

LOG #1

N9554L

REPLACE  
ELT  
BATTERY  
DC

REPLACE ELT BATTERY BY:

MAY 28 1979

**GRUMMAN AMERICAN AVIATION**  
  
**CORPORATION**

318 BISHOP ROAD, CLEVELAND, OHIO 44143

216 449-2200

TELEX NO. 980-246

**AIRCRAFT LOG**

THE VOR NAVIGATION SYSTEM OF THIS  
AIRCRAFT WAS CHECKED FOR ACCURACY AS  
SPECIFIED UNDER FAR PART 91.25.

DATE 11-5-74 PLACE C GF

BEARING ERROR  $\pm \frac{1}{2}^{\circ}$

PILOT Wolfe

I certify that the altimeter and static system tests required by FAR Part 91.170 have been performed.

The altimeter was tested to 29000 feet on 1-18-74 TK

Signature S. T. S. Test

Date (S. S. Test) 10-21-74

Prod. Cert. # (PC 112) D.0092A4

# AIRCRAFT LOG

NC N 9554L

## DESCRIPTION

LOG #1

AIRCRAFT MFG. Grumman American MOD. AA-5 SER. NO. AAS-0676

AIRCRAFT COLOR \_\_\_\_\_ SPAN \_\_\_\_\_ LENGTH \_\_\_\_\_ DATE MFG. \_\_\_\_\_

ENGINE MFG. Lycoming MOD. O-320-E2G SER. NO. L-39325-274

ENGINE MFG. \_\_\_\_\_ MOD. \_\_\_\_\_ SER. NO. \_\_\_\_\_

PROP. MFG. McCoulby HUB MOD. \_\_\_\_\_ SER. NO. \_\_\_\_\_

BLADE MOD. IC 172 SBM 7359 SER. NO. E-17047 SER. NO. \_\_\_\_\_ SER. NO. \_\_\_\_\_

SEAT CAP. \_\_\_\_\_ EMPTY WT. \_\_\_\_\_ GROSS WT. 2200 BAG. WT. \_\_\_\_\_

FUEL CAP. \_\_\_\_\_ LEFT TANK \_\_\_\_\_ RIGHT TANK \_\_\_\_\_ TOTAL USABLE \_\_\_\_\_ OIL CAP. \_\_\_\_\_ GALLONS \_\_\_\_\_

**GRUMMAN AMERICAN AVIATION**  
**CORPORATION**  
  
318 BISHOP ROAD, CLEVELAND, OHIO 44143  
216 449-2200 TELEX NO. 980-245

## **ENG. SER.**

NC

# AIRCRAFT LOG

DATE 19 INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS  
EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFIED MECHANIC OR REPAIR FACILITY  
WITH NAME, RATING AND CERTIFICATE NUMBER

I HAVE INSPECTED THIS AIRCRAFT  
AND ISSUED A CERTIFICATE OF  
AIRWORTHINESS, FAA FORM 8100-2

DATED NOV 5, 1974

SIGNED J. T. Schubert, D. B. 09/29/74

THIS AIRCRAFT HAS BEEN EQUIPPED  
WITH AN EMERGENCY LOCATOR BEACON.

THIS EQUIPMENT HAS BEEN ARMED

AS OF Sept 1974  
(DATE)

# AIRCRAFT LOG

DATE  
1974

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

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

11/18. Removal & Replaced Alternator to comply with  
U/I ser Bul. #1 Rev # D 2528

LTS/ADP mmr 106-2

12-2-74 VOR(VOT) TEST: TACH: 42.23 At Pearson Airpark.

VOR #1: 1° error; VOR #2: 0° error. Walter McQuilling CFIAT-I 187647L

12-9-74 TACH TIME: 50.0 c/w 50HR. INSPECTION ON AIRFRAME,  
~~CHEEDED~~ ADJUSTED CHAIN ON EMERGENCY BRAKE, BATTER-  
IED BATTERY, CHECKED A.O.'S THRU 74-24, FOUND A.O.  
74-24-13 P/C/W. I CERTIFY THAT THIS AIRFRAME HAS  
BEEN INSPECTED IN ACCORDANCE WITH A 50HR. INSPECTION  
AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION

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

ENG. SER.

NC

DATE	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
1979					
				Thomas E. Martin A&P 2218691	
12-29				100 HRS. PERFORMED 100HR. INSPECTION ON AIRFRAME 11A/W 100HR. INSPECTION REQUIREMENTS, SERVICED BATTERY AND FUEL SUMPS, CLEANED AUX. FUEL PUMP SCREEN, FLIGHT CONTROLS CHECKED FOR TRAVEL AND FREEDOM OF MOVEMENT. I CERTIFY THAT THIS AIRFRAME HAS BEEN INSPECTED 11A/W A 100HR. INSPE. AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION	
				Thomas E. Martin A&P 2218691	
1975					
2-20				C/W GRUMMAN AMERICAN WIRE BULLETIN NO. 147, ALL WELD JOINTS FOUND PROPERLY WELDED	Thomas E. Martin A&P 2218691
				FORWARD TOTALS TO TOP OF NEXT LEFT PAGE	

# AIRCRAFT LOG

DATE

1975

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

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

3-15 TACH TIME: 200 HRS. INSPECTED ~~AIRFRAME~~ <sup>AIRFRAME</sup> 1.A.W. A 100HR. INSPECTION  
CHANGED SERVICED BATTERY AND GASCOLATOR, AND FUEL PUMP  
SCREEN, CHECKED FLIGHT CONTROLS FOR FULL TRAVEL AND  
FREEDOM OF MOVEMENT. I CERTIFY THAT THIS AIRFRAME  
HAS BEEN INSPECTED 1/A/W A 100HR. INSPECTION AND WAS  
DETERMINED TO BE IN AN AIRWORTHY CONDITION. Charles E.  
Martin A&P 2218691

ENG. SER.

NC

DATE	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
19 75					
5/1/75	300 HRS.	TOTAL TIME.		ACCOMPLISHED INSPECTION OF AIRFRAME 1/1/75 100 HR.	
				INSPECTION REQUIREMENTS. LUBRICATED ALL CONTROLS, CHANGED TIRES AND BRAKES. REMOVED BROKEN FLAP INDICATOR CABLE.	
				I CERTIFY THIS AIRCRAFT TO BE IN AIRWORTHY CONDITION.	
				A&P 544 609624 Blair Krakowski	
				MIXTURE CONTROLS AD NOTE COMPLIED w/ AT THIS TIME.	
5-20-75	TACH TIME 327 hrs			STATIC CHECK COMPLIED WITH AS PER FAR 91.170 ONLY, CHECKED AT 60 FEET PER MINUTE	
WOS 4930	HARRY W. KLEINROCK			INSPECTOR	
				HILLSBORO AIRCRAFT SERVICES	
FORWARD TOTALS TO TOP OF NEXT LEFT PAGE				E.A.A. Approved Repair Station 3989	

# AIRCRAFT LOG

DATE

1975

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

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

6/23/75 400 TT

COMPLETED 100 HR INSPECTION //A/W MANUFACTURER'S REQUIREMENTS.

I CERTIFY THIS A/C TO BE IN AIRWORTHY CONDITION

A&P #544 609624

Blair Kruckowski

7/3/75 500 TT

COMPLETED 100 HR. INSPECTION //A/W MANUFACTURER'S REQUIREMENTS. REPAIRED PILOT'S SEAT LATCH. FOUND BOTH OUTBOARD FUEL LINES TO BE CHAFED BY UPPER FAIRING OF GEAR LEG. CHAFE STRIPS APPLIED. THIS A/C IS IN AIRWORTHY CONDITION A&P 544 609624

Blair Kruckowski

ENG. SER.

NC

DATE 1975	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
9-30	600			INSPECTED AIRFRAME 1,AWL. A 100HR. INSPECTION, SERVICED BATTERY, CHECK FLIGHT CONTROLS FOR FULL TRAVEL AND FREEDOM OF MOVEMENT AND LUBRICATED. ROTATED MAIN TIRES, REPACKED WHEEL BEARINGS, INSTALLED NEW BRAKE PAOS LT. & RT. I CERTIFY THAT THIS AIRFRAME HAS BEEN INSPECTED 1,AWL. A 100HR. INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION	Thomas E Martin A&P 2218691
FORWARD TOTALS TO TOP OF NEXT LEFT PAGE					

# AIRCRAFT LOG

DATE  
1976

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

Date 3<sup>RD</sup> JAN 1976 REMOVED FUEL SELECTOR VALVE DISASSEMBLED, CLEANED

Total/Tack Time 675 LUBRICATED AND REASSEMBLED AND INSTALLED AS

I certify that this Aircraft/Engine has been  
Inspected in accordance with a 100 PER 500 HOUR INSP. NEW TIRE & TUBE RIGHT MAIN  
Hi/Annual Inspection, and was determined  
to be in Airworthy condition.

ROTATED LEFT MAIN TIRE, REPACKED ALL WHEEL  
BEARINGS CHECKED AND FOUND A.D. 75-07-04 AMENDMENT

James L. Crittenden - 39-2135 P/C/W. AS PER ANNUAL INSP REMOVED

A & P, 2145114 NOSE GEAR STRUT FROM TORQUE YOKE, REMOVED

CORROSION AND DYE PENETRAUT CHECK AFTER BAD X-WIND LANDING  
STRUT CHECKED O.K., REPAIRED PILOT SEAT, REPAIRED RIGHT WING  
STRAP WITH STEEL POP RIVETS, COMPLIED WITH S/B #142 BY  
INSTALLING GRUMMAN S/K #130, COMPLIED WITH S/B #146 & S/B #151  
BY INSTALLING GRUMMAN S/K #151, SERVICED AND CHARGED BATTERY  
COMPLIED WITH S/B #149

ENG. SER.

NC

DATE 19	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
DATE 1-3-74					
I certify that this aircraft has been inspected in accordance with a <u>ANNUAL</u> inspection and was determined to be in airworthy condition.					
total time (or tech reading) <u>6075</u>					
SIGNED <u>Ronald J. Berg</u> A & P# <u>14-3576 I.A.</u>					
AERO REPAIR - VANCOUVER, WASH.					
FORWARD TOTALS TO TOP OF NEXT LEFT PAGE					

# AIRCRAFT LOG

DATE  
19

## INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

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

I certify that the AT-504 ATC Transponder has been  
functionally tested per FAR 43, appendix F, to comply with FAR 91.36(b)  
(Encoding Altimeter) and FAR 91.177 (a). 2-16-76

**AIRPORT ELECTRONICS, INC.**  
FAA Approved Repair Station #4591  
AURORA AIRPORT - AURORA, OREGON

Holler Ch. susp.

ENG. SER.

NC

DATE 1976	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
775.0					
				<p>I CERTIFY THAT IS AIRFRAME HAS BEEN <del>INSPECTED</del>          1/16 100 HR INSPECTION. <del>INSTALLED</del> NEW          RUMMER SPRINGS, Glued Rubber Fairing Around Bottoms          WING 4 H SIDE, Replaced ELT, BATTERY - <del>NEW</del> DATE          SEPT 22, 1977, <del>ALL</del> CUB ALL FLIGHT CONTROLS &amp; CABLES          FOR FREEDOM OF MOVEMENT. CABLES &amp; SERVICED          BATTERY.</p>	

I CERTIFY THAT IS AIRFRAME HAS  
 BEEN ~~INSPECTED~~ 1/16 100 HR INSPECTION AND  
 WAS DETERMINED TO BE IN AIRWORTHY  
 Condition. Robert W. Patterson  
 A&P 2163870

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 TOP OF NEXT LEFT PAGE

# AIRCRAFT LOG

DATE  
1976

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

4-15

Chw A.D. NOTE 76-07-12, Bendix IGNITION SWITCHES  
Run engine & switch off position Engine stop  
Running as per AD NOTE Ch'd & b.  
Robert W. Petersen

A&P 2163370

NEW TOP Cowf INSTALLED

5-11 TT 835.1 NEW TIRE LEFT MAIN GREASED BEARINGS LUBED  
NOSE GEAR & TORQUED

James E. Brawlee  
A&P 538441942

ENG. SER.

NC

DATE 1976	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
MAY 29	875.0			I CERTIFY THAT THIS AIRCRAFT WAS INSPECTED IN ACCORDANCE WITH A 100HR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.	James J. Brauner A&P 538441942
6-1-76	Takeoff Time	883.8		I CERTIFY THAT THE ALTIMETER AND STATIC SYSTEM TESTS REQUIRED BY FAR PART 91.170 HAVE BEEN PERFORMED. THE ALTIMETER WAS TESTED TO 20000 FEET DATE 6-1-76	Gary W. Glasscock, L.I.I. INSPECTOR
FORWARD TOTALS TO TOP OF NEXT LEFT PAGE					WILSBORO AIRCRAFT SERVICES E. A. A. Approved Repair Station 3289

# AIRCRAFT LOG

DATE  
19

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

7/23/76 TACH TIME: 975.0

I CERTIFY that this AIRCRAFT ~~has been~~  
WAS INSPECTED 1/A/W 100 HR. INSPECTION.  
PUT NEW BRAKE LINING ON MAIN GEAR, REPACK  
WHEEL BEARINGS ON MAIN & NOSE WHEEL,  
LUB ALL FLIGHT CONTROL & CHECK FOR FREEDOM  
OF MOVEMENT, CHECK BATTERY CHECKED  
DR. CLEANED & PRESERVED, PLASOCATION.

I CERTIFY THAT THIS AIRCRAFT WAS  
INSPECTED 1/A/W 100 HR INSPECTION AND  
WAS DETERMINED TO BE IN AIRCRAFTED  
CONDITION. R. Peterson A#P 2163870

ENG. SER.

NC

DATE 19	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
9-14-76					

# AIRCRAFT LOG

DATE

19

## INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

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

15 NOV 76	S/B	151	9C - 10 TFE	SEE Log Apr 1401659
Date 1 JAN 77		152 - ?		
I certify that this aircraft has been inspected in accordance with a <u>100 HR</u> inspection and was determined to be in airworthy condition.			Date 1-1-77	
	<u>SEE CT SHEET</u>			I certify that this aircraft has been inspected in accordance with a <u>ANNUAL</u> inspection and was determined to be in airworthy condition.
		<u>+ 1180</u>		Total time (or tach reading) <u>1180 T.T.</u>
Signed <u>F. J. Hester</u>		A & P # <u>1401659</u>	Signed <u>Ronald J. Berg</u>	A & P # <u>1413576</u> = A.
31 MAR 77	<u>A.D. 77-02-08</u>	9C - INSP EFT 10 BATT	<u>SEE Log Apr 1401659</u>	
31 MAR 77	INST. NEW LEFT wing - OUTER PANEL IN NEW GRUMAN PAINT. MANUFACTURER PART # <u>3151 4H</u>			
			<u>F. J. Hester</u>	Apr 1401659

ENG. SER.

NC

DATE	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
19					
Date 5 Aug 77				Date 27 Aug 77 - AD 77-02-08 9W	
I certify that this aircraft has been inspected in accordance with a <u>100 HR</u> inspection and was determined to be in airworthy condition.	1290	1290	Total time (or tach reading)	I certify that this aircraft has been inspected in accordance with a <u>100 HR</u> inspection and was determined to be in airworthy condition.	1400
Signed <u>J. L. Lester</u>	A & P # 1401659			Signed <u>J. L. Lester</u>	A & P # 1401659
15 Aug 77				Date 9 Dec 77	
I certify that this aircraft has been inspected in accordance with a <u>100 HR</u> inspection and was determined to be in airworthy condition.	1500	1500	Total time (or tach reading)	I certify that this aircraft has been inspected in accordance with a <u>100 HR</u> inspection and was determined to be in airworthy condition.	1604
Signed <u>J. L. Lester</u>	A & P # 1401659			Signed <u>J. L. Lester</u>	A & P # 1401659
FORWARD TOTALS TO TOP OF NEXT LEFT PAGE					

TT 1603

## AIRCRAFT LOG

DATE

19 77

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

12/1 REPAIRED LEAK in R/H FUEL TANK. check (FWD FINGER screen)  
FITTINGS EACH 100hr. SEALED Access Cover Raymond C. Brown  
Date 3 FEB 78 NSN 564822528

I Certify that this aircraft has been inspected in accordance

with a ANNUAL

the aircraft and was determined to  
be in airworthy condition 1635

Total time (on reading)  

Signed

P. G. Foster 1401659 I.A.

ENG. SER.

NC

DATE 19	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
3/20/78	16473			REPLACED BRAKE LININGS	R. Olson A48540601709
3/28/78	1685			- d/w sl 77-1 by installing new primer 'O' rings P/N NAS 1593-012	R. Olson A48540601709
4/14/78					
I certify that this aircraft has been inspected in accordance with a <u>100 HR</u> inspection and was determined to be in airworthy condition.				REFER TO ACCOMPANYING INSPECTION CHECK LIST	
Total time (or tach reading) <u>1735</u>					
Signed <u>R. Olson</u>			A & P # <u>540601709</u>		
FORWARD TOTALS TO TOP OF NEXT LEFT PAGE					

# AIRCRAFT LOG

DATE

19

## INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

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

I certify that the altimeter and static system tests  
required by FAR Part 91.170 have been performed. The  
altimeter has been tested to 20,000 feet.

see WO 69562 for  
details

Flightcraft, Inc. A.R.S. #4126

Date 4-17-78

Signature Warren L. Rimer

Cert. No. 44-1530628

THIS IS TO CERTIFY THAT THE TRANSPONDER SYSTEM

Narco AT50A INSTALLED IN

MAKE

MODEL

THIS AIRCRAFT HAS BEEN TESTED 1/A/W FAR (91-177)  
AND MEETS STATED REQUIREMENTS. IN FAR 43 APPENDIX E  
VANCOUVER AVIONICS CRS-S03-14

Gordon Taylor 4-18-78

SIGNED

DATE

ENG. SER.

NC

DATE 19	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.	
<del>5-16-78</del> 6-2-78		R. Oller				
I Certify that this aircraft has been inspected in accordance with a <u>100 H R</u> inspection and was determined to be in airworthy condition.						
		Total time (or tech reading) <u>1835</u>				
Signed <u>R. Oller</u>	A & P # <u>540601709</u>		SEE CHECKLIST			
Date <u>2 JUN 78</u>						
I Certify that this aircraft has been inspected in accordance with a <u>ANNUAL</u> inspection and was determined to be in airworthy condition.		<u>1835</u>		<u>1835</u>		
		Total time (or tech reading) <u>1835</u>				
Signed <u>R. Oller</u>	A & P # <u>1401659</u>		I.A.			
FORWARD TOTALS TO TOP OF NEXT LEFT PAGE						

# AIRCRAFT LOG

DATE

19

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

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

I Certify that this aircraft has been inspected in accordance

with a 100 H.R. inspection and was determined to  
be in airworthy condition.Total time (tach reading) 1935

Signed

R. Olson

A &amp; P #

540601709

Date

17 OCT '78

I Certify that this aircraft has been inspected in accordance

with a 100 H.R. inspection and was determined to  
be in airworthy condition.Total time (tach reading) 2035

Signed

R. Olson

A &amp; P #

540601709

## ENG. SER.

NC

# AIRCRAFT LOG

DATE  
1979

## INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

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

6/2 76 2170.29 Removed and installed left  
wing as per Grumman Service manual 57-0  
page 201-205. sealed left wing span at wing  
root and replaced fuel sensing unit gasket.  
Dale E. Miles 1/P 567295468

6/7 TEST FLEW ACFT FOR ABOVE MAINTENANCE. NO DEFECTS  
NOTOS: Flayulf C. Bem NFP 564822528

## ENG. SER.

NC

DATE 19	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
Date <u>3 AUG 79</u>					
I Certify that this aircraft has been Inspected in accordance with a 100 HR inspection and was determined to be in airworthy condition.				INSPECTION CHECK LIST IN A/C RECORDS.	
Total time <u>2247.4</u>					
Signed <u>Q. Closson</u>				A & P #540601709	
FORWARD TOTALS TO TOP OF NEXT LEFT PAGE					

# AIRCRAFT LOG

DATE

19

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

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

7DEC'79 Re-ins. failed NARCO ADF Model PDF 35 S/N 10850

David S. Martin

AFP 239 52 6363

# FT. VANCOUVER AVIONICS, INC.

PEARSON AIRPARK

101 E. RESERVE STREET

VANCOUVER, WASHINGTON 98661

(206) 696-3336

RADIO

C.R.S. S03-1

DATE

INSI  
EVERY RE

19 DEC'79 Rating

CUSTOMER

SERVICEABLE PART

THIS AIRCRAFT, AIRFRAME OR APPLIANCE WAS REPAIRED AND  
INSPECTED IN ACCORDANCE WITH CURRENT FAA REGULATIONS  
AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS  
OF THIS REPAIR IS ON FILE AT THIS AGENCY UNDER W.O # 3357

DATE 11-15-79 A/C REG. # 1A90-00000000 SIG. R. Whanson  
MAKE NAILO MODEL PDF 35 SER. # 10850

REMARKS

## ENG. SER.

NC

DATE 1980	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
Feb 23	23 46.8			CHANGED oil, cleaned oil screen, replaced RT main tire with recapped tire. Replaced aileron bearings at outer ends. Both ailerons, <del>installed</del> David L. Mattheis AFP 229-52-6363	
Feb 23	23 46.8	I certify this aircraft has been inspected I/A/W A 100 HR inspection and found to be in airworthy condition			
FORWARD TOTALS TO TOP OF NEXT LEFT PAGE					David L. Mattheis AEP 229-52-6363

# AIRCRAFT LOG

DATE

19

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

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

TACH READS : 2399.69  
UNITED INST. 514 D2528

Date 4-24-80

\*I certify that the altimeter and static system have been inspected and tested as required by FAR 91.170. AT50A S/N 33295 and system have been The altimeter has been tested to 20,000 feet. Details are tested and inspected and found to comply with the requirements of FAR 91.177. W.O. R139-80

Date 4-24-80

Signed M. S. Johnson for Signature M. S. Johnson for  
Commander Instruments & Avionics Commander Instruments & Avionics  
FAA Cert. Repair Sta. #709-3 FAA Cert. Repair Sta. #709-3  
Chester County Airport Chester County Airport  
Chester, S. C. 29706 Chester, S. C. 29706

Due Date  
4-24-82

ENG. SER.

NC

DATE	TACH.	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
1980					
12/14/84				Lubricated controls, rotated pulleys, cleaned & packed a steel	
12/14/84				Brake lines	David L Martin AFP 239-52-6363
12/14/84	2423.06		TT 2423.06 5-12-80	I certify that this aircraft has been	
				inspected in accordance with an annual	
				inspection and is approved for return to	
AD. 79-22-04				service this date of flight IA 1985851	
AD 76-07-12				Visual inspection	
28 sun				Bendix MAC Switch operational ch 1/1/85	
TACH 2481.2					
				REMOVED OLD BROKEN RT REAR WINDOW, REPLACED WITH	
FORWARD TOTALS TO TOP OF NEXT LEFT PAGE				New window	David L Martin AFP 239-52-6363

# AIRCRAFT LOG

DATE

19

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

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

25/13/83 I CERTIFY THIS AIRFRAME HAS BEEN INSPECTED  
1/AN 4 100 HR AND FOUND TO BE IN AN AIRWORTHY  
CONDITION Daniel L. Mather AAF 238-52-6363

3/20/81

2603 Repaired loose bonding joints in the following areas; Trailing edge of center wing panel (left) upper & lower. Outward trailing edge, upper & lower of inboard left wing panel about 6" of upper side & 12" of lower side. At lower trailing edge of vertical stabilizer, 12". Left lower trailing edge of vert. stab, 6" inboard rib of left flap. All repairs

ENG. SER.

NC

DATE	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
19				Were done in accordance with G.A. Service kit #125A-1. All flight controls removed were reinstalled & adjusted per AAS manual 11/15/76 & revised 1/4/80 see 27-2-1 p 501.	
				AIRCRAFT SERVICES OF RALEIGH, INC. RALEIGH, N. C.	Tom Belvin
					W02588481723130 A1
7-1-81	I HAVE INSPECTED THIS AIRCRAFT & FIND IT SAFE FOR THE FLIGHT INTENDED. HD Hodge At 224017				
FORWARD TOTALS TO TOP OF NEXT LEFT PAGE					

# AIRCRAFT LOG

DATE

1986

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

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

8/18/86

Tach 2621.28. Replaced battery. Replaced landing light. Replaced both main wheel tires and nose wheel tires. Replaced ELT battery pack. Date Aug. 88. C.W. A.D 84-26-02 by replacing air filter C.W. 81-24-03 by placarding C.D A.D 76-07-12 by operational check. C.W. A.D 79-22-04 by inspection. Aircraft inspected in accordance with an annual inspection and approved for return to service. *John F. Bullock*  
IA1970853

ENG. SER.

NC

DATE 19	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.	
<p>I certify that the Alt. and Static System tests required by F.A.R. 91.171, 91.36 and Part 43 Appx E have been performed this date <u>June 3 87</u>. Alt. Tested to <u>20K</u> feet.</p> <p>This transponder Model <u>AT50A</u> as installed has been checked IAW FAR 43, Appen F and found to comply with Far 91.172 JcAIR RS 311-31 By <u>Alan willis</u> Date <u>June 3 87</u> Cert. # <u>2332805</u></p> <p>LH Alt. S/N _____ Date _____</p> <p>RH Alt. S/N _____ Date _____</p> <p>Signed <u>Alan willis</u></p> <p>JcAIR 311-31</p> <p>Cert. # <u>2332805</u></p>						
<p>FORWARD TOTALS TO TOP OF NEXT LEFT PAGE</p>						

MAINTENANCE RELEASE

PART PROPELLER  
MAKE MC CAULEY MODEL IC 172  
SERIAL NO. E 18472  
REMARKS: Refinished + Balanced

✓

The aircraft, airframe, aircraft engine, propeller, or appliance identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this

Repair Station under W/Order No.

*B 4225* Date 9/23/87

SIGNED

*Frank O. Grotz* FOR

FAA REPAIR STATION 1376

KANSAS CITY FLYING SERVICE  
601 LOU HOLLAND DRIVE  
KANSAS CITY, MISSOURI 64116  
(816)471-4113

OVER

# AIRCRAFT LOG

DATE

19

## INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

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

12-7-87 TAC <sup>Mischer Plan original</sup>

Replaced Windshield, Main gear fairing, Main  
Muff and shield. Replaced Rusty Hardware as  
Required. Replaced trim rollers and bearing.  
Checked Astatic system per A.D. 79-32-04.  
all A.D.S Complied w/it as specified in A.D.  
Repaired leak in left fuel tank. Replaced Both  
Fuel caps. Removed and Reinstalled prop after  
overhauled by KC Flying Service. Repaired Beams  
and Cuts in main wheel.

OVER

## ENG. SER.

NC

# AIRCRAFT LOG

DATE

19

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

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

Jan 03 Refinished exterior. Removed seats, sidewalls and carpet --  
all new fabric installed. Removed interior plastic paneling  
and repainted (non-flam). Rear speaker. Rephotographed sun shield  
with new black vinyl covering. Repainted and repainted  
(non-flam) (black) instrument panel. Resealed luggage compartment  
access door.

Int + 10°

ENG. SER.

NC

# AIRCRAFT LOG

DATE

19

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

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

Date: 6/6-89 I certify that the following equipment was installed in this aircraft according to AC-43-13-2 and the manufacturers specifications.

Installed an Apollo 604 Loran, Loran Antenna, and an ACK A-30 Encoder and all necessary equipment and accessories. Computed weight and balance data and updated equipment list.

All work was inspected and tested by Allan Martin  
2352482 Insp. for H.A.L. dba East Kansas City  
Avionics F.A.A. Repair Station 363-9.  
Refer to W.O. # 14377. The compass  
was swung on this date with the radios on.

5/10/89 New ELT Battery installed.

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

# MAJOR REPAIR AND MAJOR ALTERATION RECORD NC

DATE 19_____	TOTAL TIME	WORK ORDER NO.	DESCRIPTION OF REPAIR OR ALTERATION (ACA-337) OR MAINTENANCE RELEASE	SIGNATURE AND CERTIFICATE NO. OF MECHANIC OR REPAIR FACILITY
<p>I certify that Transponder Model No. <u>AT-50A</u>  <u>S/N 33295</u> installed in this aircraft has          been tested and inspected and found to comply with the          requirements of F.A.R. 91.172 and is approved for return to          service.</p>				
<p>Date <u>6-16-89</u> Signed <u>Alta Martin</u> Certif. No. <u>2352482</u></p>				
<p>For H.A.L. dba East Kansas City Avionics          FAA Repair Station #363-9</p>		<p>I certify that the Altimeter and static system <u>Encoder</u>          tests required by F.A.R. Part 91.171 have been          performed. The Altimeter was tested          to <u>20,000</u> feet on <u>6-16-89</u></p>		
		<p><u>Alta Martin</u>          Date</p>		
		<p>Signature <u>Alta Martin</u></p>		
		<p>Certificate No. <u>2352482</u>          for H.A.L. dba East Kansas City Avionics F.A.A.          Repair Station 363-9</p>		

S/B = SERVICE BULLETIN

MAJOR REPAIR AND MAJOR ALTERATION RECORD NC

DATE 1975	TOTAL TIME	WORK ORDER NO.	DESCRIPTION OF REPAIR OR ALTERATION (ACA-337) OR MAINTENANCE RELEASE	SIGNATURE AND CERTIFICATE NO. OF MECHANIC OR REPAIR FACILITY
		S/B 142	PARTS ON ORDER	
12-8	0675.0	S/B 143	N/A BY S/N	J.S.Cuttenden A&P 2145114
12-21	0675.0	S/B 146		J.S.Cuttenden A&P 2145114
2-20	0120.0	S/B 147	C/W BY INSPECTION	X G.E. Bentini A&P2218691
		S/B 149	PARTS ON ORDER	
12-8	0675.0	S/B 151	P/C/W BY GRUMMAN N/A BY S/N	J.S.Cuttenden A&P 2145114
		S/B 152		
5/10/76		S/B 157	10TAPE	J.S.Cuttenden A&P 2145114
			SEE LOG #2	
			6 Apr 90 RZQ	

N9554L Airframe Log #2

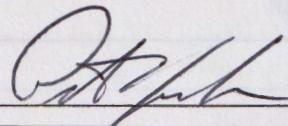
AIRCRAFT LOG  
AF5-1

## INSTALLED EQUIPMENT

# MAJOR ALTERATIONS

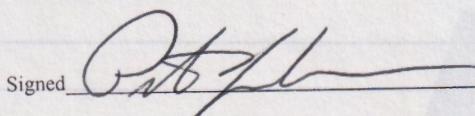
DATE	DESCRIPTION OF ALTERATION
11/07/2006	Grumman AA5 N9554L s/nAA5-0676 Removed MX 11, Nav 11, CP-125, Apollo 604, PDF 35, and magnetic compass. Installed GMA 340 audio panel Icom IC-A200 Com transceiver and SIRS Magnetic compass as replacement for the removed items, per form and function. The fuse holders and radio circuit breakers were removed and replaced with new pullable circuit breakers of the appropriate values. The plastic overlay panel was replaced with a .020" Aluminum panel and powder coated and labeled. See work order, 5476 for the installation details. The GNS 430 GPS system, with GI-106A was installed as an IFR approved navigation system. The installed equipment was ground and flight evaluated as required AC20-138A and by Part 91.413 I/A/W the procedures as outlined in Part 43 Appendices E & F Para c, and were found to be in compliance and approved for return to service. See FAA Form 337, dated 11/08/2006 and Work Order 5476, this date for ICA, and approvals. The equipment list, weight & balance were revised.

Signed



C. F. Airtronics, Inc.  
9500 North Shore Drive  
Hillsboro, Ohio 45133  
FAA Repair Station # C3FR411J

# MAJOR ALTERATIONS

DATE	DESCRIPTION OF ALTERATION
11-9-2006	<p>Grumman AA5 N9554L s/n AA5-0676</p> <p>This is to certify that the Garmin GNC-430 system installed in this aircraft I.A.W. approved FAA form 337, dated 11-08-2006 is approved for IFR/VFR, terminal, enroute and non -precision approach operations as per AC20-138a. The approved FMS detail September 21, 2006 and the GNS 430 Pilot's Guide is required for this approval and must be onboard and available to the pilot. For details of the installation and the ICA see FAA forms 337s dated 11-07-2006. The aircraft has been inspected, ground and flight evaluated and is found to be airworthy with respect to the GPS and is approved for return to service.</p> <p>C.F. Airtronics, Inc. 9500 North Shore Dr. Hillsboro, Ohio 45133 CRS#C3FR411J</p> <p>Signed </p> <p><b>4</b></p>

**AIRWORTHINESS DIRECTIVE/FACTORY BULLETIN COMPLIANCE RECORD**

## SYSTEM CHECKS

170

I certify that the Altimeter and static system Encoder  
tests required by F.A.R. Part 91.411 have been  
performed. The Altimeter was tested  
to 20,000 feet on 5-16-91

**Signature:**

Allan Parker

Certificate No. 2352482  
for H.A.L. dba East Kansas City Avionics F.A.A.  
Repair Station #SK2R164L

**ALTIMETER & STATIC SYSTEM  
F.A.R. 91.170**

DATE	MANUFACTURER	MODEL	SERIAL NO.	LOCATION	MAX. ALT.	RECHECK REQUIRED	APPROVED BY: AGENCY CERT. NO.

11-7-2006 Grumman AA-5 N9554L

This is to certify that the Altimeter and static system test required by FAR91.411 and as outlined in FAR 43 Appendices E&F have been performed. The Altimeter was tested to 20000

This is to certify that the ATC Transponder model GTX 320 S/N 83501105 Installed in this aircraft meets the FAA test as required by FAR91.413 and as outline in FAR43 appendix F.

This is to certify that the correspondence test required by FAR91.413 has been performed in accordance with the procedure outlined in FAR43 Appendix E Paragraph C.

Signed

C.F. Airtronics, Inc.  
9500 North Shore Dr.  
Hillsboro, Ohio 45133  
CRS#C3FR411J

# RADIO & ELECTRONIC CHECKS

DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEXT CHECK DUE	CHECKED BY: SIGNATURE — CERT. NO.
				I certify that Transponder Model No. <u>AT-50A</u> S/N <u>33295</u> installed in this aircraft has been tested and inspected and found to comply with the requirements of F.A.R. 91.413 and is approved for return to service.		



Date 5-16-92 Signed Allen Martin Certif. No. 2357782  
For H.A.L. dba East Kansas City Avionics  
FAA Repair Station #SK2R164L

I certify that the Transponder  
check as required by FAR Part  
91.413 has been performed.  
Model AT-50A SN 21969  
Date 8-7-98  
Signed Mac-Michael Avionics Inc.  
CRS# GY5R900M

Altimeter(s) Make GARMIN  
Model S-133 SN C8280  
Certified to meet requirements  
of F.A.R. Part 91.411 Coastal Jet  
Under Work Order No. 461129  
Altimeter tested to 200000  
Test on Date 7-2-98 performed  
static system test and inspection  
required by FAR Part 91.411  
Date 8-7-98 Mac-Michael Avionics Inc.

Authorized Sign.

FAA Certified Repair Station  
#GY5R900M

1251 West Blee Road  
Springfield, Ohio 45502

I certify the encoding system  
check as required by FAR 91.411  
has been performed.  
Model A-30  
Test Date 8-7-98  
Mac-Michael Avionics Inc.

signature

Mac-Michael Avionics Inc.  
CRS# GY5R900M

# RADIO & ELECTRONIC CHECKS

DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEXT CHECK DUE	CHECKED BY: SIGNATURE — CERT. NO.
				<p>Replaced Nav/Loran autopilot switch. Adjusted encoder.</p> <p>Ramp checked Wt-8 Stormscope operation - Good.</p> <p>Bench checked and aligned both comms.</p> <p>Set VOR's in aircraft.</p> <p>Bench Test Loran - Test good adj encoder</p>		

Gene Miller Tach 2794.42

Please Place In  
Aircraft Logbook

Make Grumman American Ser. No. AA5-0676  
Model AA-5 Reg. Mark N9554L

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

Pertinent details of the repair are on file at the Agency.  
Work Order No. 83028 Date 11-18-48

Signed Scott O. Picha Inspector for  
MUNCIE AVIATION CO CRS# AJVR135C  
MUNCIE, IN. 47308 765-289-7141

## RADIO & ELECTRONIC CHECKS

DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEXT CHECK DUE	CHECKED BY: SIGNATURE — CERT. NO.
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adj Endoder in aircraft

Make Grumman Ser. No. 0676  
Model AA-5 Reg. Mark 9554L

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

Pertinent details of the repair are on file at the Agency.

Work Order No. BB116 Date 12-1-98

Signed John W. Clegg Inspector for

MUNCIE AVIATION CO CBS# A11VR125G

MUNCIE AVIATION CO CR# AJVR135C  
MUNCIE, IN 47302-5111

MUNCIE, IN. 47308 765-289-7141

## RAD

DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEAR CHECK DUE	CHECKED BY: SIGNATURE — CERT. NO.

\*\*\*\*\***MUNCIE AVIATION COMPANY C.R.S. # AJVR135C**\*\*\*\*\*

Removed Narco AT50 Transponder and ACK A-30 Blind Encoder. Installed GARMIN International GTX320 Transponder with Trans-Cal Industries SSD-120-XXA Blind Encoder. Ramp checked operations - Good. Tach 3011.75

I certify that the altimeter / static system, transponder, and encoder have been tested as required by FAR 91.217, 91.411, and 91.413. Units were found to comply with the limits set in FAR 43,

Appendices E & F and AC 43.6A to 20K ft.

Altimeter #1: Mfg Garwin P/N 22-377-01 S/N C8280

Altimeter #2: Mfg N / A P/N N / A S/N N / A

Encoder #1: Mfg Trans-Cal Industries Model SSD-120-XXA S/N A45510

Encoder #2: Mfg N / A Model N / A S/N N / A

Trans #1: Mfg GARMIN International Model GTX320 S/N 83501105

Trans #2: Mfg N / A Model N / A S/N N / A

Make Grumman American Ser. No. AA5-0676 Model AA-5 Reg. Mark N9554L

The aircraft / component identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and found airworthy, and is approved for return to service for work performed. Pertinent details of the repair are on file at the agency.

Work Order No. B6076 Date 6-29-00 Signed Scott O. Picha Inspector for

MUNCIE AVIATION COMPANY C.R.S.#AJVR135C MUNCIE, IN 47303-9778 (765) 289-7141

**MAC**

PLEASE PLACE IN AIRCRAFT LOGBOOK.

# RADIO & ELECTRONIC CHECKS

DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEXT CHECK DUE	CHECKED BY: SIGNATURE — CERT. NO.
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## \*\*\*\*\* MUNCIE AVIATION COMPANY C.R.S. # AJVR135C \*\*\*\*\*

Removed Apollo 604TCA Loran-C receiver and updated. Raised Marker Receiver in aircraft. Removed COM11B Comm Transceiver and installed MX11R Reinstalled units and ramp checked operations - Good. Tach 3136.98

Make Grumman American Ser.No. AA5-0676  
 Model AA-5 Reg.Mark N9554L

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

Pertinent details of the repair are on file at the Agency.

Work Order No. B8162 Date 6-4-01

Signed: Scott D. Picher Inspector for

MUNCIE AVIATION COMPANY C.R.S.#AJVR135C

MUNCIE, IN 47303-9778 (765) 289-7141



PLEASE PLACE IN AIRCRAFT LOGBOOK.

## IECKS

DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEXT CHECK DUE	CHECKED BY: SIGNATURE — CERT. NO.
						Altimeter(s) Make <u>GARWID</u> Model <u>S-1313</u> S/N <u>8280</u> Certified to meet requirements of F.A.R. Part 91.411 <u>Walter Lee Clegg</u>
						Authorized Sign Under Work Order No. <u>5881</u> Altimeter tested to 20,000 feet on Date <u>8-26-02</u> performed static system test and inspection required by FAR Part 91.411 Date <u>8-26-02</u> <u>Walter Lee Clegg</u>
						Authorized Sign FAA Certified Repair Station <u>#GY5R900M</u> 1251 West Blue Road Springfield, Ohio 45502
						I certify that the Transponder check as required by FAR Part 91.413 has been performed. Model <u>GTX320</u> S/N <u>83501105</u> Date <u>8-26-02</u> Signed <u>Walter Lee Clegg</u> MacMichael Avionics Inc. CRS# <u>GY5R900M</u>

# RADIO & ELECTRONIC CHECKS

DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEXT CHECK DUE	CHECKED BY: SIGNATURE — CERT. NO.
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## Altimeter (s)

Make Garwin

Model 5-1313 S/N 8280

Certified to meet requirements of FAR 91.411

Signed Lee B. Lee Cawell

Under Work Order No. 6370

Altimeter tested to 20,000 feet  
on Date 9-2-04 performed static system  
test and inspection as required by FAR 91.411

Date 9-2-04

Signed Lee B. Lee Cawell

Mac-Michael Avionics Inc.

CRS # GY5R900M

1251 West Blee Road

Springfield, Ohio 45502

MMA-010 Form

I certify that the Transponder check required  
by FAR Part 91.413 has been performed.

Model GTx 320

S/N 83501105

Date 9-2-04

Signed Lee B. Lee Cawell

Mac-Michael Avionics Inc.

CRS # GY5R900M

I certify that the Encoding system check  
required FAR 91.411 has been performed.

Model SSO-120

Date 9-2-04

Signed Lee B. Lee Cawell

Mac-Michael Avionics Inc.

CRS # GY5R900M

MMA-009 Form

# RADIO & ELECTRONIC CHECKS

DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEXT CHECK DUE	CHECKED BY: SIGNATURE — CERT. NO.
9/23/08						

Commander-Aero Inc. - **CRS-GA5R-876M**  
10570 Springboro Pike Miamisburg, OH 45342 Phone 937-885-5580 FAX 937-885-5586

"I certify that the altimeter and static tests and inspection required by FAR 91.411 have been performed. The altimeter(s) per para (A) and (B) appendix E FAR 43."

Make: **Garwin** Model: **5-1313** S/N: **82**

Has been tested to: **20,000** feet.

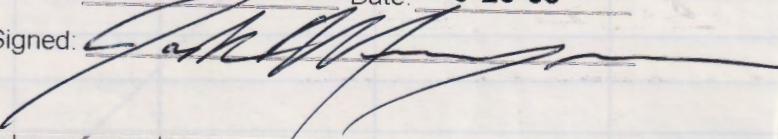
Altitude reporting system has been tested to: **20,000** feet, per appendix E FAR 43.

"I certify the ATC transponder tests and inspection required by FAR 91.411 were performed this date and found to comply with FAR 43, Appendix E FAR 43."

Make: **Garmin** Model: **GTX-320** S/N: **83**

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

W.O.#: **27666-09-2008** Date: **9-23-08**

Signed: 

**COMMANDER AERO**

**JACK MUSGRAVE**  
Avionics Manager

Dayton - Wright Brothers Airport  
10570 Springboro Pike  
Miamisburg OH 45342  
Web commander-aero.com

888-881-5580 937-885-5580x22  
937-313-6840 (24 hours)  
Fax 937-885-5586  
avionics@commander-aero.com

1

DATE

## Commander-Aero Inc. - CRS-GA5R-876M

10570 Springboro Pike Miamisburg, OH 45342 Phone 937-885-5580 FAX 937-885-5586

Altimeter(s) tested &amp; inspected per FAR 43, Appendix E.

RT. NO.

Date: 7-18-11S/N: 8280

-1,000	<b>-10</b>
0	<b>0</b>
500	<b>0</b>
1,000	<b>-10</b>
1,500	<b>-10</b>
2,000	<b>-10</b>
3,000	<b>-20</b>
4,000	<b>-20</b>
6,000	<b>-20</b>
8,000	<b>-30</b>
10,000	<b>-50</b>

Inspector

S/N: n/a

-1,000	---
0	---
500	---
1,000	---
1,500	---
2,000	---
3,000	---
4,000	---
6,000	---
8,000	---
10,000	---

12,000	---
14,000	---
16,000	---

A/C 'N' No. N9554LW.O. No. 28703-07-2011W.O.#: 28703-07-2011 Date: 7-18-2011Signed: John Musgrave**COMMANDER AERO**[www.commander-aero.com](http://www.commander-aero.com)

Dayton-Wright Brothers Airport  
10570 Springboro Pike  
Miamisburg OH 45342  
Toll Free: (888) 881-5580 x22  
Phone: (937) 885-5580 x22  
Fax: (937) 885-5586  
avionics@commander-aero.com

**Jack Musgrave**  
Avionics Manager



## RAI

DATE	TOTAL TIME	EQUIPMENT CHECKED	1

CHECKED BY:  
SIGNATURE — CERT. NO.

4-4-2017 Grumman AA-5 N9554L

This is to certify that the Altimeter and static system test required by 14 CFR 91.411 and as outlined in 14 CFR 43 Appendices E&F has been performed. The Altimeter was tested to 80,000.

This is to certify that the ATC Transponder model GTx 320 S/N 85501105, installed in this aircraft, meets the FAA test as required by 14 CFR 91.413 and as outlined in 14 CFR 43 appendix F.

This is to certify that the correspondence test as required by 91.413 has been performed in accordance with the procedures outlined in 14 CFR 43 appendix E Paragraph C. 550-100 A 45570

For details see Work Order SP 458

Signed P.B.H.

Warren County Avionics  
2460 Greentree Road  
Lebanon, Ohio 45036  
CRS#8WCR657C

**MAINTENANCE RECORD**  
**F.A.R. 43.9**

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
<u>Date: 5-16-91</u>		I certify that the following equipment was installed in this aircraft according to AC-43-13-2 and the manufacturers specifications.	
		Installed a WX-8 Stormscope and Stormscope antenna and all necessary equipment and accessories. Computed weight and balance data and updated equipment list.	
		All work was inspected and tested by <u>Allen Martens</u> <u>2253482</u> Insp. for H.A.L. dba East Kansas City Avionics F.A.A. Repair Station #SK2R164L. Refer to W.O. # <u>110395</u> . The compass was swung on this date with the radios on.	

**MAINTENANCE RECORD**  
**F.A.R. 43.9**

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
24 July, 1992		Replaced left static transmitter gasket Removed most outboard forward fuel tank inspection plates and resealed. ATP 465789117	Richard E. Anderson
July 12, 1997		Aircraft Airworthy for ferry flight from HEE to ZIT.	Geo Parker IA 1850666
6-29-00		Removed and Replaced Nose Gear Tire	Matthew Williams ATP 288804672
8-15-00		Installed new spinner back plate, reinstalled, torqued, and safetied same propeller, and installed new spinner and forward bulkhead assy.	IAW AAS Service Manual Matthew Williams ATP 288804672

**MAINTENANCE RECORD**  
**F.A.R. 43.9**

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
7-20-00		Drained engine oil and refilled w/ 7qts of Aeroshell W 100 Cleaned oil screen	Matthew Williams AF# 288804672
12-18-00		Aircraft airworthy for Ferry flight	from 317 to 1LN for annual Matthew Williams AF# 288804672
1-20-01	3099.67	Replaced left wing root seal, repaired crack in lower cowling, cleaned and lubed battery posts, Replaced loose rivets in right wing aileron trim piece, replaced wing anti-slip surfaces, repacked wheel bearing, lubed aircraft per maintenance manual, replaced SCAT tubing, fore cabin heat, cleaned electric fuel pump screen, C/W AD 72-06-02 by inspection C/W AD 79-22-04 by inspection, C/W AD 76-07-12, replaced ELT Battery (Next due Jan. 2003)	Matthew Williams AF# 288804672

**MAINTENANCE RECORD**  
**F.A.R. 43.9**

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
36 1-20-01	TACH 3099.67	<p>I certify that this <u>AIRCRAFT</u> has been inspected <u>I.A.W. ANNUAL</u> inspection and was found to be in airworthy condition A/C <u>3099.67</u> I.s. eng. <u>hrs.</u></p> <p>Clay Carman I.A. 288641903</p>	
12-27-01		Removed and replaced aircraft battery with Bill part # 6-25	<p>Clay Carman GA 288641903 A&amp;P</p>
12-27-01		Replaced Spark plugs with new Champion REM40E plugs and replaced both ignition wire harnesses	<p>Matt Johnson AAF 288804672</p>

**MAINTENANCE RECORD**  
**F.A.R. 43.9**

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
3-1-02 ACTT 3320.2		<p>Repacked all wheel bearings, replaced canopy seals, replaced defrost vent hose, cleaned out clogged fuel vents, remove nosegear frame torque tube and cleaned corrosion, replaced nosegear caster thrust washer and bellville washers, replaced Nav glide slope antenna coupler, replaced landing light switch, replaced landing light. Replaced all brake pads, Replaced rudder centering springs, replaced main vacuum filter, disassembled, cleaned &amp; lubed fuel selector valve, lubed fuel cap gaskets, re-torqued wing attach bolts, complied with AA5 service manual annual inspection checklist.</p> <p>Coupled w/ AD 76-07-12</p>	72-06-02, 79-22-04

I certify this aircraft has been inspected IAW a 100 hr. inspection and found to be in an airworthy condition

Matt W. Walls  
AD 288804672

**MAINTENANCE RECORD**  
**F.A.R. 43.9**

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
3-1-02	3320.277	All ADs current and C/W AS OF THIS ANNUAL SEE AIA COMPATANCE LIST	<div style="border: 1px solid black; padding: 10px;"> <p>I certify that this <u>AIRCRAFT</u> has been inspected I.A.W. ANNUAL REPORT and was found to be in AIRWORTHY condition A/C <u>3320.277</u> hrs. eng. <u>  </u> hrs.</p> <p><b>Clay Carman I.A. 288641903</b></p> </div>
9-11-02	3450 TT	Replaced both main gear tires & tubes w/ AirTrac 6.00X6 Tires	<div style="border: 1px solid black; padding: 10px;"> <p><u>Clay Carman 288641903</u></p> </div>

## MAINTENANCE RECORD

### F.A.R. 43.9

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
10-27-02	3470 Tach time	Replaced Attitude Vacuum Gyro w/ overhauled gyro P/N RCA21-14 S/N 605511. OPs ✓ good Matt Williams AsP 2888046072	
3505 TI		Replaced autopilot circuit breaker, lubed aircraft, Replaced far right instrument panel lamp socket, Replaced ELT battery (Next due 5-05), I certify this aircraft has been inspected TAN a 100 hr. inspection & found to be in an Airworthy Condition. <small>confined w/ AD 76-07-01</small> Matt Williams AsP 2888046072	

**MAINTENANCE RECORD**  
**F.A.R. 43.9**

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERV
06-01-03	3505 TT	<p>I CERTIFY that this Aircraft          has been Inspected I.A.W Annual          Inspection and was found to be in          Airworthy Condition A/c 3505 TT.</p> <p>George M. Geigel I.A.          195563433</p>	

**MAINTENANCE RECORD**  
**F.A.R. 43.9**

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
10-9-03		<p>TACH. TIME 3525.8 Performed Annual Inspection on Aircraft. Removed Corrosion From right wing Spar. Replaced both elevator outer bearings with new bearings. Replaced Upper rudder bearing. Replaced LEFT Strobe. INSTALLED New Concorde Starter battery. Inspected And Tested E.L.T. IN Accordance With F.A.R. 91.207. Battery replacement date is 3-05. Complied With A.D. # 79-22-04R involving Ailerons. Complied With A.D. # 76-01-02R involving Top Engine Cowl. Performed Complete inspection of Landing gear, propeller, propeller spinners and bulkheads, wings, fuselage, tail surfaces and interior. Inspected and re-packed wheel bearings. I CERTIFY THAT THIS AIRCRAFT has been INSPECTED in Accordance With AN ANNUAL INSPECTION &amp; HAS been determined To be in AN AIRWORTHY Condition. Harry D. Bluer A&amp;P IA# 311826607.</p>	

**MAINTENANCE RECORD**  
**F.A.R. 43.9**

**MAINTENANCE RECORD**  
**F.A.R. 43.9**

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
11-18-04	Tach. Time 3613.8	<p>Performed ANNUAL INSPECTION ON AIRCRAFT. Cleaned, INSPECTED AND RE-PACKED WHEEL BEARINGS WITH GREASE. REPLACED ALL FOUR BRAKE PADS WITH NEW BRAKE PADS. REMOVED AND TESTED E.L.T IN ACCORDANCE WITH F.A.R. 91.207. REPLACED BATTERY. BATTERY REPLACEMENT DATE IS 11-06. REMOVED BRAKE CALIPER ON <sup>G.S.</sup> LEFT RIGHT MAIN GEAR. DISASSEMBLED, CLEANED AND INSTALLED NEW PISTON "O" RING. RE-ASSEMBLED AND RE-INSTALLED. REPLACED DEFECTIVE LANDING LIGHT WITH NEW LANDING LIGHT - G.E. 9509. PERFORMED A.D. # 79-22-04R INVOLVING AILERONS. COMPLETED INSPECTION ON AIRCRAFT. I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION &amp; HAS BEEN DETERMINED TO BE IN AN AIRWORTHY CONDITION. Harry D. Silver A&amp;P TA # 311826667.</p> <p align="right">J</p>	

## F.A.R. 43.9

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
11-10-2006		Removed erratic Attitude gyro and installed an authorized Exchange Attitude gyro P/N 5000336 S/N T66466C. The unit was installed after the annual inspection and function tested and was fault free. Inventory and approval for return to service. D. W.	C. F. AIRTRONICS INC, 9500 NORTH SHORE DR HILLSBORO, OHIO 45133 37 840 9656 CRS #C3FR411J
11-21-06	TACH TIME 3775.03	- Complied with AD 79-22-04R INSPECTION OF AILERONS, TAIL AND NOSE WHEEL ASSEMBLY. AD 79-22-04R NEXT DUE 3875.0	<u>Jonathan Bradburn</u> IA 3021774

## INSPECTION RECORD

F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
6 Apr 90	Tach 2673.9	Completed Annual inspection as outlined in Service Manual c/w AD 89-18-08 Fuel system inspection made ground runup and system check AD list in back of log book #1 This Aircraft approved for return back to Service ATP465789117 IA Richard E. Anderson
14 Apr 1991	Tach 2685.31	Completed Annual inspection as outlined in Service Manual c/w AD 81-24-03 annual 39-4257 dated 16 Nov 81 parts a port qdut again at 2710.31 replaced vac gal. filter and instrument air inlet filter installed nose wheel fairing assy, Installed model 2 DAI CHT & EGT indicator by Westberg Mfg Inc. See 337 form for details made ground runup and system check This Aircraft approved for return back to Service ATP465789117 IA Richard E. Anderson

## INSPECTION RECORD

F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST
		SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
24 June 1992	Tach 2711.2	Comptl. Annual Inspection as outlined in the Service manual C/W AD 79-22-04 and 39-3600 Next time due 2811.2 C/W AD 81-24-03 Amel 39-4257 part of due again at 2736.2 Installed screws washes and nuts to secure Windshield to the forward Canopy Frame. Made ground runup and system check This aircraft approved for return to Service A+P46578, 9117 IA
8/8/97 2,727.0	Tach - Checked Wing attach bolts per AD 95-19 (15) per AD 95-19 (15) per AD 95-19 (15) One Piece Venture installed in MA 4 carb per AD 93-18-03 + 1B also note flag MA. Carb Air Bop wsp + OK per AD 81-24-03, elbow hose wsp + OK (elbow New BAF 19 air bop filter element installed, New 4509 sealed housing. Rusty & broken screws, plate nuts & rivets replaced with new and all new hardware. Aircraft stripped, etched, primed and repainted with Enron colors #817E white, 530U, H yellow and 44129 U. Gold	

## INSPECTION RECORD

F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
8-8-97	2727.0	<p>Installed one <del>used</del> pressure plate, new "O" rings in wheel cylinders and all new brake lines. <sup>66-105</sup> Grommet break in of lines. Installed hose &amp; clamps on oil quick drain.</p> <p>Carburetor stamped nameplate "V" to indicate one-piece venture installed.</p> <p>REMOVED INSPECTION PLATES LUBRICATED PUSH RODS FLT. CONTROL HINGES AS NEEDED</p> <p>REPLACED INSPECTION PLATES</p> <p>Installed spring and grommet on left rear cowl fastener.</p> <p>New ELT battery installed but needs servicing and antenna check for operation. Removed for repairs as needed.</p> <p>I CERTIFY THAT THIS <del>AIRCRAFT</del> HAS BEEN INSPECTED IN ACCORDANCE WITH A <del>HANUAL</del> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. <sup>TAKE</sup> DATE <u>8-8-97</u> TIME <u>2727.0</u></p> <p><u>Donald G. Morgan</u> <u>13085071A</u> DONALD G. MORGAN A/P 13085071A</p>

**INSPECTION RECORD**  
**F.A.R. 43.11 - 91.217**

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST
		SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
9-3-97		<p>removed ELT &amp; replaced with like unit. Battery due replacement 12-98</p> <p>INSPECTED ELT I/A/W FAR 91.207 (A) (1) (D) AND PART 43, APPENDIX D, AND WAS FOUND TO BE IN OPERABLE CONDITION.</p> <p><i>Mac</i> A&amp;P2744401051A</p>
9-20-98	2785 TAC	<p>Annual inspection, replaced flap motor, replaced tail lamp, repair left wheel pants, balanced aircraft, serviceable battery replaced ELT battery, next due 9-00.</p> <p>INSPECTED ELT I/A/W FAR 91.207 (A) (1) (D) AND PART 43, APPENDIX D, AND WAS FOUND TO BE IN OPERABLE CONDITION.</p> <p>I CERTIFY THAT THIS <i>Aircraft</i> HAS BEEN INSPECTED IN ACCORDANCE TO A <i>Annual</i> INSPECTION AND WAS DETERMINED TO BE AIRWORTHY.</p> <p><i>Mac</i> A&amp;P2744401051A</p>

**INSPECTION RECORD**  
**F.A.R. 43.11 - 91.217**

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST
		SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
11-24-99	290811	<p>Annual inspection, replaced brake disc, brake pads, replaced main tires, See list for AD's</p> <p>INSPECTED ELIGIBLE FOR FAR 91.207 (A) (1) (D) AND PART 43, APPENDIX D. AND WAS FOUND TO BE IN OPERABLE CONDITION.</p> <p>(NOTE: ANNUAL INSPECTION ENTRIES FOR YEARS 2000-2004 FOUND ON PGS 30-39 )</p>
		<p>I CERTIFY THAT THIS <u>Aircraft</u> HAS BEEN INSPECTED IN ACCORDANCE TO A <u>Annual</u> INSPECTION AND WAS DETERMINED TO BE AIRWORTHY.</p> <p><u>Mal Sjaardema</u> N9554L 2744401051A</p>

December 2, 2005

I do hereby certify that this Aircraft N9554L has been inspected and found fit for the purpose of a ferry flight from Wright Brothers Airport (MGY) to (RZL) Jasper County Airport. The intent of flight is for renewal of annual inspection.

John Sjaardema

John Sjaardema

A&P 2100539 IA

## INSPECTION RECORD

### F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE — CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
	<p>February 20, 2006</p> <p>In addition to a normal annual inspection the following was accomplished: Removed both wing tips, both ailerons, both flaps, drained fuel from both tanks. Removed both wings from fuselage due to excessive fuel leaks. On the left wing fuel tank, delaminated entire bottom section of fuel tank cavity. Removed all defective fuel tank sealant on the entire section of fuel tank cavity. Riveted all ribs and spars on fuel tank in accordance with Service Kit 125A. Sealed inside of fuel tank cavity with CS3204-B2 fuel tank sealant. Cleaned and resealed all access covers with CS3330-B1/2 fuel tank sealant. On right wing opened up both inboard fuel tank access covers. Removed bulkhead fitting forward location, installed new washers and O-ring reinstalled bulkhead fitting resealed bulkhead fitting with fuel tank sealant CS3204-B2. Riveted entire perimeter of inboard rib of right wing fuel tank in accordance with SK125A kit. Resealed inside of inboard rib of right hand fuel tank as needed.</p>	<p>Tach/Total Time: 3686.71</p>

**INSPECTION RECORD**  
**F.A.R. 43.11 - 91.217**

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE — CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
		<p>Resealed both access covers with CS3330-B1/2 fuel tank sealant. Leak tested both fuel tanks and found no leaks. Installed overhauled fuel sender unit in left hand fuel tank. Reinstalled both wings with new rubber seals between wings and wing walk area, added two new drain valves to sediment bowls on both wings prior to filling with fuel. Reinstalled both wings with shims as needed for correct clearance on spars as per Service Bulletin 185 and A.D. 95-19-15 R1. Reinstalled original wing bolts; all other aspects of the A.D. 95-19-15 R1 inspected and found good. Found multiple areas of delaminated skin and rib surfaces. Repaired the following locations: Left hand flap trailing edge, left wing middle section third rib on the bottom surface only; outboard rib middle section under the strap on left wing, outboard section inboard rib under strap on right wing; Right wing on bottom middle section inboard rib under strap next to fuel tank on rudder bottom skin; leading edge on vertical fin on left side front side vertical line; additionally on vertical fin on right side</p>

## INSPECTION RECORD

F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE — CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
		<p>top rib from VOR antenna to leading edge inboard rib from top to bottom, bottom joint between top and bottom skin along entire length, and bottom line skin on bottom rib entire length. All this delamination work done in accordance with SK125A kit.</p> <p>Reinstalled flaps with new bearings at outboard location, inboard location by wing walk and internally on side of fuselage both sides. Removed inner flap torque tube assembly, installed new bearing on torque tube and reinstalled. Installed new bearings on aileron system at inboard location by bell crank inside of both ends of flap and installed oversize bearings and sleeves on outboard locations of both ailerons. Adjusted cable tension and travel of aileron system rigged flaps in accordance with Service Manual. Repaired broken baffling on the front side of engine below starter and forward of muffler as needed with new 20204T3 aluminum and new baffle seal material. Removed alternator found alternator defective due to bearing wear additionally found broken alternator strap defective</p>

## INSPECTION RECORD

### F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE — CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
		<p>belt and strut assembly between starter and alternator. Replaced strut, alternator bracket and belt with new parts. Installed overhauled alternator P/N DOFF10300JR S/N F104278. This unit overhauled by Kelly Aerospace Power Systems. (W.O. M009390 dated Oct. 31, 2005). Removed defective oil cooler installed overhauled replacement unit Stewart Warner P/N 10568A S/N 1669. This unit overhauled by Southwest Cooler Service (W.O. 200507-073 dated Feb. 7, 2005). Replaced left hand main tire with 600x6 6PR Condor tire. Removed nose strut from torque tube, cleaned minor corrosion. Reinstalled with zinc chromate, installed bolts and sealed with silicone rubber. <u>Due again in 3 years.</u> Repaired nose fairing by removing defective nose wheel fairing shell, installed nose fork with an additional large service washer one additional Bellville washer and one thin bronze washer as needed to get correct torque tension on nose strut nose fork assembly. Replaced exhaust clamps with new assembly on #1 and #2 cylinder</p>

**INSPECTION RECORD**  
**F.A.R. 43.11 - 91.217**

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
		<p>as needed. Removed outlet fitting on vacuum pump, reinstalled with Teflon tape and new hose as needed on that fitting. ELT system inspected visually/functionally as per FAR 91.207 para "D"; all aspects found good. <u>Due again in one year.</u> Complied with A.D. 79-22-04 by replacing all the bearings as detailed earlier in this log book entry all other aspects of the aileron system found good. <u>Due again in 100 hours.</u> Complied with A.D. 81-24-03 by adding doublers onto air box screens; inspected and found placard correctly installed on air box. This terminates any further action on this A.D. Complied with A.D. 89-18-08 by resealing all four panels on the left tank and the two inboard panels on the right tank the other outboard panels on right tank appeared correct. No further action on that A.D. Complied with A.D. 95-19-15 R1 by shimming wings and inspecting holes and bolts as previously mentioned in this logbook entry; all other aspects of this A.D. found in good condition. <u>Due again in 500 hours.</u> All A.D.'s checked through T-Data Revision</p>

**INSPECTION RECORD**  
**F.A.R. 43.11 - 91.217**

**KIND OF INSPECTION - STATUS & DISCREPANCY LIST**  
**SIGNATURE — CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE**

2006-03; see listing for specific details. Other multiple discrepancies found and reported to the owner/operator to be repaired at a future date. See listing supplied with additional paperwork. I do hereby certify this airframe has been inspected in accordance with an annual inspection and has been found to be in airworthy condition and is fit for further service.

John Jaandersma

John Sjaardema

A&P 2100539 IA

# INSPECTION RECORD

## F.A.R. 43.11 - 91.217

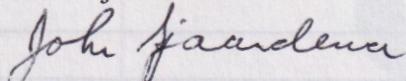
DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
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March 10, 2006

Tach Time: 3687.08

Removed canopy, interior plastic around rear windows, canopy plastic, glare shield and front windshield. Cleaned windshield bow and fuselage as needed. Installed serviceable used windshield, new canopy windows and new rear windows all I green tint. Repaired plastic interior parts as needed. Reinstalled all plastic and glare shield. Cleaned, lubricated and reversed tracks on canopy. Installed canopy and installed new seal on canopy leading edge. Replaced trailing edge canopy seal with new felt seal. Removed both old rubber cuffs off main gear struts. Installed new rubber strut covers both mains. Adjusted canopy latch as needed. I do hereby certify the above work done in accordance with FAR 43 and is found fit for further service.

John Sjaardema



A&P 2100539 IA

# INSPECTION RECORD

## F.A.R. 43.11 - 91.217

DATE

July 6, 2006 Tach Time: 3730.74

Removed right main tire and inner tube. Installed new Condor 6.00X6 6PR tire with Michellin "Airstop" inner tube. Replaced baffle seal material above #3 cylinder with new fiber reinforced seal. Additionally applied Silicone rubber sealant in other air gap areas as needed. Adjusted Stall warning horn to activate at 62-63 M.P.H. Installed nose wheel fairing after repairs accomplished and repainted white. I do hereby certify the above work done in accordance with FAR 43 and is found fit for further service.

*John Sjaardema*

John Sjaardema

A&P 2100539 IA

## INSPECTION RECORD

**KIND OF INSPECTION - STATUS & DISCREPANCY LIST**  
**SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE**

**BAP Aircraft Maintenance**  
937-847-9556

Airframe Log Entry N9554L  
08-04-2006 Tach. Time 3745.3

Removed right wing tank fuel quantity sender. Installed new fuel quantity sender SN06114. Sealed one tank cover on right wing. Rigged rudder in accordance with the AA5 maintenance manual. Installed new baggage door seal.

Jonathan Underwood IA3021774

Jonathan Underwood IA3021774  

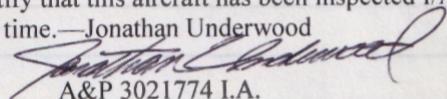

# INSPECTION RECORD

## F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE — CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE

**SAFE FLIGHT AVIATION  
MIDDLETOWN, OHIO  
N9554L  
AIRFRAME S/N AA5-0676**

2-22-2007 TACH-3799.2 TTAF-3799.2 Completed an ANNUAL inspection as per FAR 43 appendix "D" and Grumman AA-5 annual inspection procedures. Lubed and inspected all pulleys, hinges, and bellcranks. Serviced aircraft battery. Installed new B3-5-1 vacuum relief filter, new central vacuum filter p/n RA-D9-18-1, and new Brackett induction air filter element p/n BA19. Repaired broken carb heat bracket. Resealed RH wing aft fuel tank panel. Repaired dome and map light fuse holder assy. @ aircraft battery. Installed new fuse. Replaced missing rivets in center console support brackets. Removed both main wheels, cleaned, bead blasted, treated for corrosion, primed, painted. Installed two new RA66-105 brake linings on RH brake. Installed new RH & LH brake disc p/n W206R. Installed Precise Flight SVS V standby vacuum system s/n 22616/9078A. See FAA form 337 this dated for details. Revised aircraft weight and balance data on this date as follows: New Empty Weight 1,371.66 Lbs., New Empty C.G. 82.52 Inches aft of Datum, new empty moment 113,187.09, new useful load 828.34 Lbs. Installed new BP-1010 ELT battery. Function tested ELT as per FAR 91.207 (d). Found satisfactory. Next ELT battery replacement due 3-2009. C/W AD 79-22-04 dated 11/09/1979 by visual inspection of aileron system. No defects noted. Next due in 100 hours TIS @ 3899.2 TTAF. Researched AD'S through biweekly 2007-02 using the IApproach Pro system. Updated AD listing. I certify that this aircraft has been inspected I/A/W an annual inspection and has been found to be in an airworthy condition at this time.—Jonathan Underwood

  
A&P 3021774 I.A.

# INSPECTION RECORD

## F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
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MAKE: Grumman  
MODEL:  
S/N:  
REG. NO: N9554L  
WORK ORDER#:  
27235-09-2007



**Commander Aero, Inc.**  
Repair Station No: GA5R-876M  
10570 Springboro Pike  
Miamisburg, Ohio 45342 USA  
Phone: 888-881-5580

DATE: 9/13/2007  
A/C TSN  
TACH

### Avionics Entries

(1) Removed Garmin GNS-430 Nav/Com/GPS due to defective TO/FR Indication. Shipped unit to manufacture for repair.  
Reinstalled repaired unit. Ramp tested. Normal operation restored.

### Maintenance Release

The aircraft and/or component(s) on N9554L was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was found Airworthy for return to service. Pertinent details of the repair are on file at this repair station under Work Order No. 27235-09-2007, Dated 9/13/2007.

DATE: 9/13/2007

SIGNED:

Musgrave, Jack  
Certified Repair Station No: GA5R-876M

Work Order: 27235-09-2007

Printed by EBis 3 (datcomedia.com)

April 8, 2008 N9554L

I do hereby declare that this aircraft is fit for the purpose of a ferry flight from Dayton Wright Brothers Airport (MGY) to Rensselaer Indiana at the Jasper County Airport (RZL). This flight is necessary due to the need for an annual inspection.

*John Sjaardema*  
John Sjaardema  
A&P 2100539 IA

# INSPECTION RECORD

## F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
	May 1, 2008	Tach/Total Time: 3906.33  In addition to a normal annual inspection the following was accomplished: Removed and replaced left main tire with a Condor 600x6 6PR tire. Replaced all four brake linings with Cleveland P/N 66-105 linings. Serviced both master cylinders with 5606 hydraulic fluid. Removed rudder from airframe, replaced bottom bearing with a new bearing insert. Replaced top bearing with oversized sleeve and oversized bearing. Reinstalled rudder and electrical wiring for the flashing beacon. Removed aircraft battery P/N CB-25 S/N CBC-439949. Installed new aircraft battery Gill P/N G-25 S/N G02381101. Repaired inoperative landing light by replacing the connector on the landing light and insulating the bare aluminum next to the landing light and baffle material as needed. Replaced vacuum regulator filter element. <u>Due again in 100 hours.</u> Replaced induction air filter element. ELT was inspected visually/functionally as per FAR 91.207 para "D"; all aspects found good. <u>Due again in one year.</u> Complied with A.D. 79-22-04 by compliance with <b>AMOC SI-06-01</b> . Found both ailerons conform to the profile inspection. Inspected and found all four torque tubes to be bonded. I do hereby certify that by doing the above inspection it has been determined that this aileron system meets the criteria and therefore can be terminated from anymore repetitive inspections as per the A.D. All

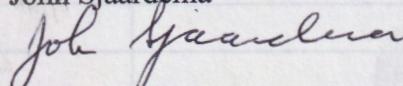
# INSPECTION RECORD

## F.A.R. 43.11 - 91.217

DATE

A.D.'s checked through T-Data Revision 2008-09; see listing for specific details. I do hereby certify this airframe has been inspected in accordance with an annual inspection and has been found to be in airworthy condition and is fit for further service.

John Sjaardema



A&P 2100539 IA

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## INSPECTION RECORD

F.A.R. 43.11 - 91.217

# INSPECTION RECORD

## F.A.R. 43.11 - 91.217

DATE

airframe has been inspected in accordance with an annual inspection and has been found to be in airworthy condition and is fit for further service.

Derek J. de Jong

*Derek J. de Jong*  
A&P 366069153 IA

Make	Grumman AA-5	Tach	3983.2 hr
N#	N9554L	TT	3983.2 hr
SN#	AA5-0676	Date	09-22-2010

### Description

- (1) Performed 100 hour inspection in accordance with Grumman AA-5 series service manual and inspection checklist.
- (2) Replaced #1 exhaust stack with overhauled unit from Dawley Aviation Inc. New gaskets 4ea. p/n 77611 installed.
- (3) Repaired carb heat shroud.
- (4) Replaced carb heat and cabin heat SCAT hoses.
- (5) Replaced main aircraft battery Gill p/n G-25.
- (6) Inspected ELT IAW FAR 91.207 d.
- (7) Researched & C/W all AD's. See compliance records.
- (8) Operational and leak tests satisfactory. Aircraft approved for return to service.
- (9) I certify that this aircraft has been inspected in accordance with an ANNUAL inspection and was determined to be in an airworthy condition

Jasson P. Czaika

A&P 2747316 IA

*Jasson P. Czaika*

# INSPECTION RECORD

## F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST		
		SIGNATURE — CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE		

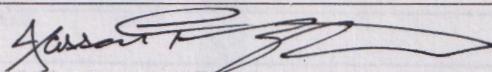
Make	Grumman AA-5	Tach	4008.3 hr
N#	N9554L	TT	4008.3 hr
SN#	AA5-0676	Date	10-14-2011

Description

- (1) Performed 100 hour inspection in accordance with Grumman AA-5 series service manual and inspection checklist.
- (2) Inspected ELT IAW FAR 91.207 d.
- (3) Researched & C/W all AD's. See compliance records.
- (4) Operational and leak tests satisfactory. Aircraft approved for return to service.
- (5) I certify that this aircraft has been inspected in accordance with an ANNUAL inspection and was determined to be in an airworthy condition

Jasson P. Czaika

A&P 2747316 IA

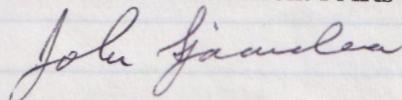


January 10, 2012      N9554L      W.O. 11-179      Tach Time: 4013.21

Removed engine cowling. Repaired collapsed fiberglass exhaust ramp on right side by applying new fiberglass over warped and cracked aspects of the ramp. Stiffened the ramp by the installation of a reinforcement angle on top of ramp. Reinstalled cowling after repairs accomplished. Removed brake caliper on right side due to leaking caliper. Found excessive corrosion inside caliper piston area. Replaced caliper with new caliper, new "O" ring installed on piston. Reattached to brake line; bled brake and filled reservoir with fluid. I do hereby certify the above work done in accordance with current FARs and is found fit for further service.

John Sjaardema

A&P 2100539 IA



# INSPECTION RECORD

## F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE														
		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Make</td> <td style="width: 35%;">Grumman AA-5</td> <td style="width: 15%;">Tach</td> <td style="width: 25%;">4038.4 hr</td> </tr> <tr> <td>N#</td> <td><b>N9554L</b></td> <td>TT</td> <td>4038.4 hr</td> </tr> <tr> <td>SN#</td> <td>AA5-0676</td> <td>Date</td> <td>12-20-2012</td> </tr> </table>	Make	Grumman AA-5	Tach	4038.4 hr	N#	<b>N9554L</b>	TT	4038.4 hr	SN#	AA5-0676	Date	12-20-2012	Description (1) Inspected ELT IAW FAR 91.207 d. Next Battery replacement due January, 2013. (2) Replaced right fuel line from fuel reservoir to fuselage fitting. (3) Researched & C/W all AD's. See compliance records. (4) Work performed in accordance with Grumman AA-5 service manual current as of this date. (5) I certify that this Aircraft has been inspected in accordance with an ANNUAL inspection and was determined to be in an airworthy condition	
Make	Grumman AA-5	Tach	4038.4 hr													
N#	<b>N9554L</b>	TT	4038.4 hr													
SN#	AA5-0676	Date	12-20-2012													
		<i>Jasson P. Czaika</i> A&P 2747316 IA														
		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Make</td> <td style="width: 35%;">Grumman AA-5</td> <td style="width: 15%;">Tach</td> <td style="width: 25%;">4045.2 hr</td> </tr> <tr> <td>N#</td> <td><b>N9554L</b></td> <td>TT</td> <td>4045.2 hr</td> </tr> <tr> <td>SN#</td> <td>AA5-0676</td> <td>Date</td> <td>07-15-2014</td> </tr> </table>	Make	Grumman AA-5	Tach	4045.2 hr	N#	<b>N9554L</b>	TT	4045.2 hr	SN#	AA5-0676	Date	07-15-2014	Description (1) Inspected ELT IAW FAR 91.207 d. Replaced ELT battery p/n BS2166. Next replacement due 08-2016. (2) Replaced main aircraft battery with new Concorde RG25XC. (3) Researched & C/W all AD's. See compliance records. (4) Work performed in accordance with Grumman AA-5 service manual current as of this date. (5) I certify that this Aircraft has been inspected in accordance with an ANNUAL inspection and was determined to be in an airworthy condition	
Make	Grumman AA-5	Tach	4045.2 hr													
N#	<b>N9554L</b>	TT	4045.2 hr													
SN#	AA5-0676	Date	07-15-2014													
		<i>Jasson P. Czaika</i> A&P 2747316 IA														

**INSPECTION RECORD**  
**F.A.R. 43.11 - 91.217**

**KIND OF INSPECTION - STATUS & DISCREPANCY LIST**  
**SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE**

*Warren County Airport, Ltd.*  
2460 Greentree Rd  
Lebanon, OH 45036

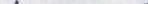
<b>Make</b>	Grumman AA-5	<b>Tach</b>	4055.4 hr
<b>N#</b>	<b>N9554L</b>	<b>TT</b>	4055.4 hr
<b>SN#</b>	AA5-0676	<b>Date</b>	04-04-2017

### Description

- (1) Replaced ELT battery p/n BP1010. Next replacement due June 2019.
- (2) Inspected ELT IAW FAR 91.207 d.
- (3) Replaced central vacuum filter p/n D9-18-1.
- (4) Replaced vacuum relief filter p/n B3-5-1.
- (5) Replaced right and left MLG tires 2ea Condor 6.00 x 6 6 Ply and Goodyear inner tubes 6.00 x 6.
- (6) Replaced NLG tire 1ea Condor 5.00 x 5 6 Ply and Goodyear inner tube 1ea 5.00 x 5.
- (7) Replaced induction air filter p/n BA-19.
- (8) Replaced right strobe flash tube p/n 073-0171.
- (9) Researched & C/W all AD's. See compliance records.
- (10) Work performed in accordance with Grumman AA-5 service manual current as of this date.
- (11) I certify that this Aircraft has been inspected in accordance with Annual inspection and a list of discrepancies and unairworthy items dated 04-04-2014 has been provided for the aircraft owner or operator

Jasson P. Czaika

A&P 2747316 IA

 Garrison

# INSPECTION RECORD

## F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST		
SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE				

*Warren County Airport, Ltd.*

2460 Greentree Rd

Lebanon, OH 45036

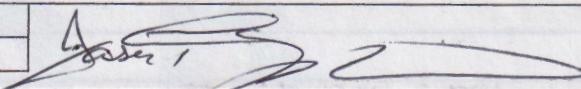
Make	Grumman AA-5	Tach	4055.4 hr
N#	<b>N9554L</b>	TT	4055.4 hr
SN#	AA5-0676	Date	09-13-2018

Description

- (1) Inspected ELT IAW FAR 91.207 d. Next replacement due June 2019.
- (2) Replaced induction air filter p/n BA-19.
- (3) Researched & C/W all AD's. See compliance records.
- (4) Work performed in accordance with Grumman AA-5 service manual current as of this date.
- (5) I certify that this Aircraft has been inspected in accordance with Annual inspection and was determined to be in an Unairworthy condition. The unairworthy item (Right fuel tank leaking) has been listed and been provided for the aircraft owner or operator.

*Jasson P. Czaika*

A&P 2747316 IA



*Warren County Airport, Ltd.*

2460 Greentree Rd

Lebanon, OH 45036

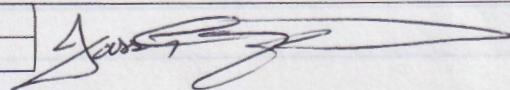
Make	Grumman AA-5	Tach	4055.4 hr
N#	<b>N9554L</b>	TT	4055.4 hr
SN#	AA5-0676	Date	09-13-2018

Description

- (1) This aircraft has been inspected and determined to be safe for the intended ferry flight.

*Jasson P. Czaika*

A&P 2747316 IA



# INSPECTION RECORD

## F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE — CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
		<p>December 6, 2018 N9554L W.O. 18-146 Tach Time: 4057.82</p> <p>Drained fuel from the right fuel tank. Removed right wing tip, aileron, flap and wing from the fuselage. Opened up the outboard access plates. Stripped, sealed outboard rib with CS3204 B2 sealant. Cleaned outboard of outboard rib and seal that area with CS3204 B2 sealant. Cleaned outboard side of the inboard rib and sealed that area with CS3204 B2 sealant. Applied CS3600 Slush to inside of outboard rib as needed on top of new sealant. Sealed all opened access plates with CS3330-B <math>\frac{1}{2}</math> sealant. Leak tested wing and none found. Reinstalled wing, flap, aileron and wing tip. Filled fuel tank with fuel and no leaks detected once assembled. Removed right wheel fairing, hat shelf assembly and brake caliper. Rebuilt right brake caliper with new "O" ring; bled brake and filled reservoir with fluid. Removed defective strobe power supply. Installed serviceable P/N 152-0003 S/N 791268 power supply. I do hereby certify the above work done in accordance with current FARs and is found fit for further service.</p> <p>John Sjaardema A&amp;P 2100539 IA</p> <p><i>John Sjaardema</i></p>

## INSPECTION RECORD

F A B 1 2 1 1 0 1 2 1 7

N9554L	Grumman Traveler	S/N AA5-0676	W/O
DATE: 10/14/2019	Tach Time: 4064.3	AFTT: 4,064.3	19-3864
ENG: Lycoming O-320-E2G	S/N: L39325-27A	TSO: 1787.6	Due: 4,276.7
Prop: 1C172/VTM7359	S/N: E18472	TSO: 429.2	Due: N/A
Eng Oil Change: Lycoming O-320-E2G	S/N: L39325-27A	TSI: 0.0	Due: 4,114.3
Alt/Transp test GTX327	S/N: 83721677	TSI: 0	Due: 10/23/2021
Alt/Transp test SSD-120-30	S/N: 45510	TSI: 0	Due: 10/23/2021
ELT Battery Change: BP-10	S/N: N/A	TSI: 0.0	Due: 8/31/2021
ELT Test: ELT 10	S/N: 95318	TSI: 0.0	Due: 10/23/2020
Vacuum Reg Filter: P258	S/N: N/A	TSI: 0.0	Due: 10/27/2020
Vacuum Sys Filter RA D9-18-1	S/N: N/A	TSI: 0.0	Due: 10/27/2020
Fire Extinguisher Insp: C352TS	S/N: F.60590477	TSI: 0.0	Due: 10/11/2020
Clock Battery Change: AAA alkaline	S/N: N/A	TSI: 0.0	Due: 10/27/2020
Rudder Spring Change: 601053-2	S/N: N/A	TSI: 0.0	Due: 5,063.3
AD 79-22-04: N/A	S/N: N/A	TSI: 0.0	Due: 4,164.3
Elevator Trim Insp: N/A	S/N: N/A	TSI: 0.0	Due: 4,563.3
SVS annual Insp: N/A	S/N: N/A	TSI: 0.0	Due: 9/30/2020
SVS By-annual Insp: N/A	S/N: N/A	TSI: 0.0	Due: 9/30/2021

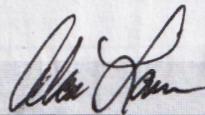
A functional test of the ELT was performed after new battery installation as per 14 CFR 91.207 "D" and found to be serviceable. The new fire bottle contents were checked for compliance. Complied with aileron skin contour check as per AD 79-22-04 no faults noted as per SI 06-01. Engine oil & filter for the engine were changed. Removed cleaned and re-gapped both magneto points reinstalled maggs and set ignition timing. Cleaned and regapped all the spark plugs. Replaced vacuum system and regulator filters with new. Checked compression on the cylinders and found them to be acceptable. Replaced clock battery with new. Complied with Standby vacuum system annual and by-annual inspection items as required. Sent Garmin GNS 430 back to Garmin for WAAS upgrade compliance. Replace the existing forward navigational GPS antenna with a new WAAS applicable GA-35 antenna.

# INSPECTION RECORD

## F.A.R. 43.11 - 91.217

D  
Installed new GDL-82 ADS-B transmitter P/N 011-03946-40 S/N 4PF005277 in the aft fuselage section aft of baggage bay on the existing stormscope antenna doubler. Installed an additional ADS-B GPS GA-35 antenna just aft of the GNS 430 antenna for the new ADS-B transmitter. Filled out FAA Form 337 and added to the maintenance records as required. Replaced faulty transponder antenna with new. Replaced transpponder with a servicable GTX327 transponder S/N 83721677. Repaired the left side engine cowling nutplate mounting flange for lower cowling. Replaced both rudder springs with new P/N60105-2. Replaced missing muffler screws as required. Found Supplemental Type Certificate SA5775NM "The replacement of the rudder tip with red aviation flashing anti-collision light" to be installed previously without documentation. Removed the rudder, balanced rudder, inspected previous rudder modification as required, and complied with required documentation. Replaced right elevator trim tab control arm P/N 5302026-16 and rigged elevator tabs as required. Removed the propeller assembly for inspection purposes and reinstalled per the maintenance manual. Added required STC airframe flight manual documents to current flight manual. Replaced all three-landing gear wheel bearings with new as per maintenance manual. Replaced aft cabin overhead decorative panel with new. Repaired cracks and painted the passenger side window reveals. Updated major alteration documentation with FAA 337 Forms for the installed Garmin 340 audio panel, the ICOM communications radio, and the Garmin 320 transponder. Complied with a weight and balance reweigh and added the new data to the maintenance records plus the onboard airframe owners' flight manual. Complied with 100 hour/annual inspection on the airframe, propeller, & engine, in accordance with FAR 14 CFR Part 43 appendix D. A record of the applicable airworthiness directives has been supplied without due items at this time. This airframe, propeller & engine have been determined to be in airworthy condition and all the current AD's are complied with.

Signature:



Date:

10/14/19  
Alan Lance

IA: 337543694

**INSPECTION RECORD**  
**F.A.R. 43.11 - 91.217**

Premier Avionics, LLC

N: 9554L

**ALTIMETER, STATIC AND TRANSPONDER CERTIFICATE**

TEST ALT. X 1000 FT.	-1	0	.5	1	1.5	2	3	4	5	6	8	10	12	14	15	16	
TOL. ± FT.	20	20	20	20	25	30	30	35	70	40	60	80	90	100	90	110	
ACTUAL FRICITION	-1000	0	510	1005	40	1500	2000	40	3000	50	4000	60	6000	8000	9000	70	11960
TEST ALT. X 1000 FT.	18	20	22	25	30	35	40	45	50								13940
TOL. ± FT.	120	130	140	155	180	205	230	255	280	28.10	28.50	29.00	29.50	29.92	30.50	30.90	30.99
ACTUAL FRICITION	17970	19940	70							-1710	-1340	-860	-400	0	540	900	980
HYSERESIS (TOL. ± 75 FT.)					50% MAX.	10	40% MAX.	30									CASE LEAK: 57
ALTIMETER MAKE	Garmin															TRANSPONDER NAME	Garmin
MODEL	5-1213															MODEL	GTX327
S/N	C8280															S/N	83721677

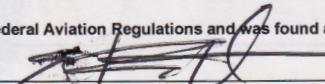
CERTIFIED ALTIMETER PER FAR 43, APP. E (b) TO 20000 FT. TO COMPLY WITH FAR 91.411.

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

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

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

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

Date: 10-7-2019 Tech. MW W.O. 5698 Signed 

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

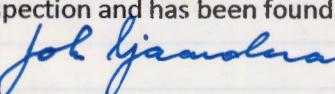
## INSPECTION RECORD

### F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE – CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
		<p>December 1, 2020 N9554L W.O. 20-153 Tach / Total Time: 4083.39</p> <p>In addition to a normal annual inspection the following was accomplished: Jacked aircraft, removed nose wheel, fork, fairing, strut boot and strut from the torque tube. Cleaned minor corrosion from inside mating surfaces. Applied zinc phosphate to the mating surfaces. Reinstalled strut with existing close tolerance bolts. Sealed joint and bolt heads and nuts with silicone rubber. <u>Inspection due again in four years.</u> Installed new boot on the firewall around the strut. Sealed perimeter with silicone rubber. Installed a new Teflon bearing insert inside the fork for spindle. Replaced broken thin bronze washer inside the spindle, replaced the "O" ring on spindle, lubricated and reinstalled all washers and adjusted drag tension to 18 lbs. Repaired minor spalling on axle assembly for nose wheel and installed axle bolt with new nut. Installed missing bushings for "hat shelf" for both main wheel fairings. Replaced missing shoulder bushings in outboard attachment point for both main wheel fairings. Enlarged hole adjacent to flex bolt on right wheel fairing bracket to create correct flexing of flex bolt / fairing. Rebuilt left brake caliper with new "O" ring. Bled brake and filled both reservoirs with fluid as needed. Cleaned and lubricated the elevator trim jack screw assembly and shaft. Lubricated rollers and bushings on elevator trim arms. Replaced</p>

## INSPECTION RECORD

### F.A.R. 43.11 - 91.217

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION - STATUS & DISCREPANCY LIST SIGNATURE — CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE
		<p>both male and female heim rod end bearings for the flap system. Checked and adjusted travel of flaps as needed. Repaired co-pilot seat by tightening pivot hardware by handle and replacement of incorrect hardware on seat pan for attachment to the seat brackets on carry through spar. Drained fuel from the right tank. Removed right sump container. Repaired leak in forward fitting by replacement of "O" ring. Cleaned out vent fitting and installed new fitting in top of canister after tapping hole to correct thread damage. Reinstalled canister, filled with fuel and no leaks detected. Replaced induction air filter element. Repaired inoperative strobe light on right wing tip by installation of a used serviceable power supply P/N 152-0700. Removed and replaced all five fluid hoses in the engine compartment with new Teflon type "D" hoses in "Red" firesleeve. These hoses are TSO'd and have no life limit. ELT system inspected visually / functionally as per FAR 91.207 Para. "D"; all aspects found good except found switch was left on. Replaced ELT battery. <u>Battery is due September 2022; inspection due again in one year.</u> All A.D.s checked through T-Data Revision 2020-24; see listings for specific details. I do hereby certify this airframe has been inspected in accordance with an annual inspection and has been found to be in airworthy condition.</p> <p>John Sjaardema  A&amp;P 21000539 IA</p>