

Book # I M

The Cessna logo, featuring the word "Cessna" in a blue serif font with a red diagonal line through the "C".

AIRCRAFT LOG AND MAINTENANCE RECORD

N 5175E SERIAL NO. 17271753

LOG 1 OF 2

IMPORTANT NOTICE

Dear Owner:

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



AIRCRAFT LOG AND MAINTENANCE RECORD

Record of	CESSNA	172N	17271753	N5175E
	Make	Model	Serial	Certificate
With Engine	LYCOMING	O-320-H2AD	L-5108-76	
	Make	Model	Serial	
From	19	to	19	
Detailing Time From		Hours	To	Hours
Owner				
Address				

FD-808 (1-71)

MEMORANDA OF IMPORTANT INFORMATION AND DETAILS

Enter on this page any important facts of which you need a permanent record. These should include Make, Design Number, and Serial Numbers of such major accessories and parts as: Propeller, Wheels, Radio, Instruments, Starter, Carburetor, Generator, and all other important equipment. Enter here also memoranda regarding the weights of any such special equipment, together with any other data which might be valuable at a later date.

EXCERPT FROM THE FEDERAL AVIATION REGULATIONS

NOTE

Since the following excerpt is subject to change, a periodic check of the latest FAR, Part 91 should be made to insure that adequate maintenance records are being kept.

"FAR 91.173 Aircraft and Engine Maintenance Records. The registered owner or operator shall maintain a maintenance record in a form and manner prescribed by the administrator which shall include a current and accurate record of the total time in service on the aircraft and on each engine, a record of inspections, and a record of maintenance required by Part 18 of this subchapter. Such records shall be:

- "(a) Presented for required entries each time inspection or maintenance is accomplished on the aircraft or engine,
- "(b) Transferred to the new registered owner or operator upon disposition of the aircraft or engine involved, and
- "(c) Made available for inspection by authorized representatives of the administrator or board."

INSTRUCTIONS FOR THE USE OF THIS LOG BOOK

All required data must be entered in the proper columns regularly. The column headed REMARKS is particularly important, for in that column must be entered the following information:

1. A record of all Line and Periodic inspections and results.
2. A record of all accidents in which the aircraft is involved, whether major or minor. All entries covering alterations or repairs to aircraft or propeller shall be endorsed by the certificated mechanic responsible for same, including the rating and certificate number.
3. A record of rigging changes; all repairs and alterations to aircraft or propeller; changes in engines or propellers; and a record of operation of both - installed, and also prior to installation.
4. When repairs or alterations to aircraft or propeller necessitate submission of FAA Form ACA 227 (Repairs and Alterations) the original of this form shall be incorporated in the back of this book, and become a part thereof; and each such incorporated form shall be noted in the REMARKS column.
5. A record of all repairs to instruments used on certificated airline aircraft.
6. Chronological listing of compliance with aerobics bulletins, airworthiness directives, etc., including a description of the method of compliance.

MAKE ALL ENTRIES WITH PEN AND INK-MAKE NO ERASURES.

[illegible]

1000 Release operations checked at accordance with FAR 91.40				DATE _____		REMARKS _____	
Rep. <u>78</u> FROM 1 FOR 1	Inspected at: _____ Pilot: _____ Signature: _____			(Signature) _____ (Signature) _____		Enter here general data reference to "Log" and "Periodic" inspections - "Bugs" "Changes" - "Alterations" or "Repairs" - Service Letters and notices - "Remarks" or "Remarks" as called in the form of this form, under the heading "REMARKS" FROM FAR 91.40. FROM FAR 91.40.	
10-24-78	10-24-78			10-24-78		10-24-78	

AIRCRAFT LOG						
DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME	SIGNATURE OF PILOT
				HOURS	MIN	
06/01/79	SL	SE 77-13	Out temporal bat			ELITEWAYS, INC.
06/01/79	SL	SE 77-14	Physically clamps			DAYTON GENERAL AIRPORT DAYTON, OHIO
06/01/79	SL	SE 77-16	Yellow tape 7/16/79			FAA APPROVED REPAIR STATION C05-1
06/01/79	SL	SE 77-15	banking light nose cap			DATE 8-8-79 AGT. SUPERVISOR <i>Donald R. Miller</i>
			Tach 7.5			AERO COMMANDER - CESSNA
06/01/79	SL	SE 77-48	MAG HOUSING & Coil Retention			SALES & SERVICE
06/01/79	SL	SE 77-10	CRASH WARNING ATTACHED Plate in Temp 21.0 36.2 23.2 23			
06/01/79	SL	SE 77-53	alternator assy. related per maintenance			Miller 12-11-79

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

AIRCRAFT LOG			
DATE	REMARKS	DATE	REMARKS
10-5-79	Tach 1.2 T 1.2		
	checked all cables & pulleys checked all control		
	movements checked wheels & brakes C.P.O.K.		
	1 CERTIFY THAT THIS AIRCRAFT HAS BEEN		
	INSPECTED IN ACCORDANCE WITH 14 CFR 43.1		
	AND WAS DETERMINED TO BE IN		
	SAFELY AIRWORTHY CONDITION		
	1 CERTIFY THAT THIS AIRCRAFT HAS BEEN		
	INSPECTED IN ACCORDANCE WITH 14 CFR 43.1		
	AND WAS DETERMINED TO BE IN		
	SAFELY AIRWORTHY CONDITION		
	Annual		
	Lyndell D. Holland		
	A.P. 1516592-1A		

AIRCRAFT LOG						
DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME	SIGNATURE OF PILOT
					HOURS MINUTES	
6-4-88	Lock	22.9	TT 22.9			
Checked all cable & pulley controls & linkage Replaced needles with new from OEM Checked needles & timing new gear & start AD 20-01-88 OK no prob						
					Duration 22.9 ATP 26728223	
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A LOCAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.						
6-5-88 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A LOCAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.						
6-5-88 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A LOCAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.						

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

AIRCRAFT LOG				REMARKS
DATE	FLIGHT FROM	TO	SIGNATURE	
July 16	7A	150.8		Checked All Cables, Pulleys, Ballchairs & Control linkage Checked Wires, Ties & Brakes. Checked Control Condition & Timing AD 80-25-07, AD 81-04-04, AD 81-05-01 Confirmed with this data. Checked all outside ADS pertaining to this aircraft. This data removed.
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ADVERSE THIS INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.				ATP 201607 IA

AIRCRAFT LOG						
DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME	SIGNATURE OF PILOT
86					HOURS:10 ⁰⁰	
7/1/86	100 hour inspection		checked and fittings, hinges, cables and pulleys, checked where required, installed wing tip struts, checked brakes, wheels and tires. A.D. test in rear of log book.			
	TTA= 399.4		I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.			
	TACH= 399.4		Jong Kae-ba ATP 30/1407584			
			I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.			
			Dong Kae-ba ATP 30/1407584			

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

AIRCRAFT LOG						
DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME	SIGNATURE OF PILOT
86					HOURS:10 ⁰⁰	
7/1/86	100 hr inspection		checked attachment, hinges, cables and pulleys, checked and installed wing tip struts, checked brakes, wheels and tires. A.D. test in rear of log book.			
	TTA= 399.4		I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.			
	TACH= 398.4		Jong Kae-ba 381407584 ATP			
			Dong Kae-ba ATP 30/1407584			

AIRCRAFT LOG						
DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME HOURS 10TH	SIGNATURE OF PILOT
Performed ATC transponder test required by FAR 91.172. This test was performed in accordance with FAR 43 appendix F. TXP No. 1. <u>100 hr. inspection</u> <u>1917</u> TXP No. 2. <u>NA</u> <u>S/N</u> <u>NA</u> Maintenance release: The units identified above were inspected in accordance with current Federal Aviation Agency regulations and are approved for return to service. Details on file at this repair station. Harbour Air Inc. Cherry Capital Airport Traverse City, MI 49684 Repair Station No. C08-24 Inspector <u>110262</u> <u>W. J. J. J.</u> No. <u>30073153</u> W/O No. <u>380</u> Date <u>10/15/07</u>						
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE						

AIRCRAFT LOG		REMARKS
100 hr. inspection - checked pitot-static system, cables, pulleys, and fuel lines - all good. Serviced main, starter, #2, left main gear, oil level, fuel, & W. A. N. 27-20-03 on seat rail. Fuel at 538.7 hrs. TIT - 438.7 TACH - 438.7	DATE 10/15/07	I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH FAR 43 AND IS IN AIRWORTHY CONDITION. <u>Don A. Burt</u> AEP 21015423A

AIRCRAFT LOG

EOT Recurrent operation checked in accordance with FAR 91.25			DATE		REMARKS
DATE	Inspection Station	Place	Signature	Initial	
VOR 1 VOR 2					Exact times given: also with reference to "Aircraft" and "Engine" operations. - Excludes Chapter 4. - Operations - Manual Landing and approach to properties of engine - no record on the face of this book, under the heading, "EXPERIENCE FROM USE OF THIS LOG BOOK". ALL OTHERS used have the endorsement of a certificated mechanic - with the rating, but conditions number must be shown. 04/03/91 REMOVED ARC IN-385A NAV. INDICATOR, INSTALLED ARC IN-386A CDI, R-443B G/S RECEIVER, R-402A MARKER RECEIVER, COMANT CI 102 MARKER ANTENNA, NARCO DME 190 TRANSCIVER AND KING KA 60 DME ANTENNA. ALL WORK PERFORMED I/A/W AC 43.13-2A CHAPTER 1, PARAGRAPH 1, 2,4,5,6,7,8,9,10,11,12, CHAPTER 2, PARAGRAPH 21,22,23,27, CHAPTER 3, PARAGRAPH 36,41,42. VOR TESTED PER FAR 91.171. SEE FAA FORM 337 THIS DATE, AIRCRAFT WEIGHT AND BALANCE REVISID. THIS INSTALLATION WAS PERFORMED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS AND IS APPROVED FOR RETURN TO SERVICE BY: <i>James A. ...</i> FOR: C.R.S.# P62R082L ROM COLLINS AVIATION ELECTRONICS 6103 FLIGHTLINE DR. EVANSVILLE, INDIANA 47711 PHONE (812) 425-2603

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

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NAT FL
THE ALTIMETER SYSTEM - ALTITUDE 0-20000 EQUIPMENT AND TRANSDUCER HAVE BEEN TESTED AND INSPECTED AS REQUIRED BY FAR 91.411 I.A.W. FAR 43, APPENDIX F, AND FAR 91.413 I.A.W. FAR 43, APPENDIX F. STATIC SYSTEM <u>OK</u> DATE <u>10/13/92</u> ALTIMETERS S/N <u> </u> S/N <u> </u> TESTED TO 20,000 FEET TRANSPONDER TYPE <u>RT-9A</u> S/N <u>19117</u> SIGNATURE <u>Matthew J. Pucenot/108 4673</u> AEROTRONICS REPAIR STATION # TODR784K 4902 SOUTH COLLINS, SUITE 205 ARLINGTON, TEXAS 76018 (817) 465-2386			

SCALE CORRECTIONS

Altitude Reads	ADD Algebraically Room Temp. °C
0	0
1000	0
2000	0
3000	-10
4000	-10
6000	0
8000	+25
10000	+50
12000	+65
14000	+80
16000	+85

ALTIMETER NO.

Altitude Reads	ADD Algebraically Room Temp. °C
18000	+55
20000	+80
25000	
30000	
35000	
40000	
45000	
50000	
60000	
70000	
80000	

TESTED BY M. Pucenot

DATE 10/13/92

AEROTRONICS
4902 S. Collins, Suite 205 / Arlington, Texas 76018
(817) 465-2386
FAA Repair Station # TODR784K

AIRCRAFT LOG

REMARKS

DATE	FLIGHT FROM	TO	NAT FL
10/19/92 TACH 411 717.5 Inspected aircraft Hewlett Packard 811 Replaced brake discs and drums. Checked all wheel bearings. Installed ALORR EGT system. Exchanged room 357 for EGT and previously installed bracket and 4th. Replaced first panel shock mounts as necessary. Replaced exterior plastic as necessary. EGT battery added thru 8195. AD 57-20-13 re Sat Shippage due at 1000 hrs. TL. Also checked turn 92-20. NEW W/B DATA EW 1475.6 CC 38.9 MCHG 57401.20 LEAD 824.4 Identify this AIRCRAFT has been inspected in accordance with an <u>ALORR</u> inspection and was determined to be in Airworthy condition. Pertinent details of the repairs are on file at this repair station under work order # <u>910047</u>. Date <u>10/19/92</u> <u>Pantlak</u> Tach <u>717.5</u> Van Bortel Aircraft, Inc. C.R.S. VNFR171L Arlington, Texas			

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO 10

[illegible][illegible]

SCALE CORRECTIONS			ALTIMETER NO.		
Altitude	ADD Algebraically	Altitude	ADD Algebraically	Room °C	Low °C
Feet	Temp.	Feet	Temp.	Temp.	Temp.
0	0	14000	+50		
500	0	16000	+50		
1000	0	18000	+50		
1500	0	20000	+50		
2000	0	22000			
3000	0	25000			
4000	0	30000			
6000	0	35000			
8000	+20	40000			
10000	+50	45000			
12000	+50	50000			

DATE: 1 SEPT 94

FLYMAN AVIATION

FLYMAN AVIATION
FMA APPROVED REPAIR STATION BILHETETE
MUNICIPAL AIRPORT, MONROE, LA

DATE: 1 SEPT 94

FLYMAN AVIATION FMA APPROVES
REPAIR STATION BILHETETE
MUNICIPAL AIRPORT, MONROE, LA
W.A. 52936

ATE Transponder tests and inspections as required by FAR 91.413
S/W FMS 43 Appendix "F" have been performed. MAKE CESSNA
R11 MODEL R1-350 S/N 19117
REG. MODEL S/W
DATE 9/1/94
SIGNED [Signature]
1976351

URE OF
DT

AIRCRAFT LOG			
FLYMAN AVIATION 5410 OPERATIONS RD. MONROE, LOUISIANA 71203 REPAIR STA. # BLW17278 09/09/94			
Installed S-70C 40 Autopilot with heading bug.			
EMPTY WEIGHT	1404.40		
CENTER OF GRAVITY	39.87		
USEFUL LOAD	815.60		
WEIGHT	2219.90		
Lanard D. Pitzer 1991356 <u>[Signature]</u>			

DATE 11/17/95

LOG BOOK ENTRY

TACH 911.05

N 1575E HOBBS

ALL CONTROLS CHECKED FOR TRAVEL AND STOP CONTACT. REPLACED LANDING LIGHT BULB. SERVICED BATTERY AND BRAKE SYSTEM. ALL WHEEL BEARINGS CLEANED AND LUBED. REPLACED VACUUM FILTERS. REPLACED UPPER LEFT WING STRUT FAIRING. LUBED ALL PULLEYS AND HINGES. CLEANED FUEL SCREENS. REPLACED ELT BATTERY AND FUNCTION CHECKED ELT. (REF DATE NOV 97). AD 87-20003R2 CW BY INSP OF SEAT BELTS AND SEAT LOCKS. AD 76-07-12 CW BY FUNCTION CHECK OF IGN SWT. THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AS OUTLINED IN APPENDIX D OF FAR PART 43 AND CESSNA 172 INSP GUIDE, AND FOUND AIRCRAFT TO BE IN AN AIRWORTHY CONDITION AT THIS TIME.

M.H. BOWERING
AP 1707558 IA

M.H. Bowering

FOR Recipient operation check-out
in accordance with FAR 91.403

Test (bearing error) Pass

FOR 1/10/02

THE FOLLOWING EQUIPMENT TESTED

91.411 (AW FAR

APPENDIX 1E FAR

TESTED TO 20

PARA 1E INTER

SIGNED *S. J. C.*

LEGACY AVIATION

FAR APPROVED RE

FLEEMAN AVIATION

MUNICIPAL AIRPORT, MONROE, LA

SCALE CORRECTIONS:

Altitude	ADD Algebraically	Room °C	Low °C	Temp.
0	0			
500	+20			
1000	+20			
1500	+20			
2000	0			
3000	-20			
4000	-20			
6000	0			
8000	0			
10000	0			
12000	+40			

ALTIMETER NO. 11085

Altitude	ADD Algebraically	Room °C	Low °C	Temp.
14000	0			
16000	0			
18000	+50			
20000	+20			
22000				
25000				
30000				
35000				
40000				
45000				
50000				

DATE: 30 May 96

MUNICIPAL AIRPORT, MONROE, LA.

W.D. 53.73

170000-

11.113

911.05

[illegible]

Date	
6-4-1998	AD 80-04-05 map light sensitive simulator C/w Mappost none necessary
90-25-07 RI	STAFF WORKING ON CASE - DNA BY SENT NO FT
RI-16-05	SENT EVIDENCE = DNA NOT INSUFFICIENT



"LOOK FOR THE RED AND BLUE
CESSNA PENNANTS FOR THAT
EXTRA SERVICE WHERE IT COUNTS
WHEN YOU NEED IT."

CESSNA AIRCRAFT COMPANY WICHITA, KANSAS