

LOG #1

N9554L

REPLACE
ELT
BATTERY
DO

REPLACE ELT BATTERY BY:

MAY 28 1979

GRUMMAN  **AMERICAN AVIATION
CORPORATION**

318 BISHOP ROAD, CLEVELAND, OHIO 44143
216 449-2200 TELEEX NO. 980-245

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 #1 0
#2 0

PILOT

Wabe

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

The altimeter was tested to 29,000

feet on 1-18-74 TK

Signature Scott E. Allen

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

Prod. Cert. # (PC 112) D0A8A4

AIRCRAFT LOG

NC *N* 9554L

DESCRIPTION

LOG #1

AIRCRAFT MFG. *Grumman American* MOD. *AA-5* SER. NO. *AA5-0676*
 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. *McCawley* HUB MOD. _____ SER. NO. _____
 BLADE MOD. *IC 172 SBTM 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

[illegible]

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

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

~~DATED~~

NOV 5, 1974

SIGNED

Ant. & Ale. D'Agostino

THIS AIRCRAFT HAS BEEN EQUIPPED
WITH AN EMERGENCY LOCATOR BEACON.

THIS EQUIPMENT HAS BEEN ARMED

AS OF

Sept 1974
(DATE)

(DATE)

AIRCRAFT 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

11/18

Removed & Replaced Alternator to comply with
U.I. Ser. Bul. #1 Rev # D 2528

Lt. J. H. P. m m F 106-2

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

VOR #1: 1° error; VOR #2: 0° error. Walter M. Swelling CFI A & I 1826471

12-9-74

TACH TIME: 50.0 C/W 50HR. INSPECTION ON AIRFRAME,
~~CHECKED~~ ADJUSTED CHAIN ON EMERGENCY BRAKE, SER-
VICED BATTERY, CHECKED A.D.'S THRU 74-24, FOUND A.D.
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

ENG. SER.

NC

DATE 1979	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
					<u>Thomas E. Martin AEP 2218691</u>
12-29	100 HRS.			PERFORMED 100HR. INSP. 1/2 ON AIRFRAME 1/2/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 1/2/W A 100HR. INSP. AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION <u>Thomas E. Martin AEP 2218691</u>	
1975					
2-20	C/W			GRUMMAN AMERICAN WIRE BULLETIN NO. 147, ALL WELD JOINTS FOUND PROPERLY WELDED <u>Thomas E. Martin AEP 2218691</u>	
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 CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

3-15 TACH TIME: 200 HRS. INSPECTED ^{AIRFRAME} ~~ENGINE~~ I.A.W. A 100HR. INSP.
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 I/A/W A 100HR. INSPECTION AND WAS
DETERMINED TO BE IN AN AIRWORTHY CONDITION. Thomas E.
Machin AEP 2218691

ENG. SER.

NC

DATE 19 75	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
5/7/75	300 HRS.	TOTAL TIME			
ACCOMPLISHED INSPECTION OF AIRFRAME I/AW 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 Krubowski					
MIXTURE CONTROL 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					
WD S 4930 Harry W. Klessner INSPECTOR					
HILLSBORO AIRCRAFT SERVICES					
E.A.A. Approved Repair					
Station 3989					
FORWARD TOTALS TO TOP OF NEXT LEFT PAGE					

AIRCRAFT LOG

DATE	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
1975	
6/23/75	400 TT COMPLETED 100 HR INSPECTION I/A/W MANUFACTURER'S REQUIREMENTS. I CERTIFY THIS A/C TO BE IN AIRWORTHY CONDITION A&P #544609624 Blair Krubowski
7/31/75	500 TT COMPLETED 100 HR. INSPECTION I/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 544609624 Blair Krubowski

ENG. SER.

NC

DATE 1975	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
9-30	600			INSPECTED AIRFRAME I.A.W. A 100 HR. INSPECTION, SERVICED BATTERY, CHECK FLIGHT CONTROLS FOR FULL TRAVEL AND FREEDOM OF MOVEMENT AND LUBRICATED. ROTATED MAIN TIRES, REPACKED WHEEL BEARINGS, INSTALLED NEW BRAKE PADS LT. & RT. . I CERTIFY THAT THIS AIRFRAME HAS BEEN INSPECTED I.A.W. A 100 HR. INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION. Charles E. Martin AEP 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 CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

Date 3RD 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

Hr/Annual Inspection, and was determined

to be in Airworthy condition.

PER 500 HOUR INSP. NEW TIRE & TUBE RIGHT MAIN

ROTATED LEFT MAIN TIRE, REPACKED ALL WHEEL

BEARINGS CHECKED AND FOUND A.D. 75-07-04 AMENDMENT

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

James L. Crittendon

A & P, 2145114

NOSE GEAR STRUT FROM TORQUE YOKE, REMOVED

CORROSION AND DYE PENETRANT 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 <u>1-3-76</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.					
total time (or tech reading) <u>675</u>					
SIGNED <u>Ronald Berg</u> A & P# <u>1413576 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 CERTIFICATED 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

H. Potter Ch. Insp.

ENG. SER.

NC

DATE 1976	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
	175.0				
<p>I CERTIFY THAT IS AIRFRAME HAS BEEN INSPECTED I/A/W 100 HR INSPECTION. TEMP INSTALLED NEW RUNNER SPRING, GLUED RUBBER FAIRING AROUND BOTTOM WING, 4/H SIDE, REPLACED ELI BATTERY - NEW DATE SEPT 22, 1977, LUB ALL FLIGHT CONTROLS & CK'G FOR FREEDOM OF MOVEMENT. CK'G & SERVICED BATTERY.</p>					
<p>I CERTIFY THAT IS AIRFRAME HAS BEEN INSPECTED I/A/W 100 HR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. Robert W. Peterson A&P 2163870</p>					
FORWARD TOTALS TO TOP OF NEXT LEFT PAGE					

AIRCRAFT LOG

DATE 19 <u>76</u>	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
4-15	<p>C/W A.D. NOTE 76-07-12, BENDIX IGNITION SWITCHES RUN ENGINE & SWITCH OFF POSITION ENGINE STOP RUNNING AS PER AD NOTE CK'D G.K. Robert W. Peterson AEP 2163370</p>
	<p>NEW TOP COWL INSTALLED</p>
5-11	<p>TT 835-1 NEW TIRE LEFT MAIN GREASED BEARINGS LUBED NOSE GEAR & TORQUED James E Brandler AEP 538441942</p>

ENG. SER.

NC

DATE 1976	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
MAY 28	875.0			I CERTIFY THAT THE AIRCRAFT WAS INSPECTED IN ACCORDANCE WITH A 100 HR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. James Z Braumler A&P 538441942	
6-1-76			tact 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 SIGNATURE Gary W. Shumaker	<div style="writing-mode: vertical-rl; transform: rotate(180deg);"> SEABORD AIRCRAFT SERVICE An A.A. Approved Repair Station 3989 </div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);"> INSPECTOR </div>

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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 CERTIFICATED 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 I/A/W 100 HR. INSPECTION.
PUT NEW BRAKE LINING ON MAIN GEAR, REPACK
WHEEL BEARINGS ON MAIN & NOSE WHEEL,
LUB ALL FLIGHT CONTROLS & CHECK FOR FREEDOM
OF MOVEMENT, CHECK BATTERY CHECKED
OK. CLEANED & RESAFETY GUASOCATOR.

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

ENG. SER.

NC

DATE 19__	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
9-14-76			TACH TIME: 1075.0		
				I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED 1/4/W 100 HR. INSPECTION. LUB ALL FLIGHT CONTROLS & CHECKED FOR FREEDOM MOVEMENT. CHECKED & SERVICED BATTERY, SERVICE BRAKE MASTER CYLINDER. CLEANED & RESEALED GAS VALVE. C/W AD NOTE 76-17-03. —	
				I CERTIFY THAT THIS AIRCRAFT WAS INSPECTED 1/4/W 100 HR INSPECTION AND WAS DETERMINED TO BE IN PERFECT ^{PERFECT} CONDITION. —	
				R. Johnson AEP 263870	
15 NOV 76				A.D. NOTE 76-22-09 G/W N/A - TYPE COOLER MODEL 10568A S/N 675 INSTALLED	
				J. Lester RHP 1401659	
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 CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

15 NOV 76 S/B 157 g/w - 10 TPE F. J. Jester Apr 1401659

Date 1 JAN 77 152-? Date 1-1-77

I certify that this aircraft has been inspected in accordance

Date 1-1-77

with a 100 HR inspection and was determined to

I certify that this aircraft has been inspected in accordance

be in airworthy condition.

with a ANNUAL inspection and was determined to

be in airworthy condition.

Total time (or tach reading) 1180

Signed

Total time (or tach reading) 1180 T.T.

A & P # 1401659

Signed

A & P # 1413576 F.A.

31 MAR 77 A.D. 77-02-08 g/w - INSP F/T 10 BATT BACK F. J. Jester

31 MAR 77 INST. NEW LEFT wing - OUTER PANEL
IN A/C GRUNAR MAINT. MANUAL
PANEL S/N 3151 4H

F. J. Jester
Apr 1401659

ENG. SER.

NC

DATE 19__	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
Date <u>5 APR 77</u>				Date <u>27 MAY 77</u> - A.D. <u>77-02-08</u> <u>9w</u>	
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.				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.	
Total time (or tach reading) <u>1290</u> <u>1290</u>				Total time (or tach reading) <u>1400</u> <u>1400</u>	
Signed <u>[Signature]</u> A & P # <u>1401659</u>				Signed <u>[Signature]</u> A & P # <u>1401659</u>	
Date <u>15 May 77</u>				Date <u>9 DEC 77</u>	
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.				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.	
Total time (or tach reading) <u>1500</u> <u>1500</u>				Total time (or tach reading) <u>1604</u> <u>1604</u>	
Signed <u>[Signature]</u> A & P # <u>1401659</u>				Signed <u>[Signature]</u> A & P # <u>1401659</u>	

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 CERTIFICATED 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 NS# 564822528

I Certify that this aircraft has been inspected in accordance

with a ANNUAL inspection and was determined to
be in airworthy condition. 1635

Total time (on reading)

Signed R. D. Foster A & P # 1401659 I.A.

ENG. SER.

NC

DATE 19__	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
3/20/78	1673			REPLACED BRAKE LININGS	<i>R. Olson</i> AEP 540601709
3/28/78	1685			- d/w SL 77-1 BY INSTALLING NEW PRIMER O'RINGS P/N NAS1593-012 <i>R. Olson</i> AEP 540601709	
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 for each reading) <u>1730</u>					
Signed <i>R. Olson</i>		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 CERTIFICATED 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 *Maurice L. Rineer*

Cert. No. 1530438

THIS IS TO CERTIFY THAT THE TRANSPONDER SYSTEM

Narco AT50A

INSTALLED IN

MAKE MODEL

THIS AIRCRAFT HAS BEEN TESTED I/A/W FAR (91.177)

AND MEETS STATED REQUIREMENTS. IN FAR 43 APPENDIX E

VANCOUVER AVIONICS

CRS-503-14

Gordon Taylor
SIGNED

4-18-78
DATE

NC

DATE 19__	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
5-26-78 6-2-78				R. Olson	
I Certify that this aircraft has been inspected in accordance					
With a 100 HR inspection and was determined to					
be in airworthy condition.					
Total time for tech reading) 1835					
Signed R. Olson					
Date 2 Jun 78					
A & P # 540601709 SEE CHECKLIST					
I Certify that this aircraft has been inspected in accordance					
with a ANNUAL inspection and was determined to					
be in airworthy condition.					
Total time for tech reading) 1835					
Signed R. Olson					
A & P # 1401659 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 CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

I Certify that this aircraft has been inspected in accordance

with a 100 HR inspection and was determined to

be in airworthy condition.

Total time (tach reading) 1935

Signed

R. Olson

A & P #

540601709

17 OCT '78

I Certify that this aircraft has been inspected in accordance

with a 100 HR inspection and was determined to

be in airworthy condition.

Total time (tach reading) 2035

Signed

R. Olson

A & P #

540601709

ENG. SER.

NC

DATE 19__	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
4 APRIL 1979					
TACH TIME	9143 HR			I certify that this AIRCRAFT has been inspected in accordance with an ANNUAL..... inspection and was found to be in an airworthy condi- tion. A. D. notes thru 79-05..... checked for compliance. DUTCHER 1939838 I.A.	
FORWARD TOTALS TO TOP OF NEXT LEFT PAGE					

AIRCRAFT 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

6/2 t6 2170.29 Removed and installed left wing as per Cessna Service manual 57-0 page 201-208. sealed left wing spar at wing root and replaced fuel sensing unit gasket.
Dale E Miller /P 567295468

6/7 TEST FLOW ACFT FOR ABOVE MAINTENANCE. NO DEFECTS
NOTED. Raymond C. Ben AEP 564822828

ENG. SER.

NC

DATE 19__	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
<u>3 AUG 79</u>					
I Certify that this aircraft has been inspected in accordance				<u>INSPECTION CHECK LIST</u> <u>IN A/C RECORDS.</u>	
with a <u>100 HR</u> inspection and was determined to					
be in airworthy condition.					
Total time for tach reading)			<u>2247.4</u>		
Signed <u>[Signature]</u>			A & P # <u>54060709</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 CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

1 DEC '79 Reinstalled NARCO ADF Model PDF 35 S/N 10850
Daniel S. Martin
ASA 239 52 6363

FT. VANCOUVER AVIONICS, INC.

PEARSON AIRPARK

101 E. RESERVE STREET

VANCOUVER, WASHINGTON 98661

(206) 696-3335

RADIO

C.R.S. S03-14

DATE
19__

INSI
EVERY RE

DEC 79 Reinst

CUSTOMER

Sky King A

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. #

1140 changed

SIG.

R. Lawson

MAKE

NAECO

MODEL

PDF 35

SER. #

10850

REMARKS

ENG. SER.

NC

DATE 1980	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
Feb 23	2346.8			CHANGED oil, CLEANED oil SCREEN, REPLACED AT MAIN FIRE WITH RECAPED FIRE. REPLACED AIRCON BEARINGS AT OUTER ENDS. BOTH AIRCONS, INSTALLED David L. Mathew AEP 239-52-6363	
Feb 23	2346.8			I CERTIFY THIS AIRCRAFT HAS BEEN INSPECTED I/A/W A 100 HR INSPECTION AND FOUND TO BE IN AN AIRCRAFT CONDITION (David L. Mathew AEP 239-52-6363	

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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 CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

TACH READS : 2399.69

UNITED INST. 5/4 D2528

Date 4-24-80

I certify that the altimeter and static system have been inspected and tested as required by FAR 91.170.

The altimeter has been tested to 20,000 feet. Details are

on file under work order No. 429-80

Date 4-24-80

Signed M. E. Johnson

Commander Instruments & Avionics

FAA Cert. Repair Sta. #709-3

Chester County Airport

Chester, S. C. 29706

I certify this transponder, Make VARIO, Model AT50A S/N 33295 and system have been

tested and inspected and found to comply with the re-

quirements of FAR 91.177. W.O. R139-80

Signature M. E. Johnson for

Commander Instruments & Avionics

FAA Cert. Repair Sta. #709-3

Chester County Airport

Chester, S. C. 29706

DUE DATE
4-24-82

ENG. SER.

NC

DATE 1980	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
12 MAY TACH 2423.06	Lubricated controls, Rotated pulleys, cleaned & packed a wheel BEARINGS			David L Martin AEP 239-52-6363	
TACH - 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 service this date of Initial IA 1989851					
AD. 79-22-04	Visual Inspection				
AD 7607-12	Bendix MAG Switch operational ch 1/4 W for 1, ABC				
28 JUN					
TACH 2486.2	Initial AP 1989851				
REMOVED OLD BROKEN RT REAR WINDOW, REPLACED WITH New Window David L Martin AEP 239 52 6363					

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 CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

2523.3 I CERTIFY THIS AIRFRAME HAS BEEN INSPECTED
V/W # 100 HR AND FOUND TO BE IN AN AIRWORTHY
CONDITION Daniel L. Mather A&P 239-52-6363

3/20/81

2603 Repaired loose bonding joints in the
following areas; Trailing edge of center
wing panel (left) upper & lower. Outboard
trailing edge, upper & lower of inboard
left wing panel about 6" of upper
side & 12" of lower side. Rt lower trail
ing edge of Vertical stabilizer, 12".
Lft lower trailing edge of Vert. Stab, 6"
Inboard rib of left flap. All repairs

DATE 19__	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
				<p>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 sec 27-2-1 p 501.</p> <p>AIRCRAFT SERVICES OF RALEIGH, INC. Tom Belvin</p> <p>NO 2588 AP1723130 A1</p> <p>1-81 I HAVE INSPECTED THIS AIRCRAFT & FIND IT SAFE FOR THE FLIGHT INTENDED. HD Hodge ATD 264 224019</p>	
FORWARD TOTALS TO TOP OF NEXT LEFT PAGE					

AIRCRAFT LOG

DATE

1986

8/18/86

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

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.W. A.D. 76-87-12 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 L. Sullivan
1A1970853

ENG. SER.

NC

DATE 19__	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
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. LH Alt. S/N _____ Date _____ RH Alt. S/N _____ Date _____ Signed <u>Alan Miller</u> JCIA/R 311-31 Cert. # <u>2332805</u>				This transponder Model <u>AT50A</u> as installed has been checked IAW FAR 43; Appen F and found to comply with Far 91.172 JCIA/R 311-31 By <u>Alan Miller</u> Date <u>June 3 87</u> Cert. # <u>2332805</u>	
FORWARD TOTALS TO TOP OF NEXT LEFT PAGE					

MAINTENANCE RELEASE

PART PROPELLERMAKE MCCAULEYMODEL C172SERIAL NO. E18472REMARKS: 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. B4225

Date

9/23/87SIGNED Frank A. [Signature]

FOR

FAA REPAIR STATION 1376

KANSAS CITY FLYING SERVICE

601 LOU HOLLAND DRIVE

KANSAS CITY, MISSOURI 64116

(816)471-4113

SERVICEABLE

OVER

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

12-7-87 TAC, Michael Man original

Replaced Windshield, Main gear fairings, Heat
Muff and shield. Replaced Rusted Hardware as
required, Replaced trim rollers and bearings.
Checked Aileron system per A.D. 79-32-04.
all A.D.S Complied with as specified in A.D.
Repaired leaks in left fuel tank. Replaced Both
Fuel Caps. Removed and Reinstalled prop after
overhaul by K.C. Flying Service. Replaced Bearings
and Cages in nose wheel.

OVER

ENG. SER.

NC

DATE 19__	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
				I CERTIFY THIS <u>Aircraft</u> HAS BEEN INSPECTED IN ACCORDANCE WITH <u>Airframe</u> INSPECTION AND FOUND TO BE AIRWORTHY. <u>Richard H. Moffett</u> A & P. 1755578A.	
				TACH TIME _____ DATE <u>12-7-87</u> <u>ec211987 Installed Century I T&B after repair</u> <u>#2332805 Alan William To Air RS311-31</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 CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

Jan 88 Refinished exterior. Removed seats, sidepanels and carpet --
all new fabric installed. Removed interior plastic paneling
and repainted (non-flam). New speaker. Repupstered ^(glare) sun shield
with new black vinyl covering. Refurbished and repainted
(non-flam) (black) instrument panel. Resealed luggage compartment
access door.

Interior

ENG. SER.

NC

[illegible]

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

Date: 6-16-89 I certify that the following
equipment was installed in this aircraft
according to AC-43-13-2 and the man-
ufacturers specifications.

*Installed an Apollo 604 Horan, Horan 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 Allen Martin
2352482 Insp. for H.A.L. dba East Kansas City
Avionics F.A.A. Repair Station 363-9.
Refer to W.O. # 14877. The compass
was swung on this date with the radios on.

5 Nov 89 *New ELT Battery installed.*

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
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. 91.172 and is approved for return to				
service.				
Date <u>6-16-89</u> Signed <u>[Signature]</u> Certif. No. <u>2352482</u>				
For H.A.L. dba East Kansas City Avionics				
FAA Repair Station #363-9				
			I certify that the Altimeter and static system/Encoder	
			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>	
			Date	
			Signature <u>[Signature]</u>	
			Certificate No. <u>2352482</u>	
			for H.A.L. dba East Kansas City Avionics F.A.A.	
			Repair Station 363-9	

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. Newton A&P 2218691
		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. Cullerch A&P 2145114
		S/B 152		
5 NOV 76		S/B 157	LOTAPE	F. J. Smith A&P 1401690
			SEE LOG # 2	
			6 Apr 70 RSC	

N9554L Airframe Log #2

AIRCRAFT LOG
AF5-1

MAJOR ALTERATIONS

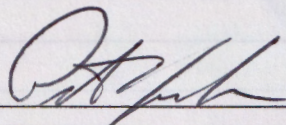
DATE

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 out lined 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

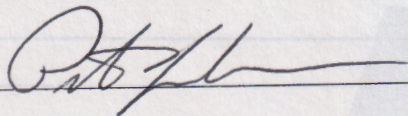
11-9-2006 Grumman AA5 N9554L s/n AA5-0676

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 dated 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.

C.F. Airtronics, Inc.

9500 North Shore Dr.
Hillsboro, Ohio 45133
CRS#C3FR411J

Signed

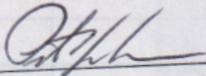


AIRWORTHINESS DIRECTIVE / FACTORY BULLETIN COMPLIANCE RECORD

[illegible]

170

[illegible]

DATE	MANUFACTURER	MODEL	SERIAL NO.	LOCATION	MAX. ALT.	RECHECK REQUIRED	APPROVED BY: AGENCY CERT. NO.
<p>11-7-2006 Grumman AA-5 N 9554L</p> <p>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 <u>20,000</u></p> <p>This is to certify that the ATC Transponder model <u>GTX 320</u> S/N <u>83501105</u> Installed in this aircraft meets the FAA test as required by FAR91.413 and as outline in FAR43 appendix F.</p> <p>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.</p> <p>Signed <u></u></p> <p>C.F. Airtronics, Inc. 9500 North Shore Dr. Hillsboro, Ohio 45133 CRS#C3FR411J</p>							

11-7-2006 Grumman AF 5 M 501

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 20,000

373 83504105

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.
<p>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 <u>5-16-91</u> Signed <u>Allen Martin</u> Certif. No. <u>235-1480</u> For H.A.L. dba East Kansas City Avionics FAA Repair Station #SK2R164L</p>						



I certify that the Transponder
check as required by FAR Part
91.413 has been performed
Model AT50A SN 21968
Date 8-7-98
Signed William W. Lued
Mac-Michael Avionics Inc.
CRS# GY5R900M

Altimeter(s) Make GARMIN
Model S-1313 SN C 8280
Certified to meet requirements
of F.A.R. Part 91.411
Under Work Order No. 461129
Authorized Sign.
Altimeter tested to 20.000
feet on Date 7-2-98 performed
static system test and inspection
required by FAR Part 91.411
Date 8-7-98 William W. Lued
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
William W. Lued
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.
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Replaced Nav1/Loran autopilot switch. Adjusted encoder.
Ramp checked w/ & Stormscope operation - Good.

Bench checked and aligned both comms.

Set VOR's in aircraft.

Bench Test Loran - Test good
adj Encoder

Gene Miller Tach 2794.42

Please Place In
Aircraft Logbook

Make Crummen 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. Piche 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 Encoder in aircraft

Make Gruner Ser. No. 0696
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. BBI/6 Date 12-7-98

Signed [Signature] Inspector for

MUNCIE AVIATION CO CRS# AJVR135C

MUNCIE, IN. 47308 765-289-7141

RAD

DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEXT 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. Piche Inspector for



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

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 Comm Transceiver as a direct replacement. 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. Piche 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.
						<p>Altitude(s) Make <u>GARMIN</u></p> <p>Model <u>5-1313</u> S/N <u>8280</u></p> <p>Certified to meet requirements of F.A.R. Part 91.411 <u>William L. L. L. L.</u></p> <p>Model <u>SSD-120</u></p> <p>Test Date <u>8-26-02</u></p> <p><u>William L. L. L. L.</u> signature</p> <p>Mac-Michael Avionics Inc.</p> <p>CRS# GY5R900M</p>
						<p>Under Work Order No. <u>5891</u></p> <p>Altimeter tested to <u>20,000</u></p> <p>test on Date <u>8-26-02</u> performed</p> <p>static system test and inspection required by FAR Part 91.411</p> <p>Date <u>8-26-02</u> <u>William L. L. L. L.</u></p> <p>Authorized Sign</p> <p>FAA Certified Repair Station</p> <p>#GY5R900M</p> <p>1251 West Blue Road</p> <p>Springfield, Ohio 45502</p>
						<p>I certify that the Transponder check as required by FAR Part 91.413 has been performed.</p> <p>Model <u>GTX320</u> S/N <u>83501105</u></p> <p>Date <u>8-26-02</u></p> <p>Signed <u>William L. L. L. L.</u></p> <p>Mac-Michael Avionics Inc.</p> <p>CRS# GY5R900M</p>

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

MMA-010 Form

CRS # GY5R900M

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.
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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 were performed this date and found to comply with FAR 43, Appendix

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: 

THANK YOU

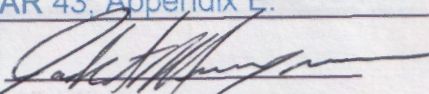
COMMANDER AERO

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

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

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

Altimeter(s) tested & inspected per FAR 43, Appendix E.Date: **7-18-11**Inspector: S/N: **8280**S/N: **n/a**

-1,000	-10
0	0
500	0
1,000	-10
1,500	-10
2,000	-10
3,000	-20
4,000	-20
6,000	-20
8,000	-30
10,000	-50

12,000	-65
14,000	-80
16,000	-90
18,000	-110
20,000	-120
22,000	---
25,000	---
30,000	---
35,000	---
40,000	---
45,000	---
50,000	---

-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. **N9554L**W.O. No. **28703-07-2011**W.O.#: **28703-07-2011** Date: **7-18-2011**Signed: **COMMANDER AERO**

www.commander-aero.com

Jack Musgrave
Avionics Manager

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

THANK YOU

RAI

DATE	TOTAL TIME	EQUIPMENT CHECKED	

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 82000

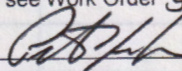
This is to certify that the ATC Transponder model GTX 320 S/N 85501105 Installed in this aircraft, meets the FAA test as required by 14 CFR 91.413 and as outline in 14 CFR 43 appendix F.

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. SSD-120 A 46570

For details see Work Order SD 458

Warren County Avionics
2460 Greentree Road
Lebanon, Ohio 45036

Signed



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
Date: <u>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 Martine</u> <u>2952482</u> Insp. for H.A.L. dba East Kansas City Avionics F.A.A. Repair Station #SK2R164L. Refer to W.O. # <u>16395</u> . The compass was swung on this date with the radios on.	
		Removed original electric clock (.33# from 69.50 am). Installed a new clock -- Astrotech Model LC-2 Quartz Chronometer -- in accordance with 43.13-2 "Acceptable Methods, Techniques and Practices, Aircraft Alterations." Installation inspected by an AP. LC-2 meets the requirements of FAR 91.33 for IFR flight. LC-2 weight .25# installed at 69.50 am. No FAA form 337 completed due to negligible weight difference.	

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 fuel transmitter gasket Removed most outboard forward fuel tank inspection plate and resealed. ATP 465789117 Richard E. Chelmsom	
July 12, 1997		Aircraft Airworthy for ferry flight from HEE to BIT.	Les Rader JA 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 and cleaned oil screen	Matthew Williams AIP 288804672
12-18-00		Aircraft Airworthy for Ferry Flight	From 317 to 1LN for annual Matthew Williams AIP 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 bearings, lubed aircraft per maintenance manual, replaced SCAT tubing for 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 AIP 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	<div style="border: 1px solid black; padding: 5px;"> <p>I certify that this <u>AIRCRAFT</u> has been inspected I.A.W. <u>ANNUAL</u> inspection and was found to be in <u>airworthy condition A/C 3099.67</u> hrs. eng. <u> </u> hrs.</p> <p>Clay Carman I.A. 288641903</p> </div> <p><i>Clay Carman</i> IA 288641903 A&P</p>	
12-27-01		Removed and replaced aircraft battery with Gill part # 6-25	
12-27-01		<p><i>Matt Williams</i> IA 288804672</p> <p>Replaced spark plugs with new Champion REM40E plugs and replaced both ignition wire harnesses</p> <p><i>Matt Williams</i> 288804672 A&P</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		Repacked all wheel bearings, replaced canopy seals, replaced de-ice vent hose, cleaned out clogged fuel vents, remove nose gear frame torque tube and checked corrosion, replaced nose gear center thrust washer and Belleville washers, replaced Nav / glide slope antenna coupler, replaced landing light switch, replaced landing lights, replaced all brake pads, replaced rudder centering springs, replaced main vacuum filter, disassembled, cleaned & lubed fuel selector valve, lubed fuel cap gaskets, retorqued wing attach bolts, complied with AA5 service manual annual inspection checklist.	
ACTT		Complied w/ AD 76-07-12, 72-06-02, 79-22-04	
3320.2		I certify this aircraft has been inspected IAW a 100 hr. inspection and found to be in an airworthy condition	
		Matt Williams	
		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	3320.2 TT	All ADS current and C/W AS OF THIS ANNUAL SEE AID COMPLIANCE LIST	
		<div data-bbox="459 251 1016 550" data-label="Form"> <p>I certify that this AIRCRAFT has been inspected I.A.W. <u>ANNO</u> and was found to be in <u>AIRWORTHY</u> condition A/C <u>3320.2 TT</u> hrs. eng. <u>2</u> hrs.</p> <p>Clay Carman I.A. 288641903</p> </div>	
		<div data-bbox="461 554 1162 657" data-label="Text"> <p><u>Clay Carman</u> 288641903 EA</p> </div>	
9-11-02	3450 TT	Replaced both main gear tires & tubes w/ AirTrac 600X6 tires Matt Williams Asst 28880672	

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 65511. OPs ✓ good Matt Williams AsP 288804672	
	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 hrs inspection & found to be in an Airworthy Condition. <small>complied w/ AD 76-0112</small> Matt Williams AsP 288804672	

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. George M. Gogel 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	TACH. TIME 3525.8	PERFORMED ANNUAL INSPECTION ON AIRCRAFT. REMOVED CORROSION FROM RIGHT LIVING 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 ALERONS. COMPLIED WITH A.D.#	
76-01-02R		INVOLVING TOP ENGINE COWL. PERFORMED COMPLETE INSPECTION OF LANDING GEAR, PROPELLER, PROPELLER SPINNER 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 & HAS BEEN DETERMINED TO BE IN AN AIRWORTHY CONDITION. Gary W. Shier A&P IA# 311826607.	

F.A.R. 43.9

Bill Hatton IA292621258

F.A.R. 43.9

11-18-04 TACH. Time 3613.8 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 ^{6.5.} 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 - GE. 4509. Performed A.D. # 79-22-04R INVOLVING ALLEGATIONS. Completed INSPECTION ON AIRCRAFT. I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION & HAS BEEN DETERMINED TO BE IN AN AIRWORTHY CONDITION. Harry D. Silver A&P
TA# 311826667.

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		<p>Remove Electric Attitude gyro and install an airvaudiel Exchanged Attitude gyro P/M 5000 336 s/n T66466C. The unit was installed after the manufacturer's instructions and function test and was found to be airworthy and approved for return to service.</p> <p><i>[Signature]</i></p> <p>C.F. AIRTRONICS INC, 9500 NORTH SHORE DR HILLSBORO, OHIO 45133 37 840 9656 CRS #C3FR411J</p>	
11-21-06		<p>TACH TIME 3775.03 - Complied With AD 79-22-04R Inspection of AIRCONS, T.O. TEND NOSE WHEEL ASSEMBLY. AD 79-22-04R NEXT DUE 3875.0</p> <p><i>[Signature]</i> IA 3021774</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
6 Apr 90	Tach 2673.9	Completed Annual inspection as outlined in Service Manual c/w <u>AD 89-18-08 Fuel system inspection</u> Made ground run up and system check AD list in back of log book #1 This Aircraft approved for return back to Service AIP465789117 IA Richard E. Anderson
14 Apr 1991	Tach 2685.31	Completed Annual inspection as outlined in Service Manual c/w <u>AD 81-24-03</u> and 39-4257 dated 16 Nov 81 parts a parts a due again at 2710.31 replaced vac gel. filter and instrument air inlet filter installed nose wheel fairing assy, Installed mod 1 2 DAI CHT & EGT indicator by Westberg MSG Inc. Ser 337 form for details made ground run up and system check This Aircraft approved for return back to Service AIP465789117 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		<p>Tech 2711.2 Completed Annual Inspection as outlined in the Service manual C/W AD 79-22-04 Amel 39-3600 next time due 2811.2 C/W AD 81-24-03 Amel 39-4257 part a due again at 2736.2 (Installed screws washes and nuts to secure windshield to the forward canopy frame. Made ground run up and system check. This aircraft approved for return to Service. A+P 46578, 9117 IA</p> <p>Richard E. Anderson #95-42</p>
8/8/97	2,727.0	<p>Tech - Checked wing attach bolts ^{per AD 95-19-15} & ^{per AD 95-19-15} spars for clearance + OK. One Piece Venture installed in MA4 carb ger AD. 93-78-03 + SB ^{also note flat Mt.} Carb Air Box wisp + OK per AD. 81-24-03, RECORDER hose wisp + OK ^(see log) New BA 19 air box filter element installed, New 4509 sealed bearing. Rusty & broken screws, plate nuts & rivnuts replaced with new and all new hardware. Aircraft stripped, etched, primed and repainted with Incon. colors #8/7E white, 530 U. + yellow and 44/29 U. Gold</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
8-8-97	2727.0	<p>Installed one used pressure plate, new "O" rings in wheel cylinders and all new brake linings ⁶⁶⁻¹⁰⁵. Ground gear break-in of linings. Installed hose & clamp on oil quick drain. Carburetor stamped nameplate "V" to indicate one-piece Venturi 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 FLT Battery installed but needs servicing and antenna check for operation. Removed for repairs as needed.</p>
		<p>I CERTIFY THAT THIS <u>AIRCRAFT</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>MANUAL</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p>
		<p>DATE <u>8-8-97</u> TIME <u>2727.0</u></p>
		<p><u>Donald G. Morgan</u> 13085071A</p> <p>DONALD G. MORGAN A/P 1308507A</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 & 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 Lo</i> AXP2744401051A</p>
9-20-98	2785 TAC	<p>Annual inspection, replaced flap motor, replaced tail lamp, repair left wheel pants, balanced aircraft, service 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 AIR WORTHY.</p> <p><i>Mac Lo</i> AXP2744401051A</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	2908 TT	<p><i>Annual inspection, replaced brake disc, brake pads, replaced main tires, See list for AD's</i></p> <p>INSPECTED ELLIOTT 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 Aircraft HAS BEEN INSPECTED IN ACCORDANCE TO A <i>Chief</i> INSPECTION, AND WAS DETERMINED TO BE AIRWORTHY.</p> <p><i>Maef</i> AOP2744401251A</p> <p>(NOTE: ANNUAL INSPECTION ENTRIES FOR YEARS 2000-2004 found on pgs 30-39)</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 Tach/Total Time: 3686.71</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>

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>

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>

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>

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>

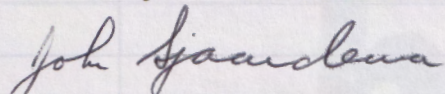
INSPECTION RECORD

F.A.R. 43.11 - 91.217

DATE

AIRCRAFT TIME
IN SERVICEKIND 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 Sjaardema

A&P 2100539 IA

F.A.R. 43.11 - 91.217

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

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

John Fardene

A&P 2100539 IA

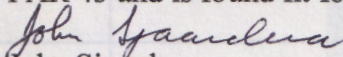
INSPECTION RECORD

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

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

BAP Aircraft Maintenance

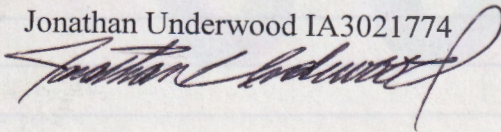
937-847-9556

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



INSPECTION RECORD

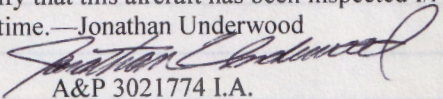
F.A.R. 43.11 - 91.217

DATE

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

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
		<p>In addition to a normal annual inspection the following was accomplished:</p> <p>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 AMOC SI-06-01. Found both ailerons conform to the profile inspection. Inspected and found all four torque tubes to be bonded. I do herby 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</p>

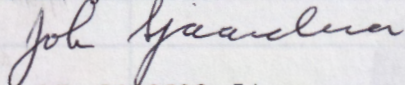
INSPECTION RECORD

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

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>June 19, 2009 N9554L</p>	<p>Tach/Total Time: 3945.5</p> <p>In addition to a normal annual inspection the following was accomplished: Replaced grease ring and seal on right main tire. Replaced both brake lines from fuselage to calipers with Aeroquip wire braided flex hoses. Bled both brakes. Adjusted bottom elevator stop to ensure positive contact stop before yoke hits the firewall. Replaced clamps on fuel vent line at outboard section of right wing with hose clamps. Drained fuel from right tank. Removed rear inboard access plate due to fuel leaks at plate. Cleaned and resealed access plate. Removed inoperative fuel sender unit from right tank and installed overhauled unit from Air Parts of Lock Haven S/N 091595 (W.O. #091595 dated 5-18-09) . Replaced left fuel gauge light. Installed new rubber stops on rear of canopy. Squared off carb heat control knob to conform with FAR 23-781 (b). Lubed all engine control cables. Replaced induction air filter. Replaced ELT battery. <u>Next Due September 2011</u>. ELT was inspected visually/functionally as per FAR 91.207 para "D"; all aspects found good. <u>Due again in one year</u>. All A.D.'s checked through T-Data Revision 2009-12; see listing for specific details. I do hereby certify this</p>

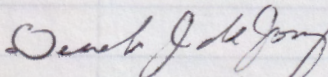
INSPECTION RECORD

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



A&P 366069153 IA

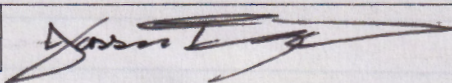
Make	Grumman AA-5	Tach	3983.2 hr
N#	N9554L	TT	3983.2 hr
SN#	AA5-0676	Date	09-22-2010

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



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 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

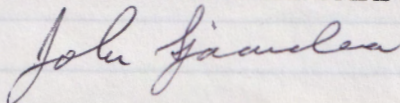
W.O. 11-179

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	

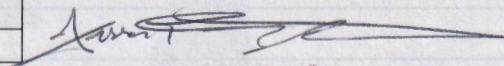
Make	Grumman AA-5	Tach	4038.4 hr
N#	N9554L	TT	4038.4 hr
SN#	AA5-0676	Date	12-20-2012

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

Jasson P. Czaika

A&P 2747316 IA



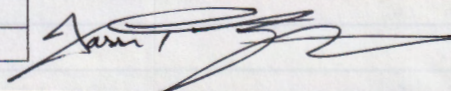
Make	Grumman AA-5	Tach	4045.2 hr
N#	N9554L	TT	4045.2 hr
SN#	AA5-0676	Date	07-15-2014

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

Jasson P. Czaika

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

DATE

AIRCRAFT TIME
IN SERVICE

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

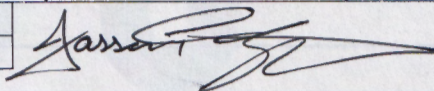
Make	Grumman AA-5	Tach	4055.4 hr
N#	N9554L	TT	4055.4 hr
SN#	AA5-0676	Date	04-04-2017

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



INSPECTION RECORD

F.A.R. 43.11 - 91.217

DATE

AIRCRAFT TIME
IN SERVICEKIND 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#	N9554L	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#	N9554L	TT	4055.4 hr
SN#	AA5-0676	Date	09-13-2018

Description

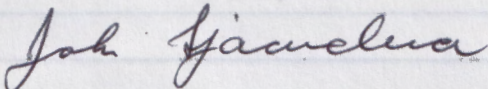
- (1) This aircraft has been inspected and determined to be safe for the intended ferry flight.

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 ½ 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&P 2100539 IA</p> 

INSPECTION RECORD

F A B 19 11 01 217

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/BTM7359	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

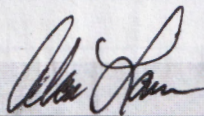
A functional test of the ELT was performed after new battery installation as per 14 CFR 91.207 "D" and found to be serviceable. The new fire bottle contents were checked for compliance. Complied with aileron skin contour check as per AD 79-22-04 no faults noted as per SI 06-01. Engine oil & filter for the engine were changed. Removed cleaned and re-gapped both magnetos 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 transponder 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: 95541

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 70	25	30 70	30 70	35	70	40	60	80 80	90	100	90	110	
ACTUAL FRICTION	-1000	0	510	1005 40	1500	2000 40	3000 50	4000	60	6000	8000	9000 70	11960	13940	50	15940	
TEST ALT. X 1000 FT.	18	20	22	25	30	35	40	45	50	BARO. SCALE ERROR (TOL. ± 25 FT.)							
TOL. ± FT.	120	130 100	140	155 120	180 140	205 160	230 180	255	280 250	28.10	28.50	29.00	29.50	29.92	30.50	30.99	
ACTUAL FRICTION	17970	19900 70	X	X	X	X	X	X	X	-1710	-1340	-860	-400	0	540	900	
HYSTERESIS (TOL. ± 75 FT.)				50% MAX.	10	40% MAX.	30	AFTER EFFECT (TOL. 30 FT.):				15	CASE LEAK:				57

ALTIMETER MAKE GarminMODEL 5-1213S/N C8280BLIND ENCODER TmscalMODEL 880120S/N A45570TRANSPONDER NAME GarminMODEL GT327S/N 83721677CERTIFIED 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. MWW.O. 5698Signed [Signature]

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

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>

F.A.R. 43.11 - 91.217

both male and female heimo 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. Battery is due September 2022; inspection due again in one year. 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.

John Sjaardema

Job Gjambira

A&P 21000539 1A