

Book #1 T

Cessna[®]



AIRCRAFT LOG AND MAINTENANCE RECORD

N 69SX SERIAL NO. D21000189

91.171
91.172

Federal Aviation Regulation Part 91.170 requires that the static pressure system(s) and sensitive altimeter instrument(s) be inspected every two (2) years in accordance with Part 43, Appendix E, if the aircraft is to be operated in controlled airspace under IFR.

The entry in your aircraft log lists the date on which this test was performed on your static system(s) and altimeter(s). Because these tests are accomplished during instrument and aircraft assembly, this date may be a maximum of twelve (12) months prior to the date on your Airworthiness Certificate.

Because of this difference, Cessna recommends that you retest and inspect the static system(s) and altimeter(s) at your first Annual Inspection.

In following this recommendation, a schedule will be established whereby subsequent test and inspection periods will coincide with an Annual Inspection to minimize aircraft down time.

Customer Services Department
Cessna Aircraft Company

Cessna®

AIRCRAFT LOG AND MAINTENANCE RECORD

Record of Cessna P210N 00189 N69SX
Make Model Serial Certificate
 With Engine Continental TSIO-520-P 513208
Make Model Serial
 From 19 to 19
 Detailing Time From To
Hours Hours
 Owner
 Address

AIRCRAFT LOG

[illegible]

AIRCRAFT LOG

[illegible]

(3)

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 79							
MARCH 22			Install King avionics and Mitchell Century III auto-pilot system in aircraft for specific units installed. New weight & balance as follows:				
			E.W. = 2520.0				
			C.G. 40.3				
			U.L. 1479.4				
			Static test performed in accordance with FAR 91.170				
			Transponder & encoder certified in accordance with F.A.R. 91.36 part 43 general F.				
							Charles McLean
							Wayday Avionics CR5308-12

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

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AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19	
SEPT 9, 1979					Replaced King ADF System with Collins ADF 650A Sys. Install King KT 96 phone system AND Haskins CFS 1000 Computerized Flight System. Superseded last wt. & bal. AND entered new computations in aircraft records. New ACW 2526.6 th New C of G 40.3" -- END -- K.R. Malone th 2161151
OCT 14, 1979					TACH 108.4
					ALL AD NOTES COMPLIED WITH THIS DATE, NO OTHERS APPLY. SEE AD LIST BACK OF BOOK. I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. Dennis J. Loran 2159436 JA
MARCH 25, 1980					Installed Fuel Flow VALOR KIT SK210-93C AS PER AD NOTE 80-04-09. INSTALLED NEW VACUUM REGULATOR, INSPECTED TURNBUCKLES AS PER SE 80-46 AND INSTALLED EXHAUST STACKS AS PER SE 79-52 Dennis J. Loran AIP 2199436

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	IOths	
MAY 28, 1980	TACH 183.5		REPLACED SUCTION PAGE IN C 66		3540	0101	Fennis J. Lobern AIP 2189136
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature	19	
7/1/80	SA 7	STC	SA 7		ROBERTSON STOL MODIFICATION
INSTALLED AT					ST. Cloud Aviation
SEE F.A.A. FORM 337, DATED					6-16-80
WEIGHT INCREASE				13	LBS. AT 44 INCHES
NEW EMPTY WEIGHT				2539.6	
NEW EMPTY WEIGHT C.G.				40.31	
NEW USEFUL LOAD				1465.4	
MAXIMUM TAKE OFF WEIGHT				4000.0	
MAXIMUM LANDING WEIGHT				4000.0	
SIGNATURE					1979755
INSPECTED BY					A & P CERT., NO.
SIGNATURE					1979755
					A I CERT., NO.

AIRCRAFT LOG

DATE		FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
19						HOURS	10THS	
80								
40-23		259.6						
100 hr inspection completed All Bank, Luning Replaced Bearings (3 wheels) & checked LHA swing per maint manual & found to be OK All cables checked @ fair leads & pulleys & OK								
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED ACCORDING WITH ANNUAL INSPECTION AND IS DETERMINED TO BE IN AIRWORTHY CONDITION								
JOHN E. BENNETT A1-77928								
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE								

AIRCRAFT LOG

[illegible]

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AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 3-4-81	CONTINUED FROM PREVIOUS PAGE						18 1-3
THE ALTIMETER AND STATIC SYSTEM TESTS REQUIRED BY FAR. PART 91.170 HAVE BEEN PERFORMED. THE ALTIMETER (S) HAVE BEEN TESTED TO 35000 FT. ON (L) SN P2640 (R) <u> </u> SIGNED <u>W. J. [Signature]</u> DATE 3-4-81							
 GROSSE ILE FLIGHT SERVICE INC. 9505 GROH ROAD • GROSSE ILE, MI 48136							

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

AIRCRAFT LOG

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VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
19 July 17, 1981	Tach 333.1	TT. 332.1			Complied with Cessna service letter SE 81-35 by installation of SK210-98B Turbo charger replacement. For new weight & balance see WTB sheet Timothy M. Biddle 368642162
INSTALLED NEW FUEL FLOW TRANSDUCER - C/W AD 81-23-03 THIS DATE 8/10/81 DUE 389.9 ALL AD NOTES COMPLIED WITH DATE 11-5-81 TACH. TIME 364.9 TOTAL TIME 364.9 THIS DATE, NO OTHERS APPLY C/W SE 81-31 INSPECTION OF AIR/OIL SEPARATOR. Repaired STROBE & TAIL NAV. RIM SWITCHED RT MAINTIRE. REPLACED ELEVATOR TIP & VACUUM ALTERS. C/W SE 81-35 EXHAUST & INDUCTION LEAKS. INSTALLED NEW G.I. PS 12-11 BATTERY. END					I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. SIGNED <u>Thomas J. [Signature]</u> 21941361A
 GROSSE ILE FLIGHT SERVICE, INC. 9505 GROH ROAD • GROSSE ILE, MI 48136					

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	IOths	
Feb 19 1982	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Feb 19 1982	Tach 407.3	C/W AD 81-23-03 Exhaust System	Inspection. Found what may be the start of a bulge. Customer was notified of this condition.	Inspection due again At 4570 hrs. Also complied w/ h SE 81-33 repair kit and SE 81-45 Induction modification.			Timothy M. Bulley 365646/60

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

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

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Place	Signature	19 ____	Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
			May 6, 1982	Tach 413.9	Complied with SE 82-13 Dual vacuum pump Installation for w/Balance change see w/B sheets. Complied with SE 82-14 Radar pod modification and also c/w AD 81-23-23 by replacing complete exhaust system. All vacuum & Regio filters replaced. Timothy M. Belding 368646160

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
12-11	457.0						
Work completed this date PD notes re. scheduled & up to date Wheel Bearings checked & greased All Bands lining Replaced LDC Swung per main manual & OK Air frame & LDC Lubricated as necessary All Air frame & Eng. controls checked & Lubricated PD 76-07-12 C/O for this date							
CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED ACCORDING WITH ANNUAL INSPECTION AND HAS BEEN DETERMINED TO BE IN AIRWORTHY CONDITION.							
JOHN E. BENNETT 61-72700							
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1 VOR 2			19	certify that this aircraft No: been inspected in accordance with a <u>Annual</u> inspection and was determined to be in airworthy condition. Date 1/17/84 A&E Sig. <u>Woodrow C. Lutz</u> T. T. 556. No. <u>ADP 1990851 IA.</u> Replaced Taxi & Tail nav lights Replaced left strobe power supply. Replaced nose gear down hyd. hose. Replaced fuel flow Transducer. Replaced E.T. battery. New date 8/85 Gear Cycled, emergency extension checked OK. <u>Dr. Chuter</u>

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	IOths	
9/19/84	Tach 604.1		Replaced overhead vent fan motor this date. March 1985				CLP 1990857
I certify that this aircraft has been inspected in accordance with an <u>Annual</u> inspection and was determined to be in airworthy condition. Date <u>3/15/85</u> A&E <u>Sgt. Hoodman</u> <u>Chute</u> T. I. <u>685</u> No. <u>A-155085</u> <u>1 EA.</u> <u>Refined brakes, replaced seals in fuel tank caps. H. Chute</u>							

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

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
12/20/85	Tach 664.2			12/20/85	Serviced nose strut TAW. Serviced Hyd. & Air to 90 PSI. MAINTENANCE RELEASE The aircraft, airframe, aircraft engine, propeller or appliance identified above was repaired and inspected in accordance with current maintenance rules of the Fed. Aviation Regulations and is approved for return to service. Pertinent details of the repair and inspection are on file at this repair station under work Order No. <u>605</u> Date <u>12/20/85</u>. Sign <u>Tech Bell</u> A+B 347405501 for let Services in 8550 Lilley Road, an n. nc man 48187

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Date

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19	674 TACH.	3-20-86					
	Engine oil check compression 2-22, 3-22, 4-22, 5-22, 6-22, check mag, drain fuel system, clarify that the install new FLT battery, rebuild nose strut, install new nose & LT main tire, replace wheel bearings, perform retract test, lube, install #6-32 nut plates in ft outboard gear inspection cover, install new brake linings, check all pulleys, cables & bell cranks, I certify that this aircraft has been inspected in accordance with an annual inspection was found to be in airworthy condition						
							<i>Paul R. Wilke</i> A-1 P384543706 A-1

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

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19 ____	
7-11-86		688.8 hrs. Tach			Installed Turbo Plus Inc. intercooler system 15000 AD, S/N 124 under STC 5A2390 NM. Installed Turbo Plus Inc. magneto pressurization kit No. 16000 under STC 5E2393 NM. See FAA form 337 this date. Revised weight & balance, inserted POH supplement. Operational check satisfactory. Steve Moen A/P 484821212
MAINTENANCE RELEASE					
The component identified 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 repairs are on file at this Repair Station under work order <u>9886</u> , Date <u>7-11-86</u> , Signature <u>Steve Moen</u> , Type of Certificate/Number <u>14-85726</u> for CRS C14-18, St. Cloud Aviation, Inc., St. Cloud, MN 56302.					

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AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
9-2-86	695.2 hrs.		installed decals on Panel				Tom Kelen
2-11-87	717 T.T.		REPACKED ALL WHEEL BEARING & REPLACED ONE ON LT MAIN INSTALL NEW CHROME BRAKE DISCS & NEW PADS, PERFORM RETRACTION TEST CHECK ALL PULLEYS CABLES & BELL CRANKS LUBRICATE. I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION & HAS BEEN FOUND TO BE IN AIR WORTHY CONDITION.				Paul H. Wilder AIP 38854 3806 AT
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

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AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19	
					Performed Biennial check required by part 91.172 on K706 RENA Transponder system #1 SN 11594 & #2 SN NA Specifications were met as per part 43 appendix F and recorded on W.O. #87-2220 Ron Collins Aviation Electronics, Evansville, Indiana, FAA Repair Station #3287 Authorized Signature 11-5-87 <i>Paul H. Wilder</i>
					I certify that the altimeter and static system tests required by FAR part 91.171 have been performed. The Altimeter was tested to #1 35000 Ft on 11-5-87 #2 NA Ft on AM 150-20 TOC 20000 Ft on 11-5-87 Data Correspondence to #2 20000 Ft on 11-5-87 #2 NA Ft on Ron Collins Aviation Electronics, Evansville, Indiana FAA Repair Station #3283 11-5-87 <i>Paul H. Wilder</i> Date Authorized Signature

1

ATURE OF
FLIGHT

**DURATION
OF
FLIGHT**

ACCUMULATED TOTAL FLYING TIME	
HOURS	10THS

SIGNATURE OF PILOT

Removed Aero Mechanism AM 150-20 altitude encoder. Installed Marco AR 850 altitude encoder. For installation data see FAA form 337 this date. Aircraft weight and balance change negligible.

MAINTENANCE RELEASE

I Certify that the altimeter and static system tests required by FAR part 91.171 have been performed. The

The appliance identified on this form	was repaired and inspected in
According to current regulations	of the Federal Aviation Admin.
and applicable to this service	Particular details of the repair
are on file at the repair station and	W.O.# 87-2254

Altimeter was tested to #1 35,000 Ft on NOV. 5 1987

#2 N/A F1. on

NOV 10 1987
For Ron Collins Aviation Electronics Troubleshooting Station 603
6103 Flightline Dr. Evansville, Indiana 47712

Data Correspondence to #1 25,000 Fl of NOV. 10 1987

#7	51.0	
----	------	--

Ron Collins	Aviation Electronics, Evansville, Indiana	4/1/87
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FAA Repair Station #5283	NOV. 10 1987	<i>[Signature]</i>
	Date	Authorized Signature

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

AIRCRAFT LOG

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VOR Receiver operation checked
in accordance with FAR 91.25

DATE _____

REMARKS

Date 47	Bearing error	Place	Signature
	VOR 1 VOR 2		

19 _____

Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.

11-19

Removed Edo-Aire Mitchell Steering
Horizon-3BZ-LT P/N 52C77-2 S/N 651A.
Installed Exchanged Edo-Aire Mitchell
Steering Horizon-3BZ-LT P/N 52C77-2
S/N 111B

SERVICED BY

CASTLEBERRY

**Instruments & Avionics, Inc.**

A Subsidiary of The **BFGoodrich** Company

817 Dessau Rd.
Austin, Texas 78753-9710
Phone (512) 251-3441

FAA Repair Station No 3812
FAA Manufacturer's Maintenance Facility 243-13

Serviceable Part Tag

CUSTOMER. A. M. Collins Auto Electr

[illegible]

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19	
12-26-87		784.2 Tach			Replaced hydraulic motor solenoid and diode, Cycled gear Then several fault free extensions, Pepped and painted nose Cowling as Required The aircraft and/or component identified herein was repaired and inspected in accordance with current Federal Air Regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency under Work Order No. 13235 Date 12-26-87 Signed <u>James E. Doherty</u> for NORTHERN AIR SERVICE INC. - KENT COUNTY INTL AIRPORT GRAND RAPIDS, MICHIGAN 49508 F A A APPROVED REPAIR STATION No. 4317

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

VOR Receiver operation checked in accordance with FAR 91.25				DA	Instructions for use of this log book.	
Date	Bearing error	Place	Signature	19	ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.	
	VOR 1	VOR 2				
8-25-88			Tech 876.3 hrs		C/W 140 87-20-03 Sent track by visual & measurement	
Inspection			C/W 85-02-07		Fuel selector by visual & operational inspection. Selector has no free play or loose parts.	
Work completed this date				8-25-88		
Serviced or Checked the following Equipment:						
Battery ✓			Lubed all required points ✓	Date 8-25-88 Tech Time 876.3 hrs		
Hydro Fluid ✓			Cowling ✓	Airframe T.T. 876.3 Engine SMOH 876.3 T.T. 876.3		
Cables & Pulleys ✓			Instrument Filters ✓	Prop SMOH 876.3 T.T. 876.3 ELT Due JULY 90		
Packed Wheel Bearings ✓			Placards ✓	Oil Due 9263 100 hr Due / Annual Due 8-89		
Struts ✓			Wiring ✓	"I certify that this Airframe has been inspected in accordance with a 100% inspection and was determined to be in airworthy condition". AD NOTES listed in back of log book. Double check		
Brakes & Disc ✓			Lights ✓			
Tires ✓			Fittings ✓			
Retracted Gear ✓			Windows ✓			
Push-Pull Tubes ✓			Exterior ✓			
Inspected in accordance with Cessna service manual						

BRANCH COUNTY AVIATION, INC.
 P. O. Box 272
 1125 Airport Road
 Coldwater, Michigan 49036

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

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CONT. IN LOG #2

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AIRCRAFT LOG

DATE

KAL-AERO, INC. AIRFRAME LOGBOOK ENTRY

NO 69SX MAKE Cessna MODEL P210 S/N 0189
 PAGE 1 OF 1 TTAC 883.9 LDGS

1. Removed, bench tested, and replaced radar RTA ART161A S/N 3297 and indicator IN152A S/N 4850. Tested OK.
2. Replaced left horizontal stab deice boot with new P/N 255-5D5 101-03 S/N 336DH and right deice boot with P/N 255-5D5 101-04 S/N 340DH, ops checked OK.
3. Balanced elevator IAW Cessna Service Manual page 18-9 to 18-10. Reinstalled elevator and ops checked OK. Replaced static wick with new P/N C592001-0201. *Removed cleaned & REINSTALLED DEICE VALVE IN TAIL. OPS CR OK L-FAA FOR KAL-AERO*
 -END-

The aircraft identified on this form was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and only that work performed is approved for return to service. Pertinent details of this repair are on file at this repair station under:

WORK ORDER # 93165 and 92815 DATE 11/3/88 SIGNED *Dennis Van Stuen*
 KAL-AERO, INC. 5605 PORTAGE RD. KALAMAZOO, MI. 49002 CRS # 3240

CARRY

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AIRCRAFT LOG

Repairs - Service Letters -
 R USE OF THIS LOG BOOK -
 shown.

KAL-AERO, INC. AIRFRAME LOGBOOK ENTRY

NO 69SX MAKE Cessna MODEL P-210R S/N 0189
 PAGE 1 OF 1 TTAC 915.2 LDGS

1. Replaced left wing deice boot with new unit, p/n 255-5D5101-01, s/n 322CH. Ops checked OK.
2. Replaced static wick on left elevator with new unit, p/n C592001-0201.

-END-

The aircraft identified on this form was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and only that work performed is approved for return to service. Pertinent details of this repair are on file at this repair station under:

WORK ORDER # 93851 DATE 01/03/89 SIGNED *Dennis Van Stuen*
 KAL-AERO, INC. 5605 PORTAGE RD. KALAMAZOO, MI. 49002 CRS # 3240

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	IOths	
1-13-89	Tach 923.8	Wing C/W AD 88-25-04	Slick mass by installing placard E inserting the AFM/POH Supplement in the Pilots operation Hand Book				
			Small 8/10/89 1451P379640562				
2-10-89	Tach 939.2		Installed 1 new device boot on prop. Part # 6199. ops checked prop device system, checks OK. Replaced alternate static valve with new part # 2013142-10 performed static leak check per Part 23.1325, checks OK. Installed 3 new static discharge wicks part # 592001-0201. Removed Radio telephone from Ap for repair, part # KT96 S# 1889. Adjusted fluxgate to manufactures specs for compass. AD 88-25-04 is not applicable by part # of magnetos installed on engine. Model # 662 serial # 8116092 left # 3039097 right.				
			James Van Stuen for CR# 3240				
			WD# 93972				

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

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature	19__	Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
	VOR 1	VOR 2			
2-15-89					Removed pilots attitude gyro model 52C77-2. Installed Castleberry overhauled, 52C77-2 serial 485A and tested. Robert Bantler R.N. 2320196 for Mayday Avionics C.R.S. COX-21 - Main - teance release - attached
MAINTENANCE RELEASE A3344 (34)					
COMPONENT <u>FD/HRI</u> SERIAL NO. <u>485A</u>					
PART/MODEL NO: <u>52C77-2</u> (0)					
☒ Overhaul ☐ Repair ☐ Bench Ck & Test ☐ New					
The Aircraft Appliance identified above was overhauled, repaired and bench tested, or is new as per block above in accordance with current Federal Aviation Administration Regulations and is approved for return to service. Details of this component are on file at this repair station under					
Work Order # <u>A3344</u> Date <u>2-3-89</u>					
Authorized Signature <u>Julie T. Raines Jr.</u>					