358015 AJ |

FORWARD TOTALS TO
TOP OF NEXT LEFT PAGE

date Mar 1, 1978
 certify that this aircraft has been inspected in
 accordance with an annual ~~100~~ hour inspection
 and was determined to be in airworthy condition
 total time 2621 Tach. time 2621

CHARLES E. RAWSON

~~44 F 358015 AJ~~

CC / Johnson

ENGINE LOG

DATE

19 78

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

August 9 1978 Tach time 2698.47

Changed oil - 8 qts 50 w. Amsoil Comp. Inspected &
cleared oil screen. Run up O.K. gaging M Day ✓ AP215623227

ENG. SER.

NC

| DATE 1979 | TACH. TIME | THIS FLIGHT | TOTAL TIME | REMARKS | SIGNATURE AND CERTIFICATE NO. |
|--|---------------|----------------|------------|---|-----------------------------------|
| 3 JUNE | 100 HR | | | INSPECTION ACCOMPLISHED BY OWNER'S UNDER MY SUPERVISION, REPLACED LH MAGNETO to comply with BENDIX A.D.'s # 73-07-04 COIL AND ROTOR A.D.# 74-26-07 ON IMPULSER BUSHING A.D.# 78-09-07 ON IMPULSER. CLEANED GAPPED AND ROTATED SPARK PLUGS, CLEANED OIL SCREEN C/W A.D.# 68-05-01 MUFFLER INSP. REPLACED 3 EX GASKETS. CLEANED CARB AIR SCREEN ACCOMPLISHED COMPRESSION CK AS FOLLOWS #1-25 1280 #2 77# 4-80 I CERTIFY THIS ENGINE AIRWORTHY THIS DATE | |
| FORWARD TOTALS TO TOP OF NEXT LEFT PAGE | | | | TACH TIME 2753.34 | Charles A. Barnard AIP 1261478 |

ENGINE LOG

DATE
19__

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

Date 3 JUNE 79

I certify that this aircraft has been
inspected in accordance with a
AN ANNUAL inspection and was
determined to be in airworthy con-
dition. Applicable A.D. notes thru
79-10 complied with.

Total time or tack reading 2753:34

Signed Charles E. Bonbrun

Certificate No. 1A1261428

total time 2753:34
FS MOT - 1421:34

ENGINE LOG

DATE
19 79

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

10-12 Removed Prop. for Pitch change (Change by -
Bridgeford Prop. Shop - Repitched to 61")
Replaced Prop. operation normal - Prop.
Ser. no-16535. Removed generator and
rebuilt gen. tested and replaced -
operation was normal.
Bridgeford Prop. ser. MA Clams
~~Bridgeford~~ Stockton Cal.) AT & 1225050
Cert Rep. Shop

ENG. SER.

NC

| DATE 1980 | TACH. TIME | THIS FLIGHT | TOTAL TIME | REMARKS | SIGNATURE AND CERTIFICATE NO. |
|--|---------------|----------------|------------|--|----------------------------------|
| 10-19 | | | 2871 hr | <p>1. CERTIFY THAT THIS <u>Engine</u> HAS BEEN INSPECTED IN AC- CORDANCE WITH <u>Annex</u> INSPECTION AND DETERMINED IT IS IN AIRWORTHY CONDITION A. D. NOTES <u>checked</u> <u>with</u> <u>MDH</u> <u>MDH</u> A.D. # 1233400</p> | |
| 10-19 | | | 2871 hr | <p>1. CERTIFY THAT THIS <u>Engine</u> HAS BEEN INSPECTED IN AC- CORDANCE WITH <u>Annex</u> INSPECTION AND DETERMINED IT IS IN AIRWORTHY CONDITION A. D. NOTES <u>checked</u> <u>MDH</u> <u>MDH</u> A.D. # 1233400</p> | |
| FORWARD TOTALS TO TOP OF NEXT LEFT PAGE | | | | <p>A.D. list in rear</p> | |

ENGINE LOG

DATE

1981

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

4-1 Replaced Points & Dist Cap left
magneto, replaced Right mag with
Factory remanufactured mag -
Avg. Run up. Checked oil
Tach 2896.8 M. J. Jones
(Port No 10-51360-29) A/E 1225450
Serial 904047

ENG. SER.

NC

| DATE | TACH. TIME | THIS FLIGHT | TOTAL TIME | REMARKS | SIGNATURE AND CERTIFICATE NO. |
|--|------------|-------------|------------|---|-------------------------------|
| 1981 | | | | | |
| 11-5-81 | | | 2401.1 | Tach & total - 100 hrs. Insp. for Annual in accordance with Piper's manual for this aircraft, AC 43,13-1 - 100 hrs. insp. sheets, aircraft found airworthy - see rear of log for compression check (ok) - oil changed & screens cleaned | <i>[Signature]</i> |
| 11-5-81 | | | | | 1225450 |
| <p>I CERTIFY THAT THIS <i>[Signature]</i> HAS BEEN INSPECTED IN ACCORDANCE WITH <i>[Signature]</i> INSPECTION AND DETERMINED TO BE IN AIRWORTHY CONDITION A. D. NOTES. <i>[Signature]</i> ok</p> <p><i>[Signature]</i></p> | | | | | |
| FORWARD TOTALS TO TOP OF NEXT LEFT PAGE | | | | | |

ENGINE LOG

| DATE 19__ | INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY WITH NAME, RATING AND CERTIFICATE NUMBER |
|--------------|---|
| 6-6-91 | Tach 0000,72 SMOH 1594,54 STOH 1046,54 Total 2926,54 Eng Was removed prior to restoration, Removed muffler and insp in accordance with AD, 68-05-01, par f + G(1), Repaired muffler shroud, reinstalled exhaust system using new gaskets, Removed left mag and insp impulse in accordance with AD, 78-09-07, Insp points in both mags and set timing, Replaced all shock mount bushings and reinstalled engine on aircraft, Removed and disassembled carb, Replaced the following components: needle & seat, float (new brass type), accelerator pump, throttle shaft and bushings, throttle lever, all gaskets and seals, Reassembled in accordance with |
| | SEE PERTINENT FAR 91.161, 91.163, 91.165, 91.167, 91.169, 91.173, AND 91.175 next Page |

ENG. SER.

NC

| DATE 19__ | TACH. TIME | THIS FLIGHT | TOTAL TIME | REMARKS | SIGNATURE AND CERTIFICATE NO. |
|--|---------------|----------------|------------|--|----------------------------------|
| Cont. | | | | Facet Aerospace Service Manual, Replaced Oil Cooler line seals, Replaced all intake gaskets and connectors, Replaced vacume and breather system hoses, Replaced all baffle Seal, Replaced fuel line from gascolator to carb in acc with AD 72-21-03, Replaced all Spark plugs, Replaced air filter, Serviced engine with Aero Shell 100, Performed run-up and leak check, Removed Oil screen to inspect and clean, Reinstalled and leak checked. Replaced all SCAT Tubing, Repaired cracks in carb air box, I Certify that this engine has been inspected in | |
| FORWARD TOTALS TO TOP OF NEXT LEFT PAGE | | | | next Page → | |

ENGINE LOG

DATE

19__

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

accordance with an Annual insp and was
determined to be in an airworthy condition,

David A. Hillerman

A&P 563174166 IA

ENG. SER.

NC

| DATE 19__ | TACH. TIME | THIS FLIGHT | TOTAL TIME | REMARKS | SIGNATURE AND CERTIFICATE NO. |
|--|---------------|----------------|------------|--|----------------------------------|
| 6-2-92 | Total | 2942 | 02 | SMOH 1610,02 Tach 16.2 | |
| | | | | Set mag timing, check comp. | |
| | | | | #1 74 #2 76 #3 74 #4 76, | |
| | | | | Change Oil and clean screen, | |
| | | | | Serviced with Aero Shell 100, | |
| | | | | Performed run-up & leak check, | |
| | | | | CERTIFICATION | |
| | | | | Total Time <u>2942.02</u> Date <u>6-2-92</u> | |
| | | | | I certify that this <u>Engine</u> has been | |
| | | | | inspected in accordance with a <u>Annual</u> | |
| | | | | inspection and was determined to be in airworthy condition, | |
| | | | | Mechanic <u>David A. Williams</u> | |
| | | | | <u>ARP 563174166TA</u> | |
| | | | | Pertinent details on file under repair order # <u> </u> | |
| FORWARD TOTALS TO TOP OF NEXT LEFT PAGE | | | | | |

ENGINE LOG

DATE
19__

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS
EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

2-18-93 Tach 17,64 Total: 2943,46 SMOH 1611,46
Checked mag timings, checked compression,
#1 79 #2 77 #3 78 #4 75, changed oil and
cleaned screen, serviced with Aero Shell 100,
Clean-gap and test plugs,

CERTIFICATION

Total Time 2943,46 Date 2-18-93

I certify that this Engine has been

Inspected in accordance with a Annual

inspection and was determined to be in airworthy condition,

Mechanic David A. Hillerman

A2P563174166 IA

Pertinent details on the under repair order #

ENG. SER.

NC

| DATE 1993 | TACH. TIME | THIS FLIGHT | TOTAL TIME | REMARKS | SIGNATURE AND CERTIFICATE NO. |
|--|---------------|----------------|------------|----------------------------------|----------------------------------|
| 4/10 | 42:00 | | 2967.82 | TI - 1635 82 SMOH. | |
| | | | | 10 1087.82 STOH. | |
| | | | | oil changed w/ Aero Shell 100 | Free Donating |
| | | | | mailed oil sample to wear/check. | 4/30/93 |
| | | | | | |
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ENGINE LOG

| DATE 19__ | INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY WITH NAME, RATING AND CERTIFICATE NUMBER |
|--------------|--|
| 2-11-94 | tach time 61.89 |
| | Checked timing, Cleaned & gapped plugs & checked |
| | Compression #1 12/80, #2 16/80, #3 14/80 #4 12/80. |
| | Replaced faulty generator with yellow tagged unit. |
| | Inspected all wires & hoses. Inspected & cleaned oil |
| | screens & mounts. Replaced air filter element. |
| | Drained oil & replaced with 7 qts Aeroshell 15W50. |
| | Replaced all exhaust gaskets with no blow gaskets. |
| | Replaced rocker gaskets on #2 & 4 cyls. Cleaned |
| | gasculator screen. Complied with all applicable |
| Listed | A.D.'s. Complied with A.D. 93-18-3 |
| | Installed 1 Piece Venturi Over → |

ENG. SER.

NC

| DATE 1994 | TACH. TIME | THIS FLIGHT | TOTAL TIME | REMARKS | SIGNATURE AND CERTIFICATE NO. |
|--|---------------|----------------|------------|---|----------------------------------|
| 2-11 | 61.89 | | | | |
| | | | | I CERTIFY THAT THIS <u>ENGINE</u> HAS | |
| | | | | BEEN INSPECTED IN ACCORDANCE WITH AN | |
| | | | | <u>100 HR</u> INSPECTION AND WAS DETERMINED | |
| | | | | TO BE IN AIR WORTHY CONDITION | |
| | | | | <u>James White</u> | |
| | | | | <u>40768794</u> | |
| | | | | | |
| | | | | I CERTIFY THAT THIS <u>ENGINE</u> HAS | |
| | | | | BEEN INSPECTED IN ACCORDANCE WITH AN | |
| | | | | <u>Annual</u> INSPECTION AND WAS DETERMINED | |
| | | | | TO BE IN AIR WORTHY CONDITION | |
| | | | | <u>[Signature]</u> | |
| | | | | <u>#P4838660197A</u> | |
| FORWARD TOTALS TO TOP OF NEXT LEFT PAGE | | | | | |

ENGINE LOG

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

DATE

19 95

2-10

I CERTIFY THAT THIS Engine HAS
BEEN INSPECTED IN ACCORDANCE WITH AN
100 HR INSPECTION AND WAS DETERMINED
TO BE IN AIR WORTHY CONDITION

Donalberto 477687947
Feb to -95 Tach 138.00

total time
3063.82

I CERTIFY THAT THIS Engine & Prop HAS
BEEN INSPECTED IN ACCORDANCE WITH AN
Annual INSPECTION AND WAS DETERMINED
TO BE IN AIR WORTHY CONDITION

2-10-95 Tach 138.0 TTSMOFT 1735.0
B-A 482108794A

over

ENG. SER.

NC

| DATE 19__ | TACH. TIME | THIS FLIGHT | TOTAL TIME | REMARKS | SIGNATURE AND CERTIFICATE NO. |
|--------------|---------------|----------------|--------------------|---|----------------------------------|
| 2-10-95 | | | | Engine inspected. Compression done in upper 20? Except #4 CYL Removed New piston & Rings installed Oil changed Screen inspected (Clean) Magns removed for A.D. Inspection N/A By Ser. # on Right By parts on Left mag new Air filter Element installed. Du wht 97687947 | All Cyls Removed |
| 2-19-96 | 20248 | | ENG TTSMOH 1799.48 | Annual insp Completed on this Eng - Prop - WAS Approved for return to Service. Changed oil & Cleaned Screen. Cleaned Gapped Spark plugs Comp. test. @ 64/80 @ 67/80 @ 73/80 @ 74/80. Wpsh down engine Ground run | |

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TOP OF NEXT LEFT PAGE

ENGINE LOG

DATE
1996

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS
EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

WAS normal NO leaks. Reviewed All AD's to date
CW AD 95-03-02 Service Air filter -OK. — end —
Bin Al — 982704292A

2-19-96

I CERTIFY THAT THIS ENGINE HAS
BEEN INSPECTED IN ACCORDANCE WITH A
100 HR INSPECTION AND WAS DETERMINED
TO BE IN AIR WORTHY CONDITION

2-19-96
427687947

Tach 202.48
Total Time 3128.3

ENG. SER.

NC

| DATE 1997 | TACH. TIME | THIS FLIGHT | TOTAL TIME | REMARKS | SIGNATURE AND CERTIFICATE NO. |
|--|---------------|----------------|---------------|--|----------------------------------|
| 8 Apr | 241.6 | TTE316814 | TSMOH 1836.14 | Performed Annual Inspection on Routine maintenance, change oil & Cleaned Screen. No metal Found. Clean & gapped spark plugs check & Cleaned Gasculator. Installed New Air filter. checked mag timing. Lubed Controls Comp test 1 $7\frac{9}{80}$ 2 $7\frac{9}{80}$ 3 $7\frac{9}{80}$ 4 $7\frac{9}{80}$. Inspected Engine mount. Pressure tested Exhaust System & Muffler. Inspected Generator & wiring. Reserach ADs & TC | |
| | | | | AD 95-26-2 NA by Model | |
| | | | | AD 96-9-10 oil Pump Due At Tach 405.46 | |
| | | | | AD 97-1-3 NA No New Parts Installed At that time | |
| FORWARD TOTALS TO TOP OF NEXT LEFT PAGE | | | | over | |

ENGINE LOG

DATE
19__

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS
EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

Run up ok end

I CERTIFY THAT THIS Engine HAS
BEEN INSPECTED IN ACCORDANCE WITH AN
Annual INSPECTION AND WAS DETERMINED
TO BE IN AIR WORTHY CONDITION

AP483566019 JA

~~6-8-98 Tach time 329.96
Total Time 3256.67~~

~~I certify that this Engine HAS BEEN
INSPECTED in accordance with AN ANNUAL
INSPECTION and was Determined to be
in Airworthy Condition~~

ENG. SER.

NC

| DATE 19 <u>98</u> | TACH. TIME | THIS FLIGHT | TOTAL TIME | REMARKS | SIGNATURE AND CERTIFICATE NO. |
|--|---------------|----------------|------------|--|----------------------------------|
| 5-28 | 283.23 | JTE | 3209.94 | Performed Annual Inspection and Routine Maint Changed oil and cleaned screens. No metal Found. Cleaned + Gapped spark-plugs, checked and cleaned Gasculator Installed New Airfilter checked mag timing and Labeled Controls Compression test #1 $73/80$ #2 $72/80$ #3 $73/80$ #4 $74/80$ Inspected engine mount. Presure tested Exhaust and Muffler Inspected electrical and fuel systems Researched AD's and TC AD 93-26-2 N/A By Model AD 96-9-10 oil pump Due at tach 405.46 AD 97-1-3 N/A No new Parts installed at that time | |
| FORWARD TOTALS TO TOP OF NEXT LEFT PAGE | | | | | |

ENGINE LOG

DATE
19__

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

I CERTIFY THAT THIS ENGINE HAS
BEEN INSPECTED ~~IN ACCORDANCE~~ WITH AN
ANNUAL INSPECTION AND WAS DETERMINED

TO BE IN AIR WORTHY CONDITION

Michael Louis Rawson

AIP 528868595

S-28-98 Tach Time 283.27 total time 3209.94

ENG. SER.

NC

| DATE 19 99 | TACH. TIME | THIS FLIGHT | TOTAL TIME | REMARKS | SIGNATURE AND CERTIFICATE NO. |
|--|---------------|----------------|------------|---|----------------------------------|
| 6-3 | 329.96 | | 3256.67 | I Certify that this Engine has been inspected in accordance with an Annual Inspection and was Determined to be in Airworthy Condition Michael Louis Kawan A+P 528868595 IA | |
| | | | | | |
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ENGINE LOG

DATE

2000

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

7-14-06 C.W. AD 76-7-12 MAG SWITCH
C.W. AD 95-3-2 BECKETT AIR FILTER /NSP.
C.W. A9 96-12-07 MAG COUPLING NEXT DUE 872.62
AD-96-9-10 OIL PUMP DUE 405.46
COMPRESSION CHECK #1=62/80 #2=75/80 #3=72/80 #4=70/80

I CERTIFY THAT THIS ENGINE HAS
BEEN INSPECTED IN ACCORDANCE WITH AN

ANNUAL INSPECTION AND WAS DETERMINED

TO BE IN AIR WORTHY CONDITION

Michael Lewis, RAA
ATP 528868595 IN

Tach 372.62
Total Time 3299.33

ENGINE LOG

DATE
19

04/30/01 16682 0-320 L4828-27
Date W/O Tach 385.6 Model S/N

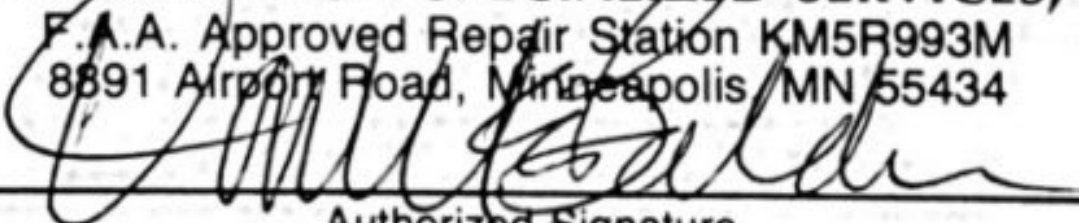
This is to certify that the engine identified above was overhauled in accordance with current regulations of the FAA and was approved for return to service. Pertinent details of the overhaul are on file at the repair station.

Major overhaul in accordance with overhaul manual. Disassembled, cleaned and inspected all parts. Magnafluxed steel parts and zygloed nonferrous parts. Balanced engine. Exchanged both magnetoes, (Slick) carburetor and starter. Installed new ignition harness, spark plugs, fuel pump, camshaft and installed new Superior cylinder assemblies. See attached sheet for additional parts replaced. Assembled and test-run engine. Checked OK. Complied with AD#91-14-22 crank gear; AD#96-9-10 by instlling new steel gears; AD#98-2-8 crankshaft N/A.

*****END*****

BOLDUC AVIATION SPECIALIZED SERVICES, INC.

F.A.A. Approved Repair Station KM5R993M
8891 Airport Road, Minneapolis MN 55434


Authorized Signature

ENG. SER.

NC

| DATE 19__ | TACH. TIME | THIS FLIGHT | TOTAL TIME | REMARKS | SIGNATURE AND CERTIFICATE NO. |
|--------------|------------------|----------------|------------|---|----------------------------------|
| 6/5/01 | TACH. 385.6 HRS. | | | Re-installed engine after major overhaul. Used new engine mount rubbers. Exhaust system overhauled by Aerospace Welding Co. See yellow tags near of log. Engine run-up & checked for leaks O.K. Engine is O.K. for return to service. Test flight required. Alan D. Morpheus AYP 1371627 | |
| 7-25-01 | 46260 | | 3389.31 | CW 76-7-12 magnet CW 95-3-2 Bracket Air filter Insp. Compression check #1=75/80 #2=70/80 #3=60/80 #4=76/80 | |
| 8-08-02 | 482.82 | | 3409.53 | CW 76-07-12 magnet Ser CW 95-03-02 Bracket Air Filter Insp | |

FORWARD TOTALS TO
TOP OF NEXT LEFT PAGE

ENGINE LOG

DATE

2002

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

8-8-02 Compression check #1=80/80 #2=80/75
#3=80/75 #4=80/79

I CERTIFY THAT THIS Engine HAS
BEEN INSPECTED IN ACCORDANCE WITH FAR

ANNUAL INSPECTION AND WAS DETERMINED

TO BE IN AIR WORTHY CONDITION

Michael Louis Rawson
AIP 528 868595-IA

ENG. SER.

NC

| DATE 19__ | TACH. TIME | THIS FLIGHT | TOTAL TIME | REMARKS | SIGNATURE AND CERTIFICATE NO. |
|--|---------------|----------------|------------|---|----------------------------------|
| 8-8-02 | 3409.53 | | | I certify that this engine has been inspected in accordance with an annual inspection and was determined to be in an airworthy condition | |
| | | | | Michael Louis Rauon | |
| | | | | ATP 528868595 IA | |
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ENGINE LOG

DATE
19__

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS
EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

7-19-82 Tach Time 496.39

C.W 76-07-12 mag sw

C.W 95-03-02 BRACKET Air Filler /wp

Compression Check #1=80/80 #2=80/75 #3=80/79 #4=80/73

I certify that This Engine has been inspected in
accordance with an Annual inspection and was determined
to be in an airworthy condition

Michael Louis Rowan

ATP 528868595 IA

ENG. SER.

NC

| DATE 19__ | TACH. TIME | THIS FLIGHT | TOTAL TIME | REMARKS | SIGNATURE AND CERTIFICATE NO. |
|--|-----------------------------|----------------|------------|--|----------------------------------|
| 10/09/04 | 509:55 509:15 | | 3422.86 | CW. A.D. 76-07-12 Mag Sur CW. A.D. 95-03-02 BEACKEK Air Filter Compression check #1 = 80/75 #2 = 80/80 #3 = 80/72 #4 = 80/75 | |
| | | | | I Certify that this engine has been inspected in accordance with an annual inspection and was determined to be in an airworthy condition | |
| | | | | <i>Michael Gene Kinson</i> APP 828868555 ID | |
| | | | | | |
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TT 3430.25

ENGINE LOG

DATE

19

516:54

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

Also C.W. AD 76-07-12 Mag Sw
C.W. AD 95-03-02 Brackett Airfilter
Compression check #1-80/70 #2-80/75 #3 80/70 #4-80/75
I certify this engine has been inspected in accordance
with an annual inspection and was determined to be in
an AIRWORTHY condition

Michael James Ransom

AIP52886859SEA

ENG. SER.

MANDATORY SERVICE BULLETINS

NC

| DATE 19__ | TOTAL TIME | Tach 529.18 | GIVE A BRIEF DESCRIPTION OF COMPLIANCE | SIGNATURE AND CERTIFICATE NO. OF MECHANIC OR REPAIR FACILITY |
|--------------|---------------|----------------|---|---|
| 11-8-06 | 3442.89 | | <p>Complied with AD 76-07-12 MagSw-</p> <p>complied with AD 95-03-02 Brackett Air Filter</p> <p>Compression check #1=80/80 #2=80/80 #3=80/75 #4=80/76</p> <p>I certify that this engine has been inspected in accordance with ANNUAL INSPECTION & determined to be in AIRWORTHY CONDITION</p> <p>Michael James Kauson</p> <p>IA 528868575 AIP</p> | |
| 12-17-07 | 3451.27 | Tach 537.56 | <p>Complied with 76-07-12 MagSwitch</p> <p>Complied with 95-03-02 Brackett Air Filter</p> <p>Compression check #1=80/80 #2=80/80 #3=80/80 #4=75/80</p> <p>I certify that this air engine has been inspected in accordance with an annual inspection and determined to be in air worthy condition</p> <p>Michael James Kauson</p> <p>AIP 528868575 IA</p> | |

ENG. SER.

MANDATORY SERVICE BULLETINS

NC

DATE

19__

TOTAL

TIME

GIVE A BRIEF DESCRIPTION
OF COMPLIANCESIGNATURE AND CERTIFICATE NO.
OF MECHANIC OR REPAIR FACILITY

11/3/09 54399

Complied (u) AD 76-07-12 Mag Switch

Complied (u) AD 95-03-02 Bracket Air Filter

Compression check #1 80/80 #2 80/80

#3 75/80 #4 80/80

I certify that this engine has been
inspected in accordance with the current
inspection and was determined to be in an
Airworthy Condition

Michael James Ramm
FA 528868595 ATP

| YEAR: 2010 DATE | RECORDING TACH TIME | TODAY'S FLIGHT | TOTAL TIME IN SERVICE | Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.) |
|-----------------------|---------------------------|-------------------|-----------------------------|--|
| 4-15 | 557.80 | | 3471.52 | <p>Inspected Engine, Complied with AD 76-07-12 mag switch Complied with AD 95-03-02 Air filter Breakst-Compression check - Cyl #1 80/80 cyl #2 80/80 Cyl #3 80/80 Cyl #4 80/80 checked and lubed all linkages and controls, checked seat tubes and mounts I certify that this Engine has been inspected in accordance with an annual inspection and was determined to be in an airworthy condition Michael J. Ransom A+P528868595 IA</p> |

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

H.O. Aircraft, Inc.

Date: 5/5/2011 N3764P Piper PA-22-150

TTE = 3480.33 Tach = 566.62

Decowled and cleaned engine. Changed oil. Replaced with Aeroshell 15W 50. Inspected screen. No unusual material found. Compression test done Results: 1) 68 2) 68 3) 74 4) 74. Set timing. Inspected all lines, hoses, wires. Drained carb bowl. Cleaned and gapped all plugs. Adjusted alternator belt c/w AD 96-09-06 Brackett Air Filter inspection. Next due 666.62. c/w AD 76-07-12 Bendix Ignition Switch by inspection. Tested ok. Next due 666.62 Test ran. Returned to service.

I certify that this Engine has been inspected in accordance with an Annual/100hr inspection and was determined to be in airworthy condition this

Date: 5/5/11

Total Time: 3480.33 Tach Time: 566.62 TSO: _____

Signature: [Signature]

IA: 3004219

| YEAR: _____ DATE | RECORDING TACH TIME | TODAY'S FLIGHT | TOTAL TIME IN SERVICE | Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.) |
|------------------------|---------------------------|-------------------|-----------------------------|---|
| 7-17-12 | 582.8 | | 3615.5 | I Certify that This Engine Has been inspected in accordance with an annual inspection and was determined to be in an airworthy condition Michael James Ransom ATP 528868595 ID |
| 7-17-12 | 582.8 | | 3615.5 | CW AD 76-07-12 MAG switch OK CW AD 95-03-02 AIR Filter BRKT OK Compressor test Cyl #1 76/8 #2 80/80 #3 75/80 #4 80/80 Michael James Ransom ATP 528868595 ID |

| YEAR: _____ DATE | RECORDING TACH TIME | TODAY'S FLIGHT | TOTAL TIME IN SERVICE | Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.) |
|------------------------|---------------------------|-------------------|-----------------------------|--|
| | | | | H.O. Aircraft, Inc. |
| | | | | — Lycoming O-320, s/n: 4828-27 |
| | | | | — Date: 10/2/2013 Tach = 596.08 TT = 3529.78 |
| | | | | — Performed Annual inspection. Drained and replaced oil. Checked oil screen and sump. No unusual material found. Checked mag timing. Compression test done: 1.) 76/80 2.) 76/80 3.) 74/80 4.) 75/80. Drained and cleaned gascolator. Replaced engine air filter element. c/w AD96-09-06 Bracket air filter. Next due 696.08 tach. Returned to service. |
| | | | | — I certify that this <u>engine</u> has been inspected in accordance with an Annual/100hr inspection and was determined to be in airworthy condition this |
| | | | | — Date: <u>10-2-13</u> |
| | | | | — Total Time: _____ Tach Time: _____ TSO: _____ |
| | | | | — Signature: <u>[Signature]</u> |
| | | | | — IA: <u>3064219 AP</u> |
| | | | | |
| | | | | |
| | | | | |

| YEAR: _____ DATE | RECORDING TACH TIME | TODAY'S FLIGHT | TOTAL TIME IN SERVICE | Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.) |
|------------------------|---------------------------|-------------------|-----------------------------|---|
| 10-16-14 | 605.7 | 4 track | | I certify that this Engine has been inspected |
| | TT | 3539.04 | | in accordance with an Annual inspection |
| | | | | and was determined to be in an airworthy |
| | | | | condition at this time |
| | | | | Compression test cyl #1 80/80 #2 75/80 |
| | | | | #3 78/80 #4 80/80 |
| | | | | Michael Louis Ranson |
| | | | | AIP 528868595IA |
| | | | | AD 76-09-12 mag switch CW |
| | | | | AD 95-03-02 Air Filter Bracket CW |
| | | | | Michael Louis Ranson |
| | | | | AIP 528868595IA |

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

H.O. Aircraft, Inc.

Lycoming O-320, s/n: 4828-27

Date: 11/4/2015 Tach = 619.16 TT = 3552.86

Performed Annual inspection. Cleaned engine. Checked compression. Cylinders as follows: 1) 75/80, 2) 80/80, 3) 77/80, 4) 80/80. Checked magneto timing. Changed oil. Checked oil screen. No unusual material found. Drained and cleaned gascolator. Replaced Brackett air filter assembly to c/w AD96-09-06 which terminates the AD. Test run. Approved for return to service.

I certify that this engine has been inspected in accordance with an Annual/100hr inspection and was determined to be in airworthy condition this

Date: 11-4-15

Total Time: 3552.86 Tach Time 619.16 TSO: _____

Signature: [Signature]

IA: 3004219

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

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

H.O. Aircraft, Inc.

Lycoming O-320, s/n: 4828-27

Date: 12/15/16 Tach = 629.48 TT = 3563.18

Performed Annual inspection. Cleaned engine. Engine inspected.
Checked compression. Cylinders as follows: 1) 77/80, 2) 74/80, 3) 76/80,
4) 72/80. Checked magneto timing. Changed oil. Checked oil screen. No
unusual material found. Spark plugs cleaned. Test run. Approved for
return to service.

I certify that this engine has been inspected in accordance with an
Annual/100hr inspection and was determined to be in airworthy condition this

Date: 12-15-16

Total Time: 3563.18 Tach Time: 629.48 TSO: _____

Signature: Dom W. H.

IA: 3064219

APRIL 16, 2020

LYCOMING 0-320

S/N: 4828-27

TACH: 636.3

ENGINE SMOH: 250.7

YEA

- PERFORMED ANNUAL HOUR INSPECTION PER FAR 43, APPENDIX D.

- DRAINED ENGINE OIL AND SERVICED ENGINE WITH 7 QUARTS OF AEROSHELL W80.

DAY

- REMOVED AND INSPECTED SCREEN FOR METAL. NO DISCREPANCIES NOTED.

- CHECKED CYLINDER COMPRESSIONS: #1 78/80, #2 75/80, #3 73/80, #4 78/80.

- CLEANED AND GAPPED SPARK PLUGS, CHECKED AND ADJUSTED MAGNETO TO ENGINE TIMING TO 25 DEGREES BTDC.

- INSTALLED (8) NEW RUBBER ENGINE SHOCK MOUNTS P/N: 71032.

AIRWORTHINESS DIRECTIVES

- AD04-10-14C1 – CRANKSHAFT GEAR INSPECTION. N/A AT THIS TIME. DUE @ NEXT PROP STRIKE OR SUDDEN STOPPAGE.

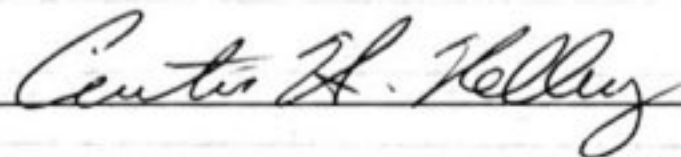
- ALL APPLICABLE AD'S COMPLIED WITH AT THIS TIME, SEE AD LIST FOR COMPLETE DETAILS.

- OPERATIONAL CHECKS AND ENGINE GROUND RUN WAS GOOD.

ALL WORK PERFORMED PER LYCOMING DIRECT DRIVE SERVICE MANUAL.

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION AT THIS TIME.

CURTIS H. KELLEY

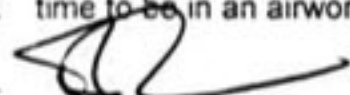


A&P/I.A. 3058520

Y 3/16/2024, Tach: 657.66, TSMOH: 272.06

#1: 76/80, #2: 78/80, #3: 79/80, #4: 74/80

D I certify this engine has been inspected IAW an ANNUAL inspection, per the scope & detail of 14 CFR part 43, appendix "D" and was found at this time to be in an airworthy condition.



Paul Domeier, A&P/IA 3757961

Tests, Repairs and Alterations

(Name, Rating and Certificate Number of Technician or Repair specific entries.)

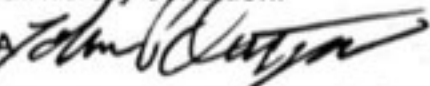
| TACH: | TSMOH | |
|-----------------|--------|---|
| 10-23-24 658.00 | 272.38 | PRE-PURCHASE INSP; CONTINUING ON FOR NEW ANNUAL |

10/23/2024, Tach: 658.00 TSMOH: 272.38

#1: 76/80, #2: 76/80, #3: 78/80, #4: 74/80

I certify this Engine has been inspected IAW an Annual inspection, per the scope & detail of 14 CFR part 43, appendix "D" and was found to be in an airworthy condition.

John P. Quayle AP 2107421 IA



Discrepancy list given to new owner on recommendations only.

*New oil screen gasket & new engine carb filter

→ TTE: 3591.52

INSTALLED NEW ENG AIR INTAKE
FILTER #BA-4108 / BRACKET
AT TIME OF ANNUAL INSPECTION
SCREEN CLEAR OF METAL; 6 QUARTS
OF PHILLIPS X/C SAE 20W-50 OIL

| YEAR: 2025 DATE | RECORDING TACH TIME | TODAY'S FLIGHT SMOH | TOTAL TIME IN SERVICE ITE | Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.) |
|-----------------------|---------------------------|---------------------------|------------------------------------|---|
| 01/01 | 660.01 | 3593.53 | 274.39 | ENG OIL DRAINED, OIL SCREEN REMOVED, NO FOD NOTED, REPLACED WITH NEW GASKET, OIL REPLACED WITH 5.5 QTS OF PHILLIPS 66 XC SAE 20W-50, ENG RUN, NO LEAKS NOTED. RETURNED TO SERVICE. John P. Quigley AP 2107421 |
| | | SMOH: | ITE: | |
| 07/10 | 663.34 | 277.72 | 3596.86 | ORIGINAL FUEL SELECTOR REMOVED, REPLACED WITH STC# SAQ2299AK DAKOTA CUB FUEL SELECTOR; REFER TO AIRFRAME LOG OF PIPER N376HP FOR INSTALLATION DETAILS AND SUBMITTED FAA 337 FORM. TESTED & TEST FLOWN ACFT RETURNED TO SERVICE John P. Quigley AP 2107421 IA |

N3764P




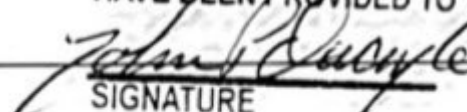
Aircraft Specialists, Inc.

Clark County Airport (JVY) • 6005 Propeller Lane • Sellersburg, Indiana 47172

PROPELLER MAINTENANCE LOG

(812) 246-4696 • (800) 356-3723 • fax (812) 246-4365

PROPELLER MAINTENANCE LOG

| DATE | RECORDER OR TACH | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS, AND ALTERATIONS |
|--|--|--|
| 3/16/2024, | Tach: 657.66, TTP: 3591.36 | |
| I certify this propeller has been inspected IAW an ANNUAL inspection, per the scope & detail of 14 CFR part 43, appendix "D" and was found at this time to be in an airworthy condition. | | |
|  | Paul Domeier, A&P/IA 3757961 | |
| | | |
| | | A/C REG. # <u>N3764P</u> DATE <u>10/23/2024</u> TOTAL A/C TIME <u>3581.02</u> HRS. TACH TIME <u>658.00</u> |
| | | I CERTIFY THAT THIS A/C HAS BEEN INSPECTED IN - <u>PROPELLER</u> ACCORDANCE WITH AN (CIRCLE ONE) ANNUAL/100 HR INSPECTION AND A LIST OF DISCREPANCIES & UNAIRWORTHY ITEMS DATED <u>RECOMMEND</u> <u>POLISH TO PAINT</u> HAVE BEEN PROVIDED TO THE A/C OWNER. |
| |  | AP 2107421 IA CERTIFICATE NO./TYPE |
| | SIGNATURE | |