

YEAR  
20  
DATE

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.)

OZARK AIRWORKS, INC

MIDWAY, AR. 72651

Date: 3/20/22

Aircraft: Bellanca

Model: 17-30A

Serial No. 30383

N number: 8869V

Tach: 5393.9, Total time airframe: 5393.9

Annual inspection completed this date. This inspection procedure meets the intent and scope of FAR 43.13 appendix (d) and Viking 17-30A service, maintenance and inspection data.

The ELT battery was removed and a new BP 1010 battery installed. The battery was tested in accordance with FAR 91.207 Appendix (d) and is due replacement 3/2024.

1. Found cracked fitting on AN826-3, 3-way fitting. Removed and replaced with new fitting.
2. Repositioned hydraulic pressure switch, (wire tied to hydraulic line), and secured to airframe.
3. Removed emergency extension valve, operates slowly, removed valve, disassembled, cleaned and found pieces of hose inter-liner in the valve. Removed and re-installed the extension valve. Tested system, no anomalies found.
4. Emergency handle bent, re-positioned to clear interior upholstery.
5. Removed and installed a new wheel bearing, P/N 13889 and race P/N 13886 on left side of nose wheel.
6. Both master brake cylinders leaking, removed, cleaned and installed new 'O' ring kits. Serviced with MIL-5606 hydraulic fluid and bled brakes. Installed 4 new brake linings on the left main gear, P/N 066-10500.
7. Nose steering collar cracked at the weld. Ground out old weld and re-welded.
8. Nose gear collar loose on the strut. Removed and found excessive wear on inside surfaces. Re-finished inside of collars and re-formed the collar halves at the split line, lubed and installed with new hardware.
9. Nose gear torque links worn and loose. Removed cleaned and re-positioned to closer tolerances, squared and reamed holes. Assembled using new shims for proper clearance and lubed.

-----Continued-----

| YEAR<br>20____<br>DATE | RECORDING<br>TACH<br>TIME | TODAY'S<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | Description of Inspections, Tests, Repairs and Alterations<br>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries) |
|------------------------|---------------------------|-------------------|-----------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                        |                           |                   |                             |                                                                                                                                                                                                               |

10. Nose landing gear over center bungee out of rig. Bottoming out of travel on gear retraction. Re-rigged bungee rod end and tightened the loose jamb nut. Removed steering rods, cleaned and re-greased and re-installed and tightened the front pivot block attach bolts to reduce play and installed with new Cotter key.
11. Rudder pedal torque tube stiff and binding. Removed the torque tube pillow blocks, cleaned and re-surfaced the bore for additional clearance. Lubed and re-assembled, rudder pedal connecting rods loose and have the bushings seized. Removed all four bushings polished and re-installed, tightened all loose hardware.
12. Rudder cables out of rig. Loosened cable tension, clamped in proper position with cable alignment tool to rudder pedals. Loosened turnbuckles and re-aligned, tightened turnbuckles and saftied.
13. Removed all 3 rudder hinge bolts, cleaned, greased and re-installed with new cotter keys.
14. Gascolator drain valve missing nut, 'O' ring worn. Cleaned and reinstalled with new 'O' ring and installed on airframe with new DG-15 Adel clamp.
15. Removed engine fuel pump due to leak. Removed diaphragm installed new gasket and re-installed on engine.
16. Installed new air induction filter, P/N BA-104
17. Removed and installed all spark plugs, P/N URHB-32E.
18. Removed old magnetos and installed new, P/N BL500556-1

All Airworthiness Directives pertinent to this aircraft have been complied with and are listed in the AD Compliance Report. Details of work completed in regards to this inspection is on file at this agency under work order No. OZA-135184.

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED AND REPAIRED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND HAS BEEN DETERMINED TO BE IN AN AIRWORTHY CONDITION AND RELEASED FOR SERVICE.

Les Ives

A/P - I/A

ENGINE LOG

OZARK AIRWORKS, INC.

Midway, AR. 72651]

Date: 3/20/2022

Aircraft: Bellanca 17-30A

Engine: Continental IO-520-K1B

SERIAL: 224138-R

Tach: 5393.9, SMOH: 925.6

1. Annual Inspection completed this date. This inspection procedure meets the requirements of FAR 43.13 appendix (d) and Continental IO-520-K1B inspection, maintenance and service data.
2. Compression checks, 1 – 58/80, 2. – 52/80, 3. – 48/80, 4.- 44/80, 5.- 52/80, 6.- 38/80. Compression checked cold.
3. Drained oil, removed and cut filter, no contaminants found. Serviced with 12 quarts of Aeroshell W100 Plus and AA48108-2. engine ran with no leaks found.
4. See airframe logbook for entries of new Magnetos and Spark Plugs.

All AD notes pertinent to this engine are listed in the compliance report and have been complied with. The above work completed is on file at this agency under work order No. OZA-135184.

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND HAS BEEN DETERMINED TO BE IN AN AIRWORTHY CONDITION AND HAS BEEN RELEASED FOR SERVICE,

Les Ives

A/P - I/A