

**Aircraft Record** General Information

Manufacturer Cessna Model C180H

Serial 18052045 Registration Number N91341

Date of Manufacture \_\_\_\_\_

Engine(s) currently installed:

Manufacturer \_\_\_\_\_ Model \_\_\_\_\_ Serial \_\_\_\_\_

Manufacturer \_\_\_\_\_ Model \_\_\_\_\_ Serial \_\_\_\_\_

Propeller(s) currently installed:

Manufacturer \_\_\_\_\_ Model \_\_\_\_\_ Serial \_\_\_\_\_

HUB Model \_\_\_\_\_ Serial \_\_\_\_\_ Serial \_\_\_\_\_ Serial \_\_\_\_\_

Blade Model \_\_\_\_\_ Serial \_\_\_\_\_ Serial \_\_\_\_\_ Serial \_\_\_\_\_

Blade Model \_\_\_\_\_ Serial \_\_\_\_\_ Serial \_\_\_\_\_ Serial \_\_\_\_\_

DATE 10/13/22 Tach 2274.1 ACTT 16,920.9 TSMOH 538.0 TSOP 538.0 N91361

Lubed main wheel bearings. Installed 29 inch tires and wheels. See weight and balance. Disassembled tailwheel, replaced arm, bearings, springs, phenolics, inspected, reassembled, lubed, and reinstalled. Replaced tail stinger bushings and rubbers. Replaced tailwheel tire. Replaced tailwheel bearings, lubed and reinstalled wheel. Replaced rivets and lower outboard gearbox angle with AN525832 structural screws. Replaced right aileron direct cable with new McFarlane PMA'd cable. Verified rigging of all affected control systems using Cessna 180 Service Manual. Complied with AD 2011-10-09 by inspection. Next due ACTT 17,020.9 or 10/31/2023. Inspected ELT in accordance with FAR 91.207 (d). Battery due 4/2027. See 100 hour checklist and separate AD list for details.

I certify that I have inspected this aircraft in accordance with an ANNUAL INSPECTION and have determined it to be in airworthy condition.

Darryl Lowell

DATE 8/12/22 Tach 2172.2 ACTT 16,819.0 TSMOH 436.1 TSOP 436.1 N91361

Lubed main wheel bearings. Disassembled tailwheel, inspected, reassembled, lubed, and reinstalled. Complied with AD 2011-10-09 by inspection. Next due ACTT 16,919.0 or 8/31/2023. Inspected ELT in accordance with FAR 91.207 (d). Battery due 4/2027. See 100 hour checklist and separate AD list for details.

I certify that I have inspected this aircraft in accordance with an ANNUAL INSPECTION and have determined it to be in airworthy condition.

Darryl Lowell

DATE ~~8/24/21~~ 10/15/21 Tach 2074.5 ACTT 16,721.3 TSMOH 338.4 TSOP 338.4 N91361

Lubed main wheel bearings. Installed 29" Airhawk wheels. See weight and balance and previous approval.  
Disassembled tailwheel, inspected, reassembled, lubed, and reinstalled. Complied with AD 2011-10-09 by inspection.  
Next due ACTT 16,821.3 or 10/31/2022. Inspected ELT in accordance with FAR 91.207 (d). See 100 hour checklist and separate AD list for details.

I certify that I have inspected this aircraft in accordance with a 100 HOUR INSPECTION and have determined it to be in airworthy condition.

Darryl Lowell

**USE ONLY FUEL CONFORMING TO ASTM D910  
USE OF AUTOMOTIVE GAS IS NOT APPROVED.**



**Teledyne Continental Motors, Inc.**

**[www.GenuineContinental.aero](http://www.GenuineContinental.aero)**

**Production Certificate 508**

**Printed: 11-19-2010**

**Test Date: 11-18-2010**

**This engine model IO520D139B, serial number 1003487  
was rebuilt by Teledyne Continental Motors in accordance with  
approved design data and the applicable requirements of Part 21 of the  
Federal Aviation Regulation. The approved design data for this engine  
incorporates all changes required by applicable Airworthiness Directives  
and Teledyne Continental Motors Service Bulletins.**



SIX CYLINDER  
 Qty Unit Part  
 1 EA 1387-1  
 6  
 4 EA 2106-10.50  
 1 EA 2107-10.52  
 6 EA 2107-10.75  
 6 EA 2107-9.81

GASKET (Lot: 42)  
 (RUBBER)  
 BOLT (Lot: INV164288RAM)  
 THRUBOLT (Lot: INV164288RAM)  
 BOLT (Lot: 345660)  
 THRUBOLT (Lot: INV164288RAM)  
 SCREW-NO. 0-19 DRV (Lot: 7365197154)  
 (Lot: 19-88)

DEPOT®

DATE 8/12/22 Tach 2172.2 ACTT 16,819.0 TSMOH 436.1 TSOP 436.1 N91361

Drained oil and replaced filter. Inspected for abnormal contamination. Serviced engine with 12 quarts Phillips 20w50 oil. Cleaned, gapped, and rotated plugs. Engine run up, leak and ops ck good. See 100 hour checklist and separate AD list for details.

I certify that I have inspected this engine in accordance with a 100 INSPECTION and have determined it to be in airworthy condition.

[Redacted Signature]

Darryl Lowell

DATE 10/13/22 Tach ~~2172.2~~ 2274.1 ACTT 16,920.9 TSMOH 538.0 TSOP 538.0 N91361

Drained oil and replaced filter. Inspected for abnormal contamination. Serviced engine with 12 quarts Phillips 20w50 oil. Cleaned, gapped, and rotated plugs. Engine run up, leak and ops ck good. See 100 hour checklist and separate AD list for details.

I certify that I have inspected this engine in accordance with a 100 INSPECTION and have determined it to be in airworthy condition.

[Redacted Signature]

Darryl Lowell

Darryl Lowell

DATE 8/24/21 Tach 1981.8 ACTT 16,628.6 TSMOH 245.7 TSOP 245.7 N91361

Drained oil and replaced filter. Inspected for abnormal contamination. Serviced engine with 12 quarts Phillips 20w50 oil. Cleaned, gapped, and rotated plugs. Engine run up, leak and ops ck good. See 100 hour checklist and separate AD list for details.

I certify that I have inspected this engine in accordance with a 100 INSPECTION and have determined it to be in airworthy condition.

Darryl Lowell

DATE ~~8/24/21~~ 10/15/21 Tach 2074.5 ACTT 16,721.3 TSMOH 338.4 TSOP 338.4 N91361

Drained oil and replaced filter. Inspected for abnormal contamination. Serviced engine with 12 quarts Phillips 20w50 oil. Cleaned, gapped, and rotated plugs. Engine run up, leak and ops ck good. See 100 hour checklist and separate AD list for details.

I certify that I have inspected this engine in accordance with a 100 INSPECTION and have determined it to be in airworthy condition.

Darryl Lowell

Aircraft Model \_\_\_\_\_

Aircraft S/N \_\_\_\_\_

Engine Model \_\_\_\_\_ S/N \_\_\_\_\_

Propeller Model McCAULEY D3A34C401-C

Blade Model G-90DFA-4

Hub Serial No. 050695

Blade Serial No. 1 TG032

2 TG047

3 TG052

4 \_\_\_\_\_

5 \_\_\_\_\_

Northwest Propeller Service  
defects in workmanship and  
service for a period of: \_\_\_\_\_  
whichever comes first.

Northwest Propeller Service  
to repair any warrantable unit.  
Propeller Service Overhaul

No field repairs are authorized.  
of seals will invalidate any and all

In application for warranty it is  
this product with any freight and  
verification of the installation and  
item (ie: copies of the log book)

Warranty will not be valid unless  
with the part.

THIS WARRANTY DOES NOT  
CHARGES.

DATE 8/12/22 Tach 2172.2 ACTT 16,819.0 TSMOH 436.1 TSOP 436.1 N91361

Filed propeller and painted blades. See 100 hour checklist and separate AD list for details.

DATE

I certify that I have inspected this propeller in accordance with a 100 INSPECTION and have determined it to be in airworthy condition.

Darryl Lowell

DATE 10/13/22 Tach ~~2172.2~~ 2574.17 ACTT 16,920.9 TSMOH 538.0 TSOP 538.0 N91361

Filed propeller. See 100 hour checklist and separate AD list for details.

I certify that I have inspected this propeller in accordance with a 100 INSPECTION and have determined it to be in airworthy condition.

Darryl Lowell

Darryl Lowell

DATE 10/9/2020 Tach 1917.6 ACTT 16,564.4 TSMOH 181.5 TSOP 181.5 N91361

Filed propeller and painted blades. See 100 hour checklist and separate AD list for details.

I certify that I have inspected this propeller in accordance with a 100 INSPECTION and have determined it to be in airworthy condition.

DATE

Darryl Lowell

DATE 8/24/21 Tach 1981.8 ACTT 16,628.6 TSMOH 245.7 TSOP 245.7 N91361

Filed propeller and painted blades. See 100 hour checklist and separate AD list for details.

I certify that I have inspected this propeller in accordance with a 100 INSPECTION and have determined it to be in airworthy condition.

Darryl Lowell

DATE ~~8/24/21~~ 10/15/21 Tach 2074.5 ACTT 16,721.3 TSMOH 338.4 TSOP 338.4 N91361

Filed propeller and painted blades. See 100 hour checklist and separate AD list for details.

I certify that I have inspected this propeller in accordance with a 100 INSPECTION and have determined it to be in airworthy condition.

Darryl Lowell

# CESSNA 180H AIRCRAFT WEIGHING SHEET

[1] AIRCRAFT  
REGISTRATION NO.:

**N91361**

[2] AIRCRAFT SERIAL  
NUMBER:

**18052045**

[3] DATE:

**9 May 2011**

[4] MX LOGPAGE NO.:

**148392**

[5] AFTT:

**14,646.8**

[6] SCALES CAL. DUE  
DATE:

**1 October 2011**

[7] DMI / CARRY-OVER  
ITEMS CLEARED:

**N/A**

INITIALS:

[8] HANGER DOORS CLOSED AND HVAC  
OFF. SCALES STABILIZED FOR 10 MIN.

[9] SEE NOTE 2 ENTER DIMENSION A

18.000

DIMENSION A

[10] SEE NOTE 3 ENTER DIMENSION B

261.000

DIMENSION B

[11] ENTER TAIL SCALE READING

157.00

[12] ENTER TAIL TARE WEIGHT

0.00

TAIL NET WEIGHT

[13] ENTER L/H MAIN SCALE READING

898.00

[14] ENTER L/H MAIN TARE WEIGHT

0.00

L/H MAIN NET WEIGHT

[15] ENTER R/H MAIN SCALE READING

860.00

[16] ENTER R/H MAIN TARE WEIGHT

0.00

R/H MAIN NET WEIGHT

| ITEM                        | WEIGHT   | ARM    | MOMENT    | INDEX |
|-----------------------------|----------|--------|-----------|-------|
| AIRPLANE AS WEIGHED         | 1,915.00 | 39.40  | 75,447.00 |       |
| OIL W/FILTER 13 QTS         | 24.00    | -15.00 | -360.00   |       |
| UNUSABLE FUEL- 5 GALLONS    | 30.00    | 46.00  | 1,380.00  |       |
| BASIC AIRCRAFT EMPTY WEIGHT | 1,969.00 | 38.84  | 76,467.00 | -15.1 |

- 1 VERIFY AIRCRAFT REGISTRATION NUMBER.
- 2 VERIFY AIRCRAFT SERIAL NUMBER.
- 3 ENTER DATE: DD Month YYYY.
- 4 ENTER MX LOGPAGE NUMBER.
- 5 ENTER AFTT.
- 6 ENTER AIRCRAFT SCALE CALIBRATION DUE DATE.
- 7 N/A
- 8 ENTER INITIAL'S AFTER COMPLETION.
- 9 ENTER DIMENSION A IN INCHES. **SEE NOTE 2**
- 10 ENTER DIMENSION B IN INCHES. **SEE NOTE 3**
- 11,13,15 ENTER TAIL / L/H MAIN / R/H MAIN SCALE READINGS.
- 12,14,16 ENTER TAIL / L/H MAIN / R/H MAIN TARE WEIGHTS.

**NOTE 1:** DRAIN ENGINE OIL AND INSTALL EMPTY OIL FILTER PRIOR TO WEIGHING.

**NOTE 2:** DIMENSION A = WITH AIRCRAFT LEVEL AND ON SCALES MEASURE HORIZONTALLY (ALONG AIRPLANE CENTERLINE) FROM A LINE STRETCHED BETWEEN THE MAIN WHEEL CENTERS TO A PLUMB BOB DROPPED FROM THE FIREWALL [FS -0.0].

**NOTE 3:** DIMENSION B = OBTAIN MEASUREMENT 'B' BY MEASURING HORIZONTALLY (PARALLEL TO THE AIRPLANE CENTER LINE) FROM THE LINE STRETCHED BETWEEN MAIN WHEEL CENTERS, (DETERMINED FROM THE AXLE ATTACHING BOLT PATTERN ON THE INNER FACE OF THE LANDING GEAR SPRING) TO A PLUMB BOB DROPPED FROM THE CENTER OF THE TAIL WHEEL, LEFT SIDE. REPEAT ON RIGHT SIDE AND AVERAGE MEASUREMENTS.

| ITEM                     | SIGNATURE |
|--------------------------|-----------|
| EQUIPMENT LIST VERIFIED: |           |
| SCALE CERT. ATTACHED:    |           |

I CERTIFY THAT THIS AIRCRAFT WAS WEIGHED IN ACCORDANCE WITH CESSNA 180H WEIGHING PROCEDURE FORM AND TYPE CERTIFICATE DATA SHEET 5A6.

MECHANIC SIGNATURE: \_\_\_\_\_

CERTIFICATE NUMBER: \_\_\_\_\_