

The Standard
 AIRCRAFT LOG

ASA/SA-1

DATE 19 <u>91</u>	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
23 OCT	3324.2		3324.2	C/L AD 76-07-12 (mag switch), AD 87-20-03 (SEAT TRACK INSP). I CERTIFY THAT THIS A/C WAS INSP. I/A/W AN ANNUAL INSP. AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION THIS DATE. [REDACTED]
6 NOV 92	TACH + TOTAL		TIME 3358.1	C/L AD 76-07-12 (mag switch) AD 87-20-03 6Y INSP. (SEAT TRACK). I CERTIFY THAT THIS A/C WAS INSP. I/A/W AN ANNUAL INSP. AND WAS FOUND TO BE IN AIRWORTHY CONDITION THIS DATE. [REDACTED]

DATE 19 <u>94</u>	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
4-14	3397.2			Completed 100 hr. inspection this date serviced tires, brakes (new pads) & battery. Greased wheel bearings. Checked & lubricated Rudder, bellcranks cables, & controls. Checked A.D. through 94-06-09. See list at rear of log. I certify that this aircraft has been inspected 11/4 hr an annual inspection & was determined to be in an airworthy condition at this time.

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
19 <u>95</u>				
8-7-95	3440	2		Completed 100 hr inspection this date. Checked & lubricated cables, pulleys, bellcranks & controls. Serviced tires, brakes, & battery C/W AD 76007-912 (main switch) AD 87-20-03 (seat track) AD 94-01-03 - Not app (SER) 93-48-03 (carb venturi insp). I certify that this P/C has been inspected 1/7/95 and annual inspection was determined to be in an airworthy condition at this time. (EHT removed for signature) DJ

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
1997				
5-30	3530.0			Completed 100 hr. inspection this date. Installed new EMT battery (due 7-99) + tested for operation (OK). Serviced tire brakes + battery. Checked + lubed all controls, cables, pulleys + bellcranks. C/N 70, 76-07-12 (my switch) 70 87, 20-03 sent truck all other 70's checked to date. I certify that this aircraft has been inspected 1/3 hr. an annual inspection + was determined to be in an airworthy condition at this time.

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
19 <u>98</u>				
	3557.0			
7/22				Completed 100 hr. inspection this date. Checked + lubed controls, cables, pulleys + bellcranks. Serviced tires + brakes. Repacked all wheel bearings. Checked ELT for operation. C/w DA 87-20-03 sent back. I certify that this aircraft has been inspected 1/7/98 per annual inspection + was determined to be in an airworthy condition at this time.

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1999				
11-6-99	3617.4			
				COMPLETED 100HR INSPECTION THIS DATE CK & LUBED CONTROLS
				& PULLEYS & CABLES & Bell CROOKS REPLACED MAIN & NOSE
				WHEEL TIRES, REPACKED WHEEL BEARINGS & CR BRAKE LININGS
				SERVICES MASTER CYLS, REPLACED LEFT LANDING GEAR
				A BOLT, CK ALL WING ATTACH BOLTS CK SHIMMY DAMPER
				REPLACE VACUUM HOSES TO INSTRUMENTS CKW AD 87-20-02
				SEAT TRACK REMOVED ELT FOR MAINTENANCE AD 98-25-10 ^{SEAT BELT}
				I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN
				ACCORDANCE WITH A 1000 HR INSPECTION AND FOUND TO BE IN
				AN AIR WORTHY CONDITION

[illegible]

[illegible]

DAYS
LIGHTTOTAL
TIME IN
SERVICE

DESCRIPTION OF REPAIRS AND ALTERATIONS

[REDACTED]

Date: 3/11-2003/ Customer: N8265B
Make / Model Cessna 172 s/n36065

NUMBER OF
ENTRIES.)

Tach: 3682

Performed 100 hr. inspection ck. Elect. System, ck. @ serviced
battery cleaned @ greased wheel bearing, Installed new race @
bearing on nose wheel ck @ lub. all pulley @ control hinge
points. Installed new ELT battery due again Mar. 2005 Ck
ELT for operation Ch OK c/w AD76 07 12 ing. Switch by
operation ck due again 3782 c/w AD 87-20-03-R3 Seat track by
inspection due again 3782 hr. c/w AD 84-26-02 induction filter
installed new due again 4182 c/c AD96-12-07 mag. Impulse by
inspection due again 4182 c/w AD 98-01-06 carb. By inspection
due again 3782 installed new G25 battery

I certify this aircraft for return to service:

[REDACTED]

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19__				
MARCH 17, 2006	TACH 3743.5 TT			INSPECTED PREVIOUS INSTALLATION OF KX-170B NAV COM, KI201C NAV INDICATOR, KT78 TRANSPONDER AND AR850 ENCODER. 337 WITH ICAS FILED THIS DATE. AIRCRAFT WEIGED WITH FULL OIL. NEW EW 1401, EWCG 37.67. DATA IN FLIGHT MANUAL.

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
MARCH 21, 2006	TACH 3743.5	TT		COMPLETED ANNUAL INSPECTION. REMOVED ALL PANELS, CLEANED, LUBED + SPOT TREATED WITH ACF-50 CORROSION BLOCK. INSTALLED EXHAUST STACKS + TAILPIPES AFTER REPAIR BY DANLEY AVIATION (TAG IN RECORDS). REPAIRED CARB AIR BOX WITH AUGLAS FG-105K REPLACED PRIMER SEALS. CLEANED FUEL BOWL + INSTALLED NEW GASKETS. CLEANED BATTERY BOX + SECURED TO FIREWALL. INSTALLED NEW GENERATOR NOISE FILTER. REPLACED SEAL FOR L.H. BRAKE CYLINDER + BLED SYSTEM. REPLACED ONE BRAKE LINING EACH WHEEL. REPLACED ALL PANEL SHOCK MOUNTS. REPLACED BOTH BATTERY CABLES. CLEANED + REPACKED ALL WHEEL BEARINGS. REPLACED SEAT HOSE

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(3-21-06 cont)				IN ENGINE COMPARTMENT. INSTALLED NEW ELT BATTERY, DUE MARCH '08. ELT OPS CHECK OK. C/W AD 76-07-12 BY OPS CHECK OF MAG SWITCH, OK, DUE AGAIN AT 3843.5 C/W AD 87-20-03 BY INSPECTION OF SEATS + RAILS, FOUND OK, DUE AGAIN NEXT ANNUAL. ADS CHECKED THRU 06-05. I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

March 11, 2015 Tach 3750.1 TT Completed Annual Inspection. Removed all panels, cleaned and lubed. Installed all new Condor tires and Michelin tubes. Replaced nose wheel bearings. Cleaned and repacked main wheel bearings. Removed fuel selector valve and replaced all seals. Installed used, serviceable fittings, reinstalled, leak check O.K. Cleaned fuel bowl screen, replaced gaskets and drain valve. Drained fuel tanks, replaced seals for drains and installed new cap gaskets. Filled with 100LL fuel, leak check O.K. Replaced rod end bearings, stop bolt and bushing at right hand aileron. Adjusted aileron cable tension and rigging. Replaced compass diaphragm, serviced and reinstalled. Installed new ELT battery due April 2017. ELT checked per 91.207(d). Installed new carpet by Hangar Bay (certs attached). Cleaned and painted battery box. Serviced, charged, load-tested and reinstalled aircraft battery. Complied with AD 2011-10-09 by inspection of seats and rails, all O.K, due again at 3850 or next annual. ADs checked through 2015-04. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.



The Mohawk Group

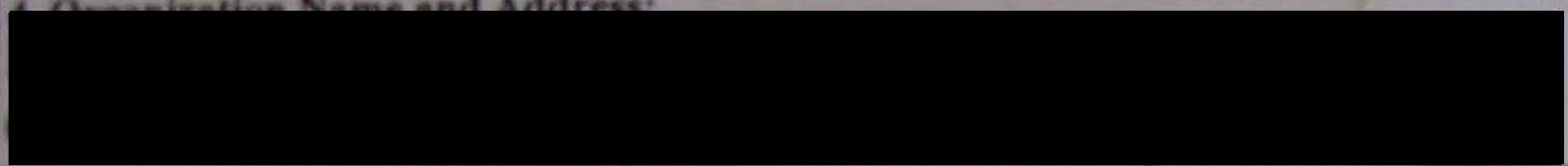
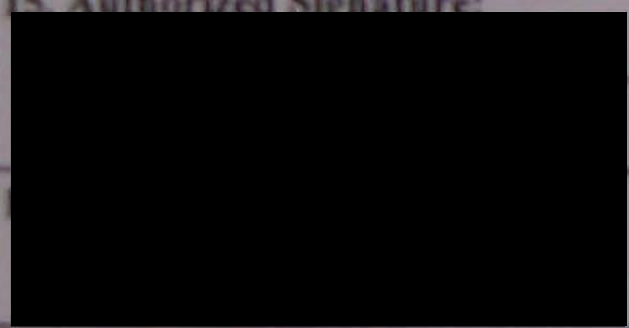
Aviation Division AIRCRAFT CARPET AFFIDAVIT And Test Report

CUSTOMER INFORMATION:		DATE: 02/18/14	
CUSTOMER: DOUGLASS INTERIOR PRODUCTS, INC.			
ATTENTION: Mo Kidney			
ORDER INFORMATION			
WORK ORDER #:		946002	
GRADE/STYLE:		Spectrum IV 30 AC7314	
GRADE CODE:		59163	
COLOR LINE:		See Page 3 for Colors	
TEST DATA			
ROLL NUMBER:		88186709 *	
PATTERN/COLOR:		330	
DYE LOT:		L6176	
IGNITION TIME:		15 Seconds	
FINISHED TOTAL WEIGHT:		64.67 oz./sy.	
BURN TEMPERATURE:		1600 ° F	
REPORT NO:		MHB0116	
FLAMMABILITY RESULTS		BURN TIME (After Ignition)	
BURN LENGTH			
Filling Direction: Specimen #1		40 min. 00 sec.	
Specimen #2		9.8 Inches	
Specimen #3		40 min. 01 sec.	
		10 Inches	
		37 min. 01 sec.	
		10 Inches	
AVERAGE BURN RATE:		0.26 Inches per Minute	
Warp Direction: Specimen #1		04 min. 13 sec.	
Specimen #2		1 Inches	
Specimen #3		05 min. 00 sec.	
		1 Inches	
		35 min. 00 sec.	
		9 Inches	
AVERAGE BURN RATE:		0.18 Inches per Minute	
		X PASS	
		FAIL	
COMMENTS:			
15 Second Ignition Horizontal Burn Test - Filling & Warp Directions.			
* Roll tested is representative of all products made in this style and color line.			

The material described above has been tested according to the test method described in FAR 23.853, Appendix F, Paragraph (e) and FAR 25.853, Appendix F, Part (b), Paragraph (5) - Horizontal Test.

Burn rates are shown for both the warp and filling directions. The user assumes all responsibility as to the passing or failing of the material according to the Federal Regulation for which the product is to be used.

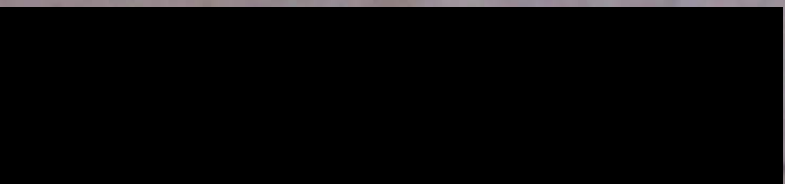
1. Approving National Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG				3. Form Tracking Number: 17359	
4. [Redacted]						5. Work Order/Contract/ Invoice Number: 17359	
6. Item:	7. Description:	8. Part Number:	9. Eligibility:*	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:	
1	Fuel Selector Valve Gasket	MC0513125	N/A	1	N/A	New	
13. Remarks: Airworthiness approval - for domestic shipments							
14. Certifies the items identified above were manufactured in conformity to: ☒ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 13.				19. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 13 Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.			
15. Authorized Signature: [Redacted]		16. Approval/Authorization No.: DMIR240082CE		20. Authorized Signature:		21. Approval/Certificate No.:	
17. [Redacted]		18. Date (m/d/y): July 17, 2007		22. Name (Typed or Printed):		23. Date (m/d/y):	
User/Installer Responsibilities							
It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1. Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.							

1. Approving National Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG					3. Form Tracking Number: 18071	
4. Organization Name and Address: 							5. Work Order/Contract/ Invoice Number: 18071	
6. Item:	7. Description:	8. Part Number:	9. Eligibility:*	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:		
1	Fuel Selector Valve Seal Kit	FSS-KT-2	N/A	1	N/A	New		
13. Remarks: Airworthiness approval - for domestic shipments								
14. Certifies the items identified above were manufactured in conformity to: ☒ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 13.				19. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 13 Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.				
15. Authorized Signature: 		16. Approval/Authorization No.: DMIR240082CE		20. Authorized Signature:		21. Approval/Certificate No.:		
		18. Date (m/d/y): November 7, 2007		22. Name (Typed or Printed):		23. Date (m/d/y):		
User/Installer Responsibilities								
It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1. Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.								

ITEM: 35 PN: S1106-3 QTY: 1
 ORDER: 1681898N/LOT: N/A U/M: EA
 DESC: ROD END

1681898

35

1. Approving National Aviation Authority/Country: FAA/UNITED STATES		2. AUTHORIZED RELEASE CERTIFICATE FAA FORM 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number: 1681898	
4. Organization Name and Address: Cessna Aircraft Company				5. Work Order/Contract/Invoice Number: 742355		
6. Item: 35	7. Description: ROD END	8. Part Number: S1106-3	9. Eligibility: * N/A	10. Quantity: 1	11. Serial/Batch Number: N/A	
12. Status/Work: New						
13. Remarks: AIRWORTHINESS APPROVAL - PARTS. THIS FORM IS NOT AN EXPORT APPROVAL. PO# 07-08721						
14. Certifies the items identified above were manufactured in conformity to: ☒ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 13.			15. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in block 13 Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.			
16. Authorized Signature: 		17. Approval/Authorization No.: 100129CE		18. Authorized Signature:		
19. Name (Typed or Printed): KENNETH E. WYSOCKI SR., ODARF		20. Date (m/d/y): JUL/26/2007		21. Approval/Certificate No.:		
22. Name (Typed or Printed):		23. Date (m/d/y):				

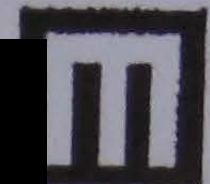
User/Installer Responsibilities
 It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.
 Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

1. Approving National Aviation Authority / Country: FAA/UNITED STATES		2. AUTHORIZED RELEASE CERTIFICATE FAA FORM 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number: 4081149	
4. Organization Name and Address: [REDACTED]				5. Work Order/Contract/Invoice Number: 1335747		
6. Item: 9	7. Description: GASKET	8. Part Number: B100142-1	9. Eligibility: * N/A	10. Quantity: 5	11. Serial/Batch Number: NA	12. Status/Work: New
13. Remarks: AIRWORTHINESS APPROVAL - PARTS. THIS FORM IS NOT AN EXPORT APPROVAL. PO# POA13-17793						
14. Certifies the items identified above were manufactured in conformity to: ☒ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 13.			15. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in block 13 Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.			
16. Authorized Signature: [REDACTED]		17. Approval Authorization No.: ODA-100129-CE		18. Authorized Signature:		19. Approval/Certificate No.:
		20. Date (m/d/y): 04/06/2014		21. Name (Typed or Printed):		22. Date (m/d/y):

User / Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that higher airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1. Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

LM: 9
SER: 4081149 SN/LOT: NA
PN: B100142-1
QTY: 5
U/M: EA
DESC: GASKET



The Moh

Aviation

AIRCRAFT CAP

And Te

CUSTOMER INFORMATION:

CUSTOMER: DOUGLASS INTERIOR PRODUCTS, INC

ATTENTION: Mo Kidney

ORDER INFO

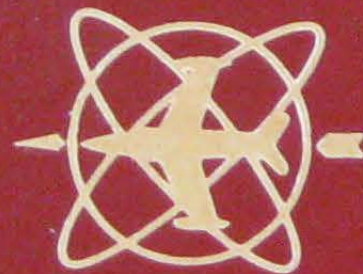
WORK ORDER #: 946002

GRADE/STYLE: Spectrum IV 30 AC7314

GRADE CODE: 59163

SAN-VAL
(818) 786-8274
\$4.95

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ENGINE LOG

ASA-SE-1

ENGINE RECORD — GENERAL INFORMATION

MANUFACTURER CONTINENTAL MODEL O-300-A

SERIAL 12897 D-7-A TYPE CERTIFICATE _____

THIS ENGINE IS CURRENTLY INSTALLED IN AIRCRAFT CESSNA 172 - N-8265B

MINIMUM OCTANE FUEL _____ OIL GRADE SUMMER _____ WINTER _____

MAGNETO TIME _____ POINT SETTING _____ FIRING ORDER _____

SPARK PLUG GAP _____

MFG. RECOMMENDED OVERHAUL AT _____ HOURS.

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ENGINE LOG

[illegible]

[illegible]

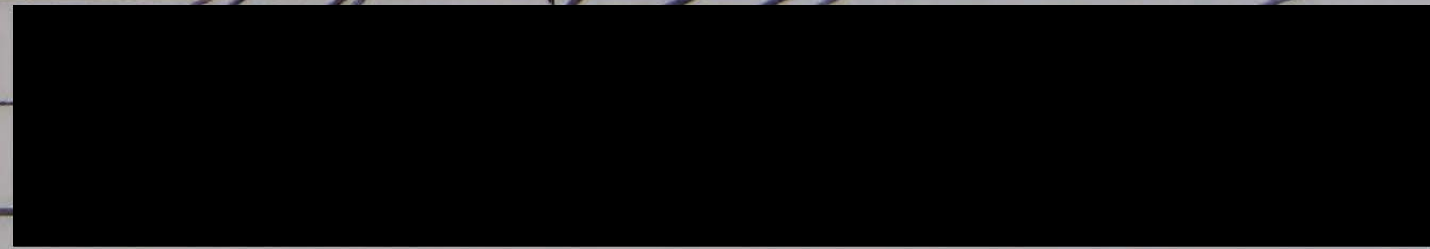
DATE 19 <u>95</u>	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
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8-7	3460.2		TSMOH-542.6	
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Completed 100 Hrs inspection this date;
 Changed oil (1A to Shell 50wt) + cleaned screen.
 Checked inductions + exhaust systems. Did
 compression check as follows #1 72/80
 #2 68/70 #3 72/80 #4 70/80 #5 74/80 #6 70/80
 I certify that this engine has been inspected
 1/10/95 annual inspection & 10/72 detuned
 to be in an airworthy condition



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19-47				
5-30	3530.0		TSMO14 612.4	
Completed 100 HR. inspection this date.				
Completed Comp. Check as follows - #1 72/80 #2 70/80				
#3 74/80 #4 70/80 #5 74/80 #6 70/80 Checked induc-				
tion + exhaust systems c/w AD 93-18-03 carb				
venture imp, lubricated engine controls.				
I certify that this engine has been				
inspected 1/17/47 an annual inspection, & was				
determined to be in an airworthy condition				
at this time.				



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19 <u>98</u>				
7-22	355%		TS MOH 639.4	
Completed 100 hr inspection this date changed oil & air filter 50 wt checked screen. cleaned gyrostat. checked in- ductor & exhaust system. installed two new overhauled mufflers (see yellow tags) installed new wiring harness. Comp check as follows — #1 74/80 #2 70/80 #3 72/80 #4 70/80 #5 72/80 #6 74/80 (Next Page)				

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				Completed with HD 98-01-06 by inspecting.
				I certify that this engine has been ins-
				pected 1/2 hr. an annual inspection.
				and was determined to be in air air-
				worthy condition at this time.
				[Redacted Signature]

DATE 19 <u>99</u>	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
11-6-99	3017.4			TSMO - 699.4
				INSPECTED THIS ENGINE IN ACCORDANCE WITH A
				100 HR INSPECTION - CHANGED OIL REPLACED WITH
				15-50 HERO SHELL CK OIL SCREEN CLEANED
				GASOLATOR INSPECTED INDUCTION & EXHAUST SYSTEM
				CK ALL ENGINE CONTROLS & OILED COMPRESSION
				CK AS FOLLOWS #1 - 72/80 #2 72/80 - #3 - 74/80
				#4 - 76/80 - #5 74/80 - #6 - 72/80 Ad 98-01-06
				BY INSPECTION
				CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN
				ACCORDANCE WITH A 100 HR INSPECTION AND FOUND TO
				BE IN FULL AIR WORTHY CONDITION

[illegible]

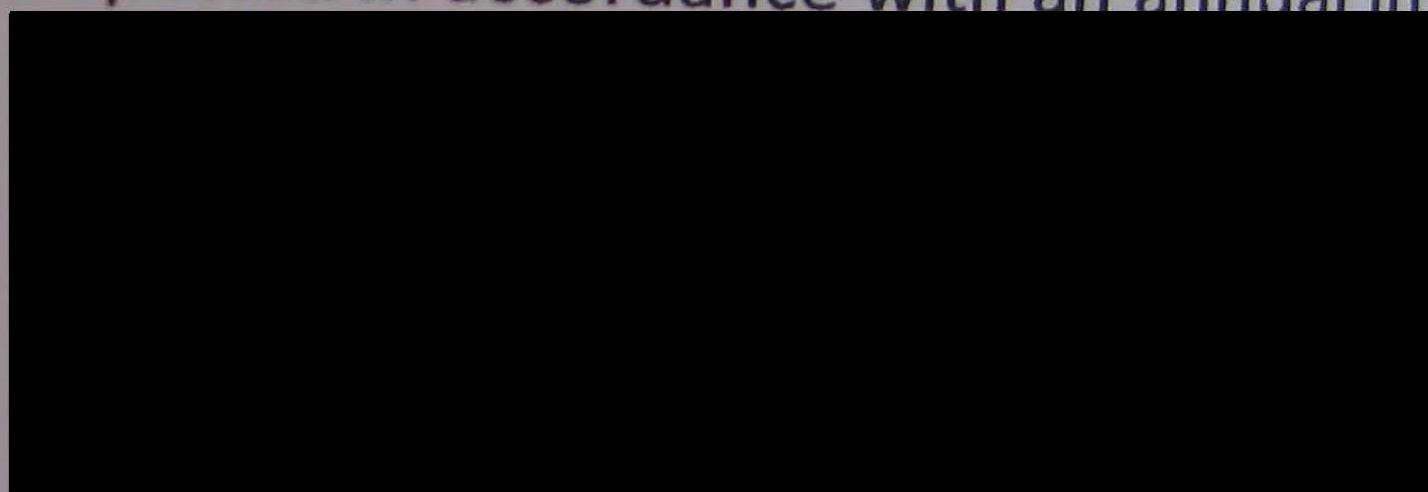
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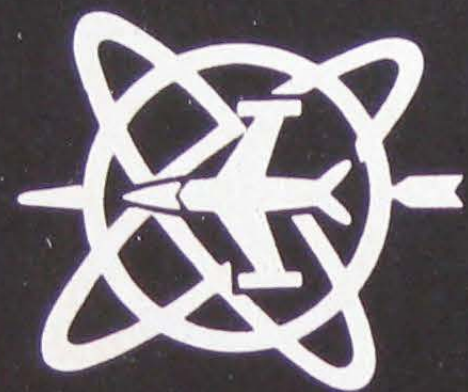
Mar 11-03 TOTAL TIME 3482 I CERTIFY
THAT THIS Eng HAS BEEN INSPECTED IN
ACCORDANCE WITH A annual INSPECTION AND
WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
MARCH 21, 2006	TACH 3743.5 TT; 825.9 SMOH.			COMPLETED ANNUAL INSPECTION. COMPRESSION: 1) 66/80 2) 69/80 3) 74/80 4) 72/80 5) 74/80 6) 69/80. CHANGED OIL + CLEANED SCREENS; SERVICED WITH AEROSHELL 15W50. ADJUSTED RH MAG TIMING. CLEANED, GAPPED, ROTATED + INSTALLED ONE NEW SPARK PLUG. REPLACED 4 EXHAUST STUDS + INSTALLED ALL NEW GASKETS. REPLACED ALL INTAKE GASKETS + HOSES. C/W AD 98-01-06 BY INSPECTION OF 2-piece venturi, due again NEXT ANNUAL. ADS CHECKED THRU 06-05. GROUND RUN, OPS + LEAK CHECK OK. I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
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March 11, 2015 Tach 3750.1 TT; 832.5 SMOH Completed Annual Inspection. Compression: 1) 64/80 2) 72/80 3) 74/80 4) 70/80 5) 74/80 6) 70/80. Changed oil & cleaned screens, serviced with Aeroshell 15w50 oil. Cleaned carb screen and drained bowl. Inspected venturi per AD 98-01-06 and found secure, AD due again at 3850 or next annual. Adjusted LH mag timing. Cleaned, gapped, tested and reinstalled spark plugs. Installed new engine shock mounts, bolts and nuts. Replaced RH intake collector gasket. Installed new P10-7172 air filter. ADs checked through 2015-04. Ground run, ops and leak check O.K. I certify that this engine has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.





The Standard
PROPELLER LOG

ASA-SP-L

Propeller Manufacturer.

Model.

Hub Series #

Blade #

Date of Manufacture:

Make/Model

Serial #

Aircraft Installed On:

CESSNA 172

36065

☐ **HUB & BLADE INSPECTIONS, REPAIRS AND ALTERATIONS**

Date	Total Time	Time Since Overhaul	Description
23 Oct 91	3324.2		100hr INSP

Next Inspection Due: _____ Mech. Cert. # or Repair Station # _____

Date	Total Time	Time Since Overhaul	Description
6 Nov 92	3358-1	UNK.	1 INSP.

Next Inspection Due: _____ Mech. Cert. # or Repair Station # _____

Date	Total Time	Time Since Overhaul	Description
4-14-94	3397.2	UNK	100 HR. 1 INSP.

Next Inspection Due: _____ Mech. Cert. # or Repair Station # _____

HUB & BLADE INSPECTIONS, REPAIRS AND ALTERATIONS ☐

Date	Total Time	Time Since Overhaul	Description
8-7-95	UNK	UNK	100 hr. insp.

Next Inspection Due: _____ Mech. Cert. # or Repair Station _____

Date	Total Time	Time Since Overhaul
5-30-97	3530	

Next Inspection Due: _____ Mech. Cert. # or Repair Station _____

Date	Total Time	Time Since Overhaul
7-22-98		

Next Inspection Due: _____ Mech. Cert. # or Repair Station # _____

☐ **HUB & BLADE INSPECTIONS, REPAIRS AND ALTERATIONS**

Date	Total Time	Time Since Overhaul	Description
11-6-99			100 HR INSPECTION

Next Inspection Due: _____ Mech. Cert. # or Repair Station # _____

Date	Total Time	Time Since Overhaul	Description
		3682	I CERTIFY THAT THIS Prof HAS BEEN INSPECTED IN ACCORDANCE WITH A annual INSPECTION AND WAS DETERMINED TO BE IN A WORTHY CONDITION

Next Inspection Due: _____ Mech. Cert. # _____

Date	Total Time	Time Since Overhaul	Description
3-21-06	3743.5		TORQUED & SAFETIED ANNUAL INSPECTION

Next Inspection Due: _____ Mech. Cert. # or Repair Station _____

HUB & BLADE INSPECTIONS, REPAIRS AND ALTERATIONS

Date	Total Time	Time Since Overhaul	Description
March 11, 2015	Tach 3750.1	Annual Inspection.	Dressed & painted blades.

Date	Total Time	Time Since Overhaul	Description

Next Inspection Due: _____ Mech. Cert. # or Repair Station # _____

Date	Total Time	Time Since Overhaul	Description

Next Inspection Due: _____ Mech. Cert. # or Repair Station # _____

WEIGHT
+
BALANCE

N 826513

ASA/SA-1

ASA-SE-1

N8265B
Weight and Balance

Cessna 172 Serial# 36065

March 21, 2006

Aircraft weighed with full fuel and oil

Left Main Wheel: 617

Right Main Wheel: 596

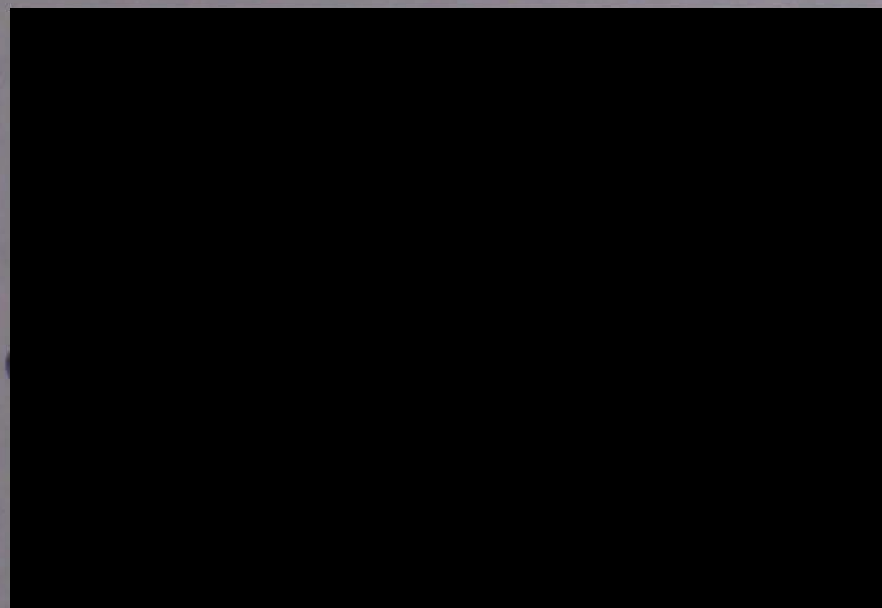
Nose Wheel: 410

	Weight	Arm	Moment
Aircraft as Weighed	1623	39.085	63435
less usable fuel	-222	48.0	-10656
Aircraft Empty Weight (with full oil)	1401	37.67	52799

Gross Weight: 2200

Empty Weight: 1401

Useful Load: 799



U.S. Department of Transportation Federal Aviation Administration		(Airframe, Powerplant, Propeller, or Appliance)		Office Identification	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act 1958)					
1. Aircraft	Make Cessna		Model 172		
	Serial No. 36065		Nationality and Registration Mark N8265B		
2. Owner	Name (As shown on registration certificate) Goodwin David S		Address (As shown on registration certificate) 206 Jefferson St Beardstown IL 62618-1214		
Type					
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~(As described in item 1 above)~~~~~				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Sandv Staszak P.O. Box 112 Casey IL 62420		☒ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☐ Certificated Repair Station ☐ Manufacturer		319600134	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Date MARCH 17, 2006					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY	FAA Flt Standards Inspector	Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Inspected the following previously installed radio equipment and found it to comply with AC43.13-1B chapter 11 and AC43.13-2A chapter 2. A King KX170B nav-com is tray mounted in the left hand instrument panel and connected to a KI201C nav indicator. These items are not TSO'd, but have previously been factory installed on numerous aircraft. The radio is powered through an existing 15 amp panel mounted fuse labeled 'com 1'. A King KT78 transponder, TSO C74B, is tray mounted in the left hand instrument panel and connected to a Narco AR850 encoder, TSO C88a. Power is supplied by a 3 amp circuit breaker, labeled 'xpndr', located below the center instrument panel. Installation inspected in accordance with AC43.13-1B chapter 12, section 2. Aircraft weight and balance revised. Instructions for continued airworthiness are attached to this 337 as part of the aircraft maintenance records.

-----end-----

Invoice

Date
3/11/2015

Invoice #
2727

Bill To

N8265B
Dave Goodwin

Quantity	Item Code	Description	Price Each	Amount
14	labor	Annual Inspection	70.00	980.00
4	labor	Re-seal & reinstall fuel selector valve w/used fittings	70.00	280.00
1	labor	Replace fuel bowl gaskets & drain	70.00	70.00
1	labor	Drain fuel tanks, replace drain seals & cap gaskets	70.00	70.00
3	labor	Replace all tires & tubes	70.00	210.00
1	labor	Replace bearings & races for nose wheel	70.00	70.00
5.5	labor	Replace engine shock mounts, bolts & nuts	70.00	385.00
4	labor	Replace RH aileron bellcrank stop bolt & bushing, rod end bearings, adjust tension & rig	70.00	280.00
1	labor	Replace compass diaphragm & lamp, service	70.00	70.00
3	labor	Replace carpet, fit & cut flap cover carpet	70.00	210.00
1	labor	Repair, clean & paint battery box	70.00	70.00
0.5	labor	Adjust LH mag timing	70.00	35.00
1	labor	Fabricate bushings for fwd. seat belt attach, replace rear seat bolts	70.00	70.00
		Replace RH intake gasket		
		Replace generator fuse		
		Replace ELT battery		
		Replace air filter		
		Inspect carb venturi for AD		
		Inspect seats & rails for AD		
		Labor Total		2,800.00
1	FSS-KT-2	Fuel selector seal kit	35.50	35.50T
2	(used)	fuel selector fitting	50.00	100.00T
2	33-199-6	fuel bowl gasket	15.30	30.60T
1	CCA-1550	Fuel drain valve	13.80	13.80T
2	B100142-1	Fuel Cap Gasket	13.75	27.50T
2	MS29513-006	O-ring	0.85	1.70T
2	MS29513-012	O-ring	0.90	1.80T
2	6.00x6 6PR	Condor tire	120.50	241.00T
2	6.00x6	Tube, Michelin	79.25	158.50T
1	5.00x5C	Condor Tire	102.76	102.76T
1	5.00x5M	Michelin tube	89.95	89.95T
6	MS21044N5	Nut	0.40	2.40T
3	AN4-11A	Bolt	0.50	1.50T

Total

Invoice

Date
3/11/2015

Invoice #
2727

Bill To

N8265B
Dave Goodwin

Quantity	Item Code	Description	Price Each	Amount
3	MS21044N4	Lock nut	0.40	1.20T
2	08125	bearing	52.25	104.50T
2	08231	race	27.60	55.20T
4	23411	Shock Mount	78.97	315.88T
4	AN7-27A	Bolt	3.80	15.20T
4	MS20365-720C	Nut	1.20	4.80T
2	S1106-3	Rod End Bearing	35.75	71.50T
2	AN3-7A	Bolt	0.25	0.50T
2	MS21044N3	Lock Nut	0.40	0.80T
1	0523222	(used) stop bushing	27.50	27.50T
1	AN4-42A	Bolt	1.35	1.35T
1	C21	Compass Diaphragm	7.85	7.85T
1	330	Lamp	1.10	1.10T
1	172-carpet	Hangar Bay carpet	299.00	299.00T
1	172-CC	Hangar Bay - center console cover	50.00	50.00T
1	1/4" ID	Bushing stock	7.50	7.50T
1	649951	Intake gasket	4.15	4.15T
1	S1091-20	Fuse AGS-20	4.26	4.26T
1	BP-1005	ELT battery	48.50	48.50T
1	P10-7172	Air Filter	107.61	107.61T
1	AN900-16	Gasket	1.60	1.60T
1	AN900-28	Gasket	1.50	1.50T
3	AN3-xx	bolt	0.25	0.75T
1	AN4-7A	Bolt	0.25	0.25T
		Parts Total		1,939.51
8	15w50	Oil	8.60	68.80T
1	solvent	solvents, chemicals & fluids	10.00	10.00T
1	Shipping	Shipping	33.35	33.35
		Sales Tax	7.25%	146.33

Total

\$4,997.99

OK 7155
Paid

Fuel

226.05
5224.04

August 24, 2015

I completed an annual inspection on Cessna 172 serial # 36065, N8265B on March 11, 2015. A pre-inspection run-up was begun at tach 3750.0 and one tenth was recorded, the annual was signed off at tach 3750.1. Another one tenth hour was recorded during the post inspection run up and the aircraft was returned to its hangar with a tach reading of 3750.2. Details of the inspection were recorded in the airframe and engine logs. The owner of the aircraft, Dave Goodwin, requested that the aircraft be inspected so he could prepare it for sale. The previous inspection was completed in 2006. There were only 6.3 tach hours recorded between the 2006 and the 2015 inspections.

N8265B was first hangared at Casey Municipal Airport in April 2005. I rarely saw the aircraft fly, but on a few occasions saw it return to the airport when I was arriving for the morning. I flew the aircraft with Dave after completing the 2006 annual inspection. He requested that I take the left seat, but never said that he was only a student pilot.

