



The Standard

AIRCRAFT LOG

2DC86 A0AE0 FFBFF

ACK Technologies Inc

Model E-04 ELT

Aircraft Record General Information

Manufacturer CESSNA Model 172M

Serial 17265054 Registration Number N64160

Date of Manufacture _____

Engine(s) currently installed:

Manufacturer Lycoming Model O-320-F2D Serial L19708-27A

Manufacturer _____ Model _____ Serial _____

Propeller(s) currently installed:

Manufacturer McCouley Model 1C160/CTM 7553

HUB Model _____ Serial 722560 Serial _____

Blade Model _____ Serial _____ Serial _____ Serial _____

Blade Model _____ Serial _____ Serial _____ Serial _____

DATE	TOTAL TIME IN SERVICE	Current Weight and Balance Information			Remarks
		Empty Weight	Empty C.G.	Useful Load	
1999					
5-7	TACH.	4252.3	T.T. AF. 4252.3		
					Annual inspection completed this date IAIW A.A. inspection quick & service manual. Inspected controls and control systems for proper operation and lubed bel pulleys, bel cranks, ect. Serviced battery, wsf brakes, and wheel bearings & repacked. Installed new B34108 midduct air filter, and new B3-S-1 use reg. filter, repaired carb heat shroud, installed new 32135-1 alt/low volt. light. Cleared '2 wsf. fuel strainer. AD's checked thru Bi-weekly 99-09.
					Clw AD 87-26-03 R2
					Seat rails, next due 1st 5-7-2000. Clw AD 76-07-12 Baudix switch, not

DATE

19.

RECORDING TACH TIME

TODAY'S FLIGHT

**TOTAL
TIME IN
SERVICE**

Description of Inspections, Tests, Repairs and Alterations

Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

Log Book Entry N#: 64160 W/O# 180 119

Description of Work: ADF 1000, AN

Removed AND PLACARDED AS PER
91.213 d. (3) ii

Signature: Bruce C. Strohman Date: 10/1/99

~~FLIGHTCRAFT, INC. / PORTLAND FCP831D~~

HM/TACH:

FLIGHTCRAFT

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

Reg# N64160

Cessna 172M

Tach Time 4374.1

Removed and Reinstalled rudder

IAW ~~SP~~ Cessna Aircraft manual, P/N D972-3-13
Section 10-7 dated June 15 1975.

END

01/06/00

Francis E. Palmer A&P 542 885549

Description of Inspections, Tests, Repairs and Alterations

Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

Performed the following major alteration: Removed the No. 2 KX 170B NAV/COM & KI 201C Nav Ind. Moved the No. 1 KX 170B NAV/COM & KI 214 Nav Ind/G/S Rx to the No. 2 position. Installed a Garmin GNS 430 Nav/Comm/GPS & GI 106A Nav Ind (in the No. 1 position), GA 56 GPS Antenna & AK 550-6 14 to 28 voltage converterl This installation was performed IAW GNS 430 install manual P/N 190-00140-02 Rev. E, Dated June 25, 1999, GI 106A install manual P/N 190-00180-00 Rev. A, Dated April 9, 1999, GA 56 Instructions manual P/N 190-00094-00 Rev. C, Dated April 22, 1999 & AK 550 install doc. IM 550. The physical aspects of this installation meet or exceed the criteria inclusive to FAA AC 43.13-1B/2A dated September 1998. IAW AC 20-138 appendix 1, this is a follow on installation, reference STC# SA00705WI. Performed a ground test IAW AC 20-138 par 7(b)(1-11), and the Garmin installation manual. Reference FAA approved 337 and Flight Manual Supplement Dated 01/04/2000, for further details. Conducted an electrical load analysis and determined the A/C electrical system can support the equipment installed.

The aircraft weight and balance has been amended to reflect this installation. Completed IFR Cert IAW FAR 91.411 part 43 Appendix E and FAR 91.413 Part 43 Appendix F.

CONTINUED ON NEXT PAGE

DATE 2000 15	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)			
01/06/2000	4374.1			CONTINUED FROM PREVIOUS PAGE			
		This altimeter SN <u>E118</u> and aircraft static system have been tested as required by FAR 91.411 and found to comply with the requirements listed in FAR Part 43 Appendix E. Details on file under WO# <u>2908</u> at: Pacific Coast Avionics 22783 Airport Rd. N.E. • Aurora, OR 97002 CRS # OPXR 455L		This transponder Make <u>KING</u> Model <u>KT-78</u> has been tested as required by FAR 91.413 and found to comply with the requirements listed in FAR Part 43 Appendix F. Details on file under WO# <u>2908</u> at: Pacific Coast Avionics 22783 Airport Rd. N.E. • Aurora, OR 97002 CRS # OPXR 455L			
	Date <u>01/06/00</u>	Tach <u>4374.1</u>	Sig <u>Phantom</u>	Date <u>01/06/00</u>	Tach <u>4374.1</u>	Sig <u>Phantom</u>	
	I certify that the avionics maintenance or installation performed on this aircraft is in compliance with applicable F.A.R.'s and the aircraft has been returned to airworthy condition. Details on file under WO# <u>2908</u> at this station.						
	Pacific Coast Avionics 22783 Airport Rd. N.E. • Aurora, OR 97002 CRS # OPXR 455L						
	Date <u>01/06/00</u>	Tach <u>4374.1</u>	Sig <u>Phantom</u>				
			— EN D —				

DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE
19			

Description of Inspections, Tests, Repairs and Alterations

Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

Completed a satisfactory test flight IAW AC 20-138 for the installed GNS 430 GPS system. Reference the flight test data sheet, dated 01/27/00. Removed the VFR limitation placard from the instrument panel & this GNS 430 GPS system is approved for IFR flight per FAA approved 337 form dated 01/04 2000.

Signed Alvornola, inspector for Pacific Coast Avionics, Corp.
22783 Airport Rd. NE. Aurora. OR 97002 CRS #OPXR455L.

- 03/02/2000 Tach 4382.5 This date and time, removed and replaced battery with new p/n G-25.

D Gibbons

A&P 554689612

N64160

TACH & TOTAL 4402

6/14/00

COMPLIED WITH AD 87-20-03 R2 BY REPLACEMENT OF ALL SEAT TRACKS, INSPECTION OF ROLLERS & PIN ENGAGEMENT. NEXT DUE 6/01. COMPLIED WITH AD 76-07-12 BY REPLACEMENT OF IGN. SWITCH TCM P/N 10-357200-1. AD NO LONGER APPLIES. COMPLIED WITH AD 00-06-01 BY MEASURING STANDPIPE, NO FURTHER ACTION REQUIRED. RESEALED & SERVICED NOSE STRUT. REPLACED MAIN WHEELS / BRAKES CLEVELAND KIT P/N 199-84A. REPLACED E.L.T. BATT. NEXT DUE 8/02. REPLACED NOSE TIRE & TUBE, CONDOR 6.00 X 6 6PLY. INSTALLED ELECTRONICS INTERNATIONAL CHT / EGT SCANNER, SEE 337. I CERTIFY I HAVE INSPECTED THIS AIRFRAME IN ACCORDANCE WITH AN ANNUAL INSPECTION AS PER FAR 43 APP. D, AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION ON 6/14/00 NORTHWEST AIRTECH W.O. 2346.

BILL MONTGOMERY

AP534628289IA

Bill Montgomery

Inspections, Tests, Repairs and Alterations

Endorsed with Name, Rating and Certificate Number of Test (See back pages for other specific entries.)

TVA AVIONICS CRS T6VR936N

I CERTIFY THAT THE ~~ALTIMETER AND~~ STATIC SYSTEMS TEST REQUIRED BY FAR PART 91.411 HAS BEEN PERFORMED IN ACCORDANCE WITH FAR 43 APPENDIX E.

ALTIMETERS TESTED TO _____ FEET

	ALTIMETER	ENCODER	STATIC
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#1	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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#2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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W.O.	1748	DATE 6/15/00
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SIGNED	<u>Bill Montgomery</u>	
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N64160 TACH & TOTAL: 4402 6-14-00

REMOVED LYCOMING O-320-E2D ENGINE SN: L-19708-27A & MCCUALEY PROP 1C172/TM.
INSTALLED LYCOMING O-360-A4M ENGINE SN: L-37349-36A & SENSENICH PROP
76EM8S140-60 SN: 33654 K IAW STC SA4428SW.

INSTALLED GROSS WEIGHT INCREASE TO 2500LB IAW STC SA2196CE.

INSTALLED ELECTRONICS INTERNATIONAL SR8A ENGINE ANALYZER WITH CHT AND EGT
PROBES FOR ALL CYLINDERS.

REMOVED KING KR-85 ADF RECIEVER AND TRAY.

REMOVED PETERSON AUTO FUEL STCS SA1948CE AND SE1931CE.

VACUUM PUMP 211CC SN 09506 OVERHAULED BY AERO ACCESSORIES, INC (WO32614) AND
REINSTALLED.

DAMAGED XPDR ANTENNA REPLACED WITH SERVICEABLE USED ANTENNA.

OIL COOLER OVERHAULED BY R&E OIL COOLER SVCS. ON THEIR WO/INV: 4811.

ALL NEW HOSES INSTALLED FIREWALL FWD.

NEW PN 0552130-11 AIR INLET SHROUD INSTALLED.

ENGINE MOUNT CLEANED INSPECTED AND POWDER COATED.

REPLACED BENT NOSE STRUT UPPER BARREL ASSY. WITH SERVICEABLE ASSY. AND
DAMAGED INNER TUBE UPPER BEARING WITH NEW PN 1243021-1 BEARING.

SHIMMED LOOSE STEERING COLLAR.

NEW SIGMA TEK DIRECTIONAL GYRO INSTALLED.

RE-RIGGED RUDDER TO CENTER BY ADJUSTING STEERING ROD LENGTHS.

SHIMMED PILOT'S DOOR TO RELIEVE STRESS ON HINGE.

REPAIRED BROKEN PRIMER LINE BY CUTTING BACK AND RE-SILVER SOLDERING FITTING.

REPLACED BROKEN DOOR STAY CLIP ON PILOT'S DOOR.

BATTERY BOX CLEANED OF CORROSION AND PAINTED WITH ACID PROOF PAINT.

Michael Houtchens A&P 516789350 IA

MICHAEL HOUTCHENS A&P 516789350 IA NW AIRTECH WO 2346 & 2310

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

N64160 airframe log entry. 7-28-00 Tach: 4436.7

DG removed, bench tested OK and reinstalled.
Replaced hose from vacuum regulator to DG.
Checked with vacuum tester satisfactorily.



Michael Houtchens A&P 516789350 IA

10-24-00 Tach 4462

Replaced turn coordinator with new unit model # 1394T200-7Z sn: 2009-255.

Replaced magnetic compass with new unit part # C2400L4P. Compass swung and correction card installed.

N=002 30=030 60=062 90=093 120=121 150=149 S=182 210=213 240=242 270=274 300=305 330=332.

Radios were on.

Checked SEB-007 and found it does not apply to this filter: pn 1J10-1.



Michael Houtchens A&P 516789350 IA NW Airtech WO 2480

N64160 Airframe log entry. 3-23-01 Tach: 4488.0

**CW SEB01-3 by internal and external inspection, and
application of corrosion preventative compounds per
paragraphs 1,2,3,4,6, & 7. No sign of any corrosion found.**

Next inspection due: 4-1-02.



Michael Houtchens A&P 516789350 IA
Northwest Airtech WO 2520

7-23-01 Tach and airframe total: 4511 Annual inspection.

All wheel bearings repacked with one bearing and race in nosewheel replaced due to corrosion.

Airframe fully lubed, battery and all fluid levels serviced.

Installed boots on hot electrical terminals on firewall.

Replaced bottom hinge pin on pilot's door.

All roll pins on pilot's seat put back into position.

Replaced nylon bushings on shoulder harness clips.

Replaced frayed coax end on ELT at ELT end with new BNC connector.

ELT tested per FAR 91.207d. All OK.

Replaced right aileron fwd rod end with new S1819-3 rod end.

CW AD 87-20-03R2 (9-24-90) by inspection of seat mechanisms per AD. OK. Next due: 8-1-02.

Re-rigged ailerons to spec.

Adjusted elevator down stop to spec.

Replaced lower clamp on carb heat muff.

Replaced worn bolt at carb heat cable airbox end.

Replaced BA4108 filter with new.

Welded crack at #1 exhaust flange.

Replaced slightly twisted drive coupling for vacuum pump with new PMA'd part (not airborne).

I certify that this aircraft has been inspected IAW an annual inspection and was found to be in airworthy condition.



Michael Houtchens A&P 516789350 IA Northwest Airtech WO: 2560

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

Pacific Coast Avionics

22783 Airport Road NE
Aurora, OR 97002

Date: 3/29/02 Tach: 4571.4 Reg. #N64160
Repair Station No. OPXR455L

This altimeter SN F 118
and aircraft static system have been tested as required by
FAR 91.411 and found to comply with the requirements
listed in FAR Part 43 Appendix E. Details on file under
WO# 3362 at:

Pacific Coast Avionics
22783 Airport Rd. N.E. • Aurora, OR 97002
CRS # OPXR 455L
Date 3/29/02 Tach 4571.4 Sig SP-0

This transponder Make Bendix/King
Model KT78 has been
tested as required by FAR 91.413 and found to comply with
the requirements listed in FAR Part 43 Appendix F. Details
on file under WO# 3762 at:

Pacific Coast Avionics
22783 Airport Rd. N.E. • Aurora, OR 97002
CRS # OPXR 455L
Date 3/29/02 Tach 4571.4 Sig SP-0

8-9-02 Tach and airframe total: 4602 Annual Inspection.

Replaced ELT battery with new. Expires August of 2004.

CW FAR 91.207d by check of ELT function and condition per FAR. OK.

CW AD 87-20-03R2 (9-24-90) By inspection per AD and by replacement of roller washers on both pilot and co-pilot's seats. Next inspection due: 9-1-03.

All wheel bearings re-packed, tires aired up, strut serviced with 5606 and nitrogen, brake reservoirs serviced, battery serviced and load tested OK, gascolator serviced and airframe spray lubed and greased as required.

Replaced inoperative potentiometer for instrument lights with new.

Re-painted red map light and treated switch for corrosion on the contacts.

Replaced CO detector card with new.

Replaced landing light with new 4522 light.

Welded broken tab on carb heat muff.

Re-positioned induction airbox for cowling clearance. Relieved baffling in 2 places for cowl clearance.

Replaced several loose rivets in bottom, aft area of lower cowl.

Installed new BA 6108 induction air filter element.

Tightened misc. loose screws.

Removed 2 washers from alternator mount bolt to provide adequate thread engagement.

Replaced muffler with new due to leaking at the tailpipe to muffler joint under the gusset.

Installed riveted patch on baffling fwd of #1 cylinder.

Resealed and serviced nose strut.

Sealed control cable holes through firewall.

- Secured inactive but hot original wire for cigarette liter.
- Re-set roll pin in pilot's window latch.
- Reversed both main tires on their wheels to maximize wear.
- Sealed around perimeter of windshield.
- Replaced co-pilot's outboard seat belt mount bolt with longer one for adequate thread engagement.
- Put roll pins back in proper position on pilot's seat.
- Replaced worn out clevis pins on pilot's seat back mechanism.
- Fabricated and installed fwd tunnel cover / stiffener plate as it was missing.
- Replaced right nav light 28V bulb with 12V bulb.
- Replaced all seals in fuel selector due to leakage around shaft seal.
- Straightened bent upper bracket for parking brake cable housing and tightened housing nuts.
- Re-secured wires away from fuel line that were attached to the fuel line.
- Tightened loose upper torque link bolt and re-safetied.
- Replaced worn flap wear buttons with new.
- Rounded / removed sharp edges at door frames front and back half way up.
- Generated new weight and balance sheet because weight and balance amendment dated 1-3-94 was not accounted amendment dated 12-24-99.
- I certify that this aircraft has been inspected IAW an annual inspection and was found to be in airworthy condition
- 
- Michael Houtchens A&P 516789350 IA Northwest Airtech WO: 2695

Page 2 of 2

09/05/2003 Tach and Airframe Total Time: 4725.6 Annual Inspection

CW AD 87-20-03 R2 (9/24/90) by inspection and measurement of seat rails, rollers etc. Due by 9/31/03
CW FAR 91.207d by check of ELT function and condition per FAR. OK.
Reworked pilot side window latch to operate properly.
Installed baffle air seal around oil cooler.
Installed Halon fire extinguisher bracket between crew seats.
Replaced air filter with new BA6108 filter.
Replaced vacuum regulator filter with new B5-3-1 filter.
Replaced three cowl shock mounts with new J444-14 shock mounts.
Replaced limitation placard with new.
All wheel bearings re-packed, tires aired up, strut serviced with 5606 and nitrogen, brake reservoirs serviced and load tested OK, gascolator serviced and airframe spray lubed and greased as required.

I certify that this airframe has been inspected IAW an annual inspection and was found to be in airworthy condition.



Michael Houtchens A&P 516789350 IA Northwest Airtech WO: 2847

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

This altimeter SN E118 and aircraft static system have been tested as required by FAR 91.411 and found to comply with the requirements listed in FAR Part 43 Appendix E. Details on file under WO# 4575 at:

Pacific Coast Avionics
22783 Airport Rd. N.E. • Aurora, OR 97002
CRS # OPXR 455L

Date 3/10/04 Tach _____ Sig Frank Peltz

This transponder Maka Bendix/King Model K178 has been tested as required by FAR 91.413 and found to comply with the requirements listed in FAR Part 43 Appendix F. Details on file under WO# 4575 at:

Pacific Coast Avionics
22783 Airport Rd. N.E. • Aurora, OR 97002
CRS # OPXR 455L

Date 3/10/04 Tach _____ Sig Michael Houtchens

4-26-04 Tach: 4750.4

Installed TSO'd PS Engineering PM3000 4 place, stereo intercom, sn: D12130 with 2 music input jacks in parallel. Original aircraft jacks remain as backup connections. Equipment list amended accordingly. Weight and balance calculations performed by Steve Ferree and myself.

Michael Houtchens

Michael Houtchens A&P 516789350 IA Northwest Airtech WO: 2900

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

Aurora Aviation

REG.: N64160

MODEL: Cessna 172M

S/N: 172-65004

WO No. 21604

Aurora State Airport

14338 Stenbock Way NE ~ PO Box 127

Aurora, OR 97002

(503) 678-5172

DATE:

7/6/2004

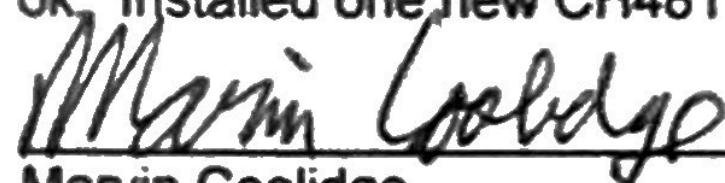
TACH:

4766.0

HOBBS:

115.7

Drained oil and serviced with 8 qts. Aeroshell 100 plus oil. Remove, cut and inspect oil filter, found ok. Installed one new CH48110-1 filter. Ground run and checked for leaks, found ok.



Marvin Coolidge

A&P 542780585

10-05-06 Tach and airframe total: 4783.2 Annual Inspection

All wheel bearings re-packed, tires aired up, strut serviced with 5606 and nitrogen, brake reservoirs serviced, battery serviced and load tested OK, gascolator serviced and airframe spray lubed and greased as required.

Replaced both main tires with new Condor 6.00-6 tires. Original tubes inspected and reinstalled.

Installed badge type carbon monoxide detector on instrument panel.

Tightened knob setscrews on #2 Nav/Com.

Turn coordinator, Mid Continent model 1394T100-7Z sn: 2009-255 removed and sent to Mid Continent for repair of inoperative power indicator flag. Weight and balance change is negligible. Secured wiring for flight and blanked panel hole.

Repaired 2 broken mount tabs on carb heat muff by welded on tab replacement.

Repaired leak at #3 exhaust flange by re-alignment of the riser at the muffler adapter (welded on) and replacement of the gasket. Cleaned up exhaust residue.

Replaced air filter element, BA6108.

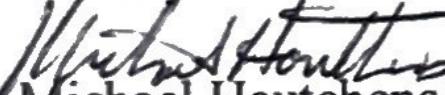
Replaced all brake linings with new.

CW FAR 91.207d by check of ELT function and condition per FAR. OK. Due annually.

Replaced ELT battery with new: Expires November, 2006.

CW AD 87-20-03 R2 (9-24-90) by inspection per AD. All OK. Next due: 11-1-05

I certify that this aircraft has been inspected IAW an annual inspection and was found to be in airworthy condition.



Michael Houtchens A&P 516789350 IA Northwest Airtech WO: 2937

air

11-4-04 Tach: 4786.5

Turn coordinator model # 1394T100-7Z, sn: 2009-255 reinstalled after repair by Mid-Continent Instruments West
on their WO WRK0044626 (replaced flag unit due to inop flag).

Operational check satisfactory.

Michael Houtchens

Michael Houtchens A&P 516789350 IA Northwest Airtech

DATE
2005
35

RECORDING
TACH
TIME

TODAY'S
FLIGHT

TOTAL
TIME IN
SERVICE

Description of Inspections, Tests, Repairs and Alterations

Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

Aurora Aviation

REG.: N64160

MODEL: Cessna 172M

S/N: 172-65054

WO No. 23805

Aurora State Airport

14338 Stenbock Way NE ~ PO Box 127

Aurora, OR 97002

(503) 678-5172

DATE:

7/28/2005

TACH:

4812.9

TT:

Changed oil and filter, serviced with 8 qts Aeroshell 100W + and CH48110-1 filter. Ran on ground, leak and operational checked o.k.

Chris Scopietz

A&P 2183921

Airframe Log N64160 Date: 11-1-05
Tach Time: 4836.5
Total Time: 4836.5

CW AD# 87-20-03 R2 "Seat Mechanisms", dated 9-24-90, IAW inspection requirements of the AD. Next due November 2006.

CW FAR 91.207(D), IAW ELT operational and signal strength test. No defects found. Next due November 2006.

R&R o-rings on lower nose strut collar with new.

Installed straps on radio trays to prevent sagging.

Repaired landing light terminal.

Installed missing hose from RH cabin vent to cabin heat plenum.

Removed mud scrapers from main wheel boots.

R&R pilot's forward door post plastic.

Battery serviced, charged, and load tested. Lubed airframe as required. Packed wheel bearings with grease. Inspected fuel screens, no contaminants found. Serviced strut with mil-h-5606 and nitrogen. Aired tires to manufacturer's specifications.

I certify that this airframe has been inspected in accordance with an Annual Inspection and was found to be in an airworthy condition.



Andrew J. Vohs AP2714112IA

Northwest Airtech WO#3047

Phone#: (360) 501-4631

11-18-05 Tach: 4837.9

Garmin GPS indicator Model 013-00049-01 sn: M99054 reinstalled after repair by Mid-Continent Instruments on their WO
WRK0068430.

Battery Replaced with a new G25 battery: sn: G02104958.

Michael Houtchens
Michael Houtchens A&P 516789350 IA NW Airtech WO: 3052

Aurora Aviation

REG.: N64160

MODEL: Cessna 172M

S/N: 172-65004

WO No. 20206

Aurora State Airport

14338 Stenbock Way NE ~ PO Box 127

Aurora, OR 97002

(503) 678-5172

DATE:

8/14/2006

TACH:

4882.9

HOBBS:

244.0

Changed oil and filter. Serviced with 8 qts Aeroshell 100 plus, and Champion CH48110-1 filter. Inspected filter, no contaminants found at this time. Oil sample taken. Nose strut serviced with 5606 and nitrogen.

Replaced nose wheel pant door with servicable door.

Lance Olson

Lance Olson
A&P2876108

Airframe Log N64160

Date: 12-8-06

Tach Time: 4890.2

Total Time: 4890.2

CW AD#87-20-03 R2, "Seat Mechanisms", dated 9-24-90, IAW visual and dimensional inspection. No discrepancies found. Next due December 2007.

CW FAR 91.207(D), ELT operational and signal strength test. Found battery has reached expiration. Installed new battery. Battery replacement next due October 2008. Inspection next due December 2007.

Main aircraft battery removed, tested specific gravity, topped off electrolyte, charged, and reinstalled. Repacked all wheel bearings with grease. Aired tires to manufacturer's specifications. Spray lubed and greased airframe as required.

Reset roll pins on pilot's seat and safetied.

R&R 5 cowling shock mounts with new.

Performed weld repair to upper outboard attachment ear on carburetor heat shroud.

Installed pilot's hold open bracket, spacer, and spring.

Replaced 5 of 8 instrument panel shock mounts due to cracked and sagging condition.

R&R elevator center hinge bolt with new.

R&R induction air filter with new.

I certify that this airframe has been inspected IAW an annual inspection and was found to be in airworthy condition.


Andrew J. Vohs AP2714112IA

Northwest Aintech WO# 3191

Phone#: (360) 501-4631

DATE 19 ____	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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Pacific Coast Avionics Corp.
Certificated Repair Station OPXR455L
Radio Class I, II, Limited Radio III, Limited Airframe, Limited Instrument

22783 Airport Rd. NE
Aurora OR. 97002
(800) 353-0370

Aircraft Make: **Cessna** Model: **172M** Tail Id: **N64160** Work Order: **7032**

Performed certification of the King KT 78 Transponder, S/N 18069 and its corresponding altitude reporting system in accordance with the requirements listed in 14 CFR 91.413 and found them in compliance with 14 CFR 43 appendix F.

Performed a certification of the aircraft altimetry system in accordance with 14 CFR 91.411 and found the pitot static system and altimeter to comply with the requirements listed in 14 CFR 43 appendix E.

Details of this certification will be on file under work order 7032 at Pacific Coast Avionics.

Signature: **Christopher Brand**

Date: **9/21/2007**

Pacific Coast Avionics Corp.
Certificated Repair Station OPXR455L
Radio Class I, II, Limited Radio III, Limited Airframe, Limited Instrument

22783 Airport Rd. NE
Aurora OR. 97002
(800) 353-0370

Aircraft Make: Cessna

Model: 172M

Tail Id: N64160

Work Order: 7083

Upgraded the Garmin Model 430 to a **Garmin Model 430W GPS-WAAS Navigation System** in accordance with FAA Approved Garmin 400W Series Master Data List, Drawing No: 005-C0221-00, Revision "A", dated October 31, 2006, or later FAA approved revision (STC# **SA01933LA**). The existing GNS 430 Flight Manual Supplement has been removed from the Aircraft Flight Manual and the new FAA Approved **Garmin 400W Series Airplane Flight Manual Supplement, Document No: 190-00356-63, Revision "Original"**, dated November 6, 2006, or later FAA approved revision has been placed in the Aircraft Flight Manual. Removed the Garmin GA 56 GPS Antenna, P/N 011-00134-00 and installed a new GA 35 GPS/WAAS Antenna P/N 013-00235-00 using the provisions left behind from the standard antenna in accordance with Garmin Upgrade Manual P/N 190-00357-06 Rev B and STC no. SA01933LA. Inspected and tested coax for correct type and attenuation in accordance with Garmin STC Upgrade Manual P/N 190-00357-06 Rev. B. The Garmin GNS 430, P/N 011-00134-00 was removed from the aircraft and replaced with a Garmin GNS 430W, P/N 011-01060-45. The new 430W uses the provisions left behind from the standard 430 installation and is configured in the same manner as the removed unit. The "WAAS" upgrade installation was performed, inspected, and certified in accordance with the requirements listed in the Garmin 400W/500W STC Upgrade Installation Manual P/N 190-00357-06. The aircraft flight manual has been updated to reflect the changes that have been made to the aircraft. A new electrical load analysis has been performed in accordance with AC 21-38 and the aircraft was found to be in compliance with 14 CFR 23.1351. A placard stating "GNS 430W NOT APPROVED FOR IFR NAVIGATION" has been affixed to the instrument panel in plain view of the pilot. This placard is to be removed upon satisfactory completion of an IFR certification flight and the GPS has been shown to meet the criteria listed in AC 20-138A. Garmin Document P/N 109-00356-65, GNS 430W Instructions for Continued Airworthiness has been included in the aircraft maintenance records.

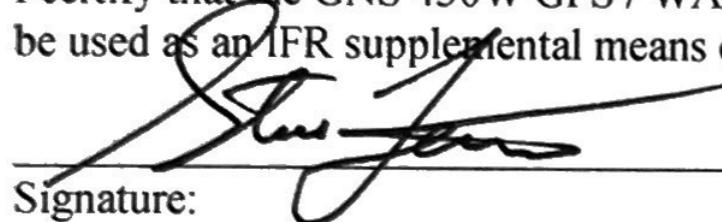
Signature: Christopher Brand

12-05-2007
Date: 12/05/2007

Sign off
Next Page →
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DATE 2008	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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I certify that the GNS 430W GPS / WAAS unit has been tested in accordance with the requirements listed in AC 20 – 138 and can now be used as an IFR supplemental means of navigation for oceanic, domestic en route, terminal, and precision instrument approaches.


Signature:

12/28/07
Date:

Airframe Log N64160

Date: 1-11-08

Tach Time: 4928.7

Total Time: 4928.7

CW AD#87-20-03 R2 "Seat Mechanisms" dated 9-24-90 by visual and dimensional inspection. No defects noted.

Next due Jan. 2009.

CW FAR 91.207(D), ELT operational and signal strength test. No defects found. Battery replacement due Oct. 2008. Inspection next due Jan 2009.

Main aircraft battery removed, tested specific gravity, topped off electrolyte, charged, load tested, and reinstalled. Repacked all wheel bearings with grease. Aired tires to manufacturer's specifications. Replaced defective valve core in left main tire. Re-sealed and serviced nose strut with MIL-H-5606 and nitrogen. Spray lubed and greased airframe as required. Re-placarded strobe light switch. Tightened loose static system moisture trap. Re-set elevator trim cable tension to 20 lbs. Lubricated right hand aileron hinges to eliminate squeaking. Repaired loose connection at back of

ELT remote switch assembly. Installed spacer to correct loose left-hand strobe lens. Replaced two worn camloc receptacles on right side of cowling. Tightened loose riv-nut on right hand main gear fairing. Re-glued rub strip on left vertical stabilizer fairing. Replaced radio rack cooling hose. Re-zeroed VSI. Replaced baggage door seal with new. Cleaned and lubricated pilots flood light switch. Installed new right hand forward door post trim.

I certify that this airframe has been inspected IAW an annual inspection and was found to be in airworthy condition.

Recently that this airplane has been
Robert J. Hencke

Robert L. Reinecke AP534888442IA

Northwest Airtech WO# 3351

Phone#: (360) 501-4631

DATE 2008 03	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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Pacific Coast Avionics Corp.
Certificated Repair Station OPXR455L
Radio Class I, II, Limited Radio III, Limited Airframe, Limited Instrument

22783 Airport Rd. NE
Aurora OR. 97002
(800) 353-0370

Aircraft Make: Cessna Model: 172M S/N: 17265954 Tail Id: N64160 Work Order: 7145 Total Time: 4935.7

Complied with Garmin Service Bulletin 0740 Revision B. Main SW v3.00 and GPS SW v3.0 have been installed in the GNS 430W unit, S/N 96304355. A new AFMS has been included with the flight manual.

Details of this certification are on file at Pacific Coast Avionics under the name Steve Ferree, work order # 7145.

Signature: Christopher Brand #3083970

3/14/2008

Date: 03/14/2008

Airframe Log N64160 Date: 9-12-08
Tach Time: 4959.5

Removed nose strut valve body, replaced aluminum gasket with new. Replaced valve core with new. Serviced strut with MIL-H-5606 fluid and Nitrogen.


Andrew J. Vohs AP2714112IA

Northwest Airtech WO# 3454

Phone#: (360) 501-4631

Airframe Log

N64160

Date: 2-5-09

Tach Time: 4971.3, Total Time: 4971.3

-CW AD#87-20-03 R2, "Seat Mechanisms", dated 9-24-90 by visual and dimensional inspection. No defects noted.

Next due February 2010.

-CW 14CFR91.207(D), ELT operational and signal strength test. No defects found. Next due February 2010.

-Main aircraft battery removed, tested specific gravity, topped off electrolyte, charged, load tested, and reinstalled.

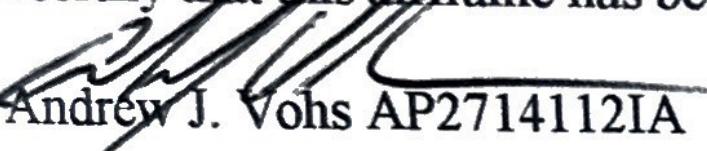
Repacked all wheel bearings with grease. Aired tires to manufacturer's specifications. Spray lubed and greased airframe as required.

-Removed tachometer and tachometer cable. Sealed firewall, installed Electronics International R-1-4 tachometer. Ops check good. See form 337 dated 2-5-09.

-Adjusted mixture and carb heat control rigging.

-Removed interfering foam from underneath RH door fabric to free up door handle.

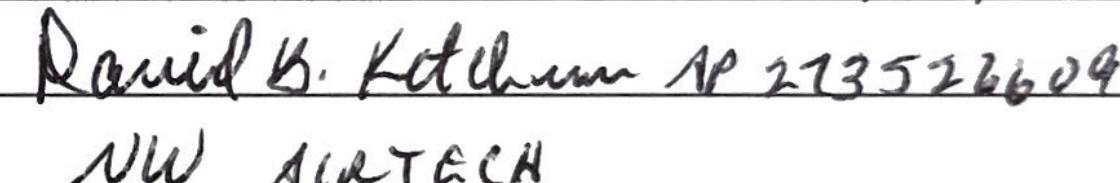
I certify that this airframe has been inspected IAW an annual inspection and was found to be in airworthy condition.


Andrew J. Vohs AP2714112IA

Northwest Airtech WO# 3496

Phone#: (360) 501-4631

2-6-09 REPLACED ELT BATTER PACK, C'D/W OPS CHECK AND REMOTE
SWITCH OPERATION - O.K. NEW DUE DATE FOR BATTERY JUN 01


David B. Kotchum AP 273526609
NW AIRTECH

REG#	REGISTRATION TAC#	TODAY'S FLIGHT TIME	TOTAL TIME IN SERVICE
10			

Description of Inspections, Tests, Repairs and Alterations

Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

Aurora Aviation

REG: N84180

Aurora State Airport

DATE:

1/26/2009

MODEL: Cessna 172M

14338 Stenbock Way NE ~ PO Box 127

TACH:

4969.7

S/N: 172-65054

Aurora, OR 97002

INV#9: 00035

(503) 678-5172

Removed main aircraft battery Gill P/N G-25 S/N G0214958 and installed new battery Gill P/N G-25 S/N G02409101.

Marvin Coolidge
Marvin Coolidge

A&P 2757107

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

Pacific Coast Avionics Corp.
Certificated Repair Station OPXR455L
Radio Class I, II, Limited Radio III, Limited Airframe, Limited Instrument

22783 Airport Rd. NE
Aurora OR. 97002
(800) 353-0370

Aircraft Make: **Cessna** Model: **172M** S/N: **17265054** Registration: **N64160** Work Order: **7578** Tach: **357.8**

Complied with Garmin Service Bulletin 0918 Rev A upgrading the GNS 430W, S/N 96304355 to system software version 3.3 and GPS/WAAS software to version 3.2. The current Garmin GNS 430W AFMS has been removed and the new Garmin GNS 430W AFMS, P/N 190-00356-03 Revision B has been inserted in its place. The work performed has been inspected and the aircraft has been found ready for return to service. Details of the work performed will be on file at Pacific Coast Avionics for 24 months under the name Garmin International, work order 7578.

Signature: Christopher Brand #3083970

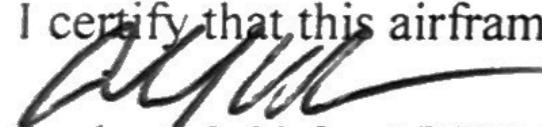
8/27/09

Date: 8/27/2009

Airframe Log**N64160****Date: 3-10-10****Tach Time: 4997.6, Total Time: 4997.6**

- CW AD#87-20-03 R2, "Seat Mechanisms", dated 9-24-90 by visual and dimensional inspection. No defects noted. Next due March 2011.
- CW 14CFR91.207(D), ELT operational and signal strength test. No defects found. Next due March 2011.
- Main aircraft battery removed, tested specific gravity, charged, and reinstalled. Repacked all wheel bearings with grease. Aired tires to manufacturer's specifications. Spray lubed and greased airframe as required.
- Reterminated alternator field wire and ACU sense wire at alternator. Removed wire where insulation had been chafed through.
- Replaced pilot's LH seat rail engagement pin with new.
- Installed shrink tube material over pilot and co-pilot jacks behind side panels.
- Removed RH main landing gear leg, removed outboard support bushing from casting. Installed new support bushing. Reinstalled RH main landing gear leg with new bolt and nut. Torqued to 1200"lbs. No movement detected.
- Installed new lower cowling to engine pad on the top of the landing light housing.
- Installed new rivnut for adel clamp support on firewall right of ACU.

I certify that this airframe has been inspected IAW an annual inspection and was found to be in airworthy condition.


Andrew J. Vohs AP2714112IA

Northwest Airtech WO# 3663

Phone#: (360) 501-4631

N64160 Airframe Log 4-12-2011 Tach & Airframe total: 5030.0

CW AD 87-20-03R2 (9-24-90) on seat mechanisms. Replaced 2 roller washers on pilot's seat. Next due: 5-1-2012.

CW 14CFR91.207(D), ELT operational and signal strength test. No defects found. Next due 5-1-2012.

Note that ELT battery expires June of 2010.

Fully resealed nose strut and serviced with 5606 and nitrogen.

Replaced induction air filter element BA6108 with new.

Re-organized wire bundles to clear pilot's side yoke.

Replaced unreadable fuel filler placards.

Garmin GNS430W GPS/Nav circuit breaker disconnected from 24V power converter and connected to 12V Avionics bus. Intermittent 24V power supply (AK550-6 sn 55441) replaced with new AK550-6 sn 477706.

Replaced broken diode pn: 077719-2 at avionics bus relay.

Installed Cessna kit SK210-174B IAW configuration "J".

Replaced voltage regulator with new Zeftronics unit. Removed Cessna overvoltage sensor. Performed all Zeftronics pre-installation checklist items. Filled out STC paperwork. Executed 337.

DATE
4/12/11

RECORDING
TACH
TIME
Cont

TODAY'S
FLIGHT

TOTAL
TIME IN
SERVICE

Description of Inspections, Tests, Repairs and Alterations

Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

Connected compass light wires.

Tightened left steering bungee attachment to rudder bar.

Applied Corrosion X anti-corrosion fog to entire airframe.

New APS Kevlar brake linings installed, both sides.

Repaired pilot's window latch.

Replaced Carb heat shaft and bearings using PMA'd kit CCH-KT-2 from McFarlane Aviation.

Serviced compass.

Main aircraft battery removed, tested specific gravity, topped off electrolyte, charged, load tested, and reinstalled.

Repacked all wheel bearings with grease. Aired tires to manufacturer's specifications. Spray lubed and greased airframe as required.

I certify that this aircraft has been inspected IAW an Annual inspection and was found to be in airworthy condition.



Michael Houtchens A&P3196889 IA NW Airtech WO:3780 Ph: 360-501-4631



DATE	RECORDING TACH	TODAY'S FLIGHT	TOTAL TIME IN	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair
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N64160 Airframe Log 05-25-2012 Tach: 5070.3 Airframe total: 5070.3

CW AD AD11-10-09 "Seat Track Wear and Seat Pin Engagement", by visual and dimensional inspection. Next due Tach 5170.3 or 50-2013.

CW 14CFR91.207(D), ELT operational and signal strength test. No defects found. Next due 05-2013.

Main aircraft battery removed, tested specific gravity, topped off electrolyte, charged, load tested, and reinstalled.

Repacked all wheel bearings with grease. Aired tires to manufacturer's specifications. Spray lubed and greased airframe as required.

-Serviced nose strut with nitrogen to specification.

-Replaced right tip strobe power supply with new p/n 152-0007.

-Replaced seal on passengers wing root air vent.

-Installed ACK-E-04 ELT kit in accordance with manufacturer's installation instructions and applicable information in AC43.13 and interfaced to Garmin GNS430W serial data out1 in accordance with Garmin 430 Installation manual. Functional self test completed with satisfactory results.

I certify that this aircraft has been inspected IAW an Annual inspection and was found to be in airworthy condition.



Robert L. Reinecke AP3455579IA NW Airtech WO:3900 Ph: 360-501-4631



DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations
2013				Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

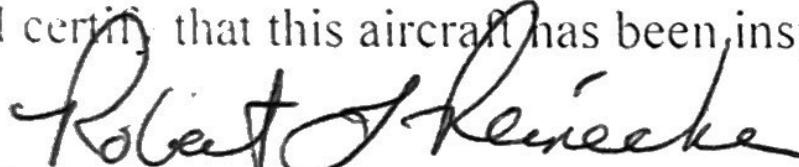
Pacific Coast Avionics Registration: N64160 Make: Cessna Model: 172M S/N: 17265054 Tach: N/A CRS OPXR455L Hobbs: 0500.6					
<p>Replaced Static Sump Bottle with like item Cessna, P/N S1258-1. Leak checked static system and found it in compliance with 23.1325.</p> <p>Performed 14 CFR 91.411 certification of the altimetry system. The Altimeter, altitude reporting, and pitot / static systems were tested for error and found to be in compliance with the requirements listed in 14 CFR 43 Appendix E to an altitude of 10,000 feet.</p> <p>Performed 14 CFR 91.413 certification of the King KT 78 ATCRBS, S/N 18069 and found the system to comply with the requirements listed in 14 CFR 43 Appendix F.</p> <p>The aircraft has been inspected in accordance with current federal aviation regulations and found to be airworthy with respect to the work performed. Details will be on file at Pacific Coast Avionics under Steve Ferree, work order 11001.</p> <p><i>3/15/2013</i></p>					
Signature: Christopher Brand			Date: 3/15/2013		

N64160 Airframe Log 06-24-2013 Tach: 5107.6 Airframe total: 5107.6 CW AD 11-10-09 "Seat Track Wear and Seat Pin Engagement", dated 06-17-2011, by visual and dimensional inspection. No defects noted. Next due Tach: 5207.6 or June 2014. CW 14CFR91.207(D). ELT operational and signal strength test. No defects found. Next due June 2014. --cont--

Repacked all wheel bearings with grease. Aired tires to manufacturer's specifications. Spray lubed and greased airframe as required.

- Replaced battery with new Concorde RG-25.
- Replaced air filter element with new.
- Added washers to screws at #2 Nav indicator mounting.
- Repaired air filter baffle by installation of ABS doubler.
- Replaced co-pilot's heat duct upper clamp with used serviceable clamp.
- Replaced pilot's rudder pedals with refurbished units from McFarlane.
- Replaced pilot's control yoke universal joint with new kit from McFarlane.
- Repaired right elevator tip cracks by adding one rivet and gluing with ABS cement.
- Replaced nose tire with new Condor brand tire. Replaced inner tube with new Michelin Airstop.
- Replaced all flap rub buttons with new.
- Stop drilled one crack in the lower leading edge of right gear fairing.
- Repaired crack on lower rudder cap with ABS cement.
- Blended rough edges of inner trailing edges of both elevators.
- Installed new Plane Plastics pilot and co-pilot instrument panel overlays.
- Replaced top rudder cap installation screws with new stainless steel.
- Replaced several Southco studs and retainers in top cowling due to wear.

I certify that this aircraft has been inspected IAW an Annual inspection and was found to be in airworthy condition.



Robert L. Reinecke AP3455579IA NW Airtech WO: 3986 Ph: 360-501-4631



N64160 Airframe Log 7-1-2014 Tach & Airframe total: 5141.4

CW AD 11-10-09 (6-17-11) on seat tracks and mechanisms. All ok. Due annually or each 100 hours whichever is first. CW 14CFR91.207(D), ELT operational and signal strength test. No defects found. Next due 8-1-2015 or 5241.4 WOF (whichever occurs first). Battery expires 6-29-2016.

Main aircraft battery removed, charged, cleaned and treated terminals with anti-corrosion treatment. Repacked all wheel bearings with grease. Aired tires to manufacturer's specifications. Spray lubed and greased airframe as required.

Replaced broken springs in baggage door latch.

Replaced left fuel sump drain valve with new.

Adjusted mixture control rigging slightly for full travel and cushion.

Tightened and reinstalled snap ring on #4 EGT probe, added ss washer.

Lubed primer pump.

Repaired switch for doorpost mounted spotlight to get both lights functioning again.

Tightened landing light connectors for removal of cowl.

Replaced intake air filter with new BA6108 filter element.

Removed and replaced alternator belt with new. Tightened loose bolts for flap rollers.

Reconnected left fuel cap chain. Repositioned roll pins on pilot's seat and safetied.

Placarded spot light switch on pilot's door post.

Removed nose strut assembly, cleaned, reshimmmed steering collar, reshimmmed torque link, serviced shimmy dampener, reassembled and reinstalled. Ops checks good.

Cleaned and treated battery terminals.

I certify that this aircraft has been inspected IAW an Annual inspection and was found to be in airworthy condition.



Michael Houtchens A&P 3196889 IA NW Airtech WO: 4055 Ph: 360-501-4631



Pacific Coast Avionics
Registration: N64160

Make: CESSNA

Model: 172M

S/N: 17265054

CRS OPXR455L
Aircraft Time: 546.2 HOBBS

PERFORMED COMPASS SWING AND ADJUSTED COMPASS TO BE WITHIN LIMITS PRESCRIBED BY 14 CFR 23.1327 USING ACCEPTED METHODS DESCRIBED IN AC 43.13-1B, CH. 12, PP. 12-13 & 12-14, ¶ 12-37 § b, c (1)-(3), & c (4)-(6). REMOVED EXISTING NARCO L-BAND ANTENNA UDA-3 AND EXISTING COAX. INSTALLED COMANT CI 105 L-BAND ANTENNA P/N CI-105 S/N 67181 AT FLIGHT STATION 96 AND NEW RG-142 COAX. INSTALLED AND TESTED CI 105 IAW MANUAL P/N AC 43.13-2, Ch. 13, pp. 23-27, ¶ 300-309 REV B, dated Mar 2008. ANALOG CLOCK WAS DETERMINED TO BE INOPERATIVE AND IS NOT REQUIRED FOR VFR DAY AND NIGHT FLIGHT OPERATIONS. NO FURTHER CORRECTIVE ACTION TAKEN. RENDERED CLOCK INOPERATIVE BY REMOVING FUSEABLE LINK FOR CLOCK POWER. LABELED CLOCK INOPERATIVE. INSTALLED TEMPORARY PLACARD IN FULL VIEW OF THE PILOT STATING "AIRCRAFT IS LIMITED TO VFR FLIGHT ONLY". INSTALLED GARMIN GDL 88 DATA RECEIVER P/N 011-02369-00 S/N 22T001920 AT FLIGHT STATION 112 USING STC SA02119SE. INSTALLED, CONFIGURED AND TESTED GDL 88 IAW MANUAL P/N 190-01310-00 REV 3, dated Jan 2014. INSTALLED COMANT CI 105 L-BAND ANTENNA P/N CI-105 S/N 67076 AT FLIGHT STATION 84. INSTALLED AND TESTED CI 105 IAW MANUAL P/N AC 43.13-2, Ch. 3, pp. 23-27, ¶ 300-309 REV B, dated Mar 2008. REMOVED EXISTING D120-P2-T ENCODER AND INSTALLED ACK A 30 ENCODER P/N A-30 S/N 133438 IN SAME LOCATION AT FLIGHT STATION 8. INSTALLED, CONFIGURED AND TESTED A 30 IAW MANUAL P/N A30M REV 5, dated Aug 2012. NDN ON FINAL INSPECTION.

The installation of the GARMIN GDL 88 DATA RECEIVER; have been analyzed in accordance with 14 CFR 43 Appendix A and found to meet the definition of a Major Alteration as defined by 14 CFR 1.1. An FAA Form 337, dated July 09, 2014 has been completed and filed with the Federal Aviation Administration. All other repairs or alterations noted in this maintenance entry have been analyzed in the same manner and found to be Minor.

This aircraft has been inspected in accordance with current federal aviation regulations and found to be airworthy with respect to the work performed. Details will be on file at Pacific Coast Avionics under Steve Ferree, work order SO-6950.

Signature: Chris Brand

7/9/2014

Date: 7/9/2014

Page 1 of 1

Pacific Coast Avionics

Registration: N64160

Make: CESSNA

Model: 172M

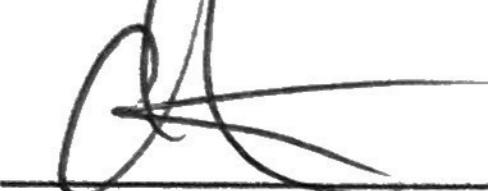
S/N: 17265054

CRS OPXR455L

Aircraft Time: 546.2 HOBBS

THE ALTIMETER, AND THE AIRCRAFT STATIC SYSTEM(S) HAVE BEEN TESTED AND INSPECTED AND FOUND TO COMPLY WITH APPENDIX E OF 14 CFR PART 43. THE BENDIX/KING KT 78 TRANSPONDER SN 15069 HAS BEEN TESTED AND INSPECTED AND FOUND TO COMPLY WITH APPENDIX F OF 14 CFR PART 43. THIS SATISFIES THE INSPECTION REQUIREMENTS OF 14 CFR 91.411 & 91.413. NEXT INSPECTION DUE: 7/2016

This aircraft has been inspected in accordance with current federal aviation regulations and found to be airworthy with respect to the work performed. Details will be on file at Pacific Coast Avionics under Steve Ferree, work order SO-6950.


Signature: Chris Brand

7/9/2014
Date: 7/9/2014

Pacific Coast Avionics

Registration: N64160

Make: Cessna

Model: 172M

S/N: 17265054

Tach: N/A

CRS OPXR455L

Hobbs: 0546.2

Replaced failed 1 ampere inline Hobbs meter fuse located next to battery in engine compartment. Replaced corroded #1 and #2 Cessna Com antennas with equivalent Rami AV-10 Com antennas. Cleaned and treated aircraft skin for corrosion. Removed excess paint to allow better grounding of antennas. Replaced corroded coax connectors at antennas with 225395-1 BNC Connectors. Performed SWR and Watt meter tests of both Com radios and antennas and found the systems to be operational as per the Garmin GNS 430W and King KX170 Installation Manuals.

The aircraft has been inspected in accordance with current federal aviation regulations and found to be airworthy with respect to the work performed. Details will be on file at Pacific Coast Avionics under Steve Ferree, work order 8719.


Signature: Christopher Brand

10/29/2014
Date: 10/29/2014

ENGINE MODEL
ENGINE S/N:
FREG. NO: 145418
WORK ORDER:

Engine Entry

Installed new st

DATE: 3/2/2015

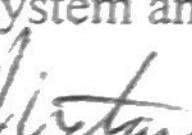
N64160

Troubles

Found wi

tested lig

system an


Michael H

ENGINE MODEL:
ENGINE S/N:
REG NO: N64160
WORK ORDER: 15023



Salem Air Center
PO Box 115044
Salem, OR 97309
Phone: 503-364-0111

DATE: 3/2/2015
5201.0 A/C TSN: 3
ENG TT: Technician or Repair
TSMOH:
HOBBS: 546.6

Tach 5201.0

Engine Entries

Installed new starter, P/N 149-12LS.

DATE: 3/2/2015

SIGNED:

Hunt David, A&P: 2215772

Work Order: 15023

Printed by EBis 3 (datcomedia.com)

N64160 Airframe Log 5-1-2015 Tach: 5213.0

Troubleshoot and repaired problem causing 5A alternator circuit breaker to blow.

Found wires pulled out of Hi Voltage light and intermittently shorting on hardware behind panel. Re-connected wires, tested light for op's by grounding annunciator lead at Voltage regulator. Also ran plane and op's checked charging system and found satisfactory.

Michael Houtchens

Michael Houtchens A&P 3196889 NW Airtech Ph: 360-501-4631



N64160 Airframe Log 7-17-2015 Tach & Airframe total: 5219.2

CW AD 11-10-09 (6-17-11) on seat tracks and mechanisms. All good. Next due: tach 5319.2 or 8-1-2016, whichever is first.

CW 14CFR91.207(D), ELT operational and signal strength test. No defects found. Next due: 8-1-2016.

Removed inop alternator (open field), installed overhauled exchange alternator pn DOFF10300JR sn: H-P020498.

Replaced R15V00 voltage regulator due to inoperative annunciator circuit. Installed new Plane Power Voltage regulator pn R1224 sn: H-P050826. Adjusted regulating voltage to 14.0V @ 75°F.

Replaced old Battery Minder fuseholder assy with new 15A assembly included with new Battery Minder.

Tightened clamps for carb heat shroud, & installed safety wire to prevent future loosening.

Replaced stripped bolt and nutplate for copilot shoulder harness with new NAS464 bolt and new nutplate.

Reworked fitting on primer pump and added fitting seal to prevent leakage.

Replaced pilot's yoke support assy at instrument panel.

Replaced all instrument panel shock mounts with new J6984-8 mounts.

Replaced plastic covers for lower instrument panel with new: switch and circuit breaker pane, engine control panel and glove box door. All control cables in the replaced panel area cleaned and lubed, reinstalled and rigged.

Adjusted rudder to neutral from slight right turn and also neutralized the fixed tab on the rudder.

Installed ACK E-04.10.1.12 static suppressor at the ELT antenna per ACK recommendation.

Replaced left wingtip recognition light with new H7604 lamp.

Replaced induction air filter element with new BA6108.

Repaired cracked air filter shroud assy. Repositioned carb airbox to minimize / eliminate contact with cowling.

Stop drilled and doubled cracks in baffling above #3 cylinder.

Replaced right fuel drain valve with new.

Tightened right flap inboard, aft roller bolt.

Blended small nicks in nose gear fork, primed and painted.

Applied corrosion x locally on wing attach hardware to arrest surface corrosion.

Removed small area of corrosion on left side of pilot's foot area of the cabin floor. Primed.

Resealed pipe threads on aft side of firewall penetration for oil pressure line to gage.

Replaced vacuum regulator filter with new.

Replaced right brake linings with new, conditioned during post inspection runup.

Replaced broken nutplate on right fillet panel for empennage.

Replaced broken copilot door open catch with new S2436-1 catch and adjusted for good op's.

Main aircraft battery removed, charged, tested, and reinstalled. Repacked all wheel bearings with Aeroshell 22 grease.

Aired tires to manufacturer's specifications. Spray lubed and greased airframe as required.

I certify that this aircraft has been inspected IAW an Annual inspection and was found to be in airworthy condition.



Michael Houtchens A&P 3196889 IA NW Airtech WO: 4111 Ph: 360-501-4631



DATE	TOTAL TIME IN SERVICE	Reference of Major Repairs and Major Alterations To FAA Form ACA-337 by Date, or to the Work Order by Number and the Approving Agency
19	—	

N64160 Airframe Log 5/9/2016 Tach: 5248.8 Hour Meter: 595.6

Troubleshoot faulty #3 EGT indication. Found broken wiring under instrument panel & performed wiring repair. Operational check successful with no further defects noted.



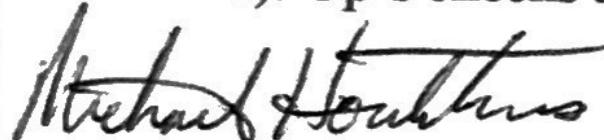
A&P 2765045

Roger Burgoyne A&P 2765045 NW Airtech WO: 4164 Ph: 360-501-4631



N64160 Airframe Log 6-29-2016 Tach: 5253.6

Vac inop. found Vacuum pump drive sheared, owner confirmed pump performance had been deteriorating. Removed failed pump pn 211CC SN 09506, Cleaned hoses and fittings, applied full suction at firewall fitting using Airborne vac test kit and shook hoses around to ensure all clear. Transferred fittings to new RAP215CC pump SN A61816 and installed pump to engine with new lockwashers. Changed vac reg filter and central filter with new (B3-5-1 and RA1J10-1). Op's checks all good.



Michael Houtchens A&P 3196889 IA NW Airtech WO: 4170 Ph: 360-501-4631



TRANSWESTERN AVIATION SERVICES LLC

PO Box 814
Scappoose, OR - 97056
(503) 543-3121
FAA Repair Station 9TWR771B

W/O# 1832
A/C Manf Cessna
A/C Model 172M
A/C Reg# N64160
A/C S/N# 17265054

I certify that the altimeter & static system test required by Part 91.411 is Certified
Altimeter # 1, Certified to 20,000 ft. Encoder # 1, Certified to 20,000 ft.

Inspector Signature: John P. Scoggy Date: 8/01/2016

I certify that the transponder system test required by Part 91.413, is Certified.

Transponder # 1, Manf King, Model KT-78

Inspector Signature: John P. Scoggy Date: 8/01/2016

VFR _____, VFR & Correspondence _____, IFR VNSR

ving Agency

N64160 Airframe Log 8-15-2016 Tach & Airframe total: 5267.2

CW AD 11-10-09 (6-17-11) by inspecting seat tracks and mechanisms per AD. Due each 100 hrs or 12 months WOF.

Next due: tach: 5367.2 or 9-1-2017 WOF.

CW 14CFR91.207(D), ELT operational and signal strength test. No defects found. **Next due 9-1-2017.**

Main ELT battery replaced with new E-04.0 battery.

Repacked all wheel bearings with Aeroshell 22 grease. Aired tires to manufacturer's specifications. Spray lubed and greased airframe as required.

Replaced right brake disc with new RA164-04000 disc and installed new RA66-105 linings on right side only.

Resealed windshield perimeter.

Replaced baggage door seal and adjusted latch.

Replaced BA6108 air filter element.

Repaired cracked air filter shroud plastic.

Replaced worn carb heat cable attachment bolt.

Replaced non-structural screws in carb heat flapper valve with structural screws.

Plane Plastics ventube fresh air valves installed as a minor alteration.

Replaced DG with new Sigma-Tek Unit.

Repaired cracked baffling at #3 cylinder with riveted doubler.

Replaced 2nd cowl shock mount from the bottom on the left side with new J7444-14 mount due to debonding.

Secured and chafe protected wire bundles in floor under pilot.

Performed full Corrosion X treatment of airframe.

Replaced 3 smoking rivets at lower root of left and right horizontal stab.

Replaced broken roll pin at pilot's seat back angle weldment, inboard.

Resealed nose strut and installed fresh 5606 and nitrogen.
Reworked right rear pax headphone jack box mounting so it is secure.

I certify that this aircraft has been inspected IAW an Annual inspection and was found to be in airworthy condition.

Michael Houtchens

Michael Houtchens A&P 3196889 IA NW Airtech WO: 4173 Ph: 360-501-4631



WEIGHT & BALANCE AND EQUIPMENT LIST AMENDMENT

DATE	WO #	OWNER	REG #	MAKE & MODEL	SERIAL #
10/4/2017	4237	MARKANN LLC	N64160	Cessna 172M	17265054

ITEM	WEIGHT	ARM	MOMENT
Previous empty weight as of 7/9/2014	1464.2	38.78	56780.513
Removed pilot & copilot shoulder harnesses & lap belts	-3.0	53.50	-160.500
Installed BAS inertia reel shoulder harness/lap belt system per STC SA2067NM	5.0	60.50	302.500
Totals	1466.2	38.82	56922.513
NEW EMPTY WEIGHT	1466.2		
E.W.C.G.	38.82		
MOMENT	56922.513		
MAX TAKE-OFF WEIGHT	2550		
USEFUL LOAD	1083.8		

Roger Burgoyne A&P 2765045

N64160 Airframe Log 10/4/17 Tach: 5308.9 Airframe total: 5308.9

Stop drilled crack in lower cowl near air filter.

Replaced brackett air filter p/n 6108

Replaced oil cooler hardware with structural screws

Drain fuel from RH Tank. Removed outlet fitting. Cleaned and visually inspected nipple and fitting. Reinstalled fitting with loctite thread sealant. Reattached the fuel line to output fitting. Leak check serviceable

Stop drilled small crack near top LH hinge on rudder

Freed frozen trim pulley by removing, lubricating, and reinstalling.

Removed interior and shelving to gain access to cracked bulkhead at station 108.0 near baggage door latch. Stop drilled crack. Researched repair in Cessna Structural Repair, AC43.13, and inquired with Cessna Tech support about possible SB/SK. Made doubler WRT Cessna Structural Repair paragraph 18-57 and figure 18-5. Filled out and Filed 337.

GDL 88 Coax Antenna cable rerouted to prevent chafing on control cables

Drove two rivets holding top of LH main landing gear box in order to squeeze them more.

Verified main gear box hardware is structural. Re-torqued all structural screws.

Secured wiring near LH control yoke to prevent chain from chafing in full nose down position

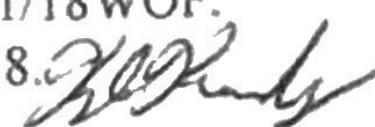
Secured forward elevator bellcrank cotter pins.

Replaced vacuum garter filter B3-5-1.

Removed, disassembled, cleaned, replaced plunger oring MS29513-010, reassembled, reinstalled using kit FS-KT-1 in fuel strainer. Leak check serviceable

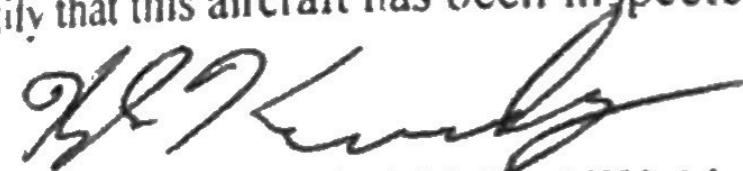
Replaced two rivets on RH main wheel pants bracket

Complied with inspection AD 11-10-09 Seat Rail and Seat inspection. Next due Tach: 5408.9 or 10/1/18 WOF.

CW 14CFR91.207(D), ELT inspection. No defects found. E-04 Battery due 6/30/21 Next due 11/1/18. 

Repacked all wheel bearings with grease. Aired tires to manufacturer's specifications. Spray lubed and greased airframe as required.

I certify that this aircraft has been inspected IAW an Annual inspection and was found to be in airworthy condition.

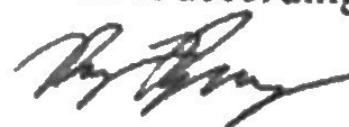


Kyle Kennedy A&P 3425292 IA NW Airtech WO:4237 Ph: 360-501-4631



N64160 Airframe Log 10/4/17 Tach: 5308.9 Airframe total: 5308.9

Removed pilot's & co-pilot's shoulder harnesses & lap seat belts. Installed BAS Inc. inertia reel shoulder harness assemblies at both pilot & co-pilot positions in accordance with STC SA2067NM. Amended weight & balance records accordingly.



A&P 2765045

Roger Burgoyne A&P 2765045 NW Airtech WO: 4237 Ph: 360-501-4631



