

THE  
**adlog**<sup>TM</sup>

**AIRCRAFT  
MAINTENANCE  
RECORDKEEPING  
SYSTEM**

**AIRFRAME  
MAINTENANCE  
RECORDS**



# AIRFRAME MAINTENANCE RECORDS

Log No. \_\_\_\_\_

Aircraft Registration No. N501CR

Aircraft Mfg. Bellanca Model 17-30A Serial No. 73-30607

Engine Mfg. \_\_\_\_\_ Model \_\_\_\_\_ Serial No. \_\_\_\_\_

Engine Mfg. \_\_\_\_\_ Model \_\_\_\_\_ Serial No. \_\_\_\_\_

Propeller Mfg. \_\_\_\_\_ Model \_\_\_\_\_ Serial No. \_\_\_\_\_

Hub Design No. \_\_\_\_\_ Hub Serial No. \_\_\_\_\_

Blade Design No. \_\_\_\_\_ Blade Serial No's. \_\_\_\_\_

Propeller Mfg. \_\_\_\_\_ Model \_\_\_\_\_ Serial No. \_\_\_\_\_

Hub Design No. \_\_\_\_\_ Hub Serial No. \_\_\_\_\_

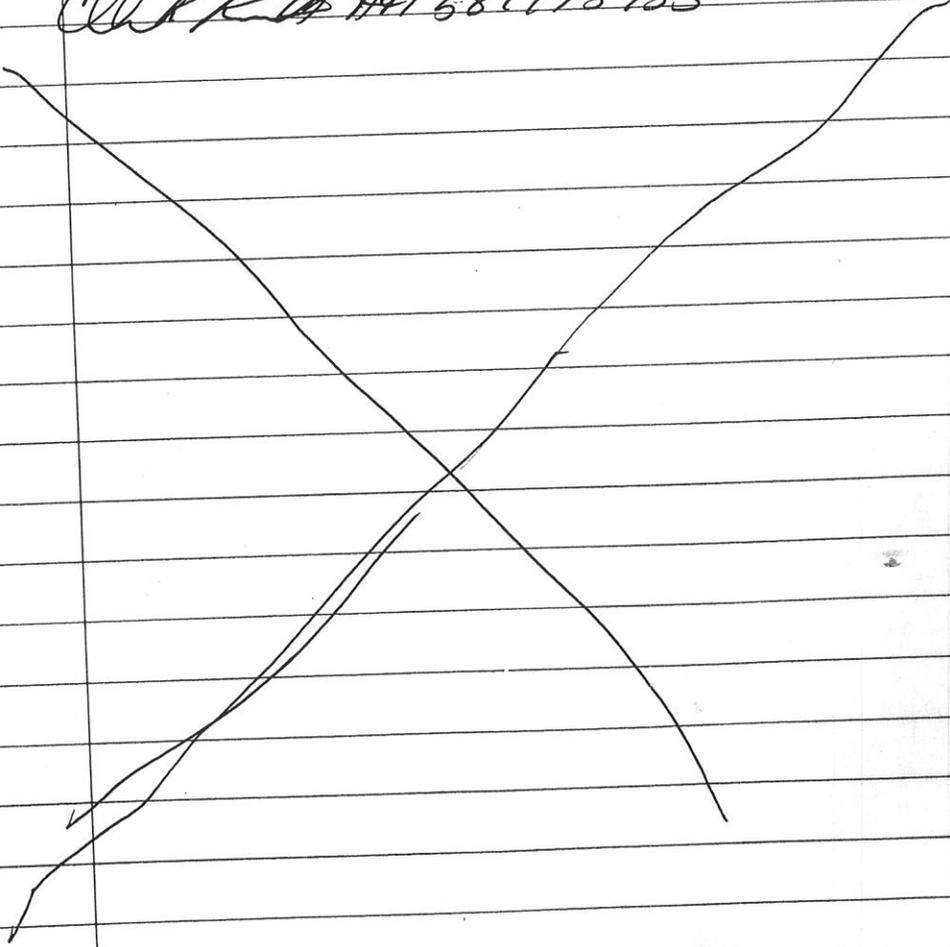
Blade Design No. \_\_\_\_\_ Blade Serial No's. \_\_\_\_\_

(All applicable information must be filled in)



**AEROTECH PUBLICATIONS INC.**

PO BOX 1359 / SOUTHOLD, NY 11971-0965  
(516) 765-9375  
1-800-235-6444  
FAX: (516) 765-9359

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
<b>TOTAL</b> brought forward from previous page			
3/21/01	3044.53	2223.92	Repaired LH outboard main gear door with Fiberglass. Removed LH main gear, disassembled strut, & installed new seal kit from Bellanca. Reassembled, serviced, & reinstalled gear. Serviced & bled LH brake. Returned to service. <i>CLL RTH AP587493935</i>
4/2/01	3044.53	2223.92	This aircraft has been inspected & has been found safe for the intended flight in accordance with Special Flight Permit dated 4/2/01. <i>CLL RTH AP587493935</i>
			

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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF SIGNATURE & CERTIFICATE N
5-20-01		TOTAL brought forward from previous page	
	2224.98		
			<p>100 hr inspection: RAN gear retraction greased gear, lube all wheel bearings. serviced gear &amp; hyd system. Fixed leak at aux power pack. serviced with nitrogen installed custom battery - installed new E.L.T. battery &amp; checked I/A/w Fair's (o.k.) checked all lights, all fluids &amp; all controls, c/w A.D. 76-08-04 wood deterioration by insp. o.k. c/w 76-23-03 RI Ex system by insp. o.k. c/w 87-11-01 RJ Fuel caps &amp; drains by insp. o.k. c/w 77-13-22 CRANKCASE (by insp. o.k. c/w 76-07-12 bendix switch by insp. o.k. c/w 75-20-06 vertical tubes by insp. o.k.</p>
Date 5-20-01	Total Time 3045		
Tach/Hobbs Time	2224.98		Date 5-20-01 Total Time 3045. Tach/Hobbs Time 2224.98
I certify that this Aircraft	has been inspected in accordance with a 100% inspection and was determined to be in an airworthy condition.		I certify that this Aircraft has been inspected in accordance with a Annual inspection and was determined to be in an airworthy condition.
Signed	<i>John P. Stamer</i>		Signed <i>William Stamer</i>
A&P No.	1724347		A&P No. 413-86-3051 1/A

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10/23/01 Tach Time 2256.11 Airframe Total Time 3076.72 N501CR SN 73-30607  
 Removed engine IO-520-K1B SN 557029 because engine was making metal and almost at TBO. Installed factory new TCM IO-520-K1B SN 557551-N. Installed over hauled propeller governor PN P210452 SN 2172257T see FAA Form 8130-3 from EMI Aircraft Accessories, Inc. with new gasket. Installed overhauled propeller HC-C3YF-1RF SN EC190E overhauled by Memphis Propeller Service, Inc. Removed and installed all new engine hoses and 2ea. new nose gear actuator hoses Part #'s: 111F417-4S-0116, 111F417-4S-0200, 193000-3D-0240, 111F417-4S-0320, 156F001-4S-0320, 111F417-8D-0153, and 111F417-3S-0316. Removed and installed new exhaust hangar mounts 2ea. PN 191928-20. Installed all new engine Lord Mounts 2ea. PN J12453-2 and 2ea. PN J12453-1. Installed all new engine mount bolts 2ea. PN AN7-41A and 2ea. PN AN7-40A. Installed exhaust system overhauled by Aerospace Welding, Inc. Installed all new SCAT hoses under engine cowl. Removed and installed new engine baffle seal 9' TSR3X1/8 Silicone Baffle Seal. Serviced engine with 11qts. Aeroshell 100 Mineral Oil. Removed all other old accessories off of old engine and installed on new engine. Installed new bracket air induction filter PN BA3. Reinstalled all engine cowls. Ran aircraft engine on ground and all power settings, fuel flows, oil press., and oil temp checked good. No leaks noted at this time. Returned aircraft to service.  
 Earl W. Carter A&P421924050 *Earl W. Carter*

11/17/01 Tach Time 2266.81 Airframe Total Time 3087.42 N501CR SN 73-30607  
 Removed and installed new #6 cylinder E.G.T. probe PN 86255. Removed and installed new taxi and landing light bulbs 2ea. PN GE4509. Troubleshooting landing gear problems. Found wires touching on throttle switch and repaired. Tried to service accumulator and would not stay serviced. Removed accumulator, disassembled, and found pinhole in diaphragm. Installed new diaphragm PN 403026, reassembled accumulator, reinstalled, and serviced. Performed 5ea. retractions and extensions and all systems checked good, including warning horn. Removed and installed new LH steering rod end at strut PN 194233-1. Ran engine and operational checked all systems where repairs were made. All checked good. Returned to service this date.  
 Charles K. Brown III A&P587493935 *Charles K. Brown III*

2/20/02 Remove 403 Icon, installed PM 2000 Icon  
**REQUIREMENTS OF FAR 23.1325, FAR 91.217, FAR 91.411, and FAR 91.413 have been accomplished as follows:**  
 (a) Removed Transponder Manufacture KING, Model KT-76 Serial number 26910 from aircraft. Transponder certified IAW FAR 43 APPENDIX F. Reinstalled Transponder.  
 (b) Removed Altimeter Manufacture UNITED, Model 5934-1 Serial number N1714 from aircraft. Altimeter certified to 20000 feet IAW FAR 43 APPENDIX E. Reinstalled Altimeter.  
 (c) Performed correspondence check to 20000 for encoder Manufacturer ACK, Model A30, Serial number 61185 IAW FAR 43 APPENDIX E.  
 (d) STATIC SYSTEM CERTIFIED AS PER FAR 23.1325.

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"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 returned service.  
Pertinent details of the repair are on file at this repair station under Order

No. 17354 Date 2/20/02

Signed *[Signature]* for  
(signature of authorized representative)

Dyersburg Avionics, Inc. SF4R516M  
(repair station name) (certificate no.)

Municipal Airport, Dyersburg, Tn.  
(address)

Date 07-01-02 Tach Time 2340.04 Total Time 3160.65 Conducted annual inspection per Bellanca insp. sheet- replaced beacon bulb- Replaced and balanced Lt. Main tire- replaced all gear retract hoses on main gear- replaced brake hoses both mains and bleed brakes- cleaned and painted battery box area- replaced cones and cups in nose wheel- c/w AD 87-11-01-R1 par A due at next annual effective 08-28-87- c/w AD 76-23-03R1 Par A&B in 100 hr. or next annual effective 11-07-86- c/w AD 76-08-04 Part 1 next annual effective 09-06-76- Installed Ameri-King AK-450 ELT and remote switch-This aircraft has been inspected in a/w annual insp. and found airworthy at this time. End *Redus L. Hall* Redus L. Hall IA 2064584

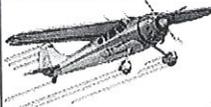
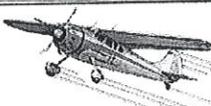
Date 11-22-02 Tach time 2425.58.  
Removed bad landing light and replaced with new light P/N 4509, Serviced hydraulic system with Aeroshell 5606. End  
Mike J. King A&P522251807.  
*Mike J King 522251807*

**GOODNER -CRIDER AIRCRAFT PAINTING, INC**  
104 Airport Lane \* M-39 P.O. Box 318 Mena, AR 71953

1-30-03 Bellanca Super Viking 300 N501CR WO#1074  
This aircraft prepped and repainted according to manufacturer's specifications.  
Paint Brand: S&W Jet-Glo. Base Light Ivory UA277  
Trim: Maya Gold 10652, Blue 00311  
For Goodner-Crider Aircraft Painting, inc.  
*Rodger Crider*  
Rodger Crider  
A&P 431330896

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			<div style="display: flex; justify-content: space-between;">  <div style="text-align: center;"> <p><b>Tupelo Aero Maintenance</b> 662-844-5342 121 Lemons Drive Tupelo, MS 38801</p> </div>  </div> <p>Date: 06-12-03      Tach: 2458.01      N501CR      Serial #: 73-30607 TT 3278.62</p> <p>Conducted annual inspection per inspection sheet- replaced left fuel tank cover with Bellanca supplied part, used Stits fabric and dope- ELT batteries replaced and operational check of ELT- c/w AD 87-11-01 Par A due at next annual eff. 09-27-87- c/w AD 76-08-04 Part 1 due at next annual eff. Sept 9, 1976- c/w AD 76-07-12 Par A-C due in 100 hrs. eff. Aug. 30, 1977. This aircraft has been inspected in a/w an annual inspection and found airworthy at this time. End Redus L. Hall IA 2064584 <i>Redus L. Hall</i></p>

Date 4/1/04 Aircraft Total Time 3362.12 Tach Time 2541.51  
I certify that this aircraft has been inspected in accordance with an "Annual Inspection" per FAR Part 43, Appendix D and the Ballanca Super Viking 100 Hour/Annual Inspection Checklist and determined to be in airworthy condition. The following work was completed: 1) Complied with AD 76-07-12 per para. A-C "Bendix Switch", no defects noted. 2) Complied with AD 76-08-04 per part 1 "Wood Spar Inspection", no defects noted. 3) Complied with AD 76-07-12 per para A-C "Bendix Switch", no defects noted. 4) R&R Gear Hyd. Power Pack, sent to Kelly Aerospace for overhaul, re-installed, gear test good. 5) Lubed and serviced aircraft. 6) Returned to service. FAA Cert. No. IA539782858 John D. Rollston *John D. Rollston*

5/17/05

N501C

BELLANCA 17-30A

ACCOMPLISHED FAR 91.411 AND 91.413 TRANSPONDER, ENCODER, ALTIMETER AND STATIC SYSTEM TEST AND INSPECTION PER FAR 43 APPENDIX E AND F. ENCODING ALTIMETER REPAIR AND CALIBRATION WAS PERFORMED BY AIRTECH INSTRUMENT COMPANY, INC. ON 25 APRIL '05 UNDER W/O#05470. ALTIMETER TESTED TO: 20,000'. ENCODER S/N: 61185 ALTIMETER S/N: H5937 TRANSPONDER MAKE & MODEL: KING KT-78 S/N: IN AIRCRAFT. WORK ORDER # 25188, DATE: 5/17/05  
SIGNED *John D. Rollston* FOR  
AERO-TECH AVIONICS, INC.  
FAA CRS: JATR518K

Date 10/1/05 Aircraft Total Time 3445.62 Tach Time 2625.0

I certify that this aircraft has been inspected in accordance with an "Annual Inspection" per FAR Part 43, Appendix D and the Ballanca Super Viking 100 Hour/Annual Inspection Checklist and determined to be in airworthy condition. The following work was completed: 1) Complied with AD 76-07-12 per para. A-C "Bendix Switch", no defects noted. 2) Complied with AD 76-08-04 per part 1 "Wood Spar Inspection", no defects noted. 4) Complied with AD 87-11-01 R1 per para A "Fuel Caps & Scupper Drains, no defects noted. 5) Complied with AD 76-23-03 R1 per para A&B "Exhaust Ball Flanges", no defects noted. 6) R&R Gear Hyd. Power Pack, sent to Kelly Aerospace for overhaul, re-installed. 5) Replaced gear emergency dump valve with overhauled unit from Alexandria Aircraft. 6) Repacked left, right and nose gear actuators. 7) Serviced gear hyd. resevoir, performed gear system test, operational check good. 8) Installed a JPI Inc. EDM-701 monitoring scanner per STC SA2586NM installation report #103 Rev. C, and J.P. Instruments Fuel Flow Option per STC SA2586NM installation report #503 Rev. B. Operation and leak check good, revised weight and balance, equipment list, and aircraft flight manual. Lubed and sevised rod ends, bellcranks, hinges, pulleys, landing gear, yoke shafts... Test flight showed all parameters acceptable. Returned to service.

FAA Cert. No. IA539782858 John D. Rollston *John D. Rollston*  
SEQUIM VALLEY AIRCRAFT MAINT., INC. 468 Dorothy Hunt Ln., Sequim, Wa 98382 (866-683-9074)

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DATE: June 28<sup>th</sup>, 2006 TYPE: Bellanca MODEL: 17-30A S/N: 73-30607 N501CR

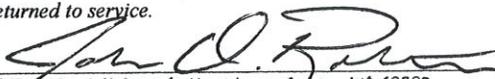
TACH TIME: 2641.5 AIRCRAFT TT: 3462.12

Replaced original gear, motor & pump assy's (Prestolite) w/ Oildyne Power Pak retro fit motor & pump assy kit # SK2347894021. Fabricated required hydraulic lines & installed required fittings. Serviced landing gear hydraulic system w/ MIL-5606. Performed gear retraction & emergency extension test, system operates normally. No leaks noted. Topped off reservoir. Re-installed all access panels & interior. Performed flight test, all systems normal.

All work performed in accordance with AC 43.13 1B and Bellanca Super Viking Service Manual.

Airworthiness directives current as of this date. Aircraft returned to service.

FAA Cert No. IA539782858 Inspector: John D. Rollston



SEQUIM VALLEY AIRCRAFT, INC. 464 Dorothy Hunt Lane Sequim, WA 98382

DATE: May 21<sup>st</sup>, 2007 TYPE: Bellanca MODEL: 17-30A S/N: 73-30607 N501CR

TACH TIME: 2658.0 AIRCRAFT TT: 3478.62 ENG TT: 401.89 ENG TSMOH: N/A

PROP TT: Unknown PROP TSOH: 401.89 PROP GOV. TSOH: 401.89

\*Performed all routine inspections, servicing & lubrication for a 100 hr/ annual type inspection in accordance with FAA FAR part 43, Appdx. D as applicable to type design.

\*ELT system inspected & tested per FAA FAR part 91.207[d] in accordance with FAA checklist form no. 8150.3 Next Due: 05/2008

ELT Battery Replacement Due Date: Currently Due, Owner Notified.

NOTE: FAR Part 91.411 & 91.413 Certifications Due: 05/2007

C/W AD 75-20-06 "Vertical Side Fuselage Tube" per service letter 85A dated 08/11/1975, Inspected, N/A. Kit installed. No cracks noted. C/W

AD 76-07-12 per paragraph A-C "Bendix Switch", no defects noted. C/W AD 76-08-04 Part 1 "Wing Inspection", no defects noted. C/W AD

76-23-03 R1 "Exhaust Ball Flanges" per paragraphs A & B, no defects noted. C/W AD 87-11-01 R1 "Fuel Caps & Scupper Drains" per

paragraph A, no defects noted. C/W AD 90-02-17 "Nose Gear Attach Fittings" by inspection N/A. Kit installed, no defects noted. AD 96-12-07

"Impulse Coupling" not due at this time. Inspect @ 2756.11 hrs tach time. Inspected & cleaned fuel strainer & servo inlet screens. Serviced

brake & landing gear hydraulic reservoirs. Re-packed L brake caliper & bled system. Replaced co-pilot's mic audio/ phone jacks. Replaced

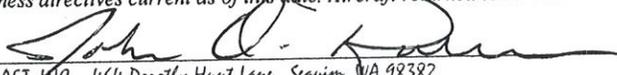
circuit breakers P/N 2-5700-IG1-P10-DD-5, & DD-20. Fabricated adapter & line assy for JPI Manifold pressure indicator & installed.

Operational test normal.

All work performed in accordance with AC 43.13 1B and Bellanca Super Viking Service Manual.

\*\*I certify that this aircraft has been inspected in accordance with a 100-Hour/Annual Inspection and was determined to be in airworthy condition with respect to work performed only. Airworthiness directives current as of this date. Aircraft returned to service.

FAA Cert No. IA539782858 Inspector: John D. Rollston



SEQUIM VALLEY AIRCRAFT, INC. 464 Dorothy Hunt Lane Sequim, WA 98382

## AERO-TECH AVIONICS, INC.

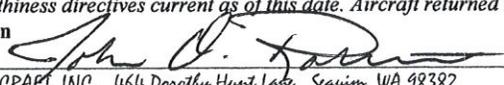
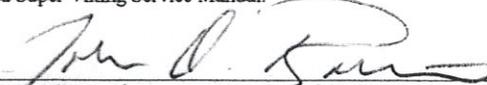
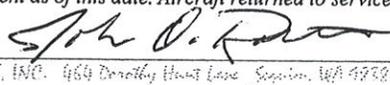
FAA CRS: JATR518K  
6424 SE MULLENIX RD  
PORT ORCHARD, WASH. 98367  
360-340-1754

ACCOMPLISHED FAR 91.411 AND FAR 91.413 TRANSPONDER ENCODER, ALTIMETER AND STATIC SYSTEM TEST AND INSPECTION PER FAR 43 APPENDIX E & F.

ALTIMETER TESTED TO 20,000'  
ALTIMETER S/N: H59371 ENCODER S/N: 61185  
TRANSPONDER MAKE & MODEL KING KI 74 S/N: IN AIC  
WORK ORDER # 29154 GP DATE: 3/25/09  
SIGNED [Signature] FOR  
AERO-TECH AVIONICS, INC.

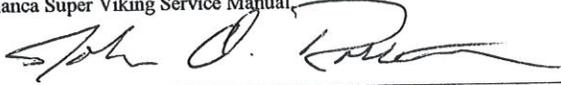
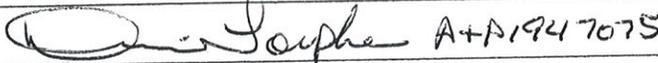
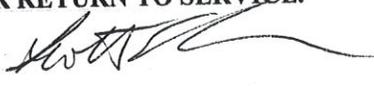
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<b>TOTAL</b> brought forward from previous page			
DATE: September 4th, 2009	TYPE: Bellanca	MODEL: 17-30A S/N: 73-30607 N501CR	<p>TACH TIME: 2691.41 AIRCRAFT TI: 3512.03 ENG TI: 435.3 ENG TSMOH: N/A          PROP TI: Unknown PROP TSOH: 435.3 PROP GOV. TSOH: 435.3</p> <p>*Performed all routine inspections, servicing &amp; lubrication for a 100 hr/ annual type inspection in accordance with <b>FAA FAR part 43, Appdx. D</b> as applicable to type design.</p> <p>*ELT system inspected &amp; tested per <b>FAA FAR part 91.207[d]</b> in accordance with FAA checklist form no. 8150.3 Next Due: 08/2010          ELT Battery Replacement Due Date: Currently Due, Owner Notified.</p> <p>NOTE: <b>FAR Part 91.411 &amp; 91.413</b> Certifications Due: 03/ 2011</p> <p>C/W <b>AD 75-20-06</b> "Vertical Side Fuselage Tube" per service letter 85A dated 08/11/1975, Inspected, N/A. Kit installed. No cracks noted. C/W <b>AD 76-07-12</b> per paragraph A-C "Bendix Switch", no defects noted. C/W <b>AD 76-08-04</b> Part 1 "Wing Inspection", no defects noted. C/W <b>AD 76-23-03 R1</b> "Exhaust Ball Flanges" per paragraphs A &amp; B, no defects noted. C/W <b>AD 87-11-01 R1</b> "Fuel Caps &amp; Scupper Drains" per paragraph A, no defects noted. C/W <b>AD 90-02-17</b> "Nose Gear Attach Fittings" by inspection N/A. Kit installed, no defects noted. <b>AD 96-12-07</b> "Impulse Coupling" not due at this time. Inspect @ 2756.11 hrs tach time. C/W <b>AD 08-05-11</b> "Exhaust" per SL B-110, found acceptable. Inspection intervals not to exceed 12 mo.'s or 50 hrs TIS, whichever occurs first. Replaced throttle/ gear down safety switch w/ new &amp; adjusted. Checked mag timing. Cleaned injector nozzles. Inspected &amp; cleaned fuel strainer &amp; servo inlet screens. Serviced brake &amp; landing gear hydraulic reservoirs.</p> <p>All work performed in accordance with <b>AC 43.13 1B</b> and Bellanca Super Viking Service Manual.</p> <p><b>**I certify that this aircraft has been inspected in accordance with a 100-Hour/Annual Inspection and was determined to be in airworthy condition with respect to work performed only. Airworthiness directives current as of this date. Aircraft returned to service.</b></p> <p>FAA Cert No. <b>IA539782858</b> Inspector: <b>John D. Rollston</b></p> <p style="text-align: right;">          SEQUIM VALLEY AIRCRAFT, INC. 464 Dorothy Hunt Lane Sequim, WA 98382</p>
DATE: August 27 <sup>th</sup> , 2010	TYPE: Bellanca	MODEL: 17-30A S/N: 73-30607 N501CR	<p>TACH TIME: 2716.34 AIRCRAFT TI: 3536.96 ENG TI: 460.23 ENG TSMOH: N/A          PROP TI: Unknown PROP TSOH: 460.23 PROP GOV. TSOH: 460.23</p> <p>Replaced Airborne vacuum pump P/N 212CW w/ Rapco vacuum pump P/N RA216CW, S/N B21753. Operational check normal.</p> <p>All work performed in accordance with <b>AC 43.13 1B</b> and Bellanca Super Viking Service Manual.</p> <p>Aircraft returned to service.</p> <p>FAA Cert No. <b>IA539782858</b> Inspector: <b>John D. Rollston</b></p> <p style="text-align: right;">          SEQUIM VALLEY AIRCRAFT, INC. 464 Dorothy Hunt Lane Sequim, WA 98382</p>
DATE: December 7 <sup>th</sup> , 2010	TYPE: Bellanca	MODEL: 17-30A S/N: 73-30607 N501CR	<p>TACH TIME: 2720.0 AIRCRAFT TI: 3540.62 ENG TI: 463.89 ENG TSMOH: N/A          PROP TI: Unknown PROP TSOH: 463.89 PROP GOV. TSOH: 463.89</p> <p>*Performed all routine inspections, servicing &amp; lubrication for an annual inspection in accordance with <b>FAA FAR part 43, Appdx. D</b> as applicable to type design.</p> <p>*ELT system inspected &amp; tested per <b>FAA FAR part 91.207[d]</b> in accordance with FAA checklist form no. 8150.3 Next Due: 12/2011          ELT Battery Replacement Due Date: 01/2013 Replaced battery P/N BP-1030</p> <p>NOTE: <b>FAR Part 91.411 &amp; 91.413</b> Certifications Due: 03/ 2011</p> <p>C/W <b>AD 75-20-06</b> "Vertical Side Fuselage Tube" per service letter 85A dated 08/11/1975, Inspected, N/A. Kit installed. No cracks noted. C/W <b>AD 76-07-12</b> per paragraph A-C "Bendix Switch", no defects noted. C/W <b>AD 76-08-04</b> Part 1 "Wing Inspection", no defects noted. C/W <b>AD 76-23-03 R1</b> "Exhaust Ball Flanges" per paragraphs A &amp; B, exhaust O/H'd by Aerospace Welding. See Invoice No. 110474. Re-installed exhaust w/ new no blow gaskets. C/W <b>AD 87-11-01 R1</b> "Fuel Caps &amp; Scupper Drains" per paragraph A, no defects noted. C/W <b>AD 90-02-17</b> "Nose Gear Attach Fittings" by inspection N/A. Kit installed, no defects noted. <b>AD 96-12-07</b> "Impulse Coupling" not due at this time. Inspect @ <del>2756.11 hrs</del> <b>3220.0</b> tach time. C/W <b>AD 08-05-11</b> "Exhaust" per SL B-110, exhaust O/H'd by Aerospace Welding. Inspection intervals not to exceed 12 mo.'s or 50 hrs TIS, whichever occurs first. Removed JPI EDM 800-6C &amp; sent to JPI for repair. Re-installed, op check normal. Checked mag timing. Cleaned injector nozzles. Inspected &amp; cleaned fuel strainer &amp; servo inlet screens. Serviced brake &amp; landing gear hydraulic reservoirs. C/W <b>AD 2008-05-11</b> "Exhaust/P lead mod", per SL B-110. Replaced existing P leads w/ Alexandria Aircraft kit P/N SK1072 per installation instructions. Replaced L&amp;R fwd eng lord mount P/N J12453-2. Performed post run leak check. All work performed in accordance with <b>AC 43.13 1B</b> and Bellanca Super Viking Service Manual.</p> <p><b>**I certify that this aircraft has been inspected in accordance with an Annual Inspection and was determined to be in airworthy condition with respect to work performed only. Airworthiness directives current as of this date. Aircraft returned to service.</b></p> <p>FAA Cert No. <b>IA539782858</b> Inspector: <b>John D. Rollston</b></p> <p style="text-align: right;">          SEQUIM VALLEY AIRCRAFT, INC. 464 Dorothy Hunt Lane Sequim, WA 98382</p>

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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
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<p>DATE: January 14<sup>th</sup>, 2011 TYPE: Bellanca MODEL: 17-30A S/N: 73-30607 N501CR                      TACH TIME: 2725.91 AIRCRAFT TT: 3546.53 ENG TT: 469.8 ENG TSMOH: N/A                      PROP TT: Unknown PROP TSOH: 469.8 PROP GOV. TSOH: 469.8</p> <p>Removed pilots seats and floor panels. Replaced remote fuel strainer assy w/ new P/N 228013N. Performed leak check, found acceptable. Re-installed floor panels &amp; seats. Removed eng cowl due to inop vacuum &amp; oil leak. Located oil leak @ oil cooler adapter plate. (Adapter plate studs to long from factory.) Removed studs, bottom tapped bosses, re-installed studs to correct depth. Pressure tested oil cooler assy, no defects noted. Re-assembled w/ new gaskets. Replaced vacuum pump w/ new. Re-assembled sub-assys. Cleaned vacuum lines, adjusted regulator as required. Post run leak check acceptable.</p> <p>All work performed in accordance with AC 43.13 1B and Bellanca Super Viking Service Manual.                      Aircraft returned to service.                      FAA Cert No. IA539782858 Inspector: John D. Rollston</p>			 SEQUIM VALLEY AIRCRAFT, INC. 464 Dorothy Hunt Lane Sequim, WA 98382
<p>6 JUNE 2012 TACH 2749.95 RIGHT STRUT DISSASSEMBLED,                      NEW O RING SEALS INSTALLED, REASSEMBLED, SERVICED                      WITH OIL AND AIR. AFTER HOURS AVIATION</p> <p></p>			
12/10/2013	2779.71 TACH	3596.6 AFTT	<p>OPENED AIRFRAME, JACKED AIRCRAFT. REPLACED VACCUM GARTER WITH NEW B3-5-1. REPLACED 2EA UPPER GEAR ATTACHE BOLTS WITH NEW AN6-32 ON RIGHT MAIN. CLEANED AND GREASED ALL GEAR AND SERVICED STRUTS WITH NITROGEN. SWUNG GEAR THROUGH FIVE FAULT FREE CYCLES AND 1 EMERGENCY EXTENSION. CHECKED SQUAT, GEAR HORN AND AIRSPEED SWITCH, NO DEFECTS NOTED. CHECKED HYDRAULIC FLUID LEVEL. CHECKED AND LUBED ALL CABLES, ROD ENDS, AND PULLEYS. CUSTOMER NOTIFIED OF CRACKING PAINT ON HORIZONTAL LEADING EDGES AND VERTICAL SURFACES. CUSTOMER NOTIFIED OF PITOT STATIC AND TRANSPONDER CHECKS DUE I.A.W FAR 91.411 AND FAR 91.413. ELT FAILED CHECKS I.A.W FAR 91.207D. NEW OWNER SUPPLIED ELT INSTALLED, SAME TYPE AND MODEL AND TESTED I.A.W FAR 91.207D, ALL CHECKS NORMAL. BATTERIES DUE NEXT JAN 2016. C.W A.D 75-20-06 VERT FUSELAGE TUBE, NO CRACKS NOTED. C.W A.D 76-07-12 BENDIX SWITCH, NO DEFECTS NOTED. C.W A.D 76-08-04 WING INSP, NO DEFECTS NOTED. C.W A.D 08-08-11 EXHAUST BALL FLANGES, CLEANED AND INSP NO CRACKS NOTED, REINSTALLED WITH ANTISEIZE. C.W A.D 87-11-01 FUEL CAPS, NOTHING FOUND. C.W A.D 90-02-17 NOSE GEAR, NO DEFECTS NOTED. A.D 96-12-07 BENDIX IMPULSE COUPLINGS DUE AT <del>7500</del> TACH. A.D'S SEARCHED THRU REV 2013-24 DATED 12/02/2013. CHECK FUEL 3220.0 .                      STARINER, NOTHING FOUND. REPLACED FUEL STRAINER GASKETS WITH NEW 33-199-6 AND LEAK CHECKED, NONE NOTED. CHECKED MAG TIMING. RUN-UP AND LEAK CHECKED, NOTHING FOUND. MAG AND IGN SWITCH CHECKS GOOD. THIS AIRFRAME SERVICED AND INSPECTED I.A.W AN ANNUAL INSPECTION CHECKLIST AND FOUND TO BE IN AIRWORTHY CONDITION, OK FOR RETURN TO SERVICE.</p> <p>SCOTT ERICKSON  AP3629704IA.</p>

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01/12/2015	2799.5 TACH	3616.4 AFTT	<p>OPENED AIRFRAME. REPLACED RIGHT MAIN TIRE AND TUBE WITH NEW. REPLACED INDUCTION AIR FILTER WITH NEW BA3 ELEMENT. REPLACED ALTERNATOR BELT WITH NEW. REPLACED TAXI LIGHT BULB WITH NEW GE-7604 AND OPS CHECKED GOOD. CHECK AND CLEAN FUEL STRAINER NOTHING FOUND. REPLACED ORINGS IN RIGHT MAIN BRAKE PUCK AND BLEED ENTIRE BRAKE SYSTEM DUE TO OLD FLUID. SERVICED MAIN STRUTS WITH FLUID AND NITROGEN. CHECK AND INSP ELT I.A.W FAR 91.207D, ALL CHECKS NORMAL, BATTERY DUE JAN 2018. CHECK, CLEAN AND LUBE ALL LANDING GEAR. SWING GEAR THROUGH FIVE FAULT FREE CYCLES AND 1 EMERGENCY EXTENSION. CHECKED FLUID IN HYDRAULIC RESERVOIR. C.W A.D 76-08-04 I.A.W S.L #87A WING INSPECTION, NO DEFECTS NOTED. C.W A.D 87-11-01 FUEL CAPS AND DRAINS, NO DEFECTS NOTED. C.W A.D 08-05-11 EXHAUST MUFFLER AND TAILPIPE, NO DEFECTS NOTED. C.W A.D 14-20-12 HORIZ STAB CARRY THROUGH VERTICAL TUBES, NO CRACKS NOTED. RUN-UP, MAG AND IGNITION SWITCH CHECKS GOOD. <b>THIS AIRFRAME SERVICED AND INSPECTED I.A.W AN ANNUAL INSPECTION CHECKLIST AND FOUND TO BE IN AIRWORTHY CONDITION. OK FOR RETURN TO SERVICE.</b></p> <p>SCOTT ERICKSON  AP3629704IA.</p>
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05/22/15	2814.08 TACH		<p>Left and Right Main Gear STRUTS and Nose Trunnions Removed for replacement of All Bushings and Seals. Upper Trunnions (mains) Repaired by Alexandria Aircraft under W.O.# 324 Dated 5/14/15. Mains Clean, Primed, and Painted using RANTHANE Aircraft EPOXY Primer and Vestal white. Gear Reinstalled using Some New hardware and lubed as required. Serviced Struts with Aerosteel 4 and Nitrogen I.A.W Balanca Service Manual. Gear swung through five fault free cycles. See Yellow Tags from Alexandria A.C. for details of Trunion Repairs. OK for return to service.</p> <p> AP3629704.</p>
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N501CR SN# 73-30607 Airframe

03/01/2016 2866.14 TACH  
 OPENED AIRFRAME. REPLACED VACCUM GARTER FILTER WITH NEW B3-5-1. REPLACED SOME SCAT HOSE IN CABIN AREA. REMOVED LEFT WING FUEL SIGNAL CONDITIONER FOR REPAIR AND SENT TO TECH-AIRE. REINSTALLED AND OPS CHECKED LEFT WING TANK GUAGE, ALL CHECKS NORMAL. CHECKED MAG TIMING. CHECKED FUEL SCREENS, NOTHING FOUND. JACKED AIRCRAFT AND SWUNG GEAR THROUGH FIVE FAULT FREE CYCLES AND 1 EMERGENCY EXTENSION. ALL GEAR CHECKS NORMAL. CLEANED AND GREASED GEAR AS REQUIRED. CHECKED WHEELS AND BRAKES. CHECKED AND LUBED ALL CABLES, PULLEYS AND CONTROL ATTACHE POINTS. A.D'S SEARCHED THRU REV 2016-04 DATED 02/22/2016. RUN-UP, MAG AND IGNITION SWITCH CHECKS NORMAL.

**This Airframe serviced and inspected in accordance with an annual inspection. Ok for return to service.**  
 Scott Erickson AP3629704IA



N501CR  
 Airframe

04/05/2017 2914.3 TACH 3731.2 AFTT  
 OPENED AIRFRAME. CHECK AND LUBE ALL CABLES, PULLEYS, AND CONTROL ATTACHE POINTS. REPLACED BRAKE PADS AND FLUSHED BRAKE SYSTEM WITH NEW ROYCO 756 FLUID. CHECKED AND INSPECT ELT I.A.W FAR 91.207D, ALL CHECKS NORMAL. BATTERY DUE JAN 2018. CHECKED LANDING GEAR AND GREASE AS REQUIRED. OPS CHECK AND LUBE ALL CABIN CONTROLS. C.W A.D 76-08-04 WOOD WING DETERIORATION, NO DEFECTS NOTED. C.W 87-11-01 CAPS AND DRAINS, NO DEFECTS NOTED. C.W. A.D 08-05-11 EXHAUST MUFFLER AND TAILPIPE INSPECTION, NO DEFECTS NOTED. C.W A.D 14-20-12 HORIZ CARRY THROUGH VERTICAL TUBES, VISUAL INSP ECTION ONLY, NO CRACKS NOTED. A.D'S SEARCHED THROUGH REV 2017-06 DATED 03/20/2017. RUN-UP, MAG AND IGNITION SWITCH CHECKS GOOD.

**THIS AIRFRAME SERVICED AND INSPECTED I.A.W A 100HR CHECKLIST AND FOUND TO BE IN AIRWORTHY CONDITION.**  
**BOB MCCRORIE**

AP532583926

**This Airframe serviced and inspected in accordance with an annual inspection. Ok for return to service.**  
 Scott Erickson AP3629704IA




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6/25/2020	TACH 3034.5		<p>Lubed &amp; ck'd all flight control, Paired wheel bearings, cleaned gascolator INSTALLED pin in entry step bracket to stop step from pinning. Sealed up paint cracks with clear coat urethane touch up paint. Jacked aircraft swing gear Sycles + 3 emergency extensions, ck'd Hyd fluid level cks OK. TESTED ELT IAW 91.207(d) cks OK BATT DUE 10-2020 c/w 76-07-12 Bendix Ign switch per para g-c ops cks OK, c/w 87-11-01 R1 para (e), c/w 2008-05-11 per sect (1), c/w 2014-20-12 IAW para (g) c/w 76-08-04 c/w para (C) &amp; Bellanca Service Letter No 87A PART I, <sup>PARA 1</sup> PARA 2, PARA 3(A)(B) L/H wing moisture 11% RH wing moisture 9%, PART II PARA 2 + PARA 3 and Bellanca Engineering Report #838 and Bellanca Drawing SK-2009 No cracks or deterioration were noted. I certify that this aircraft has been inspected IAW an annual inspection IAW the scope &amp; detail of FAR PART 43 Appendix D &amp; Bellanca. Inspection form &amp; determination to be in airworthy condition. File # 40235571A A.I.'s listing at rear of Aircraft Records.</p>

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			<p>10/30/2020 TACH TIME 3037.7</p> <p>Removed existing LH position light + strobe + replaced with Avionic Sky beacon per STC SEE 337 dated this date.</p> <p><i>[Signature]</i> 4023557 ATP</p>
7-15-2021	TACH 3047.18		<p>Lubed + ckd all flight controls. Packed nose wheel bearing + ckd main. Serviced Hydfluid in Power pack ECT inspected IAW 91.207(d) BATT DUE 12/2023. C/w AD 2017-16-01 IAW part(g) Jacked Aircraft + swung gear 3 times + emerg ext. ckd c/w Bendix ign switch IAW (1)(g-c), 2008-05-11 plus on 10/23/01 by OH see log entry. 2014-20-12 AFT Fuselage structure IAW (g)(1), 76-08-04 wood deterioration IAW Bellman SL 87A PART 2, no defects noted. All ADS ckd thru this date. I certify that this aircraft has been inspected IAW the scope + detail of an annual inspection IAW FAR PART 43 Appendix D + was determined to be in an airworthy condition. <i>[Signature]</i> 4023557 ATP</p>

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