

DCA21FA174

MAINTENANCE RECORDS

Group Chair's Factual Report - Attachment 2

Aircraft Logbooks

December 16, 2022



AIRCRAFT LOG BOOK

AUDIT [REDACTED]

LOG PAGE # 08222

Last log page # of previous log book

Continuation Sheet Y (N)

ORIG STA: <u>HNL</u>		DATE: <u>1/1/21</u>		AIRCRAFT #: <u>N310TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL							
DEPARTURE		—		DAILY MX —			
ELAPSED HOURS		—		ONLY			
DEPARTURE FUEL (LBS)							
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE		CAPT () F/0		CAPT () F/0		CAPT () F/0	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG -9 -15 -17
Capt		ACM		ACM		
F/0		ACM		ACM		
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR
	Dual / VOT					/
SIGNATURE						NEXT DUE
CODE: F = FLT CREW						I = INFO M = MAINT.

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
1	HNL	M	32	HNL		
#3 MLG Brake worn TO LIMITS.			Removed & Replaced #3 MLG Brake in ref. Amm ch. 32-41-41. OPS ck & Leak ck OK.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
Brake Assy	2601042-5	C-2048	2601042-5	BC0886		
SIG	DATE	SIG	DATE			
	1/1/21		1/1/21			
NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
2	HNL		5	HNL		

Daily check Reg'd.

Completed Daily check in in ref w/ RAI - DLY-01

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG	DATE	SIG	DATE			
	1/1/21		1/1/21			
NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG	DATE	SIG/EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

 DATE 01-01/21 TIME (LOCAL) 2000 STA. HNL TYPE MAINT. DAILY
 TURE [REDACTED]

AUDIT

LOG PAGE # 08223

Last log page # of previous log book

Continuation Sheet Y (N)

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

CORRECTIVE ACTION

P/N ON 393026-01837	S/N ON M1848E
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P/N ON	S/N ON
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The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE 01-02-21 TIME (LOCAL) 2000 STA. MNL TYPE MAINT. WEEKLY

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT [REDACTED]LOG PAGE # **08224**

Last log page # of previous log book _____ Continuation Sheet Y / N

ORIG STA: HNL		DATE: 1/3/21		AIRCRAFT #: 810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	150	810	HNL	810		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0415	0409	510	506		
DEPARTURE		0315	0327	429	433		
ELAPSED HOURS		1.0	.7	.7	.5		
DEPARTURE FUEL (LBS)		18,800		13,500			
ARRIVAL FUEL (LBS)		13,500		9,300			
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT		19,939 (LBS)		0 (LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG (9) -15 -17
Capt	HOSHOUR	ACM		ACM		
F/O	MERCADO	ACM		ACM		
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR
	Dual / VOT					/
SIGNATURE						NEXT DUE
						1/15/21
CODE: F = FLT CREW						
I = INFO M = MAINT.						

DISCREPANCY

CORRECTIVE ACTION

NO.	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.	DATE	SIG./EMP #	DATE			
NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.	DATE	SIG./EMP #	DATE			
NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.	DATE	SIG./EMP #	DATE			

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
 SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08225

Last log page # of previous log book

Continuation Sheet Y ☒ N

ORIG STA: HNL		DATE: 1/3/21		AIRCRAFT #: 810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	066	810	1TD	810	4NL	810
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		617	611	705	658	0805	800
DEPARTURE		5400315	327	0627	634	0722	0728
ELAPSED HOURS		1.6	1.3	0.6	1.4	1.7	1.5
DEPARTURE FUEL (LBS)		20,500		18,000		14,000	
ARRIVAL FUEL (LBS)		18,100		14,000		9,460	
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT (9) F/O	
FUEL UPLIFT / FREIGHT		22,991 (LBS)		12,061 (LBS)		4,234 (LBS)	
OIL ADDED (QTS)		#1 Eng 0	#2 Eng 2	#1 Eng	#2 Eng	#1 Eng 1	#2 Eng 2

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	HOSHAM	ACM		ACM					
F/O	MELERAO	ACM		ACM					
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		1/18/21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	RIL	INSP SIG./EMP #
1	HNL	M	5	HNL	N	
Daily Check required.			Daily check complied w/ task card RAI-DLY-01.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
S		DATE 1-3-21		DATE 1-3-21		
NO	STA	CODE	ATA	STA	RIL	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.	DATE	SIG./EMP #	DATE			
NO	STA	CODE	ATA	STA	RIL	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.	DATE	SIG./EMP #	DATE			
NO	STA	CODE	ATA	STA	RIL	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.	DATE	SIG./EMP #	DATE			
NO	STA	CODE	ATA	STA	RIL	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.	DATE	SIG./EMP #	DATE			
NO	STA	CODE	ATA	STA	RIL	INSP SIG./EMP #

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 1/3/21 TIME (LOCAL) 2000 STA. HNL TYPE MAINT. DAILY
SIGNATURE [Signature]

AUDIT

LOG PAGE # 08226

Last log page # of previous log book

Continuation Sheet 6 of N

ORIG STA:		HNL		DATE:		1/4/21		AIRCRAFT #:		8107A		A/C TYPE:		B737-200			
ARR STA	FLIGHT #	ITO		810		HNL		810		ITO		810		HNL		810	
TIMES		BLK		FLT		BLK		FLT		BLK		FLT		BLK		FLT	
ARRIVAL		0321		0318		0440		0436		0607		0604		0719		0715	
DEPARTURE		0227		0239		0349		0357		0514		0523		0631		0640	
ELAPSED HOURS		0.9, .8		.6		1.0, .8		.6		.9		.7		.8		0.6, .7	
DEPARTURE FUEL (LBS)		18,000				13,000				18,000				13,000			
ARRIVAL FUEL (LBS)		13,000				8,200				13,000				8,600			
LANDING / OPS CODE		CAPT (9)		F/O		CAPT (9)		F/O		CAPT (9)		F/O		CAPT ()		F/O	
FUEL UPLIFT / FREIGHT				(LBS)				(LBS)				(LBS)				(LBS)	
OIL ADDED (QTS)		#1 Eng		#2 Eng		#1 Eng		#2 Eng		#1 Eng		#2 Eng		#1 Eng		#2 Eng	

FLIGHT CREW & OBSERVERS

POS	NAME			POS	NAME			POS	NAME	ENG	(9) -15	-17
Capt	Dean			ACM				ACM				
F/O	Friske			ACM				ACM				
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.			
	Dual / VOT					/		1/18/22				

DISCREPANCY

NO	STA P	CODE		ATA	STA P	R/I	INSP SIG./EMP #
1	HNL	M	Daily ck due	5	HNL		
							Daily ck complied
							with IAW Task Card
							DL7-01

CORRECTIVE ACTION

PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SI [REDACTED]		DATE 4-04-21		SI [REDACTED]		DATE 4-04-21			
NO 2	STA HNL	CODE: M		ATA 53	STA HNL	RII 7	INSP SIG/EMP # [REDACTED]	00057	
AD 2017-04-08 DUE				4W AD 2017-04-08 LAW SPECIAL COMPLIANCE WORKCARD. RPT SB 737-5341261					

PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
S [REDACTED]		DATE 1-8-2021		SIG [REDACTED]		DATE 1-8-21			
NO	STA	CODE	ATA		STA	RI	INSP SIG/EMP #		
3	HTNL	M	# 2 Eng. Part D		73	HTNL	N		
Valve leaking fuel beyond limits					R&R and ops check iAW Amm				
					73-12-01 & #2 Eng run iAW Amm				
					71-89-100				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
Fuel Press & pump		714810		616R1311		1714810		6153660	
DATE		DATE		DATE		DATE		DATE	
01-08-21		01-08-21		01-08-21		01-08-21		01-08-21	

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE 01/08/21 TIME (LOCAL) 20:00 STA. 17NC TYPE MAINT. OVFLY

SIGNATURE _____



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

08226

FORM S-5B

11/01/2016

A/C 810 TA

DATE 01/08/21

SERVICE DAILY

STA HNL

PAGE 2 OF 2

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO 4 STA HNL

ATA 05 STA HNL RII N INSP SIG./EMP #

DAILY CHECK DUE

COMPLETED DAILY INSPECTION IAW

RAI-DLY-01

PART NAME

P/N OFF

S/N OFF

P/N ON

S/N ON

SIG. [REDACTED] DATE 01/08/21

SIG./EMP # [REDACTED] DATE 01/08/21

NO STA

ATA STA RII INSP SIG./EMP #

PART NAME

P/N OFF

S/N OFF

P/N ON

S/N ON

SIG. DATE SIG./EMP # DATE

NO STA

ATA STA RII INSP SIG./EMP #

PART NAME

P/N OFF

S/N OFF

P/N ON

S/N ON

SIG. DATE SIG./EMP # DATE

NO STA

ATA STA RII INSP SIG./EMP #

PART NAME

P/N OFF

S/N OFF

P/N ON

S/N ON

SIG. DATE SIG./EMP # DATE

MAINTENANCE

AUDIT

Last log page # of previous log book

Continuation Sheet Y N

ORIG STA:		DATE:		AIRCRAFT #:		A/C TYPE:	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL							
DEPARTURE							
ELAPSED HOURS							
DEPARTURE FUEL (LBS)							
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE							
FUEL UPLIFT / FREIGHT							
OIL ADDED (QTS)							

FULL POWER T/O ☐

POS	NAME				POS	NAME				POS	NAME	ENG	-9	-15	-17
Capt	HOSHOUR				ACM					ACM					
F/O	RYAN				ACM					ACM					
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE		NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.					
	Dual / VOT					/			1/18/24						

CORRECTIVE ACTION

NO	STA	CODE	DESCRIPTION	ATA	STA	RIL	INSP SIG./EMP #
1	HNL	M	Daily Check REQ Weekly	05	HNL		
							Daily check completed IAW
							RAI-DEF-01
							WKLY

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE 1/9/21	SIG./E	DATE 1/9/21	

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
2	HNL	M	25	HNL	N	-
ELT OPS CK REQ'D.			KANNAD ELT OPS CK C/W			
			PER 25-RAI-68-02			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG	DATE	SIG	DATE	
	01-09-21		01-09-21	

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
3	HNL	M	74	HNL	N	
REF MEL 74-01-02 PLACED 810123120-1			REMOVED & REPLACED #2 IGNITION EXCITER			
#2 ENG LO IGNITION INOP			IAW AMM 74-11-11. OPS CHECK GOOD IAW			
			74-00-00 ON ENG RUN IAW 71.09.100			

PART NAME EXCITER	P/N OFF 10-353875-4	S/N OFF 89176570	P/N ON 10-353875-4	S/N ON 090541
S [REDACTED]	DATE 01/09/21	SIG./EMP [REDACTED]	DATE 01/09/21	

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 01-09-21 TIME (LOCAL) 2000 STA. HNL TYPE MAINT. WEEKLY

SIGNATURE

AUDIT [REDACTED]

LOG PAGE # 08228

Last log page # of previous log book

Continuation Sheet YAN

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

CODE: F = FLT CREW

CORRECTIVE ACTION

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
-----------	---------	---------	--------	--------

NO	STA	CODE	ATA	STA	B/I	INSP SIG/EMP #
----	-----	------	-----	-----	-----	----------------

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
-----------	---------	---------	--------	--------

				ATA	OTA	DL	INCD SIC / EMP #				

		CAL OFF	D/L ON	S/N ON
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[illegible]

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP# _____



AIRCRAFT LOG BOOK

AUDIT [REDACTED]

LOG PAGE # 08229

Last log page # of previous log book _____

Continuation Sheet Y (N)

ORIG STA: <u>HNL</u>		DATE: <u>1/10/21</u>		AIRCRAFT #: <u>810TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>ITO</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0640</u>	<u>0635</u>	<u>0747</u>	<u>0742</u>		
DEPARTURE		<u>0535</u>	<u>0555</u>	<u>0558</u>	<u>0606</u>		
ELAPSED HOURS		<u>1.1</u>	<u>.7</u>	<u>8</u>	<u>.6</u>		
DEPARTURE FUEL (LBS)		<u>18,000</u>		<u>13,000</u>			
ARRIVAL FUEL (LBS)		<u>13,000</u>		<u>9,000</u>			
LANDING / OPS CODE		CAPT (<u>9</u>) F/O		CAPT (<u>9</u>) F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	<u>Dean Ng</u>	ACM		ACM					
F/O		ACM		ACM					
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>/</u>		<u>1/18/21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	RIL	INSP SIG./EMP #
<u>1</u>	<u>UNK</u>	<u>M.</u>	<u>OR</u>	<u>UNK</u>	<u>N</u>	
<u>DRIVE C/W BOD.</u>			<u>DRIVE C/W C/W FOR TASK CANDO</u>			
			<u>RM.DRY.01.</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG		DATE <u>1/10/21</u>	SIG	DATE <u>1/10/21</u>
NO	STA	CODE	ATA	STA

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG		DATE	SIG/EMP #	DATE
NO	STA	CODE	ATA	STA

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG		DATE	SIG/EMP #	DATE
NO	STA	CODE	ATA	STA

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG		DATE	SIG/EMP #	DATE
NO	STA	CODE	ATA	STA

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG		DATE	SIG/EMP #	DATE
NO	STA	CODE	ATA	STA

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 1/10/21TIME (LOCAL) 1900STA. HNLTYPE MAINT. Da

SIGNATURE _____

AUDIT

LOG PAGE # 08230

Last log page # of previous log book

Continuation Sheet Y / NFLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

CODE: F = FLT CREW
I = INFO M = MAINT.

DISCREPANCY

CORRECTIVE ACTION

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE 11/1/21

~~TIME (LOCAL)~~

2000

STA.

TYPE MAINT. Daily

SIGNATURE

AUDIT

LOG PAGE # 08231

Last log page # of previous log book

Continuation Sheet Y / 

ORIG STA: HNL		DATE: 11/12/21		AIRCRAFT #: N810TA				A/C TYPE: B737-200	
ARR STA	FLIGHT #	ITO	810	HNL	810	066	810	HNL	810
TIMES		BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0200	0157	0308	0304	0513	0540	0610	0606
DEPARTURE		0107	0117	0222	0230	0433	0443	0530	0537
ELAPSED HOURS		0.9	0.7	0.7	0.6	0.7	0.4	0.7	0.5
DEPARTURE FUEL (LBS)		18000		13000		14000		10500	
ARRIVAL FUEL (LBS)		13000		8400		10500		8000	
LANDING / OPS CODE		CAPT (9) E/O		CAPT (9) E/O		CAPT (9) F/O		CAPT (9) F/O	
FUEL UPLIFT / FREIGHT		115095 (LBS)		114515 (LBS)		114790 (LBS)		114750 (LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	ROGERS	ACM		ACM					
E/O	FRISKEI	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		1/13/21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	R/L	INSP SIG./EMP #
1	AME	M	5	AME	N	
DAILY check DUC			Accomplished DAILY check IAW w/c RAI-DLY-01			

PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
S [REDACTED]		DATE 1-12-21		S [REDACTED]		DATE 1-12-21			
NO 12	STA HNL	CODE M		ATA 27	STA HNL	HI -	INSP SIG.EMP #		
AD 2011-27-03 INSPECTION				C/W AD 2011-27-03 INSPECTION					
≠ LUBE REQ'D PER SB				≠ LUBE OF HSTA PER SB					
SB 737-27A1278				737-27A1278. NO DEFECTS NOTED.					

PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG [REDACTED]		DATE 01-12-21		SIG [REDACTED]		DATE 01-12-21			
NO 3	STA HNL	CODE: M			ATA 57	STA HNL	R/I N	INSP SIG./EMP #	
AD 2016-03-01 (h) INSPECTION OF WING					C/W AD 2016-03-01 (h) GROUP 2 WSP				
FRONT SPAR LWR CORD & SKIN DUE					WITH NO FINDINGS				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG [REDACTED]		DATE 01/12/21		SIG [REDACTED]		DATE 01/12/21			

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 01-12-21 TIME (LOCAL) 2000

STA. 4NL

TYPE MAINT. DAILY

SIGNATURE

AUDIT

Last log page # of previous log book

Continuation Sheet Y ~~N~~

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

CODE: F = FLT CREW
I = INFO M = MAINT.

DISCREPANCY

CORRECTIVE ACTION

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____

AUDIT

Last log page # of previous log book

Continuation Sheet Y (N)

FLIGHT CREW & OBSERVERS

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT						/		

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE 1/13/21	S [REDACTED]	DATE 1/13/21	

[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #		DATE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 1/19/21 TIME (LOCAL) 2000 STA. 424 TYPE MAINT. SAFETY

SIGNATURE _____



AIRCRAFT LOG BOOK

AUDIT [REDACTED]

LOG PAGE # 08234

Last log page # of previous log book _____

Continuation Sheet Y/N N

ORIG STA: <u>HNL</u>		DATE: <u>1/14/21</u>		AIRCRAFT #: <u>N810TA</u>		A/C TYPE: B737-200			
ARR STA	FLIGHT #	<u>170</u>	<u>810</u>	<u>HNL</u>	<u>810</u>				
TIMES		BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0200</u>	<u>0155</u>	<u>0313</u>	<u>0308</u>				
DEPARTURE		<u>0105</u>	<u>0115</u>	<u>0220</u>	<u>0228</u>				
ELAPSED HOURS		<u>0.9</u>	<u>0.6</u>	<u>0.7</u>	<u>0.8</u>	<u>0.9</u>	<u>0.6</u>	<u>0.7</u>	
DEPARTURE FUEL (LBS)		<u>18000</u>		<u>12000</u>					
ARRIVAL FUEL (LBS)		<u>12000</u>		<u>8000</u>					
LANDING / OPS CODE		<u>CAPT (9) F/O</u>		<u>CAPT (9) F/O</u>		CAPT () F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	<u>-9</u>	<u>-15</u>	<u>-17</u>
Capt	<u>OKA1</u>	ACM		ACM					
F/O	<u>STORM</u>	ACM		ACM					
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>/</u>		<u>1/18/21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT [REDACTED]

LOG PAGE # 08235

Last log page # of previous log book

Continuation Sheet Y/N ☒

ORIG STA: <u>HNL</u>		DATE: <u>1/14/21</u>		AIRCRAFT #: <u>N810TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>099</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0531</u>	<u>0526</u>	<u>0313</u>	<u>0308</u>		
DEPARTURE		<u>0450</u>	<u>0501</u>	<u>0220</u>	<u>0228</u>		
ELAPSED HOURS		<u>0.7</u>	<u>0.4</u>	<u>0.809</u>	<u>0.607</u>		
DEPARTURE FUEL (LBS)		<u>14000</u>		<u>10000</u>			
ARRIVAL FUEL (LBS)		<u>10000</u>		<u>7000</u>			
LANDING / OPS CODE		<u>CAPT (9) F/O</u>		<u>CAPT (9) F/O</u>		CAPT () F/O	CAPT () F/O
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	(LBS)
OIL ADDED (QTS)	#1 Eng		#2 Eng		#1 Eng		#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>OKAI</u>	ACM	<u>T. REASONER</u>	ACM	
F/O	<u>STORM</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>1</u>		<u>1/18/21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
<u>1</u>	<u>HNL</u>	<u>MA</u>	<u>5</u>	<u>HNL</u>	<u>N</u>	
<u>DAILY CHECK REQ'D.</u>			<u>Accomplished DAILY check TAE</u> <u>W/C IZAI-DLY-01</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.		DATE	SIG./EMP #	DATE		
		<u>1/14/21</u>		<u>1/14/21</u>		
NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.		DATE	SIG./EMP #	DATE		
NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 1/14/21 TIME (LOCAL) 2000 STA. HNL TYPE MAINT. DAIM.

SIGNATURE [REDACTED]

AUDIT

LOG PAGE # 08236

Last log page # of previous log book

Continuation Sheet Y / N

ORIG STA: <u>HNL</u>			DATE: <u>1/15/21</u>			AIRCRAFT #: <u>N810TA</u>			A/C TYPE: B737-200				
ARR STA	FLIGHT #	<u>170</u>	<u>810</u>	<u>HNL</u>	<u>810</u>								
TIMES		BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT				
ARRIVAL		<u>0202</u>	<u>0159</u>	<u>0318</u>	<u>0315</u>								
DEPARTURE		<u>0112</u>	<u>0119</u>	<u>0232</u>	<u>0236</u>								
ELAPSED HOURS		<u>0.8</u>	<u>0.6</u>	<u>0.7</u>	<u>0.8</u>								
DEPARTURE FUEL (LBS)		<u>18000</u>		<u>13000</u>									
ARRIVAL FUEL (LBS)		<u>13000</u>		<u>9000</u>									
LANDING / OPS CODE		CAPT (<u>9</u>) <u>F0</u>		CAPT (<u>9</u>) <u>F0</u>		CAPT () F/0			CAPT () F/0				
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)			(LBS)				
OIL ADDED (QTS)		#1 Eng		#2 Eng		#1 Eng		#2 Eng		#1 Eng		#2 Eng	

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	OKAI	ACM		ACM					
F/O	MOORE	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		1/18/21	

CORRECTIVE ACTION

[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #		DATE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____

AUDIT

Last log page # of previous log book

Continuation Sheet Y / N

FLIGHT CREW & OBSERVERS

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	R/I	INSP SIG./EMP #
PART NAME		P/N OFF	S/N OFF	P/N ON		S/N ON
SIG.		DATE	SIG./EMP #			DATE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE 01/15/21 TIME (LOCAL) 1830 STA. HNL TYPE MAINT. DAILY CHECK
SIGNATURE [REDACTED]

AUDIT

Last log page # of previous log book

Continuation Sheet Y ☒ N

ORIG STA: HNL		DATE: 1/16/21		AIRCRAFT #: 810TA		A/C TYPE: B737-200			
ARR STA	FLIGHT #	066	810	HNL	810	ITO	810	HNL	810
TIMES		BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0315	0311	0410	0407	0617	0615	0727	0725
DEPARTURE		0238	0248	0340	0343	0525	0534	0640	0647
ELAPSED HOURS		0.6	0.4	0.5	0.4	0.9	0.7	0.8	0.6
DEPARTURE FUEL (LBS)		14000		10500		18000		13000	
ARRIVAL FUEL (LBS)		10500		8000		13000		8700	
LANDING / OPS CODE		CAPT (9) F/D		CAPT (9) F/D		CAPT (9) F/D		CAPT (9) F/D	
FUEL UPLIFT / FREIGHT		119574 (LBS)		12892 (LBS)		19801 (LBS)		12885 (LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FULL POWER T/O ☐

POS	NAME			POS	NAME			POS	NAME	ENG	-15	-17
Capt	ROGERS			ACM				ACM				
F/O	KREKAN			ACM				ACM				
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.			
	Dual / VOT					/		1/18/21				

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
1	HNL	F	34	HNL	N	—
#2 CDI BOUNCES			Removed & Replaced #2 CDI IAW AMM			
AND GIVES ERRONEOUS			34-26-21 DPS CHECK NORMAL			
INDICATIONS.						

PART NAME INDICATOR	COURSE 522-2782-004	P/N OFF J5749	P/N ON 522-2782-004	S/N ON 6508
S [REDACTED]	DATE 1/6/21	SIG/E [REDACTED]	DATE 01/16/21	

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
2	HNL	M	05	HNL	N	
WEEKLY CHECK + MAIN CABIN CARGO DOOR			Completed IAW Amm			
INSPECTION DUE			RAI-WKLY-01			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SI [REDACTED]		DATE 01/16/21	[REDACTED]	DATE 01-16-21

NO	STA	CODE:	ATA	STA	RIL	INSP SIG./EMP #
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PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 01-16-21

TIME (LOCAL)

2000

STA.

ANL

TYPE MAINT.

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08239

Last log page # of previous log book

Continuation Sheet Y ☒ N

ORIG STA: HNL		DATE: 1/17/21		AIRCRAFT #: N810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	ITD	810	HNL	810		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0343	0340	0459	0447		
DEPARTURE		0255	0302	0408	0410		
ELAPSED HOURS		0.8	0.6	0.7	0.6		
DEPARTURE FUEL (LBS)		18000		13000			
ARRIVAL FUEL (LBS)		13000		8800			
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT		13565 (LBS)		18509 (LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	ROGERS	ACM		ACM					
F/O	KREKAN	ACM		ACM					
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		1/18/21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	NO	STA	CODE	NO	STA	CODE	NO	STA	CODE
1	HNL	F	2	HST	BACK	33	HNL	R			
LIGHT INFO.						Item deferred per MEL 33-01. Plac #810011721-1. Cat "C". DD 1-27-2 MEL List updated and placards installed.					

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
DATE	1/17/21	DATE	1-17-21	

NO	STA	CODE	NO	STA	CODE	NO	STA	CODE	NO	STA	CODE
2	HNL	M				5	HNL	R			
Daily check required						Daily check c/w IAW RAI taskcard RAI-DLY-01.					

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
DATE	1-17-2021	DATE	1-17-2021	

NO	STA	CODE	NO	STA	CODE	NO	STA	CODE	NO	STA	CODE

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG/EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE Jan 17th, 2021 TIME (LOCAL) 2000 STA. HNL TYPE MAINT. Daily
SIGNATURE

LOG PAGE # 08240



Last log page # of previous log book

Continuation Sheet Y **(N)**

ORIG STA:		DATE:		AIRCRAFT #:		A/C TYPE:	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL							
DEPARTURE							
ELAPSED HOURS							
DEPARTURE FUEL (LBS)							
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE							
FUEL UPLIFT / FREIGHT							
OIL ADDED (QTS)							

OIL ADDED (QTS)		FLIGHT CREW & OBSERVERS		FULL POWER T/O	
POS	NAME	POS	NAME	POS	NAME
Capt	Kiser, W	ACM		ACM	
F/O	Yuda, F	ACM		ACM	
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2
	Dual / VOT				
				± ERROR	
				SIGNATURE	
				NEXT DUE	
				1-18-21	
				CODE: F = FLT CREW	
				I = INFO M = MAINT.	

CHECK			Dual / VOI			DISCREPANCY			CORRECTIVE ACTION			
NO	STA	CODE				ATA	STA	Rll	INSP SIG./EMP #			
1	HNL	F	#1 Fuel gag gauge			20	HNL	N	—			
went to zero on the						Cleaned C/P IAW SWPM 20-60-01.						
Decent into HNL.						Swapped Fuel qty gauges 1 to 2, and						
						2 to 1 for T/S. Ops check good IAW						
						AMM 28-41-51.						

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG	DATE	DATE	DATE	DATE

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
2	HNL	M1	5	HNL		
Daily ck due			Daily ck complied with IAW Task Cards RAI-DX-01			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG [REDACTED]	DATE Jan 18 21	S [REDACTED]	DATE Jan 18 21	
		ATA	STA	RII
				INSP SIG/EMP #

NO	STA	CODE:	ATA	STA	Rll	INSP SIG/EMP #
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PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON	
SIG.	DATE	SIG./EMP #			DATE

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 1-18-21

TIME (LOCAL) 1800

STA. HNL

TYPE MAINT. Daily

SIGNATURE

YELLOW Flight Department

PINK Log Boc

WHITE Maintenance

AUDIT

LOG PAGE # 08241

Last log page # of previous log book

Continuation Sheet Y ~~100~~

ORIG STA:		DATE:		AIRCRAFT #:		A/C TYPE:	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL							
DEPARTURE							
ELAPSED HOURS							
DEPARTURE FUEL (LBS)							
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE							
FUEL UPLIFT / FREIGHT							
OIL ADDED (QTS)							

FULL POWER T/O ☐

POS	NAME			POS	NAME			POS	NAME	ENG -9	-15	-17
Capt	OKAI			ACM				ACM				
F/O	FUKUDA			ACM				ACM				
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT			
	Dist VOT	ITO 116.9	255	255		010		2/19/21				

DISCREPANCY

CORRECTIVE ACTION

DISCREPANCY				INSP SIG./EMP #			
NO	STA	CODE:		ATA	STA	RII	

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08243

Last log page # of previous log book

Continuation Sheet Y/N

ORIG STA: <u>HNL</u>		DATE: <u>1-20-21</u>		AIRCRAFT #: <u>810TA</u>		A/C TYPE: B737-200			
ARR STA	FLIGHT #	<u>OGG</u>	<u>810</u>	<u>HNL</u>	<u>810</u>				
TIMES		BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>309</u>	<u>300</u>	<u>355</u>	<u>345</u>				
DEPARTURE		<u>230</u>	<u>235</u>	<u>319</u>	<u>325</u>				
ELAPSED HOURS		<u>0.6</u>	<u>.4</u>	<u>.6</u>	<u>0.4</u>				
DEPARTURE FUEL (LBS)		<u>14500</u>		<u>10500</u>					
ARRIVAL FUEL (LBS)		<u>10500</u>		<u>8800</u>					
LANDING / OPS CODE		<u>CAPT (9)</u>	F/O	<u>CAPT (9)</u>	<u>F/O</u>	<u>CAPT ()</u>	F/O	<u>CAPT ()</u>	F/O
FUEL UPLIFT / FREIGHT			(LBS)		(LBS)		(LBS)		(LBS)
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐ENG -9 -15 -17

POS	NAME	POS	NAME	POS	NAME
Capt	<u>A. Datozi</u>	ACM		ACM	
F/O	<u>M. Krolcan</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		<u>2-19-21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	R/I	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	R/I	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	R/I	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____

AUDIT

Last log page # of previous log book

Continuation Sheet Y / 

ORIG STA: <u>HNL</u>		DATE: <u>1/19/21</u>		AIRCRAFT #: <u>N810TA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	<u>046</u>	<u>810</u>	<u>170</u>	<u>810</u>	<u>HNL</u>	<u>810</u>
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0605</u>	<u>0600</u>	<u>0912</u>	<u>0709</u>	<u>0827</u>	<u>0824</u>
DEPARTURE		<u>0521</u>	<u>0535</u>	<u>0630</u>	<u>0637</u>	<u>0738</u>	<u>0748</u>
ELAPSED HOURS		<u>0.7</u>	<u>0.4</u>	<u>0.7</u>	<u>0.5</u>	<u>0.8</u>	<u>0.6</u>
DEPARTURE FUEL (LBS)		<u>18000</u>		<u>14000</u>		<u>11000</u>	
ARRIVAL FUEL (LBS)		<u>14800</u>		<u>11000</u>		<u>6000</u>	
LANDING / OPS CODE		<u>CAPT (9) F/O</u>		<u>CAPT (9) F/O</u>		<u>CAPT (9) F/O</u>	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng <u>0</u>	#2 Eng <u>2</u>	#1 Eng	#2 Eng	#1 Eng <u>2</u>	#2 Eng <u>2</u>

FLIGHT CREW & OBSERVERS

POS	NAME				POS	NAME				POS	NAME	ENG	-9	-15	-17
Capt	OKA1				ACM					ACM					
F/O	Fickel				ACM					ACM					
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR		SIGNATURE		NEXT DUE	CODE: F = FLT CREW				
	Dual / VOT					/				2/19/21	I = INFO M = MAINT.				

DISCREPANCY

NO	STA	CODE	ATA	STA	INS	INSP SIG./EMP #
1	HNL	F	OS	HNL	N	
# 2 ENGINE OIL QTY			Added 20 2380 to # 2 Eng			
IS BELOW 1.5 GALLONS						
DURING FLIGHT						

CORRECTIVE ACTION

PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG		DATE		DATE		DATE		DATE	
NO		STA		CODE		ATA		INSPIGTEMP #	
1		HUL		F		20 HUL N		10-30.2	
THRUST REVERSER LEVERS ARE HARD TO OPERATE (THEY STICK).					Used Reverser handles, I am Boeing Amm 20-30.2 ops check good.				

PART NAME	P/N OFF		P/N ON		S/N ON	
SIG.	DATE	DATE		SIG.	DATE	
NO	STA	CODE	ATA	STA	RIL	INSP SIG./EMP #
DAILY Check Done			Accomplished DAILY check IAW W/C RAT-PLY-01			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
		DATE		DATE
		1/19/21		1/19/21

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 1/19/21

TIME (LOCAL)

20: 60

STA.

TYPE MAINT.

DAILY

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08244

Last log page # of previous log book

Continuation Sheet ☒ Y ☐ N

ORIG STA: <u>HNL</u>		DATE: <u>1-20-21</u>		AIRCRAFT #: <u>810JA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL		<u>558</u>	<u>555</u>	<u>640</u>	<u>635</u>	<u>746</u>	<u>735</u>
DEPARTURE		<u>518</u>	<u>530</u>	<u>605</u>	<u>610</u>	<u>650</u>	<u>700</u>
ELAPSED HOURS		<u>.7</u>	<u>.4</u>	<u>.6</u>	<u>.4</u>	<u>0.8</u>	<u>.6</u>
DEPARTURE FUEL (LBS)		<u>20400</u>		<u>16500</u>		<u>13500</u>	
ARRIVAL FUEL (LBS)		<u>16500</u>		<u>13500</u>		<u>4500</u>	
LANDING / OPS CODE		<u>CAPT (9) F/O</u>		<u>CAPT (9) F/O</u>		<u>CAPT (9) F/O</u>	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng
					<u>0.8</u>	<u>1</u>	

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>A. Dato</u>	ACM		ACM	
F/O	<u>M. Krenken</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>/</u>		<u>2-19-21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	R/L	INSP SIG./EMP #
<u>1</u>	<u>HNL</u>	<u>F</u>	<u>34</u>	<u>HNL</u>	<u>N</u>	
<u>Heading wasn't stay synchronized on both sides and after matching it manually will go off periodically every 5-10 minutes</u>			<u>REMOVED & REPLACED CAPT & F/O RMI IAW AMM 34-21-41. OPS CHECK NORMAL IAW AMM 34-21-00</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
<u>RMI</u>	<u>1784460-655</u>	<u>80015890</u>	<u>1784460-655</u>	<u>7111452</u>
SIG.	DATE	SIG./EMP	DATE	
	<u>1-20-21</u>		<u>01/20/21</u>	

NO	STA	CODE	ATA	STA	R/L	INSP SIG./EMP #
<u>2</u>	<u>HNL</u>	<u>I</u>	<u>28</u>	<u>HNL</u>	<u>N</u>	
<u>#2 fuel QTY Indicator dropped to 0 during landing and came back up</u>			<u>REMOVED & REPLACED #2 FQI, OPS CHECK NORMAL IAW AMM 28-41-51</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
<u>INDICATOR</u>	<u>393026-01837</u>	<u>1885C</u>	<u>393026-01837</u>	<u>M2801F</u>
SIG.	DATE	SIG./EMP	DATE	
	<u>1-20-21</u>		<u>01/20/21</u>	

NO	STA	CODE	ATA	STA	R/L	INSP SIG./EMP #
<u>3</u>	<u>HNL</u>	<u>M</u>	<u>34</u>	<u>HNL</u>	<u>N</u>	
<u>REF MEL 33-01 PLACARD #810011721-1</u>			<u>REMOVED & REPLACED HSI REF AMM 34-26-21</u>			
<u>#2 HSI BACKLIGHT INOP</u>			<u>OPS CHECK NORMAL IAW 34-26-00, 34-21-00</u>			
			<u>& 33-11-00. MEL 33-01 CLEARED, PLACARD</u>			
			<u>REMOVED, MEL LIST CLEARED</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
<u>COURSE INDICATOR</u>	<u>522-2782-004</u>	<u>6508</u>	<u>522-2782-004</u>	<u>3626</u>
SIG.	DATE	SIG./EMP	DATE	
	<u>01/20/21</u>		<u>01/20/21</u>	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 1/20/21TIME LOCAL 2000STA. HNLTYPE MAINT. Daily

SIGNATURE



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

08244

FORM S-5B

11/01/2016

A/C 810TA

DATE 01/20/21

SERVICE DAILY

STA HNL

PAGE 2 OF 2

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO 4	STA HNL	ATA S	STA HNL	RII N	INSP SIG./EMP #
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DAILY CHECK DUE

Accomplished Daily Check
IAW Taskcards RAI-DLY-01

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
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SIG. [REDACTED]	DATE 01/20/21	SIG. [REDACTED]	DATE 20 Jan 21
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NO	STA	ATA	STA	RII	INSP SIG./EMP #
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PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
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SIG.	DATE	SIG./EMP #	DATE
------	------	------------	------

NO	STA	ATA	STA	RII	INSP SIG./EMP #
----	-----	-----	-----	-----	-----------------

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
-----------	---------	---------	--------	--------

SIG.	DATE	SIG./EMP #	DATE
------	------	------------	------

NO	STA	ATA	STA	RII	INSP SIG./EMP #
----	-----	-----	-----	-----	-----------------

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
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SIG.	DATE	SIG./EMP #	DATE
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MAINTENANCE

AUDIT

Last log page # of previous log book

Continuation Sheet Y-7(N)

ORIG STA:		HNL		DATE: 1-21-21		AIRCRAFT #: 810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	OGG	810	HNL	810	OGG	810	HNL	810
TIMES		BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0318	0313	0412	0408	0536	0530	0633	0630
DEPARTURE		0235	0247	0338	0344	0453	0503	0600	0606
ELAPSED HOURS		.7	.4	.6	.4	.7	.4	.5	.4
DEPARTURE FUEL (LBS)		14400		11100		14500		11100	
ARRIVAL FUEL (LBS)		11100		8600		11100		8500	
LANDING / OPS CODE		CAPT (9) F/0		CAPT (9) F/0		CAPT (9) F/0		CAPT (9) F/0	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FULL POWER T/O

POS	NAME				POS	NAME				POS	NAME	ENG	-9	-15	-17
Capt	RINSMA				ACM					ACM					
F/O	KREKAN				ACM					ACM					
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE				NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.			
	Dual / VOT					/					2-19-21				

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	RIL	INSP SIG./EMP #
1	1111	M	05	1111	N	
TASK CMD 28. MWL. 29 : O/WNG FIL			O/W 28. MWL. 29 PER AMM 28.11.71			
PORT BOND OF MW FUEL TANKS. REO'D.			NO PAULTS/OBJECTS NOT'D.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE 1/21/21	SIG.	DATE 1/21/21	

[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #		DATE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____

AUDIT

Last log page # of previous log book

Continuation Sheet ~~Y~~ ☒ N

ORIG STA: <u>HNL</u>			DATE: <u>1-21-2021</u>			AIRCRAFT #: <u>810 TA</u>			A/C TYPE: <u>B737-200</u>			
ARR STA	FLIGHT #		<u>OGG</u>	<u>810</u>	<u>HNL</u>	<u>810</u>						
TIMES			BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT		
ARRIVAL			<u>1257</u>	<u>1246</u>	<u>1507</u>	<u>1507</u>	<u>1644</u>	<u>1641</u>				
DEPARTURE			<u>1210</u>	<u>1220</u>	<u>1425</u>	<u>1436</u>	<u>1535</u>	<u>1555</u>				
ELAPSED HOURS			<u>0.8</u>	<u>0.4</u>	<u>0.7</u>	<u>0.5</u>	<u>1.1</u>	<u>0.7</u>				
DEPARTURE FUEL (LBS)			<u>14000</u>		<u>10000</u>		<u>20400</u>					
ARRIVAL FUEL (LBS)			<u>10000</u>		<u>7000</u>		<u>14000</u>					
LANDING / OPS CODE			CAPT (<u>11</u>) <u>P/O</u>		CAPT (<u>11</u>) <u>F/O</u>		CAPT (<u>11</u>) <u>P/O</u>		CAPT () <u>F/O</u>			
FUEL UPLIFT / FREIGHT			(LBS)		(LBS)		(LBS)		(LBS)			
OIL ADDED (QTS)	#1 Eng		#2 Eng		#1 Eng	<u>2</u>	#2 Eng	<u>2</u>	#1 Eng		#2 Eng	

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	-15	-17
Capt	OKAI	ACM		ACM				
E/O	NE	ACM		ACM				

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		2/19/21	

CORRECTIVE ACTION

NO. 1	STA. HNL	CODE M	Daily Check Required.	ATA 5	STA HNL	RIL N	INSP SIG/EMP #
							c/w daily check IAW RAI Taskcard RAI-DLY-01.

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
S [REDACTED]	DATE 1-21-2021	S [REDACTED]	DATE 1-21-2021	

[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #		DATE

[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____

AUDIT XXXXXXXXXX

Last log page # of previous log book

Continuation Sheet Y / N

ORIG STA: <u>HNL</u>		DATE: <u>1/22/21</u>		AIRCRAFT #: <u>N810TA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #						
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0317</u>	<u>0312</u>	<u>0402</u>	<u>0358</u>	<u>0453</u>	<u>0449</u>
DEPARTURE		<u>0237</u>	<u>0247</u>	<u>0328</u>	<u>0335</u>	<u>0410</u>	<u>0420</u>
ELAPSED HOURS		<u>0.7</u>	<u>0.4</u>	<u>0.6</u>	<u>0.4</u>	<u>0.7</u>	<u>0.5</u>
DEPARTURE FUEL (LBS)		<u>20400</u>		<u>17300</u>		<u>14100</u>	
ARRIVAL FUEL (LBS)		<u>17300</u>		<u>14100</u>		<u>10800</u>	
LANDING / OPS CODE		CAPT (<u>9</u>) <u>F/O</u>		<u>CAPT</u> (<u>9</u>) F/O		CAPT (<u>9</u>) <u>F/O</u>	CAPT () F/O
FUEL UPLIFT / FREIGHT		<u>122377</u> (LBS)		<u>16022</u> (LBS)		<u>10</u> (LBS)	(LBS)
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG <u>2-9</u> -15 -17
Capt	ROGERS	ACM		ACM		
F/O	STORM	ACM		ACM		

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		2/10/21	

CORRECTIVE ACTION

[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #		DATE

[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT _____

LOG PAGE # **08247**

Last log page # of previous log book _____

Continuation Sheet Y ☒ N

ORIG STA: HNL		DATE: 1-21-21		AIRCRAFT #: N810TK		A/C TYPE: B737-200	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL							
DEPARTURE							
ELAPSED HOURS							
DEPARTURE FUEL (LBS)							
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE		CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O
FUEL UPLIFT / FREIGHT		(LBS)	(LBS)	(LBS)	(LBS)	(LBS)	(LBS)
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

ENG -9 -15 -17

POS	NAME	POS	NAME	POS	NAME
Capt		ACM		ACM	
F/O		ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT								

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
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PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
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PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
----	-----	-------	-----	-----	-----	-----------------

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08248

Last log page # of previous log book

Continuation Sheet Y/C

ORIG STA: <u>HNL</u>		DATE: <u>1/21/21</u>		AIRCRAFT # <u>N810TA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	<u>DT1</u>	<u>810</u>	<u>099</u>	<u>810</u>	<u>HNL</u>	<u>810</u>
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>1644</u>	<u>1641</u>	<u>1826</u>	<u>1820</u>	<u>1931</u>	<u>1926</u>
DEPARTURE		<u>1535</u>	<u>1555</u>	<u>1745</u>	<u>1755</u>	<u>1850</u>	<u>1901</u>
ELAPSED HOURS		<u>1.1</u>	<u>0.7</u>	<u>0.7</u>	<u>0.4</u>	<u>0.7</u>	<u>0.4</u>
DEPARTURE FUEL (LBS)		<u>20400</u>		<u>14000</u>		<u>11500</u>	
ARRIVAL FUEL (LBS)		<u>14000</u>		<u>11500</u>		<u>8000</u>	
LANDING / OPS CODE		CAPT (11) <u>F/O</u>		CAPT (11) <u>F/O</u>		CAPT (11) <u>F/O</u>	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	-15	-17
Capt	<u>DKA1</u>	ACM		ACM				
F/O	<u>NG</u>	ACM		ACM				
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE
	Dual / VOT					<u>1</u>		<u>2/19/21</u>

CODE: F = FLT CREW
I = INFO M = MAINT.

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	R/I	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	R/I	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	R/I	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 1-21-2021TIME (LOCAL) 2000STA. HNLTYPE MAINT. Daily

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08250

Last log page # of previous log book

Continuation Sheet Y (N)

ORIG STA: <u>HNL</u>		DATE: <u>1/22/21</u>		AIRCRAFT #: <u>N810TA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	<u>066</u>	<u>810</u>	<u>ITO</u>	<u>810</u>	<u>HNL</u>	<u>810</u>
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0553</u>	<u>0549</u>	<u>0650</u>	<u>0647</u>	<u>0800</u>	<u>0756</u>
DEPARTURE		<u>0510</u>	<u>0520</u>	<u>0613</u>	<u>0619</u>	<u>0712</u>	<u>0717</u>
ELAPSED HOURS		<u>0.7</u>	<u>0.5</u>	<u>0.6</u>	<u>0.5</u>	<u>0.8</u>	<u>0.6</u>
DEPARTURE FUEL (LBS)		<u>20400</u>		<u>17300</u>		<u>13500</u>	
ARRIVAL FUEL (LBS)		<u>17300</u>		<u>13500</u>		<u>8000</u>	
LANDING / OPS CODE		<u>CAPT (9) F/O</u>		<u>CAPT (9) F/O</u>		<u>CAPT (9) F/O</u>	
FUEL UPLIFT / FREIGHT		<u>123165 (LBS)</u>		<u>18123 (LBS)</u>		<u>16933 (LBS)</u>	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	ROBERS	ACM		ACM					
E/O	STORM	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		2/19/21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	DISCHARGE	ATA	STA	RII	INSP SIG./EMP #
1	HNL	M	Daily check req.	OS	HNL	N	
							Daily check completed JAW
							TASK cards RAI-DLY-01.

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG.	DATE	

NO	STA	CODE: #		ATA	STA	RIT #	INSP SIG/EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	Rll	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 01-22-71 TIME (LOCAL) 2000 STA. HNL TYPE MAINT. DAILY

SIGNATURE _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08451

Last log page # of previous log book 08250

Continuation Sheet Y N

ORIG STA:		DATE:		AIRCRAFT #:				A/C TYPE:	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT
TIMES									
ARRIVAL									
DEPARTURE									
ELAPSED HOURS									
DEPARTURE FUEL (LBS)									
ARRIVAL FUEL (LBS)									
LANDING / OPS CODE									
FUEL UPLIFT / FREIGHT									
OIL ADDED (QTS)									

FLIGHT CREW & OBSERVERS

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	ROGERS	ACM		ACM					
F/O	YUDA	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		2/19/21	

DISCREPANCY

NO	STA	CODE	ATA	STA	R/I	INSP SIG./EMP #
1	HNL	M	33	HNL	N	—
BOTH L/H BETTER CEILING FLOWRESCENT LIGHT BULBS OUT IN P-4			REMOVED & REPLACED 2EA LAMPS - OPS CHECK GOOD W/ AMM 33-21-00			

CORRECTIVE ACTION

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE 01/23/21	SIG./EMP # [REDACTED]	DATE 01/23/21	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
2	HNL	M	05	HNL	N	
WEEKLY CHECK DUE			C/W WEEKLY CHECK PER RAI-WKLY-01			

Week 1	Week 2

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG [REDACTED]	DATE 01/23/21	SIG./EMP # [REDACTED]	DATE 01/23/21	

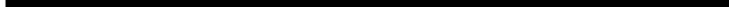
NO		STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
----	--	-----	-------	-----	-----	-----	-----------------

[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON
SIG.	DATE	SIG./EMP #	DATE

AIRWORTHINESS RELEASE The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 01-23-21 TIME (LOCAL) 2000 STA. weekly HNL TYPE MAINT. WEEKLY

SIGNATURE 

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE 01-23-21 TIME (LOCAL) 2000 STA. ~~WEEKLY~~ HNL TYPE MAINT. WEEKLY

SIGNATURE _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08452

Last log page # of previous log book

Continuation Sheet Y N

ORIG STA: HNL		DATE: 1-24-21		AIRCRAFT #: 810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	OGG	810	HNL	810		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0325	0320	0428	0423		
DEPARTURE		0240	0256	0347	0400		
ELAPSED HOURS		.7	.4	.7	.4		
DEPARTURE FUEL (LBS)		16400		13800			
ARRIVAL FUEL (LBS)		13800		10900			
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	RINSMA	ACM		ACM	
F/O	NG	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		2-19-21	

DISCREPANCY

CORRECTIVE ACTION

NO 1	STA HNL	CODE: M.	ATA 5	STA HNL	R/I U	INSP SIG/EMP #
daily chk req'd.			c/w daily, chk IAW RAI Taskcard RAI-DLY-01.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE 1/24/21	[REDACTED]	DATE 1-24-202	

NO	STA	CODE:	ATA	STA	R/I	INSP SIG/EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG/EMP #	DATE	

NO	STA	CODE:	ATA	STA	R/I	INSP SIG/EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG/EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 1/24/21.

TIME (LOCAL) 2000

STA. HNL

TYPE MAINT. DAILY.

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08453

Last log page # of previous log book

Continuation Sheet Y/N

ORIG STA: <u>HNL</u>		DATE: <u>1-25-21</u>		AIRCRAFT #: <u>810 TA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	<u>ITO</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>405</u>	<u>400</u>	<u>530</u>	<u>525</u>		
DEPARTURE		<u>300</u>	<u>315</u>	<u>435</u>	<u>445</u>		
ELAPSED HOURS		<u>1.1</u>	<u>.7</u>	<u>.9</u>	<u>.7</u>		
DEPARTURE FUEL (LBS)		<u>18000</u>		<u>12500</u>			
ARRIVAL FUEL (LBS)		<u>12500</u>		<u>7200</u>			
LANDING / OPS CODE		CAPT (<u>9</u>)	F/O	CAPT (<u>9</u>)	F/O	CAPT ()	F/O
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

POS	NAME	POS	NAME	POS	NAME
Capt	<u>A. Datozi</u>	ACM		ACM	
F/O	<u>G. Ryan</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		<u>2-19-21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	QTY	ATA	STA	RII	INSP SIG./EMP #
<u>1</u>	<u>HNL</u>	<u>F</u>	<u>QTY</u>	<u>28</u>	<u>HNL</u>	<u>N</u>	
<u>#2 fuel gage dropped to 0 during landing</u>				<u>Could not duplicate on ground. Swapper Flight Deck Fuel gage gauges 2 to 1 and 1 to 2 for T/S. Ops check good per AMM 28-41-51.</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE <u>1-25-21</u>		DATE <u>1-25-21</u>

NO	STA	CODE	QTY	ATA	STA	RII	INSP SIG./EMP #
<u>2</u>	<u>HNL</u>	<u>M</u>	<u>QTY</u>	<u>57</u>	<u>HNL</u>	<u>N</u>	
<u>Daily check Due.</u>				<u>c/w Daily check JAW RAI Taskcard RAI-DLR-01.</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE <u>1-25-2021</u>		DATE <u>1-25-2021</u>

NO	STA	CODE	QTY	ATA	STA	RII	INSP SIG./EMP #
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PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #	DATE

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08454

Last log page # of previous log book

Continuation Sheet Y N

ORIG STA: <u>HNL</u>		DATE: <u>1/25/21</u>		AIRCRAFT #: <u>B107A</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	<u>060</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>1155</u>	<u>1150</u>	<u>1455</u>	<u>1450</u>		
DEPARTURE		<u>1110</u>	<u>1125</u>	<u>1410</u>	<u>1417</u>		
ELAPSED HOURS		<u>07.8</u>	<u>.4</u>	<u>07.8</u>	<u>.5</u>		
DEPARTURE FUEL (LBS)		<u>14,700</u>		<u>12,200</u>			
ARRIVAL FUEL (LBS)		<u>12,200</u>		<u>8,500</u>			
LANDING / OPS CODE		CAPT (<u>11</u>) F/O		CAPT (<u>911</u>) F/O		CAPT () F/O	CAPT () F/O
FUEL UPLIFT / FREIGHT		<u>17,089</u> (LBS)		<u>9,656</u> (LBS)		(LBS)	(LBS)
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>HOSHOUR</u>	ACM		ACM	
F/O	<u>MERCADO</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		<u>2/19/21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08455

Last log page # of previous log book

Continuation Sheet Y / N

ORIG STA: <u>HNL</u>		DATE: <u>1/25/21</u>				AIRCRAFT #: <u>8310TH</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>ITO</u>	<u>810</u>	<u>066</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>1640</u>	<u>1635</u>	<u>1835</u>	<u>1830</u>	<u>2035</u>	<u>2030</u>		
DEPARTURE		<u>1525</u>	<u>1545</u>	<u>1755</u>	<u>1805</u>	<u>2000</u>	<u>2006</u>		
ELAPSED HOURS		<u>1.2</u>	<u>.8</u>	<u>.7</u>	<u>.4</u>	<u>.6</u>	<u>.4</u>		
DEPARTURE FUEL (LBS)		<u>21,600</u>		<u>17,300</u>		<u>13,600</u>			
ARRIVAL FUEL (LBS)		<u>17,300</u>		<u>13,600</u>		<u>10,400</u>			
LANDING / OPS CODE		CAPT (<u>15</u>) <u>F/O</u>		CAPT (<u>15</u>) <u>F/O</u>		CAPT (<u>15</u>) <u>F/O</u>		CAPT () F/O	
FUEL UP/L F/FREIGHT		<u>14,189</u> (LBS)		<u>18,516</u> (LBS)		<u>24,824</u> (LBS)			(LBS)
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng
						<u>0</u>	<u>2</u>		

FLIGHT CREW & OBSERVERS						FULL POWER T/O ☐			
POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	HOSHOOR	ACM	D. JOHNSON	ACM					
F/O	MERCAPO	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		2/19/21	

DISCREPANCY				CORRECTIVE ACTION			
NO	STA	CODE		ATA	STA	RII	INSP SIG./EMP #
	ANK	E	TAXI LT INOP	33	ANK	1	
							R/R'D NOISE TAXI LT PER AMM
							33.42.51. AN OPS NORMALLY.

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE 1/25/21	SIG.	DATE 1/25/21	

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
2	HLF	#1 HSI DISPLAY	34	HLF	2	
RED COMPASS FLAG IN FUR			GWAR'D #1 & #2 COMPASS RACK PER			
			AMM 34-21.00/101 - ALL OPS NORMAL			
			FUR EXTINGUISHED. U/S: 2019171A IN POS 2.			
			U/S: 4089724A IN POS 1			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE 1/25/21	S	DATE 1/25/21	

NO	STA	CODE:		ATT	STA	RM	INC	STATE	EMP #
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #				DATE	

AIRWORTHINESS RELEASE The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 1/25/21 TIME (LOCAL) 2100 STA. WALK TYPE MAINT. DAWY.

SIGNATURE [REDACTED]



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08456

Last log page # of previous log book

Continuation Sheet Y / N

ORIG STA: <u>HNL</u>		DATE: <u>1/26/21</u>		AIRCRAFT #: <u>810 TA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	<u>066</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0327</u>	<u>0323</u>	<u>0431</u>	<u>0427</u>		
DEPARTURE		<u>0240</u>	<u>0250</u>	<u>0345</u>	<u>0355</u>		
ELAPSED HOURS		<u>.8</u>	<u>.5</u>	<u>.8</u>	<u>.5</u>		
DEPARTURE FUEL (LBS)		<u>14,000</u>		<u>10,500</u>			
ARRIVAL FUEL (LBS)		<u>10,500</u>		<u>8,000</u>			
LANDING / OPS CODE		CAPT (<u>9</u>)	F/O (<u>9</u>)	CAPT (<u>9</u>)	F/O	CAPT ()	F/O
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng
				<u>1</u>	<u>2</u>		

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>Dean</u>	ACM		ACM	
F/O	<u>Ryan</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>/</u>		<u>2/20/21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08457

Last log page # of previous log book

Continuation Sheet ☒ Y ☐ N

ORIG STA:		DATE:		AIRCRAFT #:				A/C TYPE:	
ARR STA	FLIGHT #	066	810	ITO	810	HNL	810		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0546	0541	0653	0650	0653	0650		
DEPARTURE		0500	0510	0610	0620	0700	0710		
ELAPSED HOURS		1.8	1.5	1.7	1.5	1.9	1.7		
DEPARTURE FUEL (LBS)		20,400		18,000		14,000			
ARRIVAL FUEL (LBS)		19,600		14,000		9,900			
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT (9) F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	Dean	ACM		ACM					
F/O	Dean	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		2/20/14	

DISCREPANCY

NO	STA	CODE	DESCRIPTION	STA	CODE	DESCRIPTION
1	HNL	F	Heading Comparator light illuminates intermittently, Heading slowed but light still illuminates 3-5 minutes later.	34	HNL	Found Control panel For HSI In DB position, Moved To Magnetic, Heading light extinguished, Ops check good Law Boeing Ann 34.31-01

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SI [REDACTED]	DATE 1/26/21	SI [REDACTED]	DATE 01/26/21	

NO	STA	CODE	ATTN	STA	RI	INSP SIG./EMP #
2	HNL	#		33	HNL	
Taxi light loose.			Tightened loose Fasteners			
Nodds to be adjusted for better effect.			on Taxi light Mounting Brackets			
			ops check Good IAW Boeing			
			Amm 33.42.51.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE 1/26/21	[REDACTED]	DATE 01/26/21	

NO	STA	CODE	MESSAGE	ATK	STA	RIL	INSP SIG./EMP #
3	HNL	F	"NO TERRAIN" message	34	HNL	N	-
on TAWS display.				REMOVED, INSPECTED, & RESECURED			
				CHINNON PLUMB. OPS OK GOOD			
				PER BAMM 321-42-01			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
S [REDACTED]		DATE 1/26/24	SIG [REDACTED]	DATE 01-26-21

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 9-26-21 TIME (LOCAL) 7 2000 STA. HNL TYPE MAINT. DAILY

SIGNATURE



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

FORM S-5B

08457

11/01/2016

A/C **810TA** DATE **01/26/21** SERVICE **DAILY** STA **ANL** PAGE **2** OF **2**

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO	STA	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #
4	ANL	DAILY Check Due.	5	ANL	N	Accomplished DAILY check IAW W/C BAI-DLY-01

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]		DATE 01/26/21	SIG. [REDACTED]	DATE 01/26/21

NO	STA	ATA	STA	RII	INSP SIG./EMP #
✓		✓			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #	DATE

NO	STA	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #	DATE

NO	STA	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #	DATE

MAINTENANCE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08458

Last log page # of previous log book

Continuation Sheet Y / N

ORIG STA: ANL		DATE: 1/27/21		AIRCRAFT #: N810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	066	810	HNL	810		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0313	0310	0410	0406		
DEPARTURE		0235	0247	0334	0342		
ELAPSED HOURS		0.6	0.4	0.6	0.4		
DEPARTURE FUEL (LBS)		14000		10500			
ARRIVAL FUEL (LBS)		10500		8200			
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT () F/O	CAPT () F/O
FUEL UPLIFT / FREIGHT		123392 (LBS)		13446 (LBS)		(LBS)	(LBS)
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG (9) -15 -17
Capt	ROGERS	ACM		ACM		
F/O	FUKUDA	ACM		ACM		

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		2/20/21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08459

Last log page # of previous log book

Continuation Sheet Y ☒ N

ORIG STA: <u>HNL</u>		DATE: <u>1/27/21</u>		AIRCRAFT #: <u>N810TA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	<u>066</u>	<u>810</u>	<u>ITO</u>	<u>810</u>	<u>HNL</u>	<u>810</u>
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0533</u>	<u>0529</u>	<u>0640</u>	<u>0637</u>	<u>0740</u>	<u>0737</u>
DEPARTURE		<u>0454</u>	<u>0505</u>	<u>0558</u>	<u>0606</u>	<u>0659</u>	<u>0701</u>
ELAPSED HOURS		<u>0.6</u>	<u>0.4</u>	<u>0.7</u>	<u>0.5</u>	<u>0.7</u>	<u>0.6</u>
DEPARTURE FUEL (LBS)		<u>20400</u>		<u>16500</u>		<u>13000</u>	
ARRIVAL FUEL (LBS)		<u>16500</u>		<u>13000</u>		<u>8000</u>	
LANDING / OPS CODE		CAPT (<u>9</u>) <u>F0</u>		CAPT (<u>9</u>) <u>F0</u>		CAPT (<u>9</u>) <u>F0</u>	
FUEL UPLIFT / FREIGHT		<u>120977</u> (LBS)		<u>10574</u> (LBS)		<u>15106</u> (LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng
						<u>0</u>	<u>2</u>

FLIGHT CREW & OBSERVERS

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	ROGERS	ACM		ACM					
F/O	FUKUDA	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		2/20/21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	DESCRIPTION	ATA	STA	RII	INSP SIG./EMP #
1	ANL	F	TRANSPONDER SWITCH/BUTTON BACK LIGHT INOP.	33	HVL	N	—
							Item deferred per MEL 33-01. Plac # 810012721-1. Cat "C". DD 2-06-21 MEL List updated, placards installed

PATIENT NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
DATE		DATE		DATE
1/27/21		[REDACTED]		1-27-2021

NOV 2	STA. HNL	CODE	ATA S	STA. HNL	RII N	INSP SIG/EMP #
Daily check Required.			c/w Daily check IAW RAI			
			RAI-DIV-D1			

	task 10/11	10/11-10/11-10/11

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
		DATE 1-27-2021		DATE 1-27-2021

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME		P/N OFF	S/N OFF	P/N ON	S/N ON
DATE		SIC / EMP #		DATE	

SIG.	DATE	SIG/EMP #	DATE
AIRWORTHINESS RELEASE The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known			

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08460

Last log page # of previous log book

Continuation Sheet

ORIG STA:	HNL	DATE:	1/27/21	AIRCRAFT #:	84017A	A/C TYPE:	B737-200
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL	1339	1323	1530	1525			
DEPARTURE	1243	1258	1450	1458			
ELAPSED HOURS	1.0	.4	.7				
DEPARTURE FUEL (LBS)	15,500		11,600				
ARRIVAL FUEL (LBS)	11,600		10,700				
LANDING / OPS CODE	CAPT (11) F/O		CAPT (11) F/O		CAPT () F/O		CAPT () F/O
FUEL / FRET / FREIGHT	14,737 (LBS)		16,040 (LBS)				
OIL ADDED (QTS)	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng #2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O

POS	NAME	POS	NAME	POS	NAME
Capt	HOSHOU	ACM		ACM	
F/O	MERCADO	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	1 ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		2/20/21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	R/I	INSP SIG/EMP #
1	HNL	M	25	HNL	N	
1 st aid kit due for replacement. R&R 1 st Aid Kit IAW AMM 25-69-00.						

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
1 st aid kit	70004-00	040318	70004-00	082916
	DATE 1-27-2021			DATE 1-27-2021

NO	STA	CODE	ATA	STA	R/I
2	HNL	M	32	HNL	Y
RAI Taskcard 32-015-00-01 C/W Taskcard IAW Boeing Nose Landing Gear AMM 32-00-01 & AMM 32-45-21. Axle Inspection Due. No Corrosion noted at this time.					

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
	DATE 1-27-2021			DATE 1/27/21

NO	STA	CODE	ATA	STA	R/I
3	HNL	M	32	HNL	Y
L/H & R/H NLG R&R NLG Tires IAW AMM 32-45-21 Tires worn to limits					

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
	DATE 01/27/21			DATE 01/27/21

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
Nose Wheel Assy	2601045-2	5943/5943	2601045-2	5992/5992
	DATE 01/27/21			DATE 01/27/21

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 01/27/21 TIME (LOCAL) 1820 STA. HNL TYPE MAINT. DAILY CHECK
SIGNATURE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08461

Last log page # of previous log book Continuation Sheet Y / N

ORIG STA: HNL		DATE: 1-28-21		AIRCRAFT #: 810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	OGG	810	HNL	810		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0318	0313	0405	0402		
DEPARTURE		0230	0245	0335	0345		
ELAPSED HOURS		.8	.5	.5	.3		
DEPARTURE FUEL (LBS)		16100		13000			
ARRIVAL FUEL (LBS)		13000		10300			
LANDING / OPS CODE		CAPT (9) F/O		CAPT () F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	RINSMA	ACM		ACM	
F/O	RYAN	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		2-20-21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08462

Last log page # of previous log book

Continuation Sheet Y / ☒ N

ORIG STA:	HNL	DATE:	1-28-21	AIRCRAFT #:	510TA	A/C TYPE:	B737-200
ARR STA	FLIGHT #	06G	810	170	810	HNL	810
TIMES	BLK	FLT	BLK	FLT	BLK	FLT	BLK
ARRIVAL	0537	0532	0627	0624	0742	0739	
DEPARTURE	0450	0500	0550	0555	0650	0700	
ELAPSED HOURS	.8	.5	.6	.5	.9	.6	
DEPARTURE FUEL (LBS)	20700		17600		14200		
ARRIVAL FUEL (LBS)	17600		14200		9400		
LANDING / OPS CODE	CAPT (9) F/O		CAPT (9) F/O		CAPT (9) F/O		CAPT () F/O
FUEL UPLIFT / FREIGHT	(LBS)		(LBS)		(LBS)		(LBS)
OIL ADDED (QTS)	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng #2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	RINSMA	ACM		ACM	
F/O	RYAN	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		2-20-21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	#2 FUEL QTY GAUGE	ATA	STA	RIL	INSP SIG./EMP #
1	HNL	F	DECREASED TOWARD '0' AND FLUCTUATED AT AN INTERMEDIATE QTY BEFORE RETURNING TO CORRECT INDICATION. OCCURRED ONCE PER LEG	28	LAK	N	ONE C/P & WIRES, SHOOK WIRES & C/P, RESEC'D, ALL INDICATIONS NORM. TEST FOR 28.41-00/101 & 28.41-00/501, ALL NORM.

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE 1-28-21	SIG.	DATE 1/28/21.

NO	STA	CODE:		ATA	STA	RIL	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #	DATE

NO	STA	CODE:		ATA	STA	RIL	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #	DATE

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
 SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08463

Last log page # of previous log book

Continuation Sheet Y ☒

ORIG STA: <u>HNL</u>		DATE: <u>1/28/21</u>		AIRCRAFT #: <u>810TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL		<u>1242</u>	<u>1235</u>	<u>1445</u>	<u>1438</u>		
DEPARTURE		<u>1157</u>	<u>1210</u>	<u>1405</u>	<u>1413</u>		
ELAPSED HOURS		<u>.8</u>	<u>.4</u>	<u>.7</u>	<u>.4</u>		
DEPARTURE FUEL (LBS)		<u>14,400</u>		<u>10,600</u>			
ARRIVAL FUEL (LBS)		<u>10,600</u>		<u>7,800</u>			
LANDING / OPS CODE		<u>CAPT (11) F/O</u>		<u>CAPT (11) F/O</u>		<u>CAPT () F/O</u>	<u>CAPT () F/O</u>
FUEL UPLIFT / FREIGHT		<u>16,625</u> (LBS)		<u>6,568</u> (LBS)		(LBS)	(LBS)
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

POS	NAME	POS	NAME	POS	NAME
Capt	<u>HOSHOUR</u>	ACM		ACM	
F/O	<u>NEPENO</u>	ACM		ACM	

FULL POWER T/O ☐ENG (-9) -15 -17

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		<u>2/2/21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	R/I	INSP SIG/EMP #
<u>1</u>	<u>HNL</u>	<u>M</u>	<u>56</u>	<u>HNL</u>	<u>N</u>	
TASK CARD 21-005-01-01. D.V.I.			PREPND INSP PER AMM 26.19.11/201,			
OF APR INSP DUT PRGS BLKHD			26.19.15, 26.19.11/201. NO FAULTS			
USERS.			DEFECTS NOTED.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG	DATE <u>1/28/21</u>	SIG	DATE <u>1/28/21</u>	

NO	STA	CODE	ATA	STA	R/I	INSP SIG/EMP #
<u>2</u>	<u>HNL</u>	<u>M</u>	<u>5</u>	<u>HNL</u>		
Daily insp req'd.			Daily ck complied with IATN Task Card RA1-DUT-01			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG	DATE <u>1/28/21</u>	SIG	DATE <u>Jan 28 21</u>	

NO	STA	CODE	ATA	STA	R/I	INSP SIG/EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG	DATE	SIG/EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE	TIME (LOCAL)	STA	TYPE MAINT.
<u>1/28/21</u>	<u>2000</u>	<u>HNL</u>	<u>daily</u>
SIGNATURE <u>[Signature]</u>			



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08464

Last log page # of previous log book

Continuation Sheet Y (N)

ORIG STA:		DATE:		AIRCRAFT #:				A/C TYPE:	
ARR STA	FLIGHT #	066	810	HNL	810	066	810	HNL	810
TIMES		BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0310	0306	0403	0400	0535	0530	0630	0625
DEPARTURE		0233	0241	0332	0337	0455	0505	0555	0600
ELAPSED HOURS		0.6	0.4	0.5	0.4	0.7	0.4	0.6	0.4
DEPARTURE FUEL (LBS)		14,000		10,500		14,000		10,500	
ARRIVAL FUEL (LBS)		10,500		7,000		10,500		7,500	
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT (9) F/O		CAPT (9) F/O	
FUEL UPLIFT / FREIGHT		22,727 (LBS)		3,383 (LBS)		15,365 (LBS)		6,999 (LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS						FULL POWER T/O ☐			
POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	MORGAN	ACM		ACM					
F/O	MORAN	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT	1				1		2/20/21	

DISCREPANCY				CORRECTIVE ACTION			
NO	STA	CODE		ATA	STA	RIL	INSP SIG./EMP #
1	HNL	M	Daily check REQ	OS	HNL	N	
							Daily check completed IAW
							task card RA1-DLY-01

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP	DATE	
	1-29-21		1-29-21	

[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 01-29-21 TIME (LOCAL) 2000 STA. HNL TYPE MAINT. DAILY

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08465

Last log page # of previous log book

Continuation Sheet Y/N

ORIG STA: <u>HNL</u>		DATE: <u>1/30/21</u>		AIRCRAFT #: <u>N810TA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL	<u>0407</u>	<u>0400</u>	<u>0536</u>	<u>0530</u>			
DEPARTURE	<u>0307</u>	<u>0323</u>	<u>0445</u>	<u>0452</u>			
ELAPSED HOURS	<u>1.0</u>	<u>0.5</u>	<u>1.8</u>	<u>0.7</u>			
DEPARTURE FUEL (LBS)	<u>18000</u>		<u>13200</u>				
ARRIVAL FUEL (LBS)	<u>13200</u>		<u>8600</u>				
LANDING / OPS CODE	CAPT (9) (F)		CAPT (9) (F)		CAPT () (F)		CAPT () (F)
FUEL UPLIFT / FREIGHT	(LBS)		(LBS)		(LBS)		(LBS)
OIL ADDED (QTS)	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng #2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER TO ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>Honbata</u>	ACM		ACM	
F/O	<u>N6</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>1</u>		<u>2/20/21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	DESCRIPTION	ATA	STA	R/L	INSP SIG./EMP #
<u>1</u>	<u>HNL</u>	<u>M</u>	<u>weekly checks</u>	<u>05</u>	<u>HNL</u>	<u>N</u>	<u>weekly check completed</u>
			<u>REQ</u>	<u>IAW task card RAI-WKLY-0</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE <u>1-30-21</u>	SIG./EMP #	DATE <u>1-30-21</u>

NO	STA	CODE	DESCRIPTION	ATA	STA	R/L	INSP SIG./EMP #
<u>2</u>	<u>HNL</u>	<u>M</u>	<u>REP MEL: 81001272-1</u>	<u>34</u>	<u>HNL</u>	<u>N</u>	<u>-</u>
			<u>ATC CONTROL PANEL BACKLIGHT</u>	<u>CHECK FOR POWER AT CONTROL PANEL</u>			
			<u>INOP.</u>	<u>CONNECTOR. NO POWER AT PIN</u>			
				<u>51. T/S CONTINUES. MEL</u>			
				<u>CONTINUES.</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE <u>01-30-21</u>	SIG./EMP #	DATE <u>01-30-21</u>

NO	STA	CODE	DESCRIPTION	ATA	STA	R/L	INSP SIG./EMP #
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON			
SIG.		DATE	SIG./EMP #	DATE			

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 01-30-21 TIME (LOCAL) 2000 STA. HNL TYPE MAINT. WEEKLY

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08466

Last log page # of previous log book Continuation Sheet Y/M

ORIG STA: HNL		DATE: 1-31-21		AIRCRAFT #: 810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	ITO	810	HNL	810		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0403	0400	0525	0522		
DEPARTURE		0306	0319	0433	0441		
ELAPSED HOURS		.9	.7	.9	.7		
DEPARTURE FUEL (LBS)		18500		13400			
ARRIVAL FUEL (LBS)		13400		8800			
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O

POS	NAME	POS	NAME	POS	NAME
Capt	RINSMA	ACM		ACM	
F/O	FRISKEL	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		2-20-21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	DISCREPANCY	ATA	STA	CODE	CORRECTIVE ACTION
1	HNL	M	During Daily Inspect found MLG Tire #1 worn to limits.	32	HNL	Y	RER MLG Tire #1 IAW AMM 32-45-11.

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
Main Wheel Assy	2601571-1	8610/8610	2601571-1	3428/5876
SIG	DATE	DATE	DATE	DATE
	1-31-2021			1/31/21

NO	STA	CODE	DISCREPANCY	ATA	STA	CODE	CORRECTIVE ACTION
2	HNL	M	Daily check Due	5	HNL	N	c/w Daily check IAW API RAI Taskcard RAI-DLY-01.

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG	DATE	DATE	DATE	DATE
	1-31-2021			1-31-2021

NO	STA	CODE	DISCREPANCY	ATA	STA	CODE	CORRECTIVE ACTION
----	-----	------	-------------	-----	-----	------	-------------------

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG	DATE	DATE	DATE	DATE

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 1-31-2021 TIME (LOCAL) 2100

STA. HNL

TYPE MAINT. Daily

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08468

Last log page # of previous log book

Continuation Sheet ☒ Y

ORIG STA: HNL		DATE: 2-1-21		AIRCRAFT #: 810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	ITO	810	HNL	810		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0730	0725	0843	0838		
DEPARTURE		0632	0646	0750	0758		
ELAPSED HOURS		1.0	.6	.9	.7		
DEPARTURE FUEL (LBS)		18200		13000			
ARRIVAL FUEL (LBS)		13000		8700			
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	RINSMA	ACM		ACM	
F/O	NG	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		2-2021	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	DISCREPANCY	ATA	STA	RII	INSPECTION
1	HNL	F	TCAS INTERMITTANTLY OFF / NO TEST	ML	HNL	N	R/R TCAS Processor AW Annm 34-53-01. Ops check good and Honeywell M.M. 34-45-00

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
TCAS Processor	066-50000-220	8832	066-50000-220	TRA 81A-11633
SIG.		DATE		DATE
		2-1-21		2-1-21

NO	STA	CODE	DISCREPANCY	ATA	STA	RII	INSPECTION
2	HNL	F	TAWS INOP	ML	HNL	N	REPACKED EGWS COMP PER ANNm 34-42-11. AW OPS CURR NOW NORM.

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE		DATE
		2-1-21		2-1-21

NO	STA	CODE	DISCREPANCY	ATA	STA	RII	INSPECTION
3	HNL	F	BONDING STRAP	20	HNL	N	Installed bonding strap on L.R. Flap on left Wing I.M.W Bearing 739 A.M.M. 20-40-11

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE		DATE
		2-1-21		2-1-21

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE		DATE
		2-1-21		2-1-21

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 2/1/21 TIME (LOCAL) 1900 STA. HNL TYPE MAINT. Daily

SIGNATURE



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

08468.

FORM S-5B

11/01/2016

A/C

810TA

DATE

21/121

SERVICE

Daily.

STA

unk.

PAGE 2 OF 2

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO	STA	ATA	STA	RII	INSP SIG./EMP #
4	unk.	05	unk.	2	
Daily out rep'd.		Daily out c/w per RAI Task Card			
		RAI-DY-01.			

PART NAME		P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]		DATE 21/121	SIG. [REDACTED]		DATE 21/121.
NO	STA	ATA	STA	RII	INSP SIG./EMP #

PART NAME		P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #		DATE

NO	STA	ATA	STA	RII	INSP SIG./EMP #

PART NAME		P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #		DATE

NO	STA	ATA	STA	RII	INSP SIG./EMP #

PART NAME		P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #		DATE

MAINTENANCE



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

FORM S-5B

08468

11/01/2016

A/C 810TA

DATE 2-1-2021

SERVICE

Daily

STA HNL

PAGE 2 OF 2

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO 4 STA HNL
Eng #1 fire bottle weight check due
P/N: 33600011 S/N: 08372D1
Eng #2 fire bottle weight check due
P/N: 30903828 S/N: 10329D1
PART NAME P/N OFF S/N OFF
DATE 2-1-2021

ATA 26 STA HNL RII Y
Performed Eng #1 & Eng #2 Fire
Bottle weight check IAW Boeing
AMM 26-21-11.
Weight Checks (Both) within Limits.
P/N ON S/N ON
DATE Feb 01 21

NO 5 STA HNL
Apu Fire bottle weight check due
P/N: 33007507 S/N: 19222B1
PART NAME P/N OFF S/N OFF
DATE 2-1-2021

ATA 26 STA HNL RII Y
Performed APU Fire bottle weight
check IAW 3AMM 26-22-11.
Weight check within limit.
P/N ON S/N ON
DATE Feb 01 21

NO STA
PART NAME P/N OFF S/N OFF
SIG. DATE

ATA STA RII INSP SIG./EMP #
SIG./EMP # DATE

NO STA
PART NAME P/N OFF S/N OFF
SIG. DATE

ATA STA RII INSP SIG./EMP #
SIG./EMP # DATE

MAINTENANCE



AIRCRAFT LOG BOOK

AUDIT [REDACTED]

LOG PAGE # 08469

Last log page # of previous log book

Continuation Sheet Y / N

ORIG STA: <u>HNL</u>		DATE: <u>2-2-21</u>		AIRCRAFT #: <u>810TA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	<u>06G</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>330</u>	<u>325</u>	<u>415</u>	<u>410</u>		
DEPARTURE		<u>250</u>	<u>255</u>	<u>340</u>	<u>345</u>		
ELAPSED HOURS		<u>.7</u>	<u>.5</u>	<u>.6</u>	<u>.4</u>		
DEPARTURE FUEL (LBS)		<u>14000</u>		<u>11000</u>			
ARRIVAL FUEL (LBS)		<u>11000</u>		<u>8000</u>			
LANDING / OPS CODE		CAPT (<u>9</u>)	<u>F/O</u>	CAPT (<u>9</u>)	<u>F/O</u>	CAPT () F/O	CAPT () F/O
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)	#1 Eng		#2 Eng		#1 Eng		#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>A. Dato</u>	ACM		ACM	
F/O	<u>N. Yuda</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		<u>2-20-21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08470

Last log page # of previous log book

Continuation Sheet YIN

ORIG STA: <u>HNL</u>		DATE: <u>2-2-21</u>		AIRCRAFT #: <u>810TA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	<u>OGG</u>	<u>810</u>	<u>ITO</u>	<u>810</u>	<u>HNL</u>	<u>810</u>
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>530</u>	<u>525</u>	<u>625</u>	<u>620</u>	<u>721</u>	<u>715</u>
DEPARTURE		<u>445</u>	<u>500</u>	<u>545</u>	<u>555</u>	<u>635</u>	<u>640</u>
ELAPSED HOURS		<u>0.7</u>	<u>.4</u>	<u>.7</u>	<u>.4</u>	<u>.8</u>	<u>.6</u>
DEPARTURE FUEL (LBS)		<u>20400</u>		<u>17000</u>		<u>13500</u>	
ARRIVAL FUEL (LBS)		<u>17000</u>		<u>13500</u>		<u>9500</u>	
LANDING / OPS CODE		<u>CAPT (9) F/O</u>		<u>CAPT (9) F/O</u>		<u>CAPT (9) F/O</u>	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng
						<u>1</u>	<u>2</u>

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐ENG -9 -15 -17

POS	NAME	POS	NAME	POS	NAME				
Capt	<u>A. Dato</u>	ACM		ACM					
F/O	<u>N. Juda</u>	ACM		ACM					
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		<u>2-20-21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
<u>1</u>	<u>HNL</u>	<u>I</u>	<u>28</u>	<u>HNL</u>	<u>N</u>	
<u>#2 Fuel QTY dropped to 0 and returned to correct amount during landing associated with drop in fuel totalizer</u>			<u>R&R #2 fuel transient suppressor IAW SNP 20-00-08, ops check good IAW Amm 28-41-00601</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
<u>TSD</u>	<u>30255-0201</u>	<u>0058</u>	<u>30255-0201</u>	<u>0075</u>
SIG.	DATE	SIG.	DATE	SIG.
	<u>2-2-21</u>		<u>02-02-21</u>	

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
<u>2</u>	<u>HNL</u>	<u>F</u>	<u>34</u>	<u>HNL</u>	<u>N</u>	
<u>Terrain in Gpws INop</u>			<u>R&R EGPWS Compure., Ops check good IAW-AMM 34-42-01A</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
<u>EGPWS</u>	<u>965-1076-020-216</u>	<u>3270</u>	<u>965-1076-020-216-216</u>	<u>4002</u>
SIG.	DATE	SIG.	DATE	SIG.
	<u>2-2-21</u>		<u>02-02-21</u>	

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
<u>3</u>	<u>HNL</u>	<u>M</u>	<u>5</u>	<u>HNL</u>	<u>N</u>	
<u>Daily check Due.</u>			<u>Accomplished DAILY check IAW W/L RAI-D4-01</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG.	DATE	SIG.
	<u>02-02-21</u>		<u>02-02-21</u>	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 02/02/21 TIME (LOCAL) 20:00 STA. HNL TYPE MAINT. DAILY

SIGNATURE



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

08470

FORM S-5B

11/01/2016

A/C 810 TA DATE 02/02/21 SERVICE DAILY STA HNL PAGE 2 OF 2

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO 4 STA HNL RAD ALT Flapping And Cycling Min-Max ATA 34 STA HNL RII N INSP SIG./EMP #
R+R Radio Altimeter Receiver Transmitter IAW Boeing Amm 34-48.21 ops check good.

PART NAME RAD ALT P/N OFF 622-3890-020 S/N OFF 3031 P/N ON 622-3890-020 S/N ON 7548
SIG. [REDACTED] DATE 02/02/21 SIG. [REDACTED] DATE 02/02/21

NO 5 STA HNL REF MEL # 810012721-1 - ATC / Transponder Panel Backlight mod Found Pin 50 and 62 @ control panel c/p swapped. ops check after swapping (324K good. placards removed and MEL list updated. Rtr WDM 33-11-41 and DB1910009.

PART NAME P/N OFF S/N OFF P/N ON S/N ON
SIG. [REDACTED] DATE 2/2/2021 SIG./EMP # [REDACTED] DATE 2-2-2021

NO STA ATA STA RII INSP SIG./EMP #

PART NAME P/N OFF S/N OFF P/N ON S/N ON
SIG. DATE SIG./EMP # DATE

NO STA ATA STA RII INSP SIG./EMP #

PART NAME P/N OFF S/N OFF P/N ON S/N ON
SIG. DATE SIG./EMP # DATE

MAINTENANCE

AUDIT ☒

Last log page # of previous log book _____ Continuation Sheet Y ¹/_N

ORIG STA:		HNL		DATE:		2-3-21		AIRCRAFT #:		810 TA		A/C TYPE:		B737-200	
ARR STA	FLIGHT #	OGG	BIO	HNL	BIO	OGG	BIO	HNL	BIO						
TIMES		BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT						
ARRIVAL		0303	0300	0359	0356	0517	0512	0611	0602						
DEPARTURE		0221	0231	0322	0329	0435	0448	0534	0540						
ELAPSED HOURS		.7	.5	.6	.4	.7	.4	.8	.4						
DEPARTURE FUEL (LBS)		14300		10500		14600		11000							
ARRIVAL FUEL (LBS)		10500		7700		11000		8400							
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT (9) F/O		CAPT (9) F/O							
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)		(LBS)							
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng						

FULL POWER T/O ☐

POS	NAME				POS	NAME				POS	NAME	ENG	-9	-15	-17
Capt	RINSMA				ACM					ACM					
F/O	STORM				ACM					ACM					
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR		SIGNATURE		NEXT DUE	CODE: F = FLT CREW				
	Dual / VOT					/				2-20-21	I = INFO M = MAINT.				

CORRECTIVE ACTION

NO	STA	CODE	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #
1	HNL	M	Daily check due.	5	HNL	N	—
							c/w daily check IAW RAI
							Taskcard RAI-DLR-01.

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
S [REDACTED]		DATE 2-3-21	[REDACTED]	DATE 2-3-2021

NO	STA	CODE	ATA	STA	Rll	INSP SIG./EMP #
----	-----	------	-----	-----	-----	-----------------

[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
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SIG.	DATE	SIG./EMP #	DATE
------	------	------------	------

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
----	-----	-------	-----	-----	-----	-----------------

[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
-----------	---------	---------	--------	--------

SIG.	DATE	SIG./EMP #	DATE
------	------	------------	------

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08472

Last log page # of previous log book

Continuation Sheet Y ☒ N

ORIG STA: <u>HNL</u>		DATE: <u>2/3/21</u>		AIRCRAFT #: <u>N810TA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL		<u>1240</u>	<u>1236</u>	<u>1427</u>	<u>1419</u>		
DEPARTURE		<u>1202</u>	<u>1212</u>	<u>1346</u>	<u>1351</u>		
ELAPSED HOURS		<u>.6</u>	<u>.4</u>	<u>.7</u>	<u>.5</u>		
DEPARTURE FUEL (LBS)		<u>15,000</u>		<u>12,600</u>			
ARRIVAL FUEL (LBS)		<u>12,600</u>		<u>9,200</u>			
LANDING / OPS CODE		CAPT (<u>12</u>) F/O		CAPT (<u>12</u>) F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT		<u>7,527</u> (LBS)		<u>10,001</u> (LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	<u>-9</u>	<u>-15</u>	<u>-17</u>
Capt	<u>Honibata</u>	ACM		ACM					
F/O	<u>Friske</u>	ACM		ACM					
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>/</u>		<u>2/20/21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO.	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
<u>1</u>	<u>HL</u>	<u>P</u>	<u>HL</u>	<u>HL</u>	<u>N</u>	
<u>TCAS NOT Working</u>			<u>2/20 TCAS proc. per Honeywell amm</u> <u>2/20 45:00 - mm ops check good.</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
<u>TCAS proc.</u>	<u>066-50000-221</u>	<u>TPABIA-11039</u>	<u>066-50000-221</u>	<u>8882</u>
SIG.	DATE	SIG.	DATE	
	<u>2/3/21</u>		<u>2/3/21</u>	

NO.	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
<u>2</u>	<u>HL</u>	<u>P</u>	<u>HL</u>	<u>HL</u>	<u>N</u>	
<u>#2 Fuel QTY gaug drop to</u> <u>2/20 & then gets back to normal.</u>			<u>R&R wing & Cockpit fuel quantity</u> <u>indicators, ops check good 1AW</u> <u>Amm 28-41-00</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
<u>Fuel Quantity Ind.</u>	<u>393026-0857</u>	<u>M3966</u> <u>M6683B/M2801F</u>	<u>393026-01837</u>	<u>M6683B/M633C</u>
SIG.	DATE	SIG.	DATE	
	<u>2/3/21</u>		<u>02-03-21</u>	

NO.	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.	DATE	SIG./EMP #	DATE			

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 2/3/21TIME (LOCAL) 1900STA. HNLTYPE MAINT. Daily

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT [REDACTED]LOG PAGE # **08473**

Last log page # of previous log book _____

Continuation Sheet **(Y)** N

ORIG STA: HNL		DATE: 2/4/21		AIRCRAFT #: 810 TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	OGG	810	HNL	810	OGG	810
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0331	0337	0420	0417	0546	0541
DEPARTURE		0245	0255	0345	0355	0500	0515
ELAPSED HOURS		0.8	0.5	0.6	0.4	0.8	0.4
DEPARTURE FUEL (LBS)		14,000		11,000		19,000	
ARRIVAL FUEL (LBS)		11,000		8,000		11,000	
LANDING / OPS CODE		CAPT (9) (F/O)		CAPT (9) (F/O)		CAPT (9) (F/O)	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng
				0	2		

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	Dean	ACM		ACM	
F/O	Ryan	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		2/20/21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	DESCRIPTION	ATA	STA	RII	INSP SIG./EMP #
1	HNL	P	Amber TCAS msg on TCAS display	28	HNL	N	ENTERED
			RECHECKED TCAS PROC. ON OPS NORMED. PER HONEYWELL 34.45.00.				

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
[REDACTED]				

NO	STA	CODE	DESCRIPTION	ATA	STA	RII	INSP SIG./EMP #
2	HNL	P	Right Fuel Gauge dropped to zero then returned to normal	28	HNL	N	ENTERED
			Item deferred per MEL 28-06. PLAC # 81000421-1. Cat "C". DD 2-14-21				

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
[REDACTED]				

NO	STA	CODE	DESCRIPTION	ATA	STA	RII	INSP SIG./EMP #
			Cleaned and Inspected Tank & Compensator units busing plug #2 IAW AMM 28-41-41. Ops check good per AMM 28-41-00.	28	HNL	N	ENTERED

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
[REDACTED]				

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

 DATE **2-4-2021** TIME (LOCAL) **2000** STA. **HNL** TYPE MAINT. **Daily**
 SIGNATURE **[REDACTED]**



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

FORM S-5B

08473

11/01/2016

A/C

810 TA

DATE

2-4-2021

SERVICE

Daily

STA

HNL

PAGE 2 OF 2

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO	STA		ATA	STA	RII	INSP SIG./EMP #
3	HNL	Daily check Due.	5	HNL	N	—
			c/w Daily check TAW RAI			
			Taskcard RAI-DLY-01.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON

NO	STA		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON

SIG.	DATE	SIG./EMP #	DATE

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON

SIG.	DATE	SIG./EMP #	DATE

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON

SIG.	DATE	SIG./EMP #	DATE

MAINTENANCE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08474

Last log page # of previous log book Continuation Sheet Y / N

ORIG STA: <u>HNL</u>		DATE: <u>2-5-2021</u>		AIRCRAFT #: <u>810TA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	<u>OGG</u>	<u>810</u>	<u>HNL</u>	<u>810</u>	BLK	FLT
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>330</u>	<u>325</u>	<u>435</u>	<u>430</u>		
DEPARTURE		<u>250</u>	<u>305</u>	<u>355</u>	<u>405</u>		
ELAPSED HOURS		<u>.7</u>	<u>.3</u>	<u>.7</u>	<u>.4</u>		
DEPARTURE FUEL (LBS)		<u>15000</u>		<u>11500</u>			
ARRIVAL FUEL (LBS)		<u>11500</u>		<u>9000</u>			
LANDING / OPS CODE		<u>CAPT</u> (<u>9</u>) F/O	<u>CAPT</u> (<u>9</u>) F/O	<u>CAPT</u> () F/O	<u>CAPT</u> () F/O	<u>CAPT</u> () F/O	<u>CAPT</u> () F/O
FUEL UPLIFT / FREIGHT		(LBS)	(LBS)	(LBS)	(LBS)	(LBS)	(LBS)
OIL ADDED (QTS)	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>A. Datsi</u>	ACM	<u>W. Hor. batla</u>	ACM	
F/O	<u>NG</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		<u>2-20-21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08475

Last log page # of previous log book

Continuation Sheet Y N

ORIG STA: <u>HNL</u>		DATE: <u>2-5-2021</u>		AIRCRAFT #: <u>810TA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	<u>OGG</u>	<u>810</u>	<u>ITO</u>	<u>810</u>	<u>HNL</u>	<u>810</u>
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>538</u>	<u>532</u>	<u>623</u>	<u>616</u>	<u>720</u>	<u>715</u>
DEPARTURE		<u>507</u>	<u>513</u>	<u>545</u>	<u>555</u>	<u>633</u>	<u>638</u>
ELAPSED HOURS		<u>.5</u>	<u>.3</u>	<u>.6</u>	<u>.3</u>	<u>.8</u>	<u>.6</u>
DEPARTURE FUEL (LBS)		<u>20400</u>		<u>17600</u>		<u>13700</u>	
ARRIVAL FUEL (LBS)		<u>17600</u>		<u>13700</u>		<u>11000</u>	
LANDING / OPS CODE		<u>CAPT (9)</u>	F/O	<u>CAPT (9)</u>	F/O	<u>CAPT (9)</u>	F/O
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng <u>1</u>	#2 Eng <u>1</u>	#1 Eng	#2 Eng	#1 Eng <u>1</u>	#2 Eng <u>1</u>

FLIGHT CREW & OBSERVERS

POS	NAME	POS	NAME	POS	NAME
Capt	<u>A. Datozi</u>	ACM		ACM	
F/O	<u>NG</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		<u>2-26-2</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
<u>1</u>	<u>HNL</u>	<u>F</u>				
<u>#2 fuel QTY dropped to -5 then returned to normal during landing</u>			<u>Inspected and checked wires and pins with multimeter Ref. 28-41-01 306 73 WDM. checked OK.</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE <u>2-5-21</u>	SIG./EMP	DATE <u>2/5/21</u>

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
<u>2</u>	<u>HNL</u>	<u>M</u>	<u>05</u>	<u>HNL</u>	<u>N</u>	
<u>Daily check REQ</u>			<u>Daily check completed IAW RAI-DLY-01</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE <u>2-5-21</u>	SIG./EMP	DATE <u>2-5-21</u>

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #	DATE

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 02-05-21 TIME (LOCAL) 2000 STA. HNL TYPE MAINT. DAILY
SIGNATURE _____

AUDIT

Last log page # of previous log book

Continuation Sheet Y / N

ORIG STA: HNL			DATE: 2/6/21			AIRCRAFT #: 810 TA			A/C TYPE: B737-200				
ARR STA		FLIGHT #		066		810		HNL		810		S	
TIMES		BLK		FLT		BLK		FLT		BLK		FLT	
ARRIVAL		0310		0306		0408		0404					
DEPARTURE		0235		0241		0330		0359					
ELAPSED HOURS		.6		.4		.6		.4					
DEPARTURE FUEL (LBS)		15,000		12,000		12,000		9,500					
ARRIVAL FUEL (LBS)		12,000		9,500		9,500		9,500					
LANDING / OPS CODE		CAPT (9)		F/O (0)		CAPT (9)		F/O (0)		CAPT ()		F/O ()	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng		#2 Eng		#1 Eng		#2 Eng		#1 Eng		#2 Eng	

FULL POWER T/O ☐

POS	NAME				POS	NAME				POS	NAME	ENG	9-15	-17
Capt	Dean				ACM					ACM				
F/O	Friskel				ACM					ACM				
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE				NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.		
	Dual / VOT					/					2/20/21			

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	Rll	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #		DATE

NO	STA	CODE:		ATA	STA	Rll	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	Rll	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08477

Last log page # of previous log book

Continuation Sheet Y N

ORIG STA: <u>HNL</u>		DATE: <u>2/6/21</u>		AIRCRAFT #: <u>8107A</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	<u>066</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0547</u>	<u>0543</u>	<u>0645</u>	<u>0642</u>		
DEPARTURE		<u>0504</u>	<u>0519</u>	<u>0605</u>	<u>0615</u>		
ELAPSED HOURS		<u>.7</u>	<u>.4</u>	<u>.7</u>	<u>.4</u>		
DEPARTURE FUEL (LBS)		<u>14,000</u>		<u>10,500</u>			
ARRIVAL FUEL (LBS)		<u>10,500</u>		<u>8,000</u>			
LANDING / OPS CODE		<u>CAPT (9)</u>	<u>F/O</u>	<u>CAPT (9)</u>	<u>F/O</u>	<u>CAPT ()</u>	<u>F/O</u>
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>Dem Friskel</u>	ACM		ACM	
F/O		ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>/</u>		<u>2/6/20</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	DESCRIPTION	ATA	STA	RII	INSP SIG./EMP #
<u>1</u>	<u>HNL</u>	<u>M</u>	<u>weekly insp due</u>	<u>05</u>	<u>HNL</u>	<u>N</u>	<u>Completed IAW RA1-WKLY-01</u>

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON

SIG.	DATE	SIG./EMP #	DATE
	<u>02-06-21</u>		<u>02-06-21</u>

NO	STA	CODE	DESCRIPTION	ATA	STA	RII	INSP SIG./EMP #
----	-----	------	-------------	-----	-----	-----	-----------------

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON

SIG.	DATE	SIG./EMP #	DATE

NO	STA	CODE	DESCRIPTION	ATA	STA	RII	INSP SIG./EMP #
----	-----	------	-------------	-----	-----	-----	-----------------

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON

SIG.	DATE	SIG./EMP #	DATE

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE <u>02/06/21</u>	TIME (LOCAL) <u>2000</u>	STA. <u>HNL</u>	TYPE MAINT. <u>WEEKLY</u>
SIGNATURE <u>[Redacted]</u>			

AUDIT

Last log page # of previous log book

Continuation Sheet Y / N

ORIG STA:		DATE:		AIRCRAFT #:		A/C TYPE:	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL							
DEPARTURE							
ELAPSED HOURS							
DEPARTURE FUEL (LBS)							
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE							
FUEL UPLIFT / FREIGHT							
OIL ADDED (QTS)							

FLIGHT CREW & OBSERVERS

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	Dean	ACM	MOON OGG-ITAL	ACM					
F/O	Friskel	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		2/20/21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	DISC	ACT	STA	R/L	INSP SIG./EMP #
1	HNL	I	STAB TRIM light	27	HNL	N	
illuminates several seconds during climb & descent. (1 STAB OUT OF TRIM "light")				Reracked autopilot accessory unit and cleaned cannon plug on stabilizer trim actuator. IAW AIRM 27-41-71 and 22-11-171. Ops check good.			

PART NAME		P/N OFF	S/N OFF	P/N ON	S/N ON
S	[REDACTED]		DATE 2/7/21	[REDACTED]	DATE 2/7/21

NO	2	STA	CHN	CODE	MI.		STA	OS	STA	CHN	RIL	AL	INSP SIG./EMP	
DAILY AUK 1000'D.							DAILY AUK C/D FOR RDI TASK COMPS							
							RDI.DUY.01.							

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE 2/7/21	S [REDACTED]	DATE 2/7/21	

NO	STA	CODE	ATA	STA	RIL	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE 2/7/21 TIME (LOCAL) 1900 STA. under TYPE MAINT. only

SIGNATURE _____

AUDIT

LOG PAGE # 08479

Last log page # of previous log book

Continuation Sheet Y / 10

ORIG STA:		DATE:		AIRCRAFT #:		A/C TYPE: B737-200			
ARR STA	FLIGHT #	170	810	HNL	810				
TIMES		BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0400	0357	0520	0517				
DEPARTURE		0305	0317	0429	0435				
ELAPSED HOURS		0.9	0.6	0.8	0.7				
DEPARTURE FUEL (LBS)		18000		13000					
ARRIVAL FUEL (LBS)		13000		8000					
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT () F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	-15	-17
Capt	OKA1	ACM		ACM				
F/O	SIDRAM	ACM		ACM				

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		2/20/21	

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	R/I	INSP SIG./EMP #
1	HNL	M	5	HNL	N	
DAILY check Due.			Accomplished DAILY check			
			IAW W/C I&I-DLY-01			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE 02/08/21	SIG. [REDACTED]	DATE 02/08/21	

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
2	HVL	M	25	HVL	N	
Kannad ELT			C/w Kannad ELT ops check IAW			
ops Check Due.			RAI Taskcard 25-RAI-68-02.			
			No Defects noted at this time.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
		DATE 2-08-2021	SIG [Signature]	DATE 2-08-2021

NO	STA	CODE	ATA	STA	RIL	INSP SIG./EMP #
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.	DATE	SIG./EMP #	DATE			

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE Feb 8th 2021

TIME (LOCAL) 2000

STA. HNL

TYPE MAINT. Daily

SIGNATURE _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08480

Last log page # of previous log book

Continuation Sheet Y / N

ORIG STA: <u>HNL</u>		DATE: <u>2-9-21</u>		AIRCRAFT #: <u>810</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	<u>066</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0310</u>	<u>0307</u>	<u>0401</u>	<u>0358</u>		
DEPARTURE		<u>0233</u>	<u>0245</u>	<u>0327</u>	<u>0335</u>		
ELAPSED HOURS		<u>.6</u>	<u>.4</u>	<u>.6</u>	<u>.4</u>		
DEPARTURE FUEL (LBS)		<u>14000</u>		<u>10500</u>			
ARRIVAL FUEL (LBS)		<u>10500</u>		<u>8000</u>			
LANDING / OPS CODE		CAPT (<u>9</u>) <u>F/O</u>		CAPT (<u>9</u>) <u>F/O</u>		CAPT () F/O	
FUEL UPLIFT / FREIGHT		<u>23529</u> (LBS)		<u>3372</u> (LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>Kiser, W</u>	ACM		ACM	
F/O	<u>Friskel, R</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>1</u>		<u>2-20-21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	R/I	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	R/I	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	R/I	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____

AUDIT

Last log page # of previous log book

Continuation Sheet Y ^(N)

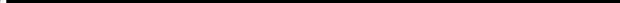
FLIGHT CREW & OBSERVERS

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		2-20-21	

DISCREPANCY

CORRECTIVE ACTIONAIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE 02/09/21 TIME (LOCAL) 2000 STA. HNL TYPE MAINT. 1A CHECK
SIGNATURE 



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08482

Last log page # of previous log book

Continuation Sheet Y/C

ORIG STA: HNL		DATE: 2-10-21		AIRCRAFT #: 810		A/C TYPE: B737-200	
ARR STA	FLIGHT #	066	810	HNL	810	066	810
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0325	0319	0425	0420	0530	0528
DEPARTURE		0240	0255	0344	0353	0455	0504
ELAPSED HOURS		0.7	.8	.4	.7	0.4	.5
DEPARTURE FUEL (LBS)		14000		10200		14000	14300
ARRIVAL FUEL (LBS)		10200		7200		10300	7500
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT (9) F/O	CAPT (9) F/O
FUEL UPLIFT / FREIGHT		20811 (LBS)		3462 (LBS)		27825 (LBS)	4350 (LBS)
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O

POS	NAME	POS	NAME	POS	NAME
Capt	Kiser, W	ACM		ACM	
F/O	Storm, R	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		2-20-21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	DESCRIPTION	ATA	STA	CODE	DESCRIPTION
1	HNL	F	#1 EPR gauge in op	23	HNL	N	RER #1 EPR Gauge IAW B737 AMM Ch 77-11-00 ops ch normal IAW B737 AMM Ch 77-11-00
PART NAME: EPR Ind, P/N OFF: 56298A5, S/N OFF: 3142 SIG: [redacted], DATE: 2-10-21				PART NAME: EPR Ind, P/N OFF: 56298A5, S/N OFF: 3142 SIG: [redacted], DATE: 10 Feb 21			

NO	STA	CODE	DESCRIPTION	ATA	STA	CODE	DESCRIPTION
2	HNL	F	CA Oxy mask m/c in op	23	HNL	N	RER Capt O2 mask IAW B737 AMM Ch 35-12-00 ops ch normal IAW B737 AMM Ch 35-12-00
PART NAME: O2 Mask, P/N OFF: 11402X-XX, S/N OFF: NSN SIG: [redacted], DATE: 2-10-21				PART NAME: O2 Mask, P/N OFF: 11402X-XX, S/N OFF: NSN SIG: [redacted], DATE: 10 Feb 21			

NO	STA	CODE	DESCRIPTION	ATA	STA	CODE	DESCRIPTION
PART NAME: [redacted], P/N OFF: [redacted], S/N OFF: [redacted] SIG: [redacted], DATE: [redacted]				PART NAME: [redacted], P/N OFF: [redacted], S/N OFF: [redacted] SIG: [redacted], DATE: [redacted]			

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
 SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08483

Last log page # of previous log book

Continuation Sheet Y ☒ N

ORIG STA: HNL		DATE: 2/10/21		AIRCRAFT #: N810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	066	810	HNL	810		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		1336	1332	1524	1521		
DEPARTURE		1300	1308	1449	1456		
ELAPSED HOURS		0.6	0.4	0.6	0.4		
DEPARTURE FUEL (LBS)		14000		10500			
ARRIVAL FUEL (LBS)		10500		8400			
LANDING / OPS CODE		CAPT (11) F/O		CAPT (11) F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT		19086 (LBS)		11843 (LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	ROGERS	ACM		ACM	
F/O	MOORE	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		2/20/21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	DESCRIPTION	ATA	STA	RII	INSP SIG./EMP #
1	HNL	m	Rt Side A/C Cargo Loading Restraint Not Secure broken	25	HNL	N	
				Item Placed on Curraghona list Aircraft OK to Continue J.H.W. Dwyer from RAI0006 CD810021021-1 Due date 5/21			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE 2-10-21	SIG./EMP #	DATE 2-10-21

NO	STA	CODE	DESCRIPTION	ATA	STA	RII	INSP SIG./EMP #
2	HNL	m	Daily check Due.	5	HNL	N	
				c/w Daily check IAW RAI Taskcard RAI-DLY-01.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE 2-10-2021	SIG./EMP #	DATE 2-10-2021

NO	STA	CODE	DESCRIPTION	ATA	STA	RII	INSP SIG./EMP #
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PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #	DATE

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE Feb 10th, 2021 TIME (LOCAL) 2000

STA. HNL

TYPE MAINT. Daily

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08484

Last log page # of previous log book

Continuation Sheet Y / N

ORIG STA: <u>HNL</u>		DATE: <u>2/1/21</u>		AIRCRAFT #: <u>810TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL							
DEPARTURE							
ELAPSED HOURS							
DEPARTURE FUEL (LBS)							
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE							
FUEL UPLIFT / FREIGHT							
OIL ADDED (QTS)							

FLIGHT CREW & OBSERVERS

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	HOSHOUR	ACM		ACM					
F/O	STORM	ACM		ACM					

DISCREPANCY

NO	STA	CODE:	DISC	ATA	STA	R/I	INSP SIG./EMP #
1	HNL	M	Daily Check	5	HNL	N	
Dne.				c/w Daily check IAW RAI Taskcard RAI-DLY-01.			

CORRECTIVE ACTION

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIC	DATE	SIC	DATE	
	2-11-2021		2-11-2021	

NO. <u>2</u>	STA. <u>100</u>	CODE <u>M.</u>	ATA <u>25</u>	STA. <u>100</u>	RIL <u>1</u>	INSP SIG./EMP # <u> </u>
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REF. CARRY OVER. MCG # 810021021-1.

24 FREIGHT LOADING BY SIDE RESTRAINT

BRUN.

REPAIRED IN FLIGHT ~~STO~~ - LANDING SIDE

RESTRAINT FOR BOEING FREIGHTER MM R-717

3. Net Supply TC = ST00283AT / ST00287AT. An error

ϕ OHS NORM. CARRY OVER CVD. CARRY OVER VIB. WROTE.

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
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SIG	DATE	S	DATE
	2/11/21		2/11/21

NO	STA	CODE:	ATA	STA	RII	INSP SIG/EMP #

NO	SN	CODE				

[illegible]

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PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
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SIG.	DATE	SIG./EMP #	DATE
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[illegible]

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 2/11/24 TIME (LOCAL) 1900 STA. WALL. TYPE MAINT. daily

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08485

Last log page # of previous log book

Continuation Sheet Y / N

ORIG STA: <u>HNL</u>		DATE: <u>2/12/21</u>		AIRCRAFT #: <u>810TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>066</u>	<u>810</u>	<u>HNL</u>	<u>810</u>	<u>066</u>	<u>810</u>
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0315</u>	<u>0310</u>	<u>0405</u>	<u>0400</u>	<u>0530</u>	<u>0626</u>
DEPARTURE		<u>0234</u>	<u>0244</u>	<u>0333</u>	<u>0337</u>	<u>0457</u>	<u>0555</u>
ELAPSED HOURS		<u>.7</u>	<u>.4</u>	<u>.5</u>	<u>.4</u>	<u>0.6</u>	<u>.4</u>
DEPARTURE FUEL (LBS)		<u>15,000</u>		<u>11,700</u>		<u>14,006</u>	
ARRIVAL FUEL (LBS)		<u>11,700</u>		<u>9,000</u>		<u>10,500</u>	
LANDING / OPS CODE		CAPT (<u>9</u>)	F/O	CAPT (<u>9</u>)	F/O	CAPT (<u>9</u>)	F/O
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>Dean</u>	ACM		ACM	
F/O	<u>Krekan</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		<u>2/20/21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08486

Last log page # of previous log book

Continuation Sheet **Y** N

ORIG STA:		DATE:				AIRCRAFT #:		A/C TYPE:	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT
TIMES									
ARRIVAL									
DEPARTURE									
ELAPSED HOURS									
DEPARTURE FUEL (LBS)									
ARRIVAL FUEL (LBS)									
LANDING / OPS CODE		CAPT ()	F/O	CAPT ()	F/O	CAPT ()	F/O	CAPT ()	F/O
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

POS	NAME				POS	NAME				POS	NAME	ENG	-9	-15	-17
Capt	Dean				ACM					ACM					
F/O	Krekan				ACM					ACM					
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE				NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.			
	Dual / VOT					/					2/20/24				

DISCREPANCY

NO	STA	CODE:	
1	HNL	F	TCAS INOP

CORRECTIVE ACTION

ATA 34	STA HNL	RII N	INSP SIG./EMP # —
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RESECURED SUPPRESSION CABLE AT RADIO RACK
CONNECTOR, SYS OPS CHECK NORMAL IAIN
HONEYWELL TCAS MM 34-45-00

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG [REDACTED]	DATE 2/2/21	SIG [REDACTED]	DATE 02/12/21	

NO 2	STA AM	CODE: M	TO BE CW Card Number
AD 2018-10-12(h)			

ATA 57	STA HNL	FLY NO	INSP SIG./EMP #
-----------	------------	-----------	-----------------

CW Card Number AD2018-10-12(h) CW
No defects noted
(SB 737-57AB39)

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
S [REDACTED]	DATE 2/12/21	S [REDACTED]	DATE 2/12/21	

NO	STA	CODE	
3	HNL	M	

ATA	STA	RII	INSP SIG./EMP #
OS	HNL	N	

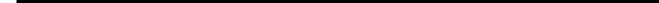
~~DAILY CHECK MAIN CABIN CARGO DOOR INSPECTION~~
DUE

C/W DAILY CHECK ~~5~~ MCCD INSP PER T/C
RAI-DLY-01 ~~5~~ 52-RAI-01-01C

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE 02/12/21	SIG./EMP # [REDACTED]	DATE 02/12/21	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 02/12/21 TIME (LOCAL) 1840 STA. HNL TYPE MAINT. DAILY
SIGNATURE 



AIRCRAFT LOG BOOK

AUDIT [REDACTED]

LOG PAGE # 08487

Last log page # of previous log book

Continuation Sheet 80

ORIG STA: HNL		DATE: 2-13-21		AIRCRAFT #: 810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	066	810	HNL	810	ITO	810
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0320	0315	0410	0407	0626	0622
DEPARTURE		0240	0244	0332	0337	0532	0542
ELAPSED HOURS		0.7	0.5	0.6	0.5	0.9	0.7
DEPARTURE FUEL (LBS)		14,000		10,500		18,000	
ARRIVAL FUEL (LBS)		10,500		8,200		13,000	
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT (9) F/O	
FUEL UPLIFT / FREIGHT		20,450 (LBS)		3,508 (LBS)		25,747 (LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME		POS	NAME		POS	NAME	
Capt	MORGAN		ACM			ACM		
F/O	YUDA		ACM			ACM		
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE
	Dual / VOT					/		2-20-21

CODE: F = FLT CREW
I = INFO M = MAINT.

DISCREPANCY

CORRECTIVE ACTION

NO 1	STA HNL	CODE: F	ATA 33	STA HNL	R/I N	INSP SIG./EMP #
CAPTAIN MAP LIGHT INOP			R&R MAP LIGHT BULB IAW AMM 33-11-00. OPS CHECK GOOD.			

PART NAME MAP LIGHT BULB	P/N OFF 1091	S/N OFF NSA	P/N ON 1691	S/N ON NSA
SIG. [REDACTED]	DATE 2-13-21	SIG./EMP # [REDACTED]	DATE 2/13/2021	

NO 2	STA HNL	CODE: M	ATA 05	STA HNL	R/I N	INSP SIG./EMP #
Weekly check Req			Weekly check completed IAW RAI-WKLY-01			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE 2/13/21	SIG./EMP # [REDACTED]	DATE 2/13/21	

NO	STA	CODE:	ATA	STA	R/I	INSP SIG./EMP #
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PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE **02/13/21** TIME (LOCAL) **2000**STA. **HNL**TYPE MAINT. **PMIL7**SIGNATURE [REDACTED]

AUDIT

Last log page # of previous log book _____ Continuation Sheet Y / N

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

CODE: F = FLT CREW
I = INFO M = MAINT.

DISCREPANCY

CORRECTIVE ACTION

P/N OFF

P/N OFF

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

P/N OFF

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

TIME (LOCAL) 2000

STA. HVL

TYPE MAINT.

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT [REDACTED]

LOG PAGE # 08489

Last log page # of previous log book _____ Continuation Sheet Y 11

ORIG STA: <u>HNL</u>		DATE: <u>2-15-21</u>		AIRCRAFT #: <u>N810TA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	<u>ITO</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0408</u>	<u>0405</u>	<u>0533</u>	<u>0528</u>		
DEPARTURE		<u>0315</u>	<u>0325</u>	<u>0450</u>	<u>0453</u>		
ELAPSED HOURS		<u>0.9</u>	<u>0.7</u>	<u>0.7</u>	<u>0.6</u>		
DEPARTURE FUEL (LBS)		<u>18,000</u>		<u>13,000</u>			
ARRIVAL FUEL (LBS)		<u>13,000</u>		<u>11,000</u>			
LANDING / OPS CODE		CAPT (<u>9</u>) F/0		CAPT (<u>9</u>) F/0		CAPT () F/0	CAPT () F/0
FUEL UPLIFT / FREIGHT		<u>15,955</u> (LBS)		<u>3,155</u> (LBS)		(LBS)	(LBS)
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng
				<u>0</u>	<u>2</u>		

FLIGHT CREW & OBSERVERS

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	MORGAN	ACM		ACM					
F/O	KRELAN	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		2-20-21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
1	HNK	M.	05	HNK	N	
DAILY OUT REQ'D.			DAILY OUT O/W FOR RAI TASK CANNOT			
			RAI. OUT. 01.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG.	DATE	

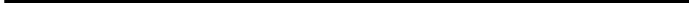
NO. 2	STA HNL	CODE: M	TO BE CW AD2011-24-12	ATA S3	STA HNL	R/L N	INSP SIG./EMP #
INSPT'N OF FUSELAGE SKIN PANELS				CW AD2011-24-12 NO DEFECTS NOTED			
AT THE CHEM-MILLED STEPS				(SB 737-53A1301 R2)			

PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
S		DATE	2/15/21	SIG		DATE	2/15/21		

No	STA	CODE:		ATA	SUA	RII	INSP SIG./EMP #
PART NAME	P/N OFF		S/N OFF		P/N ON		S/N ON
SIG.	DATE		SIG./EMP #				DATE

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE 2/15/21 TIME (LOCAL) 1900 STA. 1000 TYPE MAINT. daily
SIGNATURE 



AIRCRAFT LOG BOOK

AUDIT [REDACTED]

LOG PAGE # 08490

Continuation Sheet (Y) N

Last log page # of previous log book

ORIG STA: HNL		DATE: 2-16-21		AIRCRAFT #: 810 TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES		0306					
ARRIVAL		0240					
DEPARTURE		4					
ELAPSED HOURS		14300					
DEPARTURE FUEL (LBS)		13100					
ARRIVAL FUEL (LBS)		CAPT (9) F/O		CAPT () F/O		CAPT () F/O	
LANDING / OPS CODE		(LBS)		(LBS)		(LBS)	
FUEL UPLIFT / FREIGHT		#1 Eng 0 #2 Eng 6		#1 Eng #2 Eng		#1 Eng #2 Eng	
OIL ADDED (QTS)		0		6		FULL POWER T/O ☐	
		ENG -9 -15 -17					
FLIGHT CREW & OBSERVERS							
POS	NAME	POS	NAME	POS	NAME		
Capt	RINSMA	ACM		ACM			
F/O	YUDA	ACM		ACM			
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE
	Dual / VOT					/	
DISCREPANCY				CORRECTIVE ACTION			
NO	STA	CODE	TAXI LIGHT		ATA	STA	R/L
1	HNL	F	FLICKERED ON/OFF SEVERAL TIMES ON TAXI-OUT, THEN FAILED		33	HNL	N
				SECURED HARDWARE OF TAXI LIGHT IAW AMM 30-40-00/001. OPS CHECK GOOD.			
PART NAME		P/N OFF	S/N OFF	P/N ON	S/N ON	DATE	
SIG.			2-16-21	SIG./EMP # [REDACTED]		2/16/2021	
NO	STA	CODE	NOSE GEAR GREEN LIGHT EXTINGUISHED ON TAXI-OUT WARNING HORN SOUNDED WHEN POWER REDUCED FROM TAXI SETTING TO IDLE. RED NOSE GEAR LIGHT NOT ILLUMINATED AND		ATA	STA	R/L
2	HNL	F			32	HNL	N
				REMOVED & REPLACED NLG DOWNLOCK SENSOR PER AMM 32-61-51. SYS OPS CHECK GOOD			
PART NAME		P/N OFF	S/N OFF	P/N ON	S/N ON	DATE	
SIG.				SIG./EMP #			
NO	STA	CODE	continued		ATA	STA	R/L
2	HNL	F	WILL NOT TEST WITH LIGHTS TEST. PRESS TO TEST OK				
				CONTINUED FROM ABOVE. A/C OK FOR SERVICE			
PART NAME		P/N OFF	S/N OFF	P/N ON	S/N ON	DATE	
PROXIMITY SENSOR		1-899-15	JNK	1-899-15	W86938	02/16/21	
SIG.			2-16-21	SIG./EMP # [REDACTED]			
AIRWORTHINESS RELEASE				The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.			
DATE		TIME (LOCAL)		STA.		TYPE MAINT.	
SIGNATURE				EMP #			

YELLOW Flight Department

WHITE Maintenance

PINK Log



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

8490

FORM S-5B

11/01/2016

A/C 810TA DATE 16 Feb 2021 SERVICE Maint STA HXL PAGE 2 OF 2

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO	STA	ATA	STA	RII	INSP SIG./EMP #
3	HNL	05	HNL	N	
Nose gear downlock safety pin installed		REMOVED NLG DOWNLOCK SAFETY PIN FROM GEAR & STOWED IN FWD GALLEY AS REQUIRED FOR RAH-DLY-01 & AMM 32-00-00 MAINT PRACTICES			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]		DATE 16 Feb 21	SIG./EMP [REDACTED]	DATE 02/16/21

NO	STA	ATA	STA	RII	INSP SIG./EMP #
4	HNL	05	HNL	N	
DAILY CHECK DUG		C/W DAILY CHECK IAW RAH-DLY-01			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]		DATE 02/16/21	SIG./EMP [REDACTED]	DATE 02/16/21

NO	STA	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #	DATE

NO	STA	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #	DATE

MAINTENANCE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08491

Last log page # of previous log book

Continuation Sheet Y/N

ORIG STA: HNL		DATE: 02/16/21		AIRCRAFT #: 810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	170	810	066	810	HNL	810
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		1803	1800	1855	1850	2010	2007
DEPARTURE		1710	1720	1815	1825	1930	1940
ELAPSED HOURS		.9	.7	.7	0.4	.7	.4
DEPARTURE FUEL (LBS)		19122		14000		10500	
ARRIVAL FUEL (LBS)		14000		10500		8100	
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT (9) F/O	
FUEL UPLIFT / FREIGHT		5,094 (LBS)		14282 (LBS)		21,654 (LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O

POS	NAME	POS	NAME	POS	NAME
Capt	A. Tan	ACM	R. Roman	ACM	
F/O	Ryan	ACM		ACM	

CODE: F = FLT CREW
I = INFO M = MAINT.

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
1	HNL	F	30	HNL	N	-
Left Valve open light on after start. Wing Anti-ice			Deferred left wing anti-ice valve per MEL 30-01. Placard # 810021421-1 cat-C to 2-26-2021. Placards installed and MISC list updated. (M) c/w			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE 2-16-21	SIG.	DATE 2-16-2021

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
----	-----	-------	-----	-----	-----	-----------------

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #	DATE

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
----	-----	-------	-----	-----	-----	-----------------

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #	DATE

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 02/16/21 TIME (LOCAL) 2030 STA. HNL TYPE MAINT. DAILY CHECK

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08492

Last log page # of previous log book

Continuation Sheet Y/C

ORIG STA: <u>HNL</u>		DATE: <u>2/17/21</u>		AIRCRAFT #: <u>N810TA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL							
DEPARTURE							
ELAPSED HOURS		<u>MX ENTRY ONLY</u>					
DEPARTURE FUEL (LBS)							
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE		CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O
FUEL UPLIFT / FREIGHT		(LBS)	(LBS)	(LBS)	(LBS)	(LBS)	(LBS)
OIL ADDED (QTS)	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng #2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt		ACM		ACM	
F/O		ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/			

DISCREPANCY

CORRECTIVE ACTION

NO 1	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
	<u>HNL</u>	<u>M</u>	<u>5</u>	<u>HNL</u>	<u>A</u>	
<u>DAILY CHECK GOOD.</u>			<u>Accomplished Daily check TAI</u> <u>Wk 241-04-01</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE <u>2/17/21</u>	SIG./EMP #	DATE <u>02-17-21</u>

NO 2	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
	<u>HNL</u>	<u>M</u>	<u>53</u>	<u>HNL</u>	<u>N</u>	
<u>FATIGUE CRACKING OF THE</u> <u>SKIN</u>			<u>CW AD2020-26049</u> <u>NO DEF</u> <u>(B 73</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE <u>2/11/21</u>	SIG./EMP #	DATE <u>2/17/21</u>

NO 3	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
	<u>HNL</u>	<u>M</u>	<u>30</u>	<u>HNL</u>	<u>N</u>	
<u>IN REF TO MEL 210021621-1</u> <u>24 WING ANTI-ICE VALVE LIGHT</u> <u>OPEN ILLUMINATES.</u>			<u>12/24 WING TAI SHUTOFF VALVE I.A.W.</u> <u>BAMM 30-11-01. OPS CHECK GOOD. PLACARD</u> <u>REMOVED AND MEL LIST UPDATED.</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
<u>TAI SHUTOFF VALVE</u>	<u>67-2906-002</u>	<u>11790625</u>	<u>67-2906-002</u>	<u>04901060</u>
SIG.		DATE <u>02/17/21</u>	SIG./EMP #	DATE <u>2/17/21</u>

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE Feb 17th 2021 TIME (LOCAL) 2500 STA. HNL TYPE MAINT. Daily



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08493

Last log page # of previous log book

Continuation Sheet Y N

ORIG STA: HNL	DATE: 2-18-2021	AIRCRAFT #: N810 TA	A/C TYPE: B737-200
ARR STA	FLIGHT #		
TIMES	BLK	FLT	BLK
ARRIVAL			
DEPARTURE			
ELAPSED HOURS			
DEPARTURE FUEL (LBS)			
ARRIVAL FUEL (LBS)			
LANDING / OPS CODE	CAPT () F/O	CAPT () F/O	CAPT () F/O
FUEL UPLIFT / FREIGHT	(LBS)	(LBS)	(LBS)
OIL ADDED (QTS)	#1 Eng	#2 Eng	#1 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt		ACM		ACM	
F/O		ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/			

DISCREPANCY

CORRECTIVE ACTION

NO 1	STA HNL	CODE: M	TO Be CW AD 2017-13-13(h)	ATA 53	STA HNL	RII N	INSP SIG./EMP #
Detect and Correct cracking station 344 system penetration holes between stringer S-221 and stringer S-24L				CW AD 2017-13-13(h) Detect/correct cracking station 344 system stem holes between stringers S-22L and stringer S-24L			
				No Defects Noted			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG	DATE 2/18/21		DATE 2/18/21	

NO 2	STA HNL	CODE: M	TO Be CW AD 2013-04-05(g)	ATA 53	STA HNL	RII NO	INSP SIG./EMP #
Fuselage - Detailed inspection/HFECC inspt'n of the external skin under the No.3 WHF Antenna.				CW AD 2013-04-05(g) No defects Noted			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG	DATE 2/18/21		DATE 2/18/21	

NO 3	STA HNL	CODE: M	TO Be CW AD 2020-26-04(g)	ATA 53	STA HNL	RII N	INSP SIG./EMP #
Fatigue cracking of the skin panels				CW AD 2020-26-04(g) No defects Noted			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG	DATE 2/18/21		DATE 2/18/21	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE Feb 18th, 2021 TIME (LOCAL) 2000

STA. HNL

TYPE MAINT. Daily

SIGNATURE



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

08493

FORM S-5B

11/01/2016

A/C 810 TA DATE 2-18-2021 SERVICE Daily STA HNL PAGE 2 OF 2

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO	STA	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #
4	HNL	Daily inspection required.	5	HNL	N	Daily inspection completed. c/w IAW RAI-DLY-01

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
[REDACTED]	[REDACTED]	DATE 2-18-21	[REDACTED]	DATE 2-18-21

NO	STA	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON

SIG.	DATE	SIG./EMP #	DATE

NO	STA	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON

SIG.	DATE	SIG./EMP #	DATE

NO	STA	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON

SIG.	DATE	SIG./EMP #	DATE

MAINTENANCE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08494

Last log page # of previous log book

Continuation Sheet Y (N)

ORIG STA: HNL		DATE: 02/19/21		AIRCRAFT #: 810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL							
DEPARTURE							
ELAPSED HOURS							
DEPARTURE FUEL (LBS)							
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE		CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O
FUEL UPLIFT / FREIGHT		(LBS)	(LBS)	(LBS)	(LBS)	(LBS)	(LBS)
OIL ADDED (QTS)	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt		ACM		ACM	
F/O		ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/			

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	DISCREPANCY	ATA	STA	RII	INSPIG./EMP #
1	HNL	M	daily check REQ	05	HNL	N	
				daily check completed IAW			
				RAI-DLY-01			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE	DISCREPANCY	ATA	STA	RII	INSPIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE	DISCREPANCY	ATA	STA	RII	INSPIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 02/19/21 TIME (LOCAL) 1950 STA. HNL TYPE MAINT. DAILY CHECK

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08495

Last log page # of previous log book

Continuation Sheet Y ☒ N

ORIG STA: HNL		DATE: 02-20-21		AIRCRAFT #: N810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL							
DEPARTURE							
ELAPSED HOURS							
DEPARTURE FUEL (LBS)							
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE		CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O
FUEL UPLIFT / FREIGHT		(LBS)	(LBS)	(LBS)	(LBS)	(LBS)	(LBS)
OIL ADDED (QTS)	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt		ACM		ACM	
F/O		ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/			

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	DISCREPANCY	ATA	STA	R/I	INSP SIG./EMP #
1	HNL	M	WEEKLY CHECK REQUIRED	05	HNL	N	
				C/W WEEKLY CHECK IAW			
				241-WKLY-01			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON

NO	STA	CODE	DISCREPANCY	ATA	STA	R/I	INSP SIG./EMP #
2	HNL	M	FOUND TAXI LAMP NLG	33	HNL	N	
				R+R TAXI LAMP NLG IAW			
				33-40-00. OPS CHECK GOOD			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
TAXI LAMP	4551	NSN	IFE460-LED01	2022128

SIG	DATE	SIG/EMP #	DATE
	2/20/2021		2/20/2021

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE **2-20-21** TIME (LOCAL) **2000** STA. **HNL** TYPE MAINT. **WEEKLY**
SIGNATURE _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08496

Last log page # of previous log book Continuation Sheet Y ☒ N

ORIG STA: HNL		DATE: 02/21/21		AIRCRAFT #: 8107A		A/C TYPE: B737-200	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL							
DEPARTURE							
ELAPSED HOURS							
DEPARTURE FUEL (LBS)		max carry only					
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE		CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O
FUEL UPLIFT / FREIGHT		(LBS)	(LBS)	(LBS)	(LBS)	(LBS)	(LBS)
OIL ADDED (QTS)	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng #2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG -9 -15 -17
Capt		ACM		ACM		
F/O		ACM		ACM		
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR
	Dual / VOT					/
SIGNATURE						NEXT DUE
CODE: F = FLT CREW						
I = INFO M = MAINT.						

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
1	HNL	M	05	HNL	N	
Daily CUE 200's			Daily CUE 2/w for RAI TASK 200's			
			RAI.DU.01.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.	DATE	SIG./EMP #	DATE			
	2/21/21		2/21/21			
NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.	DATE	SIG./EMP #	DATE			
NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 2/21/21 TIME (LOCAL) 1900 STA. HNL TYPE MAINT. DAILY.
SIGNATURE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08497

Last log page # of previous log book

Continuation Sheet Y 

ORIG STA: <u>HNL</u>			DATE: <u>2-22-21</u>			AIRCRAFT #: <u>810TA</u>			A/C TYPE: B737-200			
ARR STA	FLIGHT #		<u>ITO</u>	<u>810</u>	<u>HNL</u>	<u>810</u>						
TIMES			BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT		
ARRIVAL			<u>300</u>	<u>255</u>	<u>408</u>	<u>359</u>						
DEPARTURE			<u>205</u>	<u>214</u>	<u>315</u>	<u>320</u>						
ELAPSED HOURS			<u>.9</u>	<u>0.7</u>	<u>.96</u>	<u>0.8</u>	<u>.6</u>					
DEPARTURE FUEL (LBS)			<u>18500</u>		<u>16000</u>							
ARRIVAL FUEL (LBS)			<u>16000</u>		<u>10500</u>							
LANDING / OPS CODE			<u>CAPT (9)</u> F/O		<u>CAPT (9)</u> <u>F/O</u>		CAPT () F/O		CAPT () F/O			
FUEL UPLIFT / FREIGHT			(LBS)		(LBS)		(LBS)		(LBS)			
OIL ADDED (QTS)	#1 Eng		#2 Eng		#1 Eng	<u>0</u>	#2 Eng	<u>2</u>	#1 Eng		#2 Eng	

FLIGHT CREW & OBSERVERS

POS	NAME	POS	NAME	POS	NAME	ENG -9 -15 -17
Capt	A. Dato	ACM		ACM		
F/O	B. J. M. f.	ACM		ACM		

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT	HNL	111.80	180	180	0 / 0		3-24-21	

DISCREPANCY

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #.
1	HNL	F	33	HNL	N	
Taxi light Insp			Reset nose taxi light circuit breaker 1AW AMM 33-42-51. Ops check good 1AW AMM 33-42-51.			

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #.
1	HNL	F	33	HNL	N	
Taxi light Insp			Reset nose taxi light circuit breaker 1AW AMM 33-42-51. Ops check good 1AW AMM 33-42-51.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	S	DATE	

NO	STA	CODE		Air	Sta	Unit	INST SIGTERM #	
2	HVZ	m	DAILY Check Done	3	HVZ	N		Accomplished DAILY Check IAW W/L RAE-DLY-01

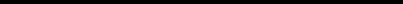
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. / [REDACTED]	DATE 02/22/21	SIG. / [REDACTED]	DATE 02/22/21	

[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 2/22/21 TIME (LOCAL) 1500 STA. MAN TYPE MAINT. Daily
SIGNATURE 

AUDIT

Last log page # of previous log book

Continuation Sheet Y / ~~N~~

ORIG STA: <u>LINE</u>			DATE: <u>2/23/21</u>			AIRCRAFT #: <u>N810TA</u>			A/C TYPE: B737-200			
ARR STA	FLIGHT #											
TIMES			BLK		FLT		BLK		FLT		BLK	
ARRIVAL												
DEPARTURE												
ELAPSED HOURS												
DEPARTURE FUEL (LBS)												
ARRIVAL FUEL (LBS)												
LANDING / OPS CODE			CAPT () F/O		CAPT () F/O		CAPT () F/O		CAPT () F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT			(LBS)		(LBS)		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)			#1 Eng		#2 Eng		#1 Eng		#2 Eng		#1 Eng	

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt		ACM		ACM					
F/O		ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/			

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
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[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
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SIG.	DATE	SIG./EMP #	DATE
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NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

2/0

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
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SIG.	DATE	SIG./EMP #	DATE
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NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
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[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON

SIG.	DATE	SIG./EMP #	DATE
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The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE 1/11/71 TIME (LOCAL) 11:00 STA. 100 TYPE MAINT. 100

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08499

Last log page # of previous log book

Continuation Sheet Y (N)

ORIG STA: HNL		DATE: 2-23-21		AIRCRAFT #: 810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	OGG	810	HNL	810	ITO	810
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		110	105	225	220	340	330
DEPARTURE		0030	0045	150	155	255	300
ELAPSED HOURS		.7	.3	.6	.4	0.7	.5
DEPARTURE FUEL (LBS)		14000		10500		18000	
ARRIVAL FUEL (LBS)		10500		7000		13000	
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT (9) F/O	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng
				0	2		

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	A. Dato	ACM		ACM	
F/O	G. Moor	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		3-242	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
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PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
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PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
----	-----	-------	-----	-----	-----	-----------------

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
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AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08500

Last log page # of previous log book

Continuation Sheet (Y) N

ORIG STA: HNL		DATE: 2-23-21		AIRCRAFT #: 810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	066	810	HNL	810	BLK	FLT
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		605	600	715	710		
DEPARTURE		530	540	640	645		
ELAPSED HOURS		.6	.3	.6	.4		
DEPARTURE FUEL (LBS)		14000		10500			
ARRIVAL FUEL (LBS)		10500		8200			
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	A. Dates	ACM	T. Reasoner	ACM					
F/O	C. Moor	ACM		ACM					
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		2-24-2	

DISCREPANCY

CORRECTIVE ACTION

NO	1	STA	HNL	CODE	F	ATA	52	STA	HNL	RII	INSP SIG/EMP #
Cargo door wouldn't open						REMOVED & REPLACED MAIN CARGO DOOR CONTROL VALVE IAW BMM 52-32-61 OP CHECK GOOD IAW BMM 52-32-61					
PART NAME CONTROL VALVE P/N OFF 148105 S/N OFF 416 148105 P/N ON 148105 S/N ON 196 196						DATE 2-23-21 DATE 23 FEB 21					

NO	2	STA	HNL	CODE	F	ATA	28	STA	HNL	RII	INSP SIG/EMP #
#2 fuel QTY dropped to "0" during descent to land						Disconnected #2 fuel Qty gauge. Cleaned Connector and Adjusted Zero indication. Then Reconnecting gauge. IAW Boeing 737 A.M.M 28-91-00					
PART NAME P/N OFF S/N OFF P/N ON S/N ON						DATE 2-23-21 DATE 2-23-21					

NO	3	STA	HNL	CODE	F	ATA	77	STA	HNL	RII	INSP SIG/EMP #
Taxi light circle breaker popped continues times						END NLG TAXI LITE WIRES FRAYED. REPAIRED WIRES PER SNPM 20-30-12. ALL OPS CHECKS NOW NORMAL.					
PART NAME P/N OFF S/N OFF P/N ON S/N ON						DATE 2-23-21 DATE 2/23/21					

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 2/23/21 TIME (LOCAL) 1900 STA. HNL TYPE MAINT. OAMG

SIGNATURE



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

8540

FORM S-5B

11/01/2016

A/C 810TA DATE 23 FEB 21 SERVICE Daily STA HNL PAGE 2 OF 2

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO	STA	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #
4	HNL	FIRE BOTTLE HAS REACHED SERVICE LIFE.	26	HNL	N	
						REMOVED & REPLACED LH GALLEY FIRE BOTTLE IAW BMM 26-23-41

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
FIRE BOTTLE	46690	12-575419	C352TS	G-12764973
SIG.		DATE 23 FEB 21	SIG.	DATE 23 FEB 21

NO	STA	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #
6	HNL	CLAIM OUR REPAIR.	05	HNL	N	
						CLAIM OUR C/W FOR RAI TASK CARDS RAI.DU.01.

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE 21 23/21.	SIG.	DATE 21 23/21.

NO	STA	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #	DATE

NO	STA	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #	DATE

MAINTENANCE

LOG PAGE # 08467



Last log page # of previous log book

Continuation Sheet Y / N

ORIG STA:		DATE:		AIRCRAFT #:				A/C TYPE:	
HNL		2-1-21		810TA				B737-200	
ARR STA	FLIGHT #	OGG	810	HNL	810	ITO	810	HNL	810
		BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT
TIMES									
ARRIVAL		0204	0157	0300	0255	0426	0421	0605	0600
DEPARTURE		0118	0133	0221	0230	0328	0341	0500	0517
ELAPSED HOURS		.8	.4	.6	.4	1.0	.7	1.1	.7
DEPARTURE FUEL (LBS)		18900		15300		19400		14300	
ARRIVAL FUEL (LBS)		15300		12400		14300		9200	
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT (9) F/O		CAPT (9) F/O	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng
FLIGHT CREW & OBSERVERS								FULL POWER T/O ☐	
								ENG (9) -15 -17	

OIL ADDED (QTS)				#1 Eng		#2 Eng		FLIGHT CREW & OBSERVERS		POLY		ENG -9 -15 -17	
POS	NAME			POS	NAME			POS	NAME				
Capt	RINSMA			ACM				ACM					
F/O	NG			ACM				ACM					
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.				
	Dual / VOT					/		2-20-21	CORRECTIVE ACTION				

[illegible][illegible]

PART NAME		P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #		DATE

SIG.			DATE		SIG./EMP #	
NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

NO	STA	CODING
		S/N ON

PART NAME		P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #		

SIG.			ATA		STA	Rll	INSP SIG./EMP #
NO	STA	CODE:					

[illegible]

PART NAME		P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #		DATE

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

TYPE MAINT. _____

DATE _____ TIME (LOCAL) _____ STA# _____
SIGNATURE _____ EMP # _____

TYPE MAINT.

AUDIT

Last log page # of previous log book 08500

Continuation Sheet

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

CORRECTIVE ACTION[illegible]

NO	STA	CODE:		ATA	STA	Rll	INSP SIG./EMP #

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____

AUDIT

Last log page # of previous log book _____ Continuation Sheet Y / N

FLIGHT CREW & OBSERVERS

~~FULL POWER T/O~~ ☐

CODE: F = FLT CREW
I = INFO M = MAINT.

DISCREPANCY

CORRECTIVE ACTION

SIG.	DATE	SIG./EMP #	DATE
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[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
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NO	STA	CODE:	ATA	STA	Rll	INSP SIG./EMP #
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SIG.	DATE	SIG./EMP #	DATE
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AIRWORTHINESS RELEASE The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT ☒

LOG PAGE # 09003

Last log page # of previous log book

Continuation Sheet Y / N

ORIG STA: <u>HNL</u>		DATE: <u>2-24-21</u>		AIRCRAFT #: <u>810TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>LIA</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>1340</u>	<u>1335</u>	<u>1450</u>	<u>1445</u>		
DEPARTURE		<u>1309</u>	<u>1315</u>	<u>1410</u>	<u>1420</u>		
ELAPSED HOURS		<u>05.7</u>	<u>.3</u>	<u>.7</u>	<u>.4</u>		
DEPARTURE FUEL (LBS)		<u>14000</u>		<u>10500</u>			
ARRIVAL FUEL (LBS)		<u>10500</u>		<u>8300</u>			
LANDING / OPS CODE		<u>CAPT (10) F/O</u>		<u>CAPT (10) F/O</u>		<u>CAPT () F/O</u>	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>A. Dato</u>	ACM		ACM	
F/O	<u>G. Moore</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		<u>3-24-21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
<u>1</u>	<u>HNL</u>	<u>F</u>	<u>31</u>	<u>HNL</u>	<u>N</u>	<u>REMOVED AND REPLACED #2 FUEL QTY INDICATOR IAW 31-90-11. VERIFY FUEL QUANTITY IAW FUEL QTY DATA FOR GROUND ATTITUDES</u>
#2 fuel QTY drop to "0" during approach						
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
<u>FUEL QTY / PD</u>	<u>393026-91837</u>	<u>M1808</u>	<u>393026-91837</u>	<u>13850</u>	<u>21 FEB 21</u>	
SIG.	DATE					
	<u>2-24-21</u>					

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
<u>2</u>	<u>HNL</u>	<u>F</u>	<u>21</u>	<u>HNL</u>	<u>N</u>	<u>PERFORMED Pressurization functional check system ops check good T.A.W Boeing 737 M.M.M 21-31-00</u>
pressurization keeps climbing at 2000' / min during descent						
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.	DATE					
	<u>2-24-21</u>					

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
<u>3</u>	<u>HNL</u>	<u>F</u>	<u>34</u>	<u>HNL</u>	<u>N</u>	<u>Remounted Copilot HST Channel Connector Rescured Ops check good T.A.W Boeing 737 A.M.M 34-21-00</u>
Copilot cdi stuck in one position and no						
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.	DATE					
	<u>2-24-21</u>					

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT [REDACTED]LOG PAGE # **09004**Last log page # of previous log book _____ Continuation Sheet ☒ N

ORIG STA: <u>HNL</u>		DATE: <u>2-24-21</u>		AIRCRAFT #: <u>810TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #						
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL							
DEPARTURE							
ELAPSED HOURS							
DEPARTURE FUEL (LBS)							
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE	CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O
FUEL UPLIFT / FREIGHT	(LBS)	(LBS)	(LBS)	(LBS)	(LBS)	(LBS)	(LBS)
OIL ADDED (QTS)	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng #2 Eng
FLIGHT CREW & OBSERVERS							FULL POWER T/O ☐
POS	NAME	POS	NAME	POS	NAME	ENG -9 -15 -17	
Capt	<u>A. Datsi</u>	ACM		ACM			
F/O	<u>G. Moore</u>	ACM		ACM			
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE
	Dual / VOT					<u>/</u>	
							NEXT DUE
							CODE: F = FLT CREW I = INFO M = MAINT.

DISCREPANCY

CORRECTIVE ACTION

NO <u>4</u>	STA <u>HNL</u>	CODE <u>F</u>	ATA <u>22</u>	STA <u>HNL</u>	RII <u>N</u>	INSP SIG/EMP #
<u>Slab out of Trim illuminate in flight 13-15 times in one flight</u>			<u>Placarded Slab out of Trim light Trap per MRL 22-11 Placard Installed MRL list Updated CATB Due date 2-27-21 Plc 810023421-3</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE <u>2-24-21</u>	SIG/EMP [REDACTED]	DATE <u>2-24-21</u>	

NO <u>5</u>	STA <u>HNL</u>	CODE <u>F</u>	ATA <u>30</u>	STA <u>HNL</u>	RII <u>N</u>	INSP SIG/EMP #
<u>F/O's static #2 Aux pitot static light wouldn't function</u>			<u>Placarded F/O's static #2 Aux pitot static light inop (Lt house probs) Per 30-05(01-02A) Placard installed MRL list Updated Due date 02-27-21 Plc 810023421-2 CATB</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE <u>2-24-21</u>	SIG/EMP [REDACTED]	DATE <u>2-24-21</u>	

NO <u>6</u>	STA <u>HNL</u>	CODE <u>F</u>	ATA <u>53</u>	STA <u>HNL</u>	RII <u>N</u>	INSP SIG/EMP #
<u>Detailed Inspection of Number 2 VHF Antenna Due</u>			<u>Complied with AD2016-10-04 External Detailed Inspection of Number 2 VHF Antenna I.A.W Boeing Service Bulletin 737-53-1159 and AD2016-10-04</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE <u>2-24-21</u>	SIG/EMP [REDACTED]	DATE <u>2-24-21</u>	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 2/24/21 TIME (LOCAL) 1800 STA. HNL TYPE MAINT. DailySIGNATURE [REDACTED]



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

FORM S-5B

11/01/2016

09004

A/C 810TA	DATE 2-24-21	SERVICE Daily	STA HNL	PAGE 2 OF 2
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NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO 7	STA HNL	Daily Check done on	ATA 5	STA HNL	RII W	INSP SIG./EMP #
Aircraft			Complied with daily check I.M.W			
			RAT-DLY-01			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE 2-24-21	SIG.	DATE 2-24-21	
NO	STA	ATA	STA	RII
INSP SIG./EMP #				

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	
NO	STA	ATA	STA	RII
INSP SIG./EMP #				

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	
NO	STA	ATA	STA	RII
INSP SIG./EMP #				

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	
NO	STA	ATA	STA	RII
INSP SIG./EMP #				

MAINTENANCE

AUDIT [REDACTED]

Last log page # of previous log book

Continuation Sheet Y / N

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

CODE: F = FLT CREW
I = INFO M = MAINT.

DISCREPANCY

CORRECTIVE ACTION

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
-----------	---------	---------	--------	--------

NO	STA	CODE:	ATA	STA	RIL	INSP SIG./EMP #
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SIG.	DATE	SIG./EMP #	DATE
------	------	------------	------

[illegible]

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PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
-----------	---------	---------	--------	--------

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

SIGNATURE _____ EMP # _____

AUDIT

Last log page # of previous log book _____ Continuation Sheet Y / N

FLIGHT CREW & OBSERVERS

CODE: F = FLT CREW
I = INFO M = MAINT.

DISCREPANCY

CORRECTIVE ACTION

SIG.	DATE	SIG./EMP #	DATE
------	------	------------	------

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT [REDACTED]

LOG PAGE # 09007

Last log page # of previous log book _____ Continuation Sheet Y / N

ORIG STA: <u>HNL</u>		DATE: <u>2-25-21</u>		AIRCRAFT #: <u>810 TA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	<u>KOA HNL 810</u>	<u>HNL</u>	<u>810</u>			
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>1335</u>	<u>1332</u>				
DEPARTURE		<u>1257</u>	<u>1305</u>				
ELAPSED HOURS		<u>8.6</u>	<u>.4</u>				
DEPARTURE FUEL (LBS)		<u>15.000</u>					
ARRIVAL FUEL (LBS)		<u>12.000</u>					
LANDING / OPS CODE		<u>CAPT (11) F/O</u>	<u>CAPT () F/O</u>	<u>CAPT () F/O</u>	<u>CAPT () F/O</u>	<u>CAPT () F/O</u>	<u>CAPT () F/O</u>
FUEL UPLIFT / FREIGHT		<u>9826</u> (LBS)		(LBS)	(LBS)	(LBS)	(LBS)
OIL ADDED (QTS)		#1 Eng <u>X</u>	#2 Eng <u>X</u>	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	<u>Antonia</u>	ACM	<u>B Holt</u>	ACM					
F/O	<u>Yuda</u>	ACM		ACM					
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>/</u>		<u>3-24-21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	DESCRIPTION	ATA	STA	R/L	INSP SIG/EMP #
<u>1</u>	<u>HNL</u>	<u>M</u>	<u>Autopilot Usage Restricted due to Stab out of trim light</u>	<u>22</u>	<u>HNL</u>	<u>N</u>	<u>Placard and Autopilot insp per MEL 22-01B Placard installed MEL list Updated CATB Due date 2-28-21 Plc # 810022521-1</u>

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON			
SIG.	<u>[REDACTED]</u>	DATE <u>2/25/21</u>	SIG.	<u>[REDACTED]</u>			
NO	STA	CODE	DESCRIPTION	ATA	STA	R/L	INSP SIG/EMP #
<u>2</u>	<u>HNL</u>	<u>M</u>	<u>Leading Edge devices did not retract after take off #3</u>	<u>28</u>	<u>HNL</u>	<u>N</u>	<u>10462 25 Feb 2021 Removed & Replaced #3 slot actuator IAW B737 AMMCH 27-81-41 ops ck, leak check good</u>

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON			
SIG.	<u>[REDACTED]</u>	DATE <u>2-25-21</u>	SIG.	<u>[REDACTED]</u>			
NO	STA	CODE	DESCRIPTION	ATA	STA	R/L	INSP SIG/EMP #
<u>3</u>	<u>HNL</u>	<u>M</u>	<u>DAILY Check Due</u>	<u>5</u>	<u>HNL</u>	<u>N</u>	<u>Accomplished DAILY check IAW WIC 12AS-DLY-01</u>

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON			
SIG.	<u>[REDACTED]</u>	DATE <u>02/25/21</u>	SIG.	<u>[REDACTED]</u>			
NO	STA	CODE	DESCRIPTION	ATA	STA	R/L	INSP SIG/EMP #
<u>4</u>	<u>HNL</u>	<u>M</u>	<u>[REDACTED]</u>	<u>[REDACTED]</u>	<u>[REDACTED]</u>	<u>[REDACTED]</u>	<u>[REDACTED]</u>

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 25 Feb 2021TIME (LOCAL) 2000STA. HNLTYPE MAINT. DailySIGNATURE [REDACTED]



AIRCRAFT LOG BOOK

AUDIT [REDACTED]

LOG PAGE # 09008

Last log page # of previous log book

Continuation Sheet Y N

ORIG STA:		DATE:		AIRCRAFT #:		A/C TYPE: B737-200	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL							
DEPARTURE							
ELAPSED HOURS							
DEPARTURE FUEL (LBS)							
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE							
FUEL UPLIFT / FREIGHT							
OIL ADDED (QTS)							

FLIGHT CREW & OBSERVERS

FLIGHT CREW & OBSERVERS						ENG	-9	-15	-17
POS	NAME	POS	NAME	POS	NAME				
Capt	HUSHOUN	ACM	CRUZ, A	ACM					
E/O	MERCADO	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		5/24/24	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	RIL	INSP SIG./EMP #
1	HNL		23	HNL	N	
CAPTAIN'S YOKE PTT SWITCH			R+R PTT SWITCH ON CAPTAIN'S			
STUCK IN HOT INTERCOM POS,			YOKE IAW AMM 23-52-21.			
AND WILL NOT TRANSMIT OUT			OPS CHECK GOOD.			

PART NAME SWITCH-1NPH	P/N OFF C2000	S/N OFF NSN	P/N ON C2000	S/N ON NSN
SIG. [REDACTED]		DATE 4/25/20	DATE 2/26/2021	

NO	2	STA	AM	CODE:	F	ATA	32	STA	HNL	RII	N	INSP SIG./EMP #	
NOSE WHEEL HAS BAD SLIMMY						INSPECTED & LUBRICATED NOSE WHEEL STEERING							
AT ALL TAXI SPEEDS						MECHANISM PER AMM 32-51-00 & 12-21-21							
						SYSTEMS CHECKS GOOD, NO DEFECTS NOTED.							

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG	DATE	SIG	DATE	
	7/26/21		07/26/21	

[illegible]

PART NAME 260571-1		P/N OFF 2601571-1	S/N OFF 10114/10114	P/N ON 2601571-1	S/N ON 8610/8610
DATE 02-26-21		DATE 02-26-21		DATE 02-26-21	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE 02/26/21 TIME (LOCAL) 2000 STA. HNL TYPE MAINT. DAILY CHECK

SIGNATURE



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

09008

FORM S-5B

11/01/2016

A/C N810TA

DATE 02-26-21

SERVICE Daily

STA HNL

PAGE 2 OF 2

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO	STA	DISCREPANCY	ATA	STA	RII	CORRECTIVE ACTION
4	HNL	#4 MLG Tire / wheel Assy worn to limits	32	HNL	Y	RIP , Ops chke good AMM 32-45-11 Remove & Replace #4 MLG tire / wheel assy, Ops chke good IAW AMM 32-45-11
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
MAIN wheel ASSY	2601571-1	8352/8352	2601571-1	8607/3791		
SIG	DATE	SIG	DATE			
	02-26-21		02-26-21			
NO	STA	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #
5	HNL	Daily check due	05	HNL	N	Completed IAW RA1-DLY-01
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG	DATE	SIG	DATE			
	02-26-21		02-26-21			
NO	STA	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #
6	HNL	REF MEL 22-11 PLACARD 810022421-3 STAB OUT OF TRIM LIGHT ILLUMINATED	22	HNL	N	REMOVED & REPLACED FLT. INSTRUMENT ACCESSORY UNIT PER AMM 34-26-61. STAB TRIM LIGHT OPS OK GOOD FOR 22-11-00 & 27-41-00. MEL CLOSED, PLACARD REMOVED.
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
FLT INSTR. ACCY. UNIT	65-52805-154	D00078	65-52805-154	D00614		
SIG	DATE	SIG	DATE			
	02/26/21		02/26/21			
NO	STA	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #
7	HNL	REF MEL 22-01B PLACARD 810022421-1 AUTOPILOT INOP - DUE TO STAB OUT OF TRIM LIGHT MEL	22	HNL	N	REF ITEM 6 ABOVE. PLACARD 810022421-3 MEL 22-11 CLEARED BY REPLACING FLT. INSTR. ACCY UNIT. MEL CLOSED, PLACARD 810022421-1 REMOVED
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG	DATE	SIG	DATE			
	02/26/21		02/26/21			

MAINTENANCE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 09009

Last log page # of previous log book

Continuation Sheet (Y/N)

ORIG STA:		DATE:		AIRCRAFT #:		A/C TYPE:	
ARR STA	FLIGHT #	066	810	066	810	066	810
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0133	0130	0225	0220	0521	0521
DEPARTURE		0045	0100	0145	0155	0450	0500
ELAPSED HOURS		.8	.5	.7	.4	.8	.5
DEPARTURE FUEL (LBS)		1400	10500	1400	10500	10300	8000
ARRIVAL FUEL (LBS)		10500	6900	10500	8000	10500	8000
LANDING / OPS CODE		CAPT (9) F/O	CAPT (9) F/O	CAPT (9) F/O	CAPT (9) F/O	CAPT (9) F/O	CAPT (9) F/O
FUEL UPLIFT / FREIGHT		19636 (LBS)	4254 (LBS)	14500 (LBS)	2999 (LBS)	14500 (LBS)	2999 (LBS)
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS						FULL POWER T/O ☐			
POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	Antwan	ACM	Troy Kanha	ACM					
F/O	Boyan	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		3-24-21	

DISCREPANCY				CORRECTIVE ACTION			
NO	STA	COL		ATA	STA	R/L	INSP SIG./EMP #
1	HNL	COL	#2 Eng Cowl Valve	75	HNL	N	
Open light on left side in off position				Ground tested good, could not duplicate error. 1AW Amm			
				75-11-00			

PART NAME		P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]		DATE 2/27/21	S [REDACTED]	DATE 02-27-21	

NO	STA	CODE	QTY	AI	STA	RII	INSP SIG./EMP #
2	ANL	F	#2 fuel	28	ANL	N	
indication drops to zero several times during flight.				Swapped #1 & #2 fuel quantity indicators. S/N: #1 FQI: 13850 & S/N #2 FQI: M633C, Ops chk good IAW AMM 2-8-41-51			

PART NAME Fuel Quantity Indicator	P/N OFF 303026-01837	S/N OFF 1070 #1 / 13850	P/N ON 303026-01837	S/N ON 1070 #2 / M638
S [REDACTED]	DATE 2-27-21	[REDACTED]	DATE 02-27-21	[REDACTED]

NO	3	STA	HNL	CODE	M	weekly check due	ATA	0.5	STA	HNL	RIL	N	INSP SIG./EMP #	
							Completed Weekly Insp. 1Aw							
							RAI-WKLY-01							

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
		DATE 02-27-21	SIG	DATE 02-27-21

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE 02/27/24 TIME (LOCAL) 1930 STA. HNL TYPE MAINT. WEEKLY CHECK
SIGNATURE [REDACTED]



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

09009

FORM S-5B

11/01/2016

A/C 810TA

DATE 02/27/21

SERVICE WEEKLY

STA HNL

PAGE 2 OF 2

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO 4 STA HNL

ATA 30 STA HNL RII Y

REF MEL 30-05-01-02A PLACARD 810022421-2

REMOVED & REPLACED NO.2 AUX PITOT/STATIC PROBE

No.2 AUX PITOT/STATIC HEATER INOP

PER AMM 34-11-11, SYSTEM OPS CHECK GOOD

IAW AMM 34-11-0 & 30-31-00, MEL CLEARED

& PLACARD REMOVED

PART NAME
PITOT-STATIC TUBEP/N OFF
0856AE16S/N OFF
170660P/N ON
0856AE19S/N ON
282674

SIG. [REDACTED] DATE 02/27/21

SIG./EMP # [REDACTED] DATE 02/27/21

NO STA

ATA STA RII INSP SIG./EMP #

PART NAME

P/N OFF

S/N OFF

P/N ON

S/N ON

SIG.

DATE

SIG./EMP #

DATE

NO STA

ATA STA RII INSP SIG./EMP #

PART NAME

P/N OFF

S/N OFF

P/N ON

S/N ON

SIG.

DATE

SIG./EMP #

DATE

NO STA

ATA STA RII INSP SIG./EMP #

PART NAME

P/N OFF

S/N OFF

P/N ON

S/N ON

SIG.

DATE

SIG./EMP #

DATE

MAINTENANCE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 09010

Last log page # of previous log book

Continuation Sheet Y/N

ORIG STA: HNL	DATE: 2/28/21	AIRCRAFT #: N810TA	A/C TYPE: B737-200
ARR STA	FLIGHT #	066	810
TIMES	BLK	FLT	BLK
ARRIVAL	0535	0530	0622
DEPARTURE	0450	0504	0547
ELAPSED HOURS	0.7	0.4	0.6
DEPARTURE FUEL (LBS)	14000	10500	
ARRIVAL FUEL (LBS)	10500	8000	
LANDING / OPS CODE	CAPT (9) F/O	CAPT () F/O	CAPT () F/O
FUEL UPLIFT / FREIGHT	116938 (LBS)	3522 (LBS)	
OIL ADDED (QTS)	#1 Eng	#2 Eng	#1 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	ROGERS	ACM		ACM	
F/O	MERCADO	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		3/24/21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #
1	HNL	F	#2 AIRSPEED INDICATOR AND #2 ALTIMETER UNRELIABLE, BOTH OPERATED NORMALLY W/ #2 ALT STATIC SELECTED.	4	HNL	4	2/28/21 A.D.C. PER AMM 24.12.11/401. AW ONE CYCLE GOOD.

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
2/28/21	HC480B20	N-6718	HA480B20	P181/2
DATE	2/28/21	DATE	2/28/21	DATE

NO	STA	CODE	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #
2	HNL	M	DAILY CHECK LINE 5	5	HNL	N	COMPLIED WITH DAILY CHECK 1AW RAI-DLY-01

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
2/28/21	28FEA21	28FFB0	28FFB0	28FFB0
DATE	2/28/21	DATE	2/28/21	DATE

NO	STA	CODE	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #
----	-----	------	-------------	-----	-----	-----	-----------------

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE	2/28/21	TIME (LOCAL)	1900	STA	HNL	TYPE MAINT.	DAILY
SIGNATURE							



AIRCRAFT LOG BOOK

AUDIT [REDACTED]

LOG PAGE # 09011

Last log page # of previous log book

Continuation Sheet Y/N N

ORIG STA: <u>HNL</u>		DATE: <u>3/1/21</u>		AIRCRAFT #: <u>N810TA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL							
DEPARTURE							
ELAPSED HOURS							
DEPARTURE FUEL (LBS)		<u>NO ENTRY ONLY</u>					
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE		CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt		ACM		ACM					
F/O		ACM		ACM					
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/			

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	R/I	INSP SIG./EMP #
1	<u>HNL</u>	<u>M.</u>	<u>05</u>	<u>HNL</u>	<u>N</u>	
<u>DAILY CUL REQ'D.</u>			<u>DAILY CUL C/W FOR R/I TRACK CORPS</u>			
			<u>201-DY-01.</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	[REDACTED]	DATE <u>3/1/21</u>	SIG.	[REDACTED]

NO	STA	CODE	ATA	STA	R/I	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #	DATE

NO	STA	CODE	ATA	STA	R/I	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #	DATE

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 3/1/21 TIME (LOCAL) 2000 STA. HNL TYPE MAINT. DAILYSIGNATURE [REDACTED]

AUDIT

Last log page # of previous log book

Continuation Sheet

ORIG STA:		HNL		DATE: 3-2-21				AIRCRAFT #: 810TA				A/C TYPE: B737-200							
ARR STA		FLIGHT #		OGG		810		HNL		810		ITO		810		HNL		810	
TIMES				BLK		FLT		BLK		FLT		BLK		FLT		BLK		FLT	
ARRIVAL				0117		0112		0210		0206		0403		0400		0522		0518	
DEPARTURE				0030		0040		0135		0145		0305		0315		0430		0440	
ELAPSED HOURS				.8		.5		.6		.3		1.0		.7		.9		.6	
DEPARTURE FUEL (LBS)				14500				11700				18500				13800			
ARRIVAL FUEL (LBS)				11700				8400				13800				9300			
LANDING / OPS CODE				CAPT (9) F/O				CAPT (9) F/O				CAPT (9) F/O				CAPT (9) F/O			
FUEL UPLIFT / FREIGHT				(LBS)				(LBS)				(LBS)				(LBS)			
OIL ADDED (QTS)				#1 Eng		#2 Eng		#1 Eng		#2 Eng		#1 Eng		#2 Eng		#1 Eng		#2 Eng	

FLIGHT CREW & OBSERVERS

POS	NAME	POS	NAME	POS	NAME	ENG	-9-	-15	-17
Capt	RINSMA	ACM		ACM					
F/O	RYAN	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		3-24-21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
1	HNL	F	20	HNL	N	
F/Os AIRSPEED			Zeroed Air data computer and			
AND ALTIMETER NOT READING			Rad-Alt computer IAW ANM 20-10-1.			
CORRECTLY. SWITCHED STATIC						
SOURCE SWS TO ALT - OPS GOOD						

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE 3-2-21		DATE 3-2-21

NO	STA	CODE	ATA	STA	RIL	INSP SIG./EMP #
----	-----	------	-----	-----	-----	-----------------

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
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SIG.	DATE	SIG./EMP #	DATE
------	------	------------	------

NO	STA	CODE:	ATA	STA	RIL	INSP SIG./EMP #
----	-----	-------	-----	-----	-----	-----------------

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
-----------	---------	---------	--------	--------

SIG.	DATE	SIG/EMP #	DATE
------	------	-----------	------

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 09013

Last log page # of previous log book

Continuation Sheet Y / N

ORIG STA: HNL		DATE: 3-2-21		AIRCRAFT #: 810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	OGG	810	HNL	810		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0716	0711	0812	0809		
DEPARTURE		0630	0640	0730	0740		
ELAPSED HOURS		.8	.5	.7	.5		
DEPARTURE FUEL (LBS)		14500		11200			
ARRIVAL FUEL (LBS)		11200		8400			
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT () F/O	CAPT () F/O
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	(LBS)
OIL ADDED (QTS)	#1 Eng		#2 Eng		#1 Eng		#2 Eng
FLIGHT CREW & OBSERVERS							
POS	NAME		POS	NAME		POS	NAME
Capt	RINSMA		ACM			ACM	
F/O	RYAN		ACM			ACM	
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE
	Dual / VOT					/	
DISCREPANCY							
NO	STA	CODE	F/Os AIRSPEED,		ATA	STA	R/R
1	HNL	F			30	HNL	Y
ALTIMETER AND VSI NOT READING CORRECTLY. SWITCHED TO ALTERNATE STATIC SOURCE - OPS GOOD				R & R NO.2 AUX PITOT/STATIC PROPE PER AMM 34-11-11. SYSTEM OPS CHECK & LEAK TEST GOOD IAW AMM 34-11-11			
CORRECTIVE ACTION							
PART NAME		P/N OFF		S/N OFF		P/N ON	
PITOT STATIC TUBE		AT 0856AE16		158993		0856AE19	
SIG.		DATE 3-2-21		SIG/EMP		DATE 03/02/21	
NO	STA	CODE	DAILY check Due		ATA	STA	R/R
2	HNL	M			5	HNL	N
				Accomplished DAILY check IAW W/c RAR. DLY -01.			
PART NAME		P/N OFF		S/N OFF		P/N ON	
SIG.		DATE 03/2/21		SIG/EMP		DATE 03/02/21	
NO	STA	CODE	IN REP. TO MEL 810022421-1 TAXI LIGHT INOP 33-09		ATA	STA	R/R
3	HNL	M			33	HNL	N
				R & R CHAFFED WIRES IAW SWPM 20-10-13 OP CHECK GOOD PER 33-42-51 MEL LIST UPDATED & PLACARD REMOVED			
PART NAME		P/N OFF		S/N OFF		P/N ON	
SIG.		DATE 3/2/21		SIG/EMP		DATE 3/2/21	
AIRWORTHINESS RELEASE							
The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.							
DATE 03/02/21		TIME (LOCAL) 2015		STA. HNL		TYPE MAINT. DAILY CHECK	
SIGNATURE							



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 09014

Last log page # of previous log book

Continuation Sheet Y N

ORIG STA: HNL			DATE: 03-03-2			AIRCRAFT #: 810TA			A/C TYPE: B737-200		
ARR STA	FLIGHT #		00G	810	HNL	810					
TIMES			BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT	
ARRIVAL			0020	0015	256	253					
DEPARTURE			0041	0050	220	230					
ELAPSED HOURS			0.6	.7	.4	.6	.4				
DEPARTURE FUEL (LBS)			14000			11000					
ARRIVAL FUEL (LBS)			11000			80000					
LANDING / OPS CODE			CAPT (9) F/O			CAPT (9) F/O			CAPT () F/O		
FUEL UPLIFT / FREIGHT			(LBS)			(LBS)			(LBS)		
OIL ADDED (QTS)	#1 Eng		#2 Eng		#1 Eng		#2 Eng		#1 Eng		#2 Eng

FLIGHT CREW & OBSERVERS						FULL POWER T/O ☐
POS	NAME	POS	NAME	POS	NAME	ENG -9 -15 -17
Capt	A. Dato	ACM		ACM		
F/O	B. Frip	ACM		ACM		

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		3-29-21	

DISCREPANCY	CORRECTIVE ACTION
-------------	-------------------

NO	STA	CODE	ATA	SN	RI	INSP SIG./EMP #
1	HNL	F	34	HNL	N	
FOS Airspeed / Altimeter / VSI Unreliable			Removal and Replaced FOS static source selector Valve Ops check and leak check good. I.A.W Boeing 737 AMM 34-11-01			

PART NAME <i>Selector Valve</i>	P/N OFF <i>K4568-1</i>	S/N OFF <i>N.S.N</i>	P/N ON <i>K4568-1</i>	S/N ON <i>N.S.N</i>
SIG [REDACTED]	DATE <i>3-3-71</i>	SIG [REDACTED]	DATE <i>3-3-71</i>	

NO	2	STA	HNL	CODE	F		ATA	28	STA	HNL	RII	28	
#2 fuel QTY dropped to 5 during descent							In ref to placard # 810030321-1 CATC #2 fuel quantity Ind. INOP. C/W MEL 28-06 & spec. proced. 28-6 MEL list updated & placard installed						

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SI	DATE			DATE
	3-3-21			03-03-21

NO 3.	STA LAK	CODE: M.	ATA 3	STA LAK	RII N	INSP SIG./EMP #
DDM CMC REQD.			Complied with daily check I.A.W RAI-PHY-01			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE 3/3/21	SIG./E	DATE 3/3/21

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE 3/3/21

TIME (LOCAL) 1800

STA. HNL

TYPE MAINT. Drill

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT [REDACTED]

LOG PAGE # 09015

Last log page # of previous log book

Continuation Sheet Y

ORIG STA: <u>HNL</u>		DATE: <u>3/4/21</u>		AIRCRAFT #: <u>N810TA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL							
DEPARTURE							
ELAPSED HOURS		<u>MX ONLY ONLY</u>					
DEPARTURE FUEL (LBS)							
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE		CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O
FUEL UPLIFT / FREIGHT		(LBS)	(LBS)	(LBS)	(LBS)	(LBS)	(LBS)
OIL ADDED (QTS)	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng #2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt		ACM		ACM	
F/O		ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/			

DISCREPANCY

CORRECTIVE ACTION

NO <u>1</u>	STA <u>HNL</u>	CODE: <u>M</u>	ATA <u>5</u>	S7 <u>HNL</u>	RII <u>HNL</u>	INSP SIG./EMP #
<u>DAILY CHECK REQUIRED.</u>			<u>Accomplished DAILY check IAW W/C 12A1-04Y-01.</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE <u>3/4/21</u>	[REDACTED]	[REDACTED]	DATE <u>03/05/21</u>

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

 DATE 03/05/21 TIME (LOCAL) 2000 STA. HNL TYPE MAINT. DAILY
 SIGNATURE [REDACTED]



AIRCRAFT LOG BOOK

AUDIT ☐

LOG PAGE # 09016

Last log page # of previous log book

Continuation Sheet Y / N

ORIG STA: <i>HNL</i>		DATE: <i>05 MAR 2021</i>		AIRCRAFT #: <i>810</i>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	<i>PHMJ</i>	<i>810TA</i>	<i>PGUM</i>	<i>810TA</i>	<i>RCNN</i>	<i>810TA</i>
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<i>0209</i>	<i>0202</i>	<i>0655</i>	<i>0652</i>	<i>0500</i>	<i>0455</i>
DEPARTURE		<i>2247</i>	<i>2259</i>	<i>0255</i>	<i>0300</i>	<i>0035</i>	<i>0055</i>
ELAPSED HOURS		<i>5.4</i>	<i>5.0</i>	<i>4.0</i>	<i>3.9</i>	<i>4.4</i>	<i>4+00</i>
DEPARTURE FUEL (LBS)		<i>33500</i>		<i>33000</i>			
ARRIVAL FUEL (LBS)		<i>6700</i>		<i>8700</i>			
LANDING / OPS CODE		<i>CAPT</i> () F/O		<i>CAPT</i> () F/O		<i>CAPT</i> () F/O	
FUEL UPLIFT / FREIGHT		<i>28200</i> (LBS)		<i>22800</i> (LBS)		<i>10800</i> (LBS)	
OIL ADDED (QTS)		#1 Eng <i>✓</i>	#2 Eng <i>✓</i>	#1 Eng <i>✓</i>	#2 Eng <i>✓</i>	#1 Eng <i>✓</i>	#2 Eng <i>✓</i>

FLIGHT CREW & OBSERVERS						FULL POWER T/O ☐			
POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt		ACM		ACM					
F/O		ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/			

DISCREPANCY				CORRECTIVE ACTION		
NO	STA	CODE		ATA	STA	INSPIG./EMP #
1	ANK	M		28	ANK	N
Ref Placard # 810030321-1 MEL				Complied with MEL 28-06 Spec		
28-06 Comply With Spec Proc. 28-6				proc. 28-6		

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
		DATE 05 MAR 2021	SIG [Redacted]	DATE 05 MAR 2021

NO. <u>2</u>	STA <u>HNL</u>	CODE: <u></u>	ATA <u>5</u>	STA <u>HNL</u>	R/I <u>N</u>	INSP SIG/EMP # <u>-</u>
THE SPECIAL FLIGHT PERMIT DATED 3-01-21 REQUIRES AN ENTRY STATING A/C SAFE FOR INTENDED FERRY FLIGHT TO TAINAN.			AIRCRAFT INSPECTED & DETERMINED SAFE FOR INTENDED FERRY FLIGHT.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
		DATE	SIG.	DATE
		3-5-21		03/05/21

NO	3	STA	TNN	CODE:		ATA	8	STA	TNN	RII	Y	INSP SIG./EMP #	
WEIGHT & BALANCE CHECK REQUIRED						ACCOMPLISHED WEIGHT & BALANCE							
AS PER WPS BR-001						AS PER WPS BR-001							

PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG. [REDACTED]		DATE 07. MAR. 2021		SIG./EMP # [REDACTED]		DATE 19. APR. 2021			

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 09017

Last log page # of previous log book

Continuation Sheet (Y) N

ORIG STA:		DATE:		AIRCRAFT #: N810TA				A/C TYPE: B737-200			
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT		
TIMES											
ARRIVAL											
DEPARTURE											
ELAPSED HOURS											
DEPARTURE FUEL (LBS)		MX ENTRY									
ARRIVAL FUEL (LBS)											
LANDING / OPS CODE		CAPT () F/O		CAPT () F/O		CAPT () F/O		CAPT () F/O			
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)		(LBS)			
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng		
FLIGHT CREW & OBSERVERS								FULL POWER T/O ☐			
POS	NAME			POS	NAME			POS	NAME		
Capt				ACM				ACM			
F/O				ACM				ACM			
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.		
	Dual / VOT					/					
DISCREPANCY						CORRECTIVE ACTION					
NO	STA	CODE:				ATA	STA	RII	INSP SIG./EMP #		
41	TNN					12	TNN	-			
WEEKLY CHECK DUE						WEEKLY CHECK ACCOMPLISHED AS PER TASK CARD RAI-WKLY-01					
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON			
SIG		DATE		SIG/EMP #		DATE					
		07.MAR.2021				25.APR.2021					
NO	STA	CODE:				ATA	STA	RII	INSP SIG./EMP #		
2	TNN						TNN	-			
3C CHECK DUE						ACCOMPLISHED 3C CHECK (3C, 1C, 1A ~ 6A) PER JOB NO. CA1247,					
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON			
SIG		DATE		SIG/EMP #		DATE					
		07.MAR.2021				25.APR.2021					
NO	STA	CODE:				ATA	STA	RII	INSP SIG./EMP #		
3	TNN						TNN	-			
The aircraft, airframe, aircraft engine, propeller, or appliance identified above was repaired and inspected in accordance with											
14 CFR 43.9											
14 CFR 43.11 of the Federal Aviation Administration and is approved for return to service. Pertinent details of											
3C CHECK (3C, 1C, 1A ~ 6A) (work scope) are on file at this											
repair station under Work Order No. 25.APR.2021											
Signed											
Air Asia Co. Ltd., FAA Air Agency Certificate No. FY4Y19/M											
No.1050, Jichang Rd., Rende Dist., Tainan City, Taiwan, Republic of China											
AIRWORTHINESS RELEASE The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.											
DATE		TIME (LOCAL)		STA.		TYPE MAINT.					
SIGNATURE				EMP #							



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

090167

FORM S-5B

11/01/2016

A/C N810 TA

DATE 04/23/21

SERVICE 3C

STA TNN

PAGE 32 OF 91

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO 46	STA TNN	REF AD98-14-09 (SB737	ATA 54	STA TNN	RII Y	INSP SIG./EMP #		
-54A1012 R4) COMPLIANCE - FORWARD			REF AD98-14-09 (SB737-54A1012 R4)					
ENGINE SUPPORT FITTING INSPECTION			COMPLETED AS PER WPS AD98-14-09.					
PART NAME			P/N OFF		S/N OFF		P/N ON	S/N ON
SIG. [REDACTED]			DATE 07. MAR. 2021		SIG./EMP # [REDACTED]		DATE 18. MAR. 2021	
NO 57	STA TNN	REF AD1999-10-12 + SB737 -	ATA 32	STA TNN	RII -	INSP SIG./EMP #	-	
32A1224 DTL VISUAL INSPECTION OF ACTUATOR			REF AD1999-10-12 + SB737-32A1224					
BEAM ARM OF MAIN LANDING GEAR TO			ACCOMPLISHED AS PER WPS AD1999-10-12.					
DETECT CORROSION AND ULTRASONIC INSPECTION								
TO DETECT CRACKING								
PART NAME			P/N OFF		S/N OFF		P/N ON	S/N ON
SIG. [REDACTED]			DATE 07. MAR. 2021		SIG./EMP # [REDACTED]		DATE 24. MAR. 2021	
NO 68	STA TNN	REF AD2004-19-10 (PART 3 OF	ATA 55	STA TNN	RII Y	INSP SIG./EMP #	[REDACTED]	
SB737-55A1077) STABILIZER S- HORIZONTAL			REF AD2004-19-10 (PART 3 OF SB737-55A1077)					
STABILIZER - STABILIZER HINGE PIN INSPECTION			COMPLETED AS PER WPS AD2004-19-10					
PART NAME			P/N OFF		S/N OFF		P/N ON	S/N ON
SIG. [REDACTED]			DATE 07. MAR. 2021		SIG./EMP # [REDACTED]		DATE 29. MAR. 2021	
NO 79	STA TNN	REF AD2006-12-23 (f) (2) (ii)	ATA 55	STA TNN	RII Y	INSP SIG./EMP #	[REDACTED]	
(SB737-55A1070 R4) COMPLIANCE - INSPECTION			REF AD2006-12-23 (f) (2) (ii) (SB737 -					
OF ELEVATOR TAB HINGE AND ELEVATOR			55A1070 R4) COMPLETED AS PER WPS					
TAB CONTROL MECHANISM.			AD2006-12-23					
PART NAME			P/N OFF		S/N OFF		P/N ON	S/N ON
SIG. [REDACTED]			DATE 07. MAR. 2021		SIG./EMP # [REDACTED]		DATE 29. MAR. 2021	

MAINTENANCE



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

090167

FORM S-5B

11/01/2016

A/C N8107A

DATE 04/23/21

SERVICE 3C

STA TNN

GE 3# OF 9

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO	STA	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #
8#	TNN	REF AD 2006-14-07 (SB 737-55A1078) COMPLIANCE - PART 1 DETAIL INSPECTION & PART 3 SPECIAL DETAILED INSPECTION	55	TNN	-	-
			REF AD 2006-14-07 (SB 737-55A1078) COMPLETED AS PER AD 2006-14-07. WPS			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]		DATE 07. MAR. 2021	SIG./EMP # [REDACTED]	DATE 29. MAR. 2021

NO	STA	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #
9#	TNN	REF AD 2006-21-01 (G) & (1) / SB 737-27-1272 AILERON BALANCE TAB FREEPLAY CHECK AND LUBRICATION	27	TNN	Y	[REDACTED]
			REF AD 2006-21-01 (G) & (1) / SB 737-27-1272 COMPLETED AS PER AD 2006-21-01 WPS			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]		DATE 07. MAR. 2021	SIG./EMP # [REDACTED]	DATE 09. MAR. 2021

NO	STA	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #
10#	TNN	REF AD 2008-08-10 (SB 737-57A1266R2) WINGS - ATTACH FITTINGS - LANDING GEAR ATTACH FITTINGS, MLG BEAM OUTBOARD STABILIZING FITTING REPEAT GENERAL VISUAL INSPECTION.	57	TNN	Y	[REDACTED]
			REF AD 2008-08-10 (SB 737-57A1266R2) COMPLETED AS PER WPS AD 2008-08-10			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]		DATE 07. MAR. 2021	SIG./EMP # [REDACTED]	DATE 18. MAR. 2021

NO	STA	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #
11#	TNN	REF AD 2009-07-07 & SB 737-32A1355R2 LANDING GEAR - MAIN GEAR EXTENSION AND RETRACTION - RETRACT ACTUATOR BEAM INSPECTION AND REWORK	32	TNN	Y	[REDACTED]
			REF AD 2009-07-07 & SB 737-32A1355R2 COMPLETED AS PER WPS AD 2009-07-07			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]		DATE 07. MAR. 2021	SIG./EMP # [REDACTED]	DATE 18. MAR. 2021

MAINTENANCE



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

090167

FORM S-5B

11/01/2016

A/C N810TA DATE 04/23/21 SERVICE 3C STA TNN 45 OF 9

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO 12	STA TNN	REF AD2011-24-12 (SB 737)-	ATA 53	STA TNN	RII -	INSP SIG./EMP # -
53A1301 R2) FUSELAGE-SKIN-CRACKS			REF AD2011-24-12 (SB737-53A1301 R2)			
AT LHEM-MILLED STEPS IN CROWN			COMPLETED AS PER WPS AD2011-24-12			
SKINS AT SPECIFIED LOCATIONS-INSPECTION						

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE 07.MAR.2021	SIG./EMP # [REDACTED]	DATE 18.MAR.2021	

NO 13	STA TNN	REF AD2012-18-13 R1 PARA(K)	ATA 53	STA TNN	RII -	INSP SIG./EMP # -
(L).(N).(O) (SB737-53A1214R4) COMPLIANCE			REF AD2012-18-13 R1 PARA (K)(L)(N)(O)			
-BS1016 AFT PRESSURE BULKHEAD WEB			(SB737-53A1214R4) COMPLETED AS PER			
INSPECTION			WPS AD2012-18-13			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE 07.MAR.2021	SIG./EMP # [REDACTED]	DATE 23.MAR.2021	

NO 14	STA TNN	REF AD 2013-04-05 PARA (G) (SB	ATA 53	STA TNN	RII -	INSP SIG./EMP # -
737-53-1287 R1) FUSELAGE-SKIN-SKIN CRACK			REF AD 2013-04-05 PARA (G) (SB 737-53-			
ING UNDER THE NUMBER 3 VHF ANTENNA-			1287 R1) COMPLETED AS PER WPS			
INSPECTION (FOR GROUP 1, CONFIG 1)			AD 2013-04-05			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE 07.MAR.2021	SIG./EMP # [REDACTED]	DATE 24.MAR.2021	

NO 15	STA TNN	REF AD 2014-05-12 (SB 737)-	ATA 57	STA TNN	RII -	INSP SIG./EMP # -
57A1277 R3) COMPLIANCE-WING-TRAILING			REF AD2014-05-12 (SB737-57A1277 R3)			
EDGE FLAPS- OUTBOARD FLAP CARRIAGE			COMPLETED AS PER WPS AD 2014-05-12			
SPINDLE- INSPECTION FOR CRACKING						

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE 07.MAR.2021	SIG./EMP # [REDACTED]	DATE 18.MAR.2021	

MAINTENANCE



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

090167

FORM S-5B

11/01/2016

A/C N810TA DATE 04/23/21 SERVICE 3C STA TNN

PAGE 56 OF 9

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO	STA	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #
1648	TNN	REF AD 2014-18-02 (SB 737-53A1075 R3) FUSELAGE - AFT PRESSURE BULKHEAD INSPECTION, MODIFICATION, AND REPAIR	53	TNN	-	-
			REF AD 2014-18-02 (SB 737-53A1075 R3) COMPLETED AS PER WPS AD 2014-18-02			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE 07. MAR. 2021	SIG./EMP # [REDACTED]	DATE 15. MAR. 2021	

NO	STA	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #
1749	TNN	REF AD 2015-21-06 (i) (SB 737-53A1177 R7) COMPLIANCE Low FREQUENCY EDDY CURRENT (LFEC) AND GENERAL VISUAL INSPECTIONS - OUTSIDE CROWN AREAS	53	TNN	-	-
			REF. AD 2015-21-06 (i) (SB 737-53A1177 R7) COMPLETED AS PER WPS AD 2015-21-06			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE 07. MAR. 2021	SIG./EMP # [REDACTED]	DATE 15. MAR. 2021	

NO	STA	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #
1820	TNN	REF AD 2016-10-04 PARA (H) (1) (SB 737-53-1159 R1 PART 1) - INSPECTION AT NO. 2 VHF ANTENNA LOCATION FOR CRACKS.	53	TNN	-	-
			REF AD 2016-10-04 PARA (H) (1) (SB 737-53-1159 R1 PART 1) COMPLETED AS PER WPS AD 2016-10-04			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE 07. MAR. 2021	SIG./EMP # [REDACTED]	DATE 15. MAR. 2021	

NO	STA	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #
1921	TNN	REF AD 2016-18-16 (SB 737-28A1227 R2) INSTALL THE VCO PROTECTION SYSTEM FOR THE CENTER TANK FUEL BOOST PUMPS.	28	TNN	-	-
			REF AD 2016-18-16 (SB 737-28A1227 R2) COMPLETED AS PER WPS AD 2016-18-16.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE 07. MAR. 2021	SIG./EMP # [REDACTED]	DATE 06. APR. 2021	

MAINTENANCE



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

090167

FORM S-5B

11/01/2016

A/C N810TA DATE 04/03/21 SERVICE 3C STA TNN [REDACTED] 67 OF 9

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO	STA	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #
2022	TNN	REF AD2017-02-02 (SB737-53-1065R3, PART 1, ZONE 1) COMPLIANCE - FUSELAGE - AFT SKIN - INSPECTION	53	TNN	-	-
			REF AD2017-02-02 (SB737-53-1065R3, PART 1, ZONE 1) COMPLETED AS PER WPS AD2017-02-02			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE 07. MAR. 2021	SIG./EMP # [REDACTED]	DATE 23. MAR. 2021	

NO	STA	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #
2123	TNN	REF AD2017-02-05 (SB737-53A1350) FUSELAGE - SKIN - UPPER AND LOWER CORNERS OF AFT DOORWAYS INSPECTION	53	TNN	-	-
			REF AD2017-02-05 (SB737-53A1350) COMPLETED AS PER WPS AD2017-02-05			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE 07. MAR. 2021	SIG./EMP # [REDACTED]	DATE 06. APR. 2021	

NO	STA	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #
2224	TNN	REF AD2017-11-01 (SB737-55A1033R2 PART 7 & 7A) STABILIZERS - HORIZONTAL STABILIZER - JOINT INSPECTION (FOR GROUP 2)	55	TNN	Y	[REDACTED]
			REF AD2017-11-01 (SB737-55A1033R2 PART 7 & 7A) COMPLETED AS PER WPS AD2017-11-01			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE 07. MAR. 2021	SIG./EMP # [REDACTED]	DATE 06. APR. 2021	

NO	STA	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #
2325	TNN	REF AD2017-13-13 (SB737-53A1354) FUSELAGE - FRAMS AND BULKHEADS - SECTION 41 LOWER LOBE FRAMES - INSPECTIONS	53	TNN	-	-
			REF AD2017-13-13 (SB737-53A1354) COMPLETED AS PER WPS AD2017-13-13			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE 07. MAR. 2021	SIG./EMP # [REDACTED]	DATE 24. MAR. 2021	

MAINTENANCE



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

090167

FORM S-5B

11/01/2016

A/C N810TA DATE 04/23/21 SERVICE 3C STA TNN

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO 624	STA TNN	REF AD 2017-20-12	ATA 53	STA TNN	RII -	INSP SIG./EMP # -
COMPLIANCE - AIR TRANSPORT ASSOCIATION (ATA) OF AMERICA CODE 53, FUSELAGE 54, NACELLES / PYLON 55, STABILIZERS 57, WING.			REF AD 2017-20-12 COMPLETED AS PER WPS AD 2017-20-12			
PART NAME		P/N OFF	S/N OFF		P/N ON	S/N ON
SIG. [REDACTED]		DATE 07. MAR. 2021	SIG./EMP # [REDACTED]		DATE 24. MAR. 2021	
NO 2925	STA TNN	REF AD 2017-22-04 (SB 737-53A1349)	ATA 53	STA TNN	RII Y	INSP SIG./EMP # [REDACTED]
INSPECTION OF DISBONDED FUSELAGE SKIN PANELS			REF AD 2017-22-04 (SB 737-53A1349) COMPLETED AS PER WPS AD 2017-22-04			
PART NAME		P/N OFF	S/N OFF		P/N ON	S/N ON
SIG. [REDACTED]		DATE 07. MAR. 2021	SIG./EMP # [REDACTED]		DATE 23. MAR. 2021	
NO 2926	STA TNN	REF AD 2017-23-05 (SB 737-57A1335)	ATA 57	STA TNN	RII -	INSP SIG./EMP # -
WINGS - PLATES / SKIN - UPPER AFT SKIN AT AND FORWARD OF THE REAR SPAR FROM WING BUTTOK LINE 159 TO 220 - INSPECTION			REF AD 2017-23-05 (SB 737-57A1335) COMPLETED AS PER WPS AD 2017-23-05.			
PART NAME		P/N OFF	S/N OFF		P/N ON	S/N ON
SIG. [REDACTED]		DATE 07. MAR. 2021	SIG./EMP # [REDACTED]		DATE 10. MAR. 2021	
NO 2927	STA TNN	REF AD 2017-23-07 (SB 737-57A1333)	ATA 57	STA TNN	RII -	INSP SIG./EMP # -
COMPLIANCE - INSPECTION LOWER CHORD OF REAR SPAR AND LOWER AFT SKIN AT WING BUTTOK LINE 157.			REF AD 2017-23-07 (SB 737-57A1333) COMPLETED AS PER WPS AD 2017-23-07			
PART NAME		P/N OFF	S/N OFF		P/N ON	S/N ON
SIG. [REDACTED]		DATE 07. MAR. 2021	SIG./EMP # [REDACTED]		DATE 12. MAR. 2021	

MAINTENANCE



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

090167

FORM S-5B

11/01/2016

A/C N810 TA

DATE 04/23/21

SERVICE 3C

STA TNN

E 7 OF 9

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO 3028	STA TNN	REF AD 2017-24-05 (SB 737-57A1329) COMPLIANCE FOR GROUP 3-INSPECTION OF UPPER AFT SKIN AT REAR SPAR FROM WING BUTTOK LINE 159 TO 220	ATA 57	STA TNN	RII -	INSP SIG./EMP # -
			REF AD 2017-24-05 (SB 737-57A1329) COMPLETED AS PER WPS AD 2017-24-05			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE 07. MAR. 2021	SIG./EMP # [REDACTED]	DATE 18. MAR. 2021	

NO 3129	STA TNN	REF AD 2018-10-12 (PARAH) (SB 737-57A1339) WINGS-CENTER WING BOX - BODY STATION 663.75 AFT VERTICAL STIFFENERS AND KEEL BEAM INSPECTION	ATA 57	STA TNN	RII Y	INSP SIG./EMP # [REDACTED]
			REF AD 2018-10-12 (PARAH) (SB 737-57A1339) COMPLETED AS PER WPS AD 2018-10-12			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE 07. MAR. 2021	SIG./EMP # [REDACTED]	DATE 18. MAR. 2021	

NO 3032	STA TNN	REF PITOT STATIC TUBES. TEMPERATURE PROBE AND ALPHA VANE ANTI-ICING SYSTEM-CHANGE P5 AND P18-3 PANELS TO ACTIVATE AUTOMATED PROBE HEAT SYSTEM (AD 2019-09-01/SB 737-30A1064R2)	ATA 30	STA TNN	RII Y	INSP SIG./EMP # [REDACTED]
			REF AD 2019-09-01 (SB 737-30A1064R2) COMPLETED AS PER WPS AD 2019-09-01			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE 07. MAR. 2021	SIG./EMP # [REDACTED]	DATE 06. APR. 2021	

NO 3331	STA TNN	REF AD 2019-10-03 (SB 737-53-1246R1) FUSELAGE-FRAMES AND BULKHEADS-BODY STATION 685 FRAME LOWER FITTING INSPECTION (FOR GROUP 1-b)	ATA 53	STA TNN	RII -	INSP SIG./EMP # -
			REF AD 2019-10-03 (SB 737-53-1246R1) COMPLETED AS PER WPS AD 2019-10-03			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE 07. MAR. 2021	SIG./EMP # [REDACTED]	DATE 17. MAR. 2021	

MAINTENANCE



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

090167

FORM S-5B

11/01/2016

A/C NS10 TA DATE 04/23/21 SERVICE 3C STA TNN [REDACTED] OF 9

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO	STA	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #	
3274	TNN	REF AD 2019-23-16(h) (SB 737-57A1344) COMPLIANCE - WINGS - PLATES / SKIN - INSPECTION OF UPPER SKIN AT WING BUTTOK LINE 157 BETWEEN STRINGER 4 AND 5	57	TNN	-	-	
		PART NAME	P/N OFF		S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]		DATE	SIG./EMP #		DATE		
33	TNN	REF AD 2020-26-04(g) (SB 737-53A1346) COMPLIANCE - FUSELAGE - SKIN - FUSELAGE SKIN (HEM-MILL STEP CRACK INSPECTION	53	TNN	-	-	
		PART NAME	P/N OFF		S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]		DATE	SIG./EMP #		DATE		
34	TNN	REF MEL 810030321-1 #2 FUEL QTY INOP	28	TNN	Y	-	
		PART NAME	P/N OFF		S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]		DATE	SIG./EMP #		DATE		
35	TNN	MLG AND NLG SHOCK STRUT TO BE CHECKED AFTER 5-10 LANDING	32	TNN	-	-	
		PART NAME	P/N OFF		S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]		DATE	SIG./EMP #		DATE		

MAINTENANCE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 09018

Last log page # of previous log book

Continuation Sheet Y/N

ORIG STA: RCNN		DATE: 04.25.2021		AIRCRAFT #: N810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	PGUM	810TA	PKMJ	810TA	PHNL	810TA
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0933	0927	0306	0302	0848	0848
DEPARTURE		0540	0548	2248	2300	0348	0352
ELAPSED HOURS		3.9	3.7	4.3	4.0	5.0	4.9
DEPARTURE FUEL (LBS)		33800		34000		34000	
ARRIVAL FUEL (LBS)		10000		10800		6300	
LANDING / OPS CODE		CAPT () F/O		CAPT () F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT		(LBS)		23600 (LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	SORENSEN	ACM	G. TAISIK (293 only)	ACM					
F/O	STORM	ACM		ACM					
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT	TNN	113.3	002	002	0 / 0		5.24.21	

DISCREPANCY

CORRECTIVE ACTION

NO 1	STA RCNN	CODE:	AIRCRAFT REQUIRES	ATA	STA RCNN	RII	INSP SIG/EMP #
LOGBOOK ENTRY INDICATING AIRCRAFT "SAFE" FOR FLIGHT IN ACCORDANCE WITH SPECIAL FLIGHT PERMIT DATED 4.23.2021				I CERTIFY THAT I HAVE INSPECTED THE AIRCRAFT AND FOUND IT SAFE FOR THE INTENDED FERRY FLIGHT IAW SPECIAL FLIGHT PERMIT DATED 04.23.2021			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
DATE	4.25.2021	DATE	4.25.2021	

NO 2	STA RCNN	CODE:		ATA	STA GUM	RII	INSP SIG/EMP #
OPERATIONAL CHECK FLIGHT REQ AFTER MAINT.				OPERATIONAL CHECK FLIGHT CONDUCT BEFORE CONTINUING FERRY FLIGHT RCNN-PGUM OPS CHECK OK TO CONTINUE.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
DATE	4.25.2021	DATE	4.25.2021	

NO 3	STA HNL	CODE:		ATA	STA HNL	RII	INSP SIG/EMP #
WING BODY OVERHEAT LIGHT INTERMITTENT EVEN ON GROUND WITH NO AIR ON.				CLEANED AND VERIFIED ELECTRICAL CONNECTOR ON WING TAIL VALVE AND OPS CHECK IAW. RAMM 3011-00. NORMAL.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
DATE	4.26.2021	DATE	4/26/2021	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____

AUDIT ☐

Last log page # of previous log book _____ Continuation Sheet Y / N

ORIG STA:			DATE:			AIRCRAFT #:			A/C TYPE:		
ARR STA			FLIGHT #								
TIMES			BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT	
ARRIVAL											
DEPARTURE											
ELAPSED HOURS											
DEPARTURE FUEL (LBS)											
ARRIVAL FUEL (LBS)											
LANDING / OPS CODE			CAPT () F/O			CAPT () F/O			CAPT () F/O		
FUEL UPLIFT / FREIGHT			(LBS)			(LBS)			(LBS)		
OIL ADDED (QTS)			#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	

FULL POWER T/O ☐

Flight Crew & Observers						ENG	-9	-15	-17
POS	NAME	POS	NAME	POS	NAME				
Capt		ACM		ACM					
F/O		ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/			

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
1	HNL	M	OS	HNL	N	—
Daily check due			9/11 DAILY CHECK I.A.W. BOEING CARD			
			PAL-DLY-01.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
S [REDACTED]		DATE 4.26.2021	S [REDACTED]	DATE 4/26/2021

NO	STA	CODE	AT

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	R/I	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #	

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE 4/26/2021 TIME (LOCAL) 1900H STA. HNL TYPE MAINT. DAIRY

SIGNATURE _____

AUDIT ☐

Last log page # of previous log book _____ Continuation Sheet Y / N

ORIG STA:		DATE:		AIRCRAFT #:		A/C TYPE:	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL							
DEPARTURE							
ELAPSED HOURS							
DEPARTURE FUEL (LBS)							
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE							
FUEL WGT / FREIGHT							
OIL ADDED (QTS)							

FLIGHT CREW & OBSERVERS

FLIGHT CREW & OBSERVERS						ENG	-9	-15	-17
POS	NAME	POS	NAME	POS	NAME				
Capt	HOSHOUR	ACM		ACM					
F/O	RYAN	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual VOT	PHZ	111.00	360	0 / 0		5/27/2	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RIL	INSP SIG./EMP #
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[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
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SIG.	DATE	SIG./EMP #	DATE
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NO	STA	CODE:	ATA	STA	Rll	INSP SIG./EMP #
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[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
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SIG.	DATE	SIG./EMP #	DATE
------	------	------------	------

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
----	-----	-------	-----	-----	-----	-----------------

[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON

SIG.	DATE	SIG./EMP #	DATE
------	------	------------	------

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 09021

Last log page # of previous log book

Continuation Sheet 0 / N

ORIG STA: HNL	DATE: 4/27/21	AIRCRAFT #: 310TA	A/C TYPE: B737-200
ARR STA	FLIGHT #	BLK	FLT
TIMES	BLK	FLT	BLK
ARRIVAL	715 0710	305 300	
DEPARTURE	0615 0630	0725 0735	
ELAPSED HOURS	1.0 .7	.7 .4	
DEPARTURE FUEL (LBS)	15.500	11.500	
ARRIVAL FUEL (LBS)	11.500	8.100	
LANDING / OPS CODE	CAPT (14) F/O	CAPT (14) F/O	CAPT () F/O
FUEL UPLIFT / FREIGHT	19.520 (LBS)	0 (LBS)	(LBS)
OIL ADDED (QTS)	#1 Eng 0 #2 Eng 0	#1 Eng 0 #2 Eng 1	#1 Eng #2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	HOSHOUR	ACM	DETOL, N	ACM	
F/O	RYAN	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		5/27/21	

DISCREPANCY

CORRECTIVE ACTION

NO 1	STA HNL	CODE F	ATA 30	STA HNL	RII N	INSP SIG/EMP #
RIGHT SIDE WINDOW HEAT OVERHEAT LIGHT ILLUMINATED WILL NOT EXTINGUISH			PERFORMED GND OPERATIONAL TEST PER AMM 30-41-00 ADJ/TEST, RT SIDE WINDOW OPS CHECK GOOD.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE 4/27/21	SIG/EMP	DATE 04/27/21	

NO 2	STA HNL	CODE F	ATA 50	STA HNL	RII N	INSP SIG/EMP #
SP POSITION #1 CENTER CARGO TRAP IS IMPROPERLY POSITIONED			Repositioned pallet lock in uncent w/ other 4 1AW PERM AMM 50-20-12			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE 4/27/21	SIG/EMP	DATE 04-27-21	

NO 3	STA HNL	CODE M	ATA 05	STA HNL	RII N	INSP SIG/EMP #
Daily Insp. due			Daily insp completed 1AW RAI-DLY-01			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE 04-27-21	SIG/EMP	DATE 04-27-21	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE TIME (LOCAL) STA. TYPE MAINT. SIGNATURE EMP #



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

09021

FORM S-5B

11/01/2016

A/C N810TA

DATE 04-27-21

SERVICE DAILY

STA HNL

PAGE 2 OF 2

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DISCREPANCY

CORRECTIVE ACTION

NO 4 STA HNL FOUND #2 ENG CSD

ATA R STA HNL RII N INSP SIG./EMP #

OVERSERVICED

DRAINED & RESERVICED #2 ENG
CSD IAW AMM 12-1321

PART NAME

P/N OFF

S/N OFF

P/N ON

S/N ON

DATE 4/27/21

DATE 4/27/21

NO STA

ATA STA RII INSP SIG./EMP #

PART NAME

P/N OFF

S/N OFF

P/N ON

S/N ON

SIG.

DATE

SIG./EMP #

DATE

NO STA

ATA STA RII INSP SIG./EMP #

PART NAME

P/N OFF

S/N OFF

P/N ON

S/N ON

SIG.

DATE

SIG./EMP #

DATE

NO STA

ATA STA RII INSP SIG./EMP #

PART NAME

P/N OFF

S/N OFF

P/N ON

S/N ON

SIG.

DATE

SIG./EMP #

DATE

MAINTENANCE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 09022

Last log page # of previous log book

Continuation Sheet Y ☒ N

ORIG STA: <u>HNL</u>		DATE: <u>4-27-21</u>		AIRCRAFT #: <u>810TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>LIH</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>1225</u>	<u>1220</u>	<u>1425</u>	<u>1415</u>		
DEPARTURE		<u>1150</u>	<u>1200</u>	<u>1350</u>	<u>1355</u>		
ELAPSED HOURS		<u>.6</u>	<u>.3</u>	<u>.6</u>	<u>.3</u>		
DEPARTURE FUEL (LBS)		<u>14000</u>		<u>10500</u>			
ARRIVAL FUEL (LBS)		<u>10500</u>		<u>7600</u>			
LANDING / OPS CODE		CAPT (<u>11</u>) F/O		CAPT (<u>11</u>) F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng
				<u>1</u>	<u>2</u>		

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>A. Datozi</u>	ACM		ACM	
F/O	<u>G. Moore</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>/</u>		<u>5-27-21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	R/I	INSP SIG./EMP #
<u>1</u>	<u>HNL</u>	<u>I</u>	<u>32/27</u>	<u>HNL</u>	<u>N</u>	<u>-</u>
<u>Rudder on the ground feels less effective than Normal</u>			<u>COULD NOT DUPLICATE. PERFORMED ops cks & INSPECTION OF RUDDER & RUDDER PEDAL STEERING PER 27-21-00 & 32-51-00 NO DEFECTS NOTED.</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE <u>4-27-21</u>		DATE <u>04-27-21</u>

NO	STA	CODE	ATA	STA	R/I	INSP SIG./EMP #
<u>2</u>	<u>HNL</u>	<u>F</u>	<u>75</u>	<u>HNL</u>	<u>N</u>	<u>-</u>
<u>LH valve open light flicker in flight on Engine anticice (switch in off pos)</u>			<u>PERFORMED ops cks of #1 ENG ANTI ICE VALVE PER 75-11-00. COULD NOT DUPLICATE. ops cks GOOD.</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE <u>4-27-21</u>		DATE <u>04-27-21</u>

NO	STA	CODE	ATA	STA	R/I	INSP SIG./EMP #
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.		DATE	SIG./EMP #	DATE		

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 04-27-21 TIME (LOCAL) 2000 STA. HNL TYPE MAINT. Daily

SIGNATURE [Signature]



AIRCRAFT LOG BOOK

AUDIT [REDACTED]

LOG PAGE # 09023

Last log page # of previous log book

Continuation Sheet Y N

ORIG STA: <u>HNL</u>		DATE: <u>4-28-21</u>		AIRCRAFT #: <u>810</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>066</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0112</u>	<u>0108</u>	<u>0204</u>	<u>0201</u>		
DEPARTURE		<u>0030</u>	<u>0045</u>	<u>0132</u>	<u>0141</u>		
ELAPSED HOURS		<u>.7</u>	<u>.4</u>	<u>.5</u>	<u>.3</u>		
DEPARTURE FUEL (LBS)		<u>14000</u>		<u>11000</u>			
ARRIVAL FUEL (LBS)		<u>16000</u>		<u>9000</u>			
LANDING / OPS CODE		<u>CAPT (9) F/O</u>		<u>CAPT (9) F/O</u>		<u>CAPT () F/O</u>	
FUEL UPLIFT / FREIGHT		<u>21842</u> (LBS)		<u>4728</u> (LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>Kiser, W</u>	ACM		ACM	
F/O	<u>NG, C</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>1</u>		<u>5-27-21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	DISCREPANCY	ATA	STA	RIL	CORRECTIVE ACTION
<u>1</u>	<u>HNL</u>	<u>F</u>	<u>Nose Wheel Steering does not have 7° right turn. Do not have right turn input on the ground. During high and low speed Taxi.</u>	<u>32</u>	<u>HNL</u>	<u>Y</u>	<u>PERFORMED NOSE WHEEL STEERING SYSTEM ADJ/TEST PER AMM 32-51-00. FOUND NWSA CABLE TENSION LOW & STEERING METERING VALVE ROD ADJUSTMENT OUT. CORRECTED CABLE TENSION &</u>

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
<u>ADT</u>	<u>522-3487-002</u>	<u>643</u>		

NO	STA	CODE	DISCREPANCY	ATA	STA	RIL	CORRECTIVE ACTION
			<u>From Both Left and Right Seats.</u>	<u>32</u>	<u>HNL</u>	<u>Y</u>	<u>METERING VALVE ROD ADJUSTMENT. SYSTEM OPS CHECK GOOD PER AMM 32-51-00. RIG PINS REMOVED & PRESSURE PANELS TORQUED.</u>

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON

NO	STA	CODE	DISCREPANCY	ATA	STA	RIL	CORRECTIVE ACTION
<u>2</u>	<u>HNL</u>	<u>M</u>	<u>Removed Captains MOI For Use on 326TR</u>	<u>34</u>	<u>HNL</u>	<u>N</u>	<u>INSTALLED CA SIDE ADI. OPS CK GOOD PER BMM 34-26-11</u>

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
<u>MOI</u>	<u>522-3487-002</u>	<u>643</u>	<u>522-3487-002</u>	<u>1821</u>

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 09024

Last log page # of previous log book

Continuation Sheet Y ☒ N

ORIG STA: HNL		DATE: 4-28-21		AIRCRAFT #: 810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	HNL	810	BLK	FLT	BLK	FLT
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		1430					
DEPARTURE		1425					
ELAPSED HOURS		.1					
DEPARTURE FUEL (LBS)							
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE		CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O
FUEL UPLIFT / FREIGHT		(LBS)	(LBS)	(LBS)	(LBS)	(LBS)	(LBS)
OIL ADDED (QTS)	#1 Eng	1	#2 Eng	1	#1 Eng	#2 Eng	

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	A. Datozi	ACM		ACM					
F/O	C. Moore	ACM		ACM					
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/			

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	RI	INSP SIG./EMP #
1	HNL	F	26	HNL	N	
Act Cargo Smoke detector wouldn't test			MEL 26-19 Placeholder # 810 042821-1 CAT "C" due date 08 MAY 21, Placeholder Installed MEL List updated Specific Procedure 26-19 C/W			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.	DATE	DATE	DATE	DATE		
	4-28-21			28 APR 2021		
NO	STA	CODE	ATA	STA	RI	INSP SIG./EMP #
2	HNL	F	32	HNL	Y	
Nosewheel steering doesn't turn 7° right turn input on the turn			FOUND NWSB CABLE ROUTED INCORRECTLY, CORRECTED CABLE ROUTING & RE-TENSIONED CABLES PER AMM 32-51-00 ADS/TEST. STEERING SYS OPS CHECK GOOD RIG PINS REMOVED.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	DATE	DATE	DATE
	4-28-21			04/28/21

NO	STA	CODE	ATA	STA	RI	INSP SIG./EMP #
3	HNL	M	05	HNL	N	
Daily Check due			Daily check Complied with IAW Task Card RAI-DHY-01			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	DATE	DATE	DATE
	28 APR 2021			28 APR 2021

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 04/28/21 TIME (LOCAL) 1920 STA. HNL TYPE MAINT. DAILY CHECK

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT [REDACTED]LOG PAGE # **09025**

Last log page # of previous log book _____

Continuation Sheet Y ☒

ORIG STA: HNL		DATE: 4-29-21		AIRCRAFT #: 810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	HNL	810	HNL	810	OGG	810
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0249		0436		0552	0547
DEPARTURE		0244		0430		0510	0522
ELAPSED HOURS		.1		.1		.7	.4
DEPARTURE FUEL (LBS)		19100		18600		18300	
ARRIVAL FUEL (LBS)		18600		18300		14900	
LANDING / OPS CODE		CAPT (9)	F/O	CAPT (9)	F/O	CAPT (9)	F/O
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	RINSMA	ACM	T. REASONER (OGG-HNL)	ACM	
F/O	LIGHTHOLDER	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		5-27-21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	DESCRIPTION	ATA	STA	RII	INSPIG/EMP #
1	HNL	F	ON TAXI OUT RIGHT RUDDER NOT RESPONSIVE	32	HNL	AY	[REDACTED]
				Found Rod end metering valve out of adjustment. Adjusted Rod end steering metering valve IAW BAMM 32-51-00. Ops check Good & Taxi check Good.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	[REDACTED]	DATE 4-29-21	SIG.	DATE 4-29-21

NO	STA	CODE	DESCRIPTION	ATA	STA	RII	INSPIG/EMP #
2	HNL	F	STAB OUT OF TRIM LIGHT ON CONTINUOUSLY WITH AUTOPILOT ON	22	HNL	N	[REDACTED]
				MEL 22-11 Placard #810042921-1 CAPT B Due Date 5-2-21 Placard installed and MEL list Updated Specific Procedures c/w			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	[REDACTED]	DATE 4-29-21	SIG.	DATE 4-29-21

NO	STA	CODE	DESCRIPTION	ATA	STA	RII	INSPIG/EMP #
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON			
SIG.		DATE	SIG/EMP #	DATE			

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
 SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 09026

Last log page # of previous log book

Continuation Sheet 5 / N

ORIG STA:		HNL		DATE: 4-29-21		AIRCRAFT #: 810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	KOA	810	KOA	810				
TIMES		BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0832	0827	0950	0943				
DEPARTURE		0740	0754	0855	0913				
ELAPSED HOURS		.9	.5	.9	.5				
DEPARTURE FUEL (LBS)		19800		15700					
ARRIVAL FUEL (LBS)		15700		12400					
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT () F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS										FULL POWER T/O ☐					
POS	NAME				POS	NAME				POS	NAME	ENG	-9	-15	-17
Capt	RINSMA				ACM					ACM					
F/O	LIGHT HOLDER				ACM					ACM					
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE		NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.					
	Dual / VOT					/									

DISCREPANCY		CORRECTIVE ACTION
1	2	3
4	5	6
7	8	9
10	11	12
13	14	15
16	17	18
19	20	21
22	23	24
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61	62	63
64	65	66
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106	107	108
109	110	111
112	113	114
115	116	117
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127	128	129
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364	365	366
367</		

NO	STA	CODE	DESCRIPTION	ATA	STA	RII	INSP SIG./EMP #
1	KDA	F	HYD FLUID QTY	29	KDA	N	—
			GAUGE DECREASED TO '0' ASSOCIATED				END "END GEAR UP" SEQUENCE VVV
			HYD & FLT CONTROL ANNUNCIATORS				HOSE LEAKING, 12/12" O HOSE PERK 6mm
			ILLUMINATED ON MASTER CAUTION				20.10.52, OPS CARRY NORM. NO WORKS
			DISPLAY				NOTED.

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE 4-29-21	SIG.	DATE 4/29/21	

NO	STA	CODE:	ATA	STA	R/I	
2	KOA	M.	22.	KOA	✓	
#4 MUG TIRE BUSSE PUNC BLOW.			P/R' #4 MUG TIRE PER AMM #2.45.11.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
MILITARY KEY	2601571-1	3749/8607	2601571-1	8357/8352.

SIG			DATE	4/29/21		DATE	4/29/21
NO	STA	CODE:		ATA	STA	RII	

3. KOA AL.	3/2 WAT 1
DUE TO #4 MIL-TYPE FUSE PLUG BLWN.	R/R'D #3 MIL-TYPE FUSE BLWN
#2 MIL-TYPE FUSE PLUG BLWN	32.45.11

2.5 MILE FIRE ROAD IMPROV.	201-12-14-11.

PART NAME MILITARY ASSY.	P/N OFF 2601571-1	S/N OFF 8610/8610	P/N ON 2601571-1	S/N ON 10101/9172
SIG	DATE	SIG	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 4/29/21 TIME (LOCAL) 2000 STA. KOA. TYPE MAINT. DRY.
COND. INSP.

SIGNATURE [Redacted]



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

09026

FORM S-5B

11/01/2016

A/C N810TA. DATE 4/29/21 SERVICE DAILY. STA KOA. PAGE 2 OF 2

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO 4	STA KOA.	ATA 05	STA KOA	RII N	INSP SIG./EMP #
HIGH ENERGY STOP INSP REQ'D.		PERFORM HIGH ENERGY STOP INSP PER AMM 05.51.111. NO FAULTS / DEFECTS NOTED.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE 4/29/21.	SIG. [REDACTED]	DATE 4/29/21.	

NO 5	STA KOA	ATA 12	STA KOA	RII N	INSP SIG./EMP #
HYD SERV. REQ'D.		SERV'D HYD FLUID PER AMM 12.12.00. SYS. FULL.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE 4/29/21.	SIG. [REDACTED]	DATE 4/29/21.	

NO 6.	STA KOA.	ATA 05	STA KOA	RII N	INSP SIG./EMP #
DAILY. CHK REQ'D.		DAILY CHK C/W PER RAI TASK CARDS RAI-DLY-01.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE 4/29/21.	SIG. [REDACTED]	DATE 4/29/21.	

NO	STA	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

MAINTENANCE



AIRCRAFT LOG BOOK

AUDIT [REDACTED]

LOG PAGE # 09027

Last log page # of previous log book _____

Continuation Sheet Y/N ☒ Y

ORIG STA: KOA		DATE: 4-29-21		AIRCRAFT #: 810		A/C TYPE: B737-200	
ARR STA	FLIGHT #	HNL	810				
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0000	2355				
DEPARTURE		2310	2325				
ELAPSED HOURS		.8	.5				
DEPARTURE FUEL (LBS)		11000					
ARRIVAL FUEL (LBS)		7000					
LANDING / OPS CODE		CAPT (9) F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O		
FUEL UPLIFT / FREIGHT		8897 (LBS)	(LBS)	(LBS)	(LBS)		
OIL ADDED (QTS)	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng #2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	Kiser, W	ACM		ACM					
F/O	NG, C	ACM		ACM					
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		5-27-21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	R/I	INSP SIG./EMP #
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.	DATE	SIG./EMP #	DATE			
NO	STA	CODE:	ATA	STA	R/I	INSP SIG./EMP #
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.	DATE	SIG./EMP #	DATE			
NO	STA	CODE:	ATA	STA	R/I	INSP SIG./EMP #
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.	DATE	SIG./EMP #	DATE			

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____

AUDIT

Last log page # of previous log book

Continuation Sheet (Y) / N

ORIG STA:		DATE:		AIRCRAFT #:		A/C TYPE:	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL							
DEPARTURE							
ELAPSED HOURS							
DEPARTURE FUEL (LBS)							
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE							
FUEL UPLIFT / FREIGHT							
OIL ADDED (QTS)							

FULL POWER T/O ☐

POS	NAME				POS	NAME				POS	NAME	ENG	-9	-15	-17
Capt	HOSKIN				ACM					ACM					
F/O	MILCOO				ACM					ACM					
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR		SIGNATURE		NEXT DUE		CODE: F = FLT CREW I = INFO M = MAINT.			
	Dual / VOT					/				5/27/24					

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RIL	INSP SIG./EMP #	
1	HNL	M	DAILY CHECK REQ	05	HNL	N	
							CW DAILY CHECK IAW RA1-DLY-01

PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
S [REDACTED]		DATE 4/30/21		SIG. [REDACTED]		DATE 4/30/21			
NO 2	STA HNL	CODE M	FOUND FUEL LIGHT		ATA 31	STA HNL	R/I N	INSP SIG./EMP #	
PLATE / FRONT PANEL INOP.					R & R FUEL LIGHT PLATE / FRONT				
					PANEL 1AW AMM 31-11-101-OPS				
					CHECK GOOD				

PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
LIGHT PLATE/FRONT PANEL		10-61800-1108		53		10-61800-1108		158	
S		DATE		SIG/E		DATE			
		4/30/21				4/30/21			
NO	STA	CODE	IN REF TO MEL 26-19			ATA	STA	R/L	INSP SIG/EMP #
3	HNL	M				26	HNL	N	
PLACARD # 810042821-1 APT CARGO SMOKE					T/S CONDUCTED IAW AMM 26-16-00. NOTED				
DETECTOR WONT TEST					BY SWAPPING FWD SMOKE DETECTOR TO APT SMOKE DETECTOR				
					APT SMOKE DETECTOR WILL TEST. APT SMOKE DETECTOR				
					REQUIRES REPLACEMENT. PN # 30-2842 ON ORDER. MEL 26-19				

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
		DATE 4/30/21		DATE 4/30/21

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 04/30/21 TIME (LOCAL) 1930 STA. HNL TYPE MAINT. DAILY CHECK

SIGNATURE _____



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

09028

FORM S-5B

11/01/2016

A/C

810TA

DATE

04/30/21

SERVICE

DAILY

STA

HNL

PAGE 2 OF 2

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO	STA	ATA	STA	RII	INSP SIG./EMP #
4	HNL	26	HNL	N	
IN REF TO ITEM #3 MEL 22-11					
PLACARD #810042821-1 AFT CARGO		RETURNED TO ORIGINAL CONFIG. OPS			
SMOKE DETECTOR WONT TEST		CHECK GOOD IAW AMM 26-11-11 MEL			
		CONTINUES			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON	
SIG.	DATE	SIG./EMP #	DATE		
	4/30/21		4/30/21		
NO	STA	ATA	STA	RII	INSP SIG./EMP #
5	HNL	22	HNL	N	
REF MEL 22-11 PLACARD 810042921-1		REMOVED & REPLACED PITCH CONTROL CHANNEL PER			
STAB OUT OF TRIM LIGHT INOP		AMM 22-11-151, OPS CHECK GOOD. STAB OUT OF TRIM			
		LIGHT OPS CHECK GOOD PER AMM 22-11-00 ADS/TEST			
		PLACARDS REMOVED, MEL LIST UPDATED			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
PITCH CONTROL CHANNEL	2588810-903	06791016	2588810-903	05801167
SIG.	DATE	SIG./EMP #	DATE	
	04/30/21		04/30/21	

NO	STA	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON	
SIG.	DATE	SIG./EMP #	DATE		
NO	STA	ATA	STA	RII	INSP SIG./EMP #
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON	
SIG.	DATE	SIG./EMP #	DATE		

MAINTENANCE



AIRCRAFT LOG BOOK

AUDIT ☒

LOG PAGE # 09029

Last log page # of previous log book

Continuation Sheet Y ☒ N

ORIG STA: <u>HNL</u>		DATE: <u>5/1/21</u>		AIRCRAFT #: <u>81072</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>170</u>	<u>810</u>	<u>HNL</u>	<u>810</u>	<u>170</u>	<u>810</u>
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>350</u>	<u>345</u>	<u>505</u>	<u>1800</u>	<u>640</u>	<u>635</u>
DEPARTURE		<u>255</u>	<u>310</u>	<u>0415</u>	<u>420</u>	<u>0535</u>	<u>550</u>
ELAPSED HOURS		<u>.9</u>	<u>.6</u>	<u>0.8</u>	<u>.7</u>	<u>1.1</u>	<u>0.7</u>
DEPARTURE FUEL (LBS)		<u>19,000</u>		<u>13,000</u>		<u>19,000</u>	
ARRIVAL FUEL (LBS)		<u>13,800</u>		<u>8,800</u>		<u>13,200</u>	
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT (9) F/O	
FUEL UPLIFT / FREIGHT		<u>22,812</u> (LBS)		<u>4,866</u> (LBS)		<u>25,838</u> (LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>ADSHAW</u>	ACM		ACM	
F/O	<u>NU</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>/</u>		<u>5/21/21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 09030

Last log page # of previous log book

Continuation Sheet Y (N)

ORIG STA: <u>HNL</u>		DATE: <u>5/1/21</u>		AIRCRAFT #: <u>810TA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL		<u>855</u>	<u>850</u>	<u>985</u>	<u>950</u>		
DEPARTURE		<u>820</u>	<u>830</u>	<u>920</u>	<u>930</u>		
ELAPSED HOURS		<u>.6</u>	<u>.3</u>	<u>.6</u>	<u>.3</u>		
DEPARTURE FUEL (LBS)		<u>14,000</u>		<u>11,000</u>			
ARRIVAL FUEL (LBS)		<u>11,000</u>		<u>8,000</u>			
LANDING / OPS CODE		CAPT <u>(9)</u> F/O		CAPT <u>(9)</u> F/O		CAPT () F/O	
FUEL / FREIGHT		<u>16,992</u> (LBS)		<u>2,798</u> (LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	-15	-17
Capt	<u>11054012</u>	ACM		ACM				
F/O	<u>NG</u>	ACM		ACM				

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>/</u>		<u>5/27/21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	WEEKLY CHECK REQ	ATA	STA	R/I	INSP SIG./EMP #
<u>1</u>	<u>HNL</u>	<u>M</u>	<u>WEEKLY CHECK REQ</u>	<u>85</u>	<u>HNL</u>	<u>N</u>	<u>CW WEEKLY CHECK 1AW RAI-WKLY-8</u>

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. <u>[REDACTED]</u>	DATE <u>5/1/21</u>	SIG./EMP # <u>[REDACTED]</u>	DATE <u>5/1/21</u>	

NO	STA	CODE	WEEKLY CHECK REQ	ATA	STA	R/I	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. <u>[REDACTED]</u>	DATE <u>5/1/21</u>	SIG./EMP # <u>[REDACTED]</u>	DATE <u>5/1/21</u>	

NO	STA	CODE	WEEKLY CHECK REQ	ATA	STA	R/I	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. <u>[REDACTED]</u>	DATE <u>5/1/21</u>	SIG./EMP # <u>[REDACTED]</u>	DATE <u>5/1/21</u>	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 05/01/21 TIME (LOCAL) 2000 STA. HNL TYPE MAINT. WEEKLY CHECK
SIGNATURE [REDACTED]

AUDIT

LOG PAGE # 09031

Last log page # of previous log book _____ Continuation Sheet Y / N Y

ORIG STA: <u>HNL</u>		DATE: <u>5/2/24</u>		AIRCRAFT #: <u>810TA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	<u>ITO</u>	<u>810</u>	<u>HNL</u>	<u>810</u>	<u>ITO</u>	<u>810</u>
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0320</u>	<u>0317</u>	<u>0428</u>	<u>0425</u>	<u>0607</u>	<u>0604</u>
DEPARTURE		<u>0220</u>	<u>0235</u>	<u>0335</u>	<u>0348</u>	<u>0520</u>	<u>0515</u>
ELAPSED HOURS		<u>1.0</u>	<u>.7</u>	<u>.9</u>	<u>.7</u>	<u>1.1</u>	<u>.8</u>
DEPARTURE FUEL (LBS)		<u>18,000</u>		<u>13,000</u>		<u>18,000</u>	
ARRIVAL FUEL (LBS)		<u>13,000</u>		<u>8,800</u>		<u>12,300</u>	
LANDING / OPS CODE		CAPT (<u>9</u>)	(<u>F/0</u>)	CAPT (<u>9</u>)	F/0	CAPT (<u>9</u>)	F/0
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	Dean	ACM		ACM					
F/O	Rush	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		5/27/24	

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	R/L	INSP SIG./EMP #
1	back	m.	05	4m	N	

NOTHING CAN BE DONE.

DAIly CLK C/W FOR RM TASK CARDS.

12. 11. 2014 - 01.

PART NAME		P/N OFF	S/N OFF	P/N ON	S/N ON
S	[REDACTED]		DATE 8/2/21	S	[REDACTED] DATE 8/2/21

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
----	-----	-------	-----	-----	-----	-----------------

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
----	-----	-------	-----	-----	-----	-----------------

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 5/2/21 TIME (LOCAL) 1900 STA. 444 TYPE MAINT. daily

SIGNATURE _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 09032

Last log page # of previous log book

Continuation Sheet Y / ~~ND~~

ORIG STA:		HNL		DATE:		5/3/21		AIRCRAFT #:		810 TA		A/C TYPE:		B737-200			
ARR STA	FLIGHT #	ITO		810		HNL		810		ITO		810		HNL		810	
TIMES		BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT		
ARRIVAL		0309	0306	0423	0420	0558	0555	0720	0716								
DEPARTURE		0217	0227	0337	0340	0507	0515	0626	0628								
ELAPSED HOURS		.9	.6	.8	.7	.8	.7	.9	.8								
DEPARTURE FUEL (LBS)		18,000		13,000		18,000		13,300									
ARRIVAL FUEL (LBS)		13,000		8,800		13,300		10,300									
LANDING / OPS CODE		CAPT	(9) F/O	CAPT	(9) F/O	CAPT	(9) F/O	CAPT	(9) F/O								
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)		(LBS)									
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng								

FLIGHT CREW & OBSERVERS

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	Dean	ACM		ACM					
E/O	Memo	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		5/27/21	

DISCREPANCY

NO	1	STA	ANZ	CODE	F	#2	fuel quantity
indicator intermittently drops to zero then returns to normal fuel indication while in flight.							

ATA	28	STA	ANZ	R/L	N	INSP SIG./EMP #	—
CUR'D & COND C/P FOR SWPM 70-6001.							
NO FAULTS / DNG NO FOD. RE INSP'D &							
TESTED FOR MM 28-41-00 / S1 & / 601.							
ALL INSP. NORM.							

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG [REDACTED]	DATE 5/3/21	SIG [REDACTED]	DATE 5/3/21	

NO	STA	CODE	ATA	STA	R/L	INSP SIG./EMP #
2	A12	F	#2 Engine	ANTI-ICE		
coal Valve open and Right Valve			Curb & curb c/p on #2 over A1, cover			
Open light illuminates climb			VW. Per [unclear] 5W PM 20. 60. 01. RE INSP RD 1			
interim. Flaming in flight.			TESTED PER AMM 75. 11. 11/201. SW OPS			
			NORMAL. NO DEFECTS NOTED.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
		DATE 5/3/21		DATE 5/3/21

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
PART NAME		P/N OFF	S/N OFF		P/N ON	S/N ON
SIG.		DATE	SIG./EMP #			DATE

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 09033

Last log page # of previous log book

Continuation Sheet Y / 10

ORIG STA: HNL		DATE: 5-3-21		AIRCRAFT #: 810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	214	810	HNL	810		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		1205	1200	1435	1430		
DEPARTURE		1125	1140	1405	1410		
ELAPSED HOURS		.7	.3	.5	.3		
DEPARTURE FUEL (LBS)		14000		10800			
ARRIVAL FUEL (LBS)		10800		8000			
LANDING / OPS CODE		CAPT (11) F/O		CAPT (11) F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	A. Datas	ACM		ACM					
F/O	y. fukuda	ACM		ACM					
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		5-27-21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
1	HNL	F	05	HNL	N	
Evidence of cargo fluid leak			CARGO FLUID (H ₂ O) FROM REAR HALL AMM 20.40.79.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
S		DATE 5-3-21	S	DATE 5/3/21		
NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
2	HNL	M	5	HNL	N	
DAILY CHECK DUE			COMPLIED W/ DAILY CHECK IAW RAI-DLY-01			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
S		DATE 03 MAY 21	S	DATE 03 MAY 21		
NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.	DATE	SIG./EMP #	DATE			

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 5/3/21 TIME (LOCAL) 1200 STA. HNL TYPE MAINT. Oany.
SIGNATURE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 09034

Last log page # of previous log book

Continuation Sheet Y / N

ORIG STA: HNL		DATE: 5/4/21		AIRCRAFT #: 810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	150	810	HNL	810	OGG	810
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		337	332	445	440	605	600
DEPARTURE		0237	1447	350	355	525	535
ELAPSED HOURS		1.0	0.7	1.9	0.7	1.9	0.4
DEPARTURE FUEL (LBS)		19,400		14,700		14,000	12,000
ARRIVAL FUEL (LBS)		14,700		9,500		12,000	8,800
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT (9) F/O	CAPT (9) F/O
FUEL UPLIFT / FREIGHT		21,919 (LBS)		20,498 (LBS)		7,620 (LBS)	5,122 (LBS)
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	HOSHOKU	ACM	REASON	ACM					
F/O	YUDA	ACM		ACM					
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		5/27/21	

DISCREPANCY

CORRECTIVE ACTION

NO	1	STA	HNL	CODE		ATA	21	STA	HNL	RII	N	INSP SIG/EMP #	
EQUIPMENT COOLING FAN						DEFERRED EQUIPMENT COOLING FAN PER MEL 21-27							
CB POPS + WILL NOT RESET						AT "C", DUE DATE 05/14/21, SPECIFIC PROCEDURE							
USED ALT FAN						21-27 C/W. PLACARD # 810050421-1							
						PLACARDS INSTALLED MEL LIST UPDATED							

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON									
SIG		DATE	5/4/21	DATE	05/04/21								
NO	2	STA	HNL	CODE		ATA	28	STA	HNL	RII	N	INSP SIG/EMP #	
#2 ENG MAIN FUEL GAUGE						REMOVED & REPLACED #2 MAIN TANK FUEL QTY							
WENT TO ZERO W FLIGHT						INDICATOR PER AMM 28-41-51, OPS CK GOOD							
WORKED NORMAL AFTER LOG													
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON									
SIG	INDICATOR	393026-01837	M 633C	393026-01837	M 1485C								
		DATE	5/4/21	DATE	05/04/21								

NO	STA	CODE		ATA	STA	RII	INSP SIG/EMP #
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON			
SIG		DATE		DATE			

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT [REDACTED]LOG PAGE # **09035**

Last log page # of previous log book _____

Continuation Sheet ☒ Y ☐ N

ORIG STA: HNL		DATE: 5-4-21		AIRCRAFT #: 810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	LIA	810	HNL	810		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		1210	1204	1435	1430		
DEPARTURE		1120	1140	1405	1410		
ELAPSED HOURS		08.7	.4	.5	.3		
DEPARTURE FUEL (LBS)		14000		10400			
ARRIVAL FUEL (LBS)		10400		8000			
LANDING / OPS CODE		CAPT (11)	F/O	CAPT (11)	F/O	CAPT ()	F/O
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng
				2	2		

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	A. Dattosi	ACM	Chris harnes	ACM	
F/O	Fukuda	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		5-27-21	

DISCREPANCY

NO	STA	CODE	ATA	STA	R/I	INSP SIG./EMP #
1.	HNL	F	28	HNL	N	
#2 fuel gauge drops to 0 then catches back up to actual fuel qty			Removed And Replaced Fuel Transmission Suppression device JAW BF Goodrich SMN 28-41-0 Ops Check Good.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
T. S. D	30255-0201	0755	30255-0201	0754
SIG.	DATE	SIG.	DATE	
	5-4-21		05/04/21	

NO	STA	CODE	ATA	STA	R/I	INSP SIG./EMP #
2.	HNL	F	22	HNL	N	
Step out of trim light intermittent during flight A/P ON			Dettered on MEL item 22-11, placard # 810050421-2 CAT B, due date 05-07-21. Placard installed MEL list updated			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG.	DATE	
	5-4-21		05-04-21	

NO	STA	CODE	ATA	STA	R/I	INSP SIG./EMP #
3	HNL	M	5	HNL	N	
DAILY check Required.			Accomplished DAILY check JAW W/C RAI-04-01.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG.	DATE	
	05/04/21		05/04/21	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE **05/04/21** TIME (LOCAL) **1900** STA **HNL** TYPE MAINT. **DAILY CHECK**SIGNATURE [REDACTED]



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

09035

FORM S-5B

11/01/2016

A/C N810TA

DATE 5/4/21

SERVICE DAILY

STA HNL

PAGE 2 OF 2

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO 4 STA HNL REF MEL # 810042821-1 26 HNL N
AFT CARGO SMOKE DETECTOR REVISED TO MEL 26-14(4) SMOKE
WON'T TEST. [REDACTED] DETECTORS [REDACTED] TEST IN OVHT
POSITION. PLACARDS [REDACTED] MEL
LIST UPDATED. CAT C DUE DATE 5/14/21

PART NAME P/N OFF S/N OFF P/N ON S/N ON
SIG. [REDACTED] DATE 5/4/21 SIG./EMP # [REDACTED] DATE 5/4/21

NO 4 STA HNL REF MEL 810042821-1 26 HNL N
AFT CARGO SMOKE DETECT WILL REVISED TO 26-14(4) AFT CARGO
NOT TEST. SMOKE DETECT WILL NOT TEST IN
'OVHT POSITION'. PLACARDS ≠ MEL
LIST UPDATED.

PART NAME P/N OFF S/N OFF P/N ON S/N ON
[REDACTED] T [REDACTED] T
[REDACTED] DATE 05/04/21 [REDACTED] DATE 05/04/21

NO 5 STA HNL FWD CARGO SMOKE DETECTOR 26 HNL N
WILL NOT TEST IN OVHT POSITION MEL 26-14(4) PLACARD # 810050421-3
CAT C. DUE DATE 5/14/21. PLACARDS
INSTALLED & MEL LIST UPDATED

PART NAME P/N OFF S/N OFF P/N ON S/N ON
SIG. [REDACTED] DATE 5/4/21 SIG./EMP # [REDACTED] DATE 5/4/21

NO STA ATA STA RII INSP SIG./EMP #

PART NAME P/N OFF S/N OFF P/N ON S/N ON
SIG. DATE SIG./EMP # DATE

MAINTENANCE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 09036

Last log page # of previous log book

Continuation Sheet Y / ~~1~~

ORIG STA: <u>HNL</u>		DATE: <u>5/5/21</u>		AIRCRAFT #: <u>N810TA</u>		A/C TYPE: <u>B737-200</u>			
ARR STA	FLIGHT #	<u>ITO</u>	<u>810</u>	<u>HNL</u>	<u>810</u>	<u>ITO</u>	<u>810</u>	<u>HNL</u>	<u>810</u>
TIMES		BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0338</u>	<u>0334</u>	<u>0450</u>	<u>0446</u>	<u>0558</u>	<u>0556</u>	<u>0653</u>	<u>0650</u>
DEPARTURE		<u>0247</u>	<u>0256</u>	<u>0358</u>	<u>0402</u>	<u>0511</u>	<u>0521</u>	<u>0608</u>	<u>0612</u>
ELAPSED HOURS		<u>0.8</u>	<u>0.6</u>	<u>0.9</u>	<u>0.7</u>	<u>0.8</u>	<u>0.6</u>	<u>0.7</u>	<u>0.6</u>
DEPARTURE FUEL (LBS)		<u>18000</u>		<u>12800</u>		<u>18000</u>		<u>13400</u>	
ARRIVAL FUEL (LBS)		<u>12800</u>		<u>800</u>		<u>13400</u>		<u>9000</u>	
LANDING / OPS CODE		<u>CAPT</u> (9) F/O		<u>CAPT</u> (9) F/O		<u>CAPT</u> (9) F/O		<u>CAPT</u> (9) F/O	
FUEL UPLIFT / FREIGHT		<u>117576</u> (LBS)		<u>12338</u> (LBS)		<u>10980</u> (LBS)		<u>10</u> (LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

POS	NAME	POS	NAME	POS	NAME	ENG	-9	15	-17
Capt	ROGERS	ACM		ACM					
E/O	STORM	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		5/27/21	

DISCREPANCY

NO	STA	CODE	WX RADAR WILL	ATA	STA	FILE	INSP SIG/EMP #
1	HNL	F	NOT DISPLAY ON SCREEN.	34	HNL	N	
				MEL 34-15 (A2A) PLACARD #81080524			

CORRECTIVE ACTION

ATA 34	STA HNL	FLI N	INSP SIG./EMP #
MEL 34-15 (A2A) PLACARD # 81000524			
CAT C DUE DATE 5/15/21. PLACARDS			
INSTALLED & MEL LIST UPDATED.			
SPECIFIC PROCEDURES ON 34-15 CW			

PAF NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
S	DATE	5/5/21	DATE	5/5/21

NO. 2	STA HNL	CODE M	# 2 MLG TIRE	ATA 32	STA HNL	RIL Y	IN [REDACTED]
Worn to limits				R+R # 2 MLG TIRE IAW AMM			
				32-45-11			

PART NAME MAIN WHEEL ASSY	P/N OFF 2601571-1	S/N OFF 2858/3451	P/N ON 2601571-1	S/N ON 00455046
DATE 05-05-21	DATE 5/5/21			

NO	STA	CODE:	ATA	STA	R/I	INSP SIG./EMP #
3	HNL	M	05	HNL	N	
DAILY CHECK REQ			CW DAILY CHECK IAW RAI-DLY-01			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG [REDACTED]	DATE 5/5/21	SIG [REDACTED]	DATE 5/5/21	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 09037

Last log page # of previous log book

Continuation Sheet (Y) N

ORIG STA: HNL		DATE: 5-5-2021		AIRCRAFT #: 810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	LIH	810	HNL	810	BLK	FLT
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		1250	1245	1420	1415		
DEPARTURE		1205	1220	1350	1355		
ELAPSED HOURS		0.7	0.8	0.5	0.3		
DEPARTURE FUEL (LBS)		14000		10500			
ARRIVAL FUEL (LBS)		10500		8000			
LANDING / OPS CODE		CAPT (11) F/O		CAPT (11) F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	A. Datozi	ACM		ACM	
F/O	J. Fukuda	ACM		ACM	

VOR	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
CHECK	Dual / VOT					/		5-27-21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	RIL	INSP SIG./EMP #
1	LIH	M.	12	LIH	N	
L.H. & R.H. M/G STRUT "X" DIM CUK			L.H. M/G STRUT "X" DIM: 1100PSI 4.0"			
REQ'D.			R.H. M/G STRUT "X" DIM: 1100PSI 4.0"			
			PER AMM 12.15.41.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG		DATE 5/5/21.	SIG	DATE 5/5/21.

NO	STA	CODE	ATA	STA	RIL	INSP SIG./EMP #
2	LIH	M.	12	LIH	N	
NOSE GEAR STRUT "X" DIM. CUK			NOSE GEAR STRUT "X" DIM:			
REQ'D.			820 PSI, 15.0". PER AMM			
			12.15.41.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG		DATE 5/5/21.	SIG	DATE 5/5/21.

NO	STA	CODE	ATA	STA	RIL	INSP SIG./EMP #
3	LIH	M.	03	LIH	N	
DAILY CUK REQ'D.			DAILY CUK C/W PER RAI TASK			
			CARDS 5/10/21 RAI-DU.01.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG		DATE 5/5/21	SIG	DATE 5/5/21.

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 5/5/21. TIME (LOCAL) 1900 STA. HNL TYPE MAINT. DAILY.

SIGNATURE



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

09037

FORM S-5B

11/01/2016

A/C N 810TA.

DATE 5/5/21

SERVICE DAILY

STA HNL

PAGE 2 OF 2

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO 4 STA HNL REF MEL # 810030421-1 -

ATA 21 STA HNL RII N INSP SIG./EMP #

EQUIPMENT COOLING FAN INOP

R+R FWD EQUIPMENT COOLING MAIN

BLOWER 1AW AMM 21-58-11 OPS CHECK GOOD

1AW AMM 21-58-00. PLACARDS REMOVED.

MEL LIST UPDATED

PART NAME MAIN FWD EQUIP COOLING BLOWER P/N OFF 4577-2

S/N OFF 719

P/N ON 10-60547-1

S/N ON 2382

SIG. [REDACTED] DATE 5/5/21

SIG./EMP # [REDACTED] DATE 5/5/21

NO STA ATA STA RII INSP SIG./EMP #

PART NAME P/N OFF S/N OFF P/N ON S/N ON

SIG. DATE SIG./EMP # DATE

NO STA ATA STA RII INSP SIG./EMP #

PART NAME P/N OFF S/N OFF P/N ON S/N ON

SIG. DATE SIG./EMP # DATE

NO STA ATA STA RII INSP SIG./EMP #

PART NAME P/N OFF S/N OFF P/N ON S/N ON

SIG. DATE SIG./EMP # DATE

MAINTENANCE



AIRCRAFT LOG BOOK

AUDIT ☒

LOG PAGE # 09038

Last log page # of previous log book _____ Continuation Sheet Y / N

ORIG STA: <u>HNL</u>		DATE: <u>5-6-21</u>		AIRCRAFT #: <u>N810TA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	<u>066</u>	<u>810</u>	<u>HNL</u>	<u>810</u>	<u>066</u>	<u>810</u>
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0215</u>	<u>0210</u>	<u>0315</u>	<u>0310</u>	<u>0420</u>	<u>0415</u>
DEPARTURE		<u>0140</u>	<u>0155</u>	<u>0235</u>	<u>0240</u>	<u>0340</u>	<u>0350</u>
ELAPSED HOURS		<u>0.6</u>	<u>0.3</u>	<u>0.7</u>	<u>0.5</u>	<u>0.7</u>	<u>0.4</u>
DEPARTURE FUEL (LBS)		<u>18,000</u>		<u>15,000</u>		<u>14,000</u>	<u>10,500</u>
ARRIVAL FUEL (LBS)		<u>15,000</u>		<u>11,000</u>		<u>10,500</u>	<u>7,500</u>
LANDING / OPS CODE		<u>CAPT (9) F/O</u>		<u>CAPT (9) F/O</u>		<u>CAPT (9) F/O</u>	<u>CAPT (9) F/O</u>
FUEL UPLIFT / FREIGHT		<u>21,701</u> (LBS)		<u>3451</u> (LBS)		<u>20,574</u> (LBS)	<u>8</u> (LBS)
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>MORGAN</u>	ACM		ACM	
F/O	<u>YODA</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		<u>5-27-21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	Rll	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	Rll	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	Rll	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 09039

Last log page # of previous log book

Continuation Sheet Y/N

ORIG STA:	HNL		DATE:	5-6-21		AIRCRAFT #:	N810TA		A/C TYPE:	B737-200	
ARR STA	FLIGHT #	066	810	HNL	810						
TIMES		BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0605	0600	0655	0650						
DEPARTURE		0515	0525	0625	0630						
ELAPSED HOURS		0.8	0.6	0.5	0.3						
DEPARTURE FUEL (LBS)		14,000		10,500							
ARRIVAL FUEL (LBS)		10,500		7,000							
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT () F/O		CAPT () F/O			
FUEL UPLIFT / FREIGHT		15,144 (LBS)		4,388 (LBS)							
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O

POS	NAME	POS	NAME	POS	NAME
Capt	MORGAN	ACM	REASONER	ACM	
F/O	YUDA	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		5-27-21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	RIL
1	HNL	E	28	HNL	Y
CENTER TANK FUEL INDICATES 76000 POS & IS UNUSUAL			Adjusted #2 Fuel Quantity Indicator To correct reading. IAW Boeing AMM 28-41-05 OPS check good.		

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE		DATE
		5-6-21		06 MAY 2021

NO	STA	CODE	ATA	STA	RIL	INSP SIG./EMP #
2	HNL	M	5	HNL	N	
DAILY check Due.			Accomplished DAILY check. IAW W/C 241-104-01.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
-----------	---------	---------	--------	--------

SIG.	DATE	SIG.	DATE
	05/06/21		05/06/21

NO	STA	CODE	ATA	STA	RIL	INSP SIG./EMP #
----	-----	------	-----	-----	-----	-----------------

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
-----------	---------	---------	--------	--------

SIG.	DATE	SIG./EMP #	DATE
------	------	------------	------

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 09040

Last log page # of previous log book

Continuation Sheet Y/N

ORIG STA: <u>HNL</u>		DATE: <u>5-6-2021</u>		AIRCRAFT #: <u>810TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>LH</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>1220</u>	<u>1217</u>	<u>1435</u>	<u>1430</u>		
DEPARTURE		<u>1135</u>	<u>1150</u>	<u>1355</u>	<u>1400</u>		
ELAPSED HOURS		<u>0.7</u>	<u>.8</u>	<u>.4</u>	<u>.7</u>	<u>.5</u>	
DEPARTURE FUEL (LBS)		<u>14000</u>		<u>11300</u>			
ARRIVAL FUEL (LBS)		<u>11300</u>		<u>8000</u>			
LANDING / OPS CODE		CAPT (<u>11</u>)	<u>F/O</u>	CAPT (<u>11</u>)	<u>F/O</u>	CAPT ()	<u>F/O</u>
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>A. Datas</u>	ACM		ACM	
F/O	<u>Y. Fukuda</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		<u>5-27-21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	RII	INSP SIG/EMP #
<u>1</u>	<u>HNL</u>	<u>F</u>	<u>71</u>	<u>HNL</u>	<u>N</u>	
<u>4 Back to back compressor stalls presumably from #1 Engine at 13000' during cruise phase of flight.</u>			<u>RAN #1 ENG. FOR AMM 71.09.100. NO FAULTS NOTED. COULD NOT DUPLICATE.</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG.	DATE	
	<u>5-6-21</u>		<u>5/6/21</u>	

NO	STA	CODE	ATA	STA	RII	INSP SIG/EMP #
<u>2</u>	<u>HNL</u>	<u>F</u>	<u>28</u>	<u>HNL</u>	<u>N</u>	
<u>#2 RH fuel gauge dropped to 0 during descent and caught back up.</u>			<u>GRS TEST FOR AMM 28.41.00/501. AW. INDICATIONS NORM. NO FAULTS NOTED.</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG.	DATE	
	<u>5-6-21</u>		<u>5/6/21</u>	

NO	STA	CODE	ATA	STA	RII	INSP SIG/EMP #
<u>3</u>	<u>HNL</u>	<u>F</u>	<u>34</u>	<u>HNL</u>	<u>N</u>	
<u>Tcas yellow failed intermittent during flight (yellow Tcas on left side of VSI on both sides)</u>			<u>MEL 34.40 A placard #81005021 CNT B, Due Date 05/09/21. Placard Installed. MEL List updated. Specific Procedures completed with.</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG.	DATE	
	<u>5-6-21</u>		<u>05/06/21</u>	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 5/6/21 TIME (LOCAL) 1900 STA HNL TYPE MAINT. DRM

SIGNATURE



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

09040

FORM S-5B

11/01/2016

A/C

810 TA

DATE

05/06/21

SERVICE

DAILY

STA

HNL

PAGE 2 OF 2

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO	STA	ATA	STA	RII	INSP SIG./EMP #
4	HNL	22	HNL	N	
REF MEL 810050421.2, stab trim light illuminates in Auto Pilot.		R&R Autopilot Accy Unit IAW Boeing AIRM 22-11-171/401 ops check board, placards removed MEL List updated.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
Auto Pilot Accy Unit	CS-52812-52	M00194	CS-52812-52	M00399
SIG.	DATE	SIG.	DATE	
	05/06/21		05/06/21	

NO	STA	ATA	STA	RII	INSP SIG./EMP #
5	HNL	5	HNL	N	
Daily check required.		Performed daily check IAW RAI-DLY-01			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	
	05/06/21		05/06/21	

NO	STA	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

MAINTENANCE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 09041

Last log page # of previous log book

Continuation Sheet (Y) / N

ORIG STA:		DATE:				AIRCRAFT #:				A/C TYPE:			
ARR STA	FLIGHT #												
TIMES		BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL													
DEPARTURE													
ELAPSED HOURS													
DEPARTURE FUEL (LBS)													
ARRIVAL FUEL (LBS)													
LANDING / OPS CODE		CAPT	()	F/O		CAPT	()	F/O		CAPT	()	F/O	
FUEL UPLIFT / FREIGHT			(LBS)				(LBS)				(LBS)		
OIL ADDED (QTS)		#1 Eng		#2 Eng		#1 Eng		#2 Eng		#1 Eng		#2 Eng	

FLIGHT CREW & OBSERVERS

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	Herbata	ACM		ACM					
F/O	Wanholde	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		5/27/21	

DISCREPANCY

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
1	HL	P	21	HNL	N	
EQUIP COOLING fan didn't work in Normal had to switch it to Alternate to work			DEFERRED EQUIP COOLING FAN FOR MEL 21-27 ✓			
			PLACARD 810050721-1, CAT "C" DUE DATE 05/17/21. PLACARDS INSTALLED, MEL LIST UPDATED			

CORRECTIVE ACTION

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
		DATE 5/1/21	SIG.	DATE 05/07/21

NO	STA	CODE:	ATA	STA	RL	DESCRIPTION
2	HNL	M	32	HNL	Y	[REDACTED]
NOSE GEAR WHEELS WORN TO LIMITS			REMOVED & REPLACED LH & RH NOSE GEAR WHEELS PER AMM 32-45-21. SPIN OK GOOD			

PART NAME		P/N OFF LH & RH	S/N OFF LH	P/N ON LH & RH	S/N ON LH	RH	
NOSE WHEEL ASS		2601045-2	5992/5992	2601045-2	5523/5523	2049/2878	
DATE		DATE		DATE		DATE	
05/07/21		05/07/21		05/07/21		05/07/21	

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
3	HNL	M	05	HNL	N	
DAILY CHECK DUG			C/W DAILY CHECK PER T/C RAI-DLY-01			

PART NAME		P/N OFF	S/N OFF	P/N ON	S/N ON
S [REDACTED]		DATE 05/07/21	SIG./E [REDACTED]	DATE 05/07/21	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

09041

FORM S-5B

11/01/2016

A/C

810TA

DATE

05/07/21

SERVICE

DAILY

STA

HNL

PAGE 2 OF 2

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO

4

STA

HNL

ATA

34

STA

HNL

RII

N

INSP SIG./EMP #

REF MEL 34-40(A) PLACARD 810050621-1

TCAS INOP

RESECURED SUPPRESSION CORK AT TCAS

PROCESSOR CONNECTOR. SYSTEM OPS CHECK GOOD

PER AMM 34-45-00. MEL LIST UPDATED,

PLACARD REMOVED

PART NAME

P/N OFF

S/N OFF

P/N ON

S/N ON

SIG.

DATE

05/07/21

SIG./EMP #

DATE

05/07/21

NO

STA

ATA

STA

RII

INSP SIG./EMP #

PART NAME

P/N OFF

S/N OFF

P/N ON

S/N ON

SIG.

DATE

SIG./EMP #

DATE

NO

STA

ATA

STA

RII

INSP SIG./EMP #

PART NAME

P/N OFF

S/N OFF

P/N ON

S/N ON

SIG.

DATE

SIG./EMP #

DATE

NO

STA

ATA

STA

RII

INSP SIG./EMP #

PART NAME

P/N OFF

S/N OFF

P/N ON

S/N ON

SIG.

DATE

SIG./EMP #

DATE

MAINTENANCE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 09042

Last log page # of previous log book

Continuation Sheet (Y) / N

ORIG STA: <u>HNL</u>		DATE: <u>05-07-21</u>		AIRCRAFT #: <u>810</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	<u>LIA</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>1225</u>	<u>1220</u>	<u>1420</u>	<u>1415</u>		
DEPARTURE		<u>1150</u>	<u>1200</u>	<u>1350</u>	<u>1355</u>		
ELAPSED HOURS		<u>.6</u>	<u>.3</u>	<u>.5</u>	<u>.3</u>		
DEPARTURE FUEL (LBS)		<u>14000</u>		<u>10500</u>			
ARRIVAL FUEL (LBS)		<u>10500</u>		<u>8600</u>			
LANDING / OPS CODE		<u>CAPT</u> (<u>11</u>)	F/O	<u>CAPT</u> (<u>11</u>)	F/O	CAPT ()	F/O
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)	#1 Eng		#2 Eng	#1 Eng		#2 Eng	
FLIGHT CREW & OBSERVERS							
POS	NAME		POS	NAME		POS	NAME
Capt	<u>A. Datozi</u>		ACM	<u>RYAN TAMANHA</u>		ACM	
F/O	<u>Y. Fukuda</u>		ACM	<u>ALBERT MORALES</u>		ACM	
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE
	Dual / VOT					/	<u>5-27-21</u>
DISCREPANCY							
NO	STA	CODE	CORRECTIVE ACTION				
<u>1</u>	<u>HNL</u>	<u>F-1</u>					
<u>#2 RH fuel QTY indicator dropped to 5 and catches back up during descent</u>			<u>CLEANED & RESECURED CONNECTOR D888 AT RT WING BUSSING PLUG PER AMM 28-41-41, SYS OPS CHECKS NORMAL PER AMM 28-41-00</u>				
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON			
SIG.		DATE	SIG./EMP	DATE			
		<u>5-7-21</u>		<u>05/07/21</u>			
NO	STA	CODE	ATA	STA	RIL	INSP SIG./EMP #	
<u>2</u>	<u>HNL</u>	<u>F-</u>	<u>34</u>	<u>HNL</u>	<u>N</u>		
<u>TCAS is intermittent in and out through the flight (TCAS yellow on left bottom of VSI on both sides and Test fail during flight)</u>			<u>REMOVED & REPLACED TCAS PROCESSOR PER AMM 34-45-00, SYS OPS CHECK GOOD.</u>				
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON			
<u>PROCESSOR</u>	<u>066-50000-2220</u>	<u>8832</u>	<u>066-50000-2220</u>	<u>10472</u>			
SIG.		DATE	SIG./EMP	DATE			
		<u>5-7-21</u>		<u>05/07/21</u>			
NO	STA	CODE	ATA	STA	RIL	INSP SIG./EMP #	
<u>3</u>	<u>HNL</u>	<u>M</u>	<u>26</u>	<u>HNL</u>	<u>N</u>		
<u>REF MEL 26-14-04 PLACARD 810042821-1</u>			<u>REMOVED & REPLACED MAIN CARGO COMPT SYS A AF</u>				
<u>AFT CARGO SMOKE DETECTION INOP IN OVERHEAT POS.</u>			<u>SHOKE DETECTOR PER AMM 26-16-11. OPS CHECK</u>				
			<u>GOOD PER AMM 26-11-00. MEL LIST UPDATED</u>				
			<u>PLACARDS REMOVED</u>				
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON			
<u>DETECTOR</u>	<u>30-284-2</u>	<u>12494</u>	<u>30-284-2</u>	<u>6821</u>			
SIG.		DATE	SIG./EMP	DATE			
		<u>05/07/21</u>		<u>05/07/21</u>			
AIRWORTHINESS RELEASE							
The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.							
DATE	TIME (LOCAL)		STA.		TYPE MAINT.		
<u>05/07/21</u>	<u>2020</u>		<u>HNL</u>		<u>DAILY CHECK</u>		
SIGNATURE							



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

09042

FORM S-5B

11/01/2016

A/C	810 TA	DATE	05/07/21	SERVICE	—	STA	HNL	PAGE	2 OF 2
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NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO	4	STA	HNL	ATA	26	STA	HNL	RII	N	INSP SIG./EMP #	
REF MEL 26-14-04 PLACARD 810050421-3				REMOVED & REPLACED MAIN CARGO COMPT SYS A							
MAIN DECK CARGO COMPT. FWD SMOKE DETECTOR				FWD SMOKE DETECTOR PER AMM 26-16-11, OPS CHECK							
WILL NOT TEST IN OVERHEAT POS.				GOOD PER AMM 26-16-00. MEL LIST UPDATED							
				PLACARDS REMOVED							

PART NAME	DETECTOR	P/N OFF	30-284-2	S/N OFF	0496	P/N ON	30-284-2	S/N ON	29100
SIG.			DATE	05/07/21	SIG./EMP			DATE	05/07/21

NO	5	STA	HNL	ATA	05	STA	HNL	RII	N	INSP SIG./EMP #	
DAILY CHECK DUE				C/W DAILY CHECK PER T/C RAI-DLY-01							

PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.			DATE	05/07/21	SIG./EMP			DATE	05/07/21

NO		STA		ATA		STA		RII		INSP SIG./EMP #	
----	--	-----	--	-----	--	-----	--	-----	--	-----------------	--

PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.			DATE		SIG./EMP #			DATE	

NO		STA		ATA		STA		RII		INSP SIG./EMP #	
----	--	-----	--	-----	--	-----	--	-----	--	-----------------	--

PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.			DATE		SIG./EMP #			DATE	

MAINTENANCE



AIRCRAFT LOG BOOK

AUDIT [REDACTED]LOG PAGE # **09043**

Last log page # of previous log book _____ Continuation Sheet Y / N

ORIG STA: HNL		DATE: 5/8/21		AIRCRAFT #: N810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	066	810	HNL	810	ITO	810
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0102	1257	0157	0152	0335	0330
DEPARTURE		1218	1228	0120	0129	0240	0251
ELAPSED HOURS		0.7	0.5	0.6	0.4	0.9	0.6
DEPARTURE FUEL (LBS)		14000		10200		18000	
ARRIVAL FUEL (LBS)		10200		7300		12900	
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT (9) F/O	
FUEL UPLIFT / FREIGHT		120017 (LBS)		15037 (LBS)		14938 (LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	ROGERS	ACM		ACM	
F/O	STORM	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		5/27/21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 09044

Last log page # of previous log book

Continuation Sheet ☒ Y ☐ N

ORIG STA:		DATE:		AIRCRAFT #:		A/C TYPE: B737-200			
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT
TIMES									
ARRIVAL									
DEPARTURE									
ELAPSED HOURS									
DEPARTURE FUEL (LBS)									
ARRIVAL FUEL (LBS)									
LANDING / OPS CODE									
FUEL UPLIFT / FREIGHT									
OIL ADDED (QTS)									

FLIGHT CREW & OBSERVERS

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	MORGAN	ACM	HOLT	ACM					
F/O	FRISKEE	ACM	MCARTHUR	ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		5-27-21	

DISCREPANCY

NO	1	ATA	32	STA	110	CODE	F	RI	Y	II	[REDACTED]
OUTBOARD TIRE ON #1								R#12 # FIRE IAW			
SIDE FLAT								Boeing A/mm 32-45-11-			

PART NAME MAIN Wheel Assy	P/N OFF 2601571-1	S/N OFF 3428/5774	P/N ON 2601571-1	S/N ON 3607/4737
SIG.	DATE 5-8-21	SIG./EMP	DATE 5/18/21	

NO	2	STA	ITO	CODE	M	ATA	32	STA	ITO	RII	Y	INSPECTION #	Q. Unit 10853
Brake Seized at #1						R+R Brake Assy at #1							
Position on left Main						Position IAW Boeing Aircr							
						32-41-41							

PART NAME 136 nke, Assy	P/N OFF 2601042-5	S/N OFF 1114	P/N ON 2691042-5	S/N ON 86024757
SIG [REDACTED]	DATE 5/18/21	SIG/EMP # [REDACTED]	DATE 5/18/21	

NO	STA	CODE	ATA	STA	Rll	INSP SIG/EMP #
5	HNL	M	RS	HNL	N	
WEEKLY CHECK REQ			CW WEEKLY CHECK 1A W AMM RAI-WKLY			
			-81			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
[REDACTED]		DATE 5/8/21	DATE 5/8/21	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 05/08/21 TIME (LOCAL) 1900 STA. HNL TYPE MAINT. WEEKLY CHECK

SIGNATURE



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

09044

FORM S-5B

11/01/2016

A/C **BIOTA** DATE **05/08/21** SERVICE **WEEKLY** STA **HNL** PAGE **2** OF **2**

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO	STA	ATA	STA	RII	INSP SIG./EMP #
4	HNL	34	HNL	N	
REF MEL 34-15-2A PLACARD 810050521-1		REMOVED & REPLACED NX RADAR INDICATOR PER AMM			
WX RADAR INOP		34-41-51 & TRANSMITTER-RECEIVER PER AMM 34-41-41			
		SYS OPS CK GOOD PER AMM 34-41-01 ADJ/TEST			
		PLACARDS REMOVED, MEL LIST UPDATED			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
INDICATOR	2041215-1102	1894	2041215-1102	1171
RADAR TRANSCIVER	2067157-0153	5568	2067157-0153	2395
SIG.	DATE	SIG./EMP #	DATE	
	05/08/21		05/08/21	

NO	STA	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

MAINTENANCE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 09045

Last log page # of previous log book

Continuation Sheet Y (N)

ORIG STA: <u>HNL</u>		DATE: <u>5/9/21</u>		AIRCRAFT #: <u>810TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>810</u>	<u>810</u>	<u>810</u>	<u>810</u>	<u>810</u>	<u>810</u>
TIMES	BLK	FLT	BLK	FLT	BLK	FLT	BLK
ARRIVAL	<u>0316</u>	<u>0313</u>	<u>0421</u>	<u>0418</u>	<u>0534</u>	<u>0551</u>	<u>0705</u>
DEPARTURE	<u>0215</u>	<u>0232</u>	<u>0330</u>	<u>0339</u>	<u>0448</u>	<u>0501</u>	<u>0615</u>
ELAPSED HOURS	<u>1.0</u>	<u>17</u>	<u>1.8</u>	<u>1.6</u>	<u>1.1</u>	<u>1.8</u>	<u>1.8</u>
DEPARTURE FUEL (LBS)	<u>18,000</u>		<u>13,000</u>		<u>18,000</u>		<u>12,500</u>
ARRIVAL FUEL (LBS)	<u>13,000</u>		<u>8,300</u>		<u>12,500</u>		<u>8,000</u>
LANDING / OPS CODE	<u>CAPT (9) F/O</u>	<u>CAPT (9) F/O</u>	<u>CAPT (9) F/O</u>	<u>CAPT (9) F/O</u>	<u>CAPT (9) F/O</u>	<u>CAPT (9) F/O</u>	<u>CAPT (9) F/O</u>
FUEL UPLIFT / FREIGHT	(LBS)		(LBS)		(LBS)		(LBS)
OIL ADDED (QTS)	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>Dean</u>	ACM		ACM	
F/O	<u>Fukuda</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		<u>5/27/21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	DISCREPANCY	ATA	STA	CODE	CORRECTIVE ACTION
<u>1</u>	<u>HNL</u>	<u>E</u>	<u>Before engine start</u> <u>duct pressure w/ APU valve open was 32psi</u> <u>L+R side. During start with start valve open</u> <u>duct pressure dropped to 18 psi L+R side.</u>	<u>71</u>	<u>HNL</u>	<u>V</u>	<u>Per AMM Ch 71-09-100, ran engine</u> <u>all pneumatic pressures normal no faults</u> <u>noted, all parameters normal</u>

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. <u>[Redacted]</u>		DATE <u>5/9/21</u>	SIG. <u>[Redacted]</u>	DATE <u>09 MAY 2021</u>

NO	STA	CODE	DISCREPANCY	ATA	STA	CODE	CORRECTIVE ACTION
<u>2</u>	<u>HNL</u>	<u>F</u>	<u>Cabin altitude rate of climb</u> <u>2500'/min during idle descent out of</u> <u>FL200.</u>	<u>21</u>	<u>HNL</u>	<u>N</u>	<u>T/C'd per AMM 21-31-00/201 & TESTED per</u> <u>AMM 21-31-00/201. ALL TESTS PASSED, NO</u> <u>FAULTS NOTED.</u>

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. <u>[Redacted]</u>		DATE <u>5/9/21</u>	SIG. <u>[Redacted]</u>	DATE <u>5/9/21</u>

NO	STA	CODE	DISCREPANCY	ATA	STA	CODE	CORRECTIVE ACTION
<u>3</u>	<u>HNL</u>	<u>M</u>	<u>DAILY OIL REQ'D.</u>	<u>05</u>	<u>HNL</u>	<u>N</u>	<u>Daily check complied with TAW</u> <u>Task Card RAI-DLV-01</u>

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. <u>[Redacted]</u>		DATE <u>5/9/21</u>	SIG. <u>[Redacted]</u>	DATE <u>09 MAY 2021</u>

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 09 MAY 2021TIME (LOCAL) 2000STA HNLTYPE MAINT. DailySIGNATURE [Redacted]



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 09046

Last log page # of previous log book

Continuation Sheet Y ☒ N

ORIG STA: <u>HNL</u>		DATE: <u>5-10-21</u>		AIRCRAFT #: <u>N810TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>ITO</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0335</u>	<u>0330</u>	<u>0446</u>	<u>0435</u>		
DEPARTURE		<u>0230</u>	<u>0240</u>	<u>0350</u>	<u>0400</u>		
ELAPSED HOURS		<u>1.1</u>	<u>0.8</u>	<u>0.8</u>	<u>0.6</u>		
DEPARTURE FUEL (LBS)		<u>18,000</u>		<u>12,500</u>			
ARRIVAL FUEL (LBS)		<u>12,500</u>		<u>8,000</u>			
LANDING / OPS CODE		CAPT (<u>9</u>) F/O		CAPT (<u>9</u>) F/O		CAPT () F/O	CAPT () F/O
FUEL UPLIFT / FREIGHT		<u>19,332</u> (LBS)		<u>1795</u> (LBS)		(LBS)	(LBS)
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>MORIAN</u>	ACM		ACM	
F/O	<u>FUKUDA</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		<u>5-27-21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:		ATA	STA	R/I	INSP SIG./EMP #
----	-----	-------	--	-----	-----	-----	-----------------

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	R/I	INSP SIG./EMP #
----	-----	-------	--	-----	-----	-----	-----------------

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	R/I	INSP SIG./EMP #
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PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 09047

Last log page # of previous log book

Continuation Sheet ☒ Y ☐ N

ORIG STA: <u>HNL</u>		DATE: <u>5/10/21</u>		AIRCRAFT #: <u>810TA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	<u>LIH</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>1145</u>	<u>1140</u>	<u>1425</u>	<u>1420</u>		
DEPARTURE		<u>1105</u>	<u>1115</u>	<u>1355</u>	<u>1400</u>		
ELAPSED HOURS		<u>.7</u>	<u>.4</u>	<u>.5</u>	<u>.3</u>		
DEPARTURE FUEL (LBS)		<u>14000</u>		<u>11000</u>			
ARRIVAL FUEL (LBS)		<u>11000</u>		<u>8400</u>			
LANDING / OPS CODE		CAPT (<u>11</u>)	<u>F/O</u>	<u>CAPT</u> (<u>11</u>)	F/O	CAPT ()	F/O
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	<u>-9</u>	<u>-15</u>	<u>-17</u>
Capt	<u>A. Dato</u>	ACM		ACM					
F/O	<u>G. Moore</u>	ACM		ACM					
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>/</u>		<u>5-27-2</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	RIL	INSP SIG/EMP #
<u>1</u>	<u>HNL</u>	<u>F</u>	<u>28</u>	<u>LAK</u>	<u>N</u>	<u>INSP'D O/P 3 W/NO WARNING PER SWPM 20-10-06. NO DEFECTS NOTED. SWAP'D #1 & #2 FUEL QTY AND PER AMM 28.41.01/401.5/N: 12550 NOW IN #2 POS. S/N: 1114899 NOW IN #1 POS.</u>
<u>#2 RH fuel QTY drops to 0 and catches back up during descent</u>						

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. <u>[REDACTED]</u>	DATE <u>5-10-21</u>	SIG. <u>[REDACTED]</u>	DATE <u>5/10/21</u>	

NO	STA	CODE	ATA	STA	RIL	INSP SIG/EMP #
<u>2</u>	<u>HNL</u>	<u>F</u>	<u>34</u>	<u>LAK</u>	<u>N</u>	<u>SWAP'D #1 & #2 STEERING COMP. S/N: 2291 IS NOW IN #1 POS. S/N: 2430 IS NOW IN #2 POS. PER AMM 34.26.31. ALL OPS NOW GOOD.</u>
<u>Stab out of trim light illuminates intermittent thought out of flight Auto pilot on</u>						

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. <u>[REDACTED]</u>	DATE <u>5-10-21</u>	SIG. <u>[REDACTED]</u>	DATE <u>5/10/21</u>	

NO	STA	CODE	ATA	STA	RIL	INSP SIG/EMP #
<u>3</u>	<u>LAK</u>	<u>M</u>	<u>5</u>	<u>HNL</u>	<u>N</u>	<u>COMPLIED WITH DAILY CHECK IAW RAI-DLY-01</u>
<u>DAILY OIL REQ'D.</u>						

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. <u>[REDACTED]</u>	DATE <u>5/10/21</u>	SIG. <u>[REDACTED]</u>	DATE <u>10 MAY 21</u>	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 5/10/21 TIME (LOCAL) 1900 STA. HNL TYPE MAINT. DAILY
SIGNATURE [REDACTED]



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 09048

Last log page # of previous log book

Continuation Sheet Y / N

ORIG STA:		DATE:		AIRCRAFT #:		A/C TYPE: B737-200	
ARR STA	FLIGHT #	ITO	810	KOA	810	HAK	810
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0325	0320	0410	0405	0520	0515
DEPARTURE		0235	0240	0340	0345	0430	0435
ELAPSED HOURS		0.8	0.7	0.5	0.3	0.8	0.7
DEPARTURE FUEL (LBS)		20,000		16,000		14,000	
ARRIVAL FUEL (LBS)		16,000		14,000		9,500	
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT (9) F/O	
FUEL UPLIFT / FREIGHT		17,479 (LBS)		13,259 (LBS)		2,977 (LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	MORGAN	ACM		ACM					
F/O	YUDA	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		5-27-21	

DISCREPANCY

CORRECTIVE ACTION

[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #		DATE

[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 09049

Last log page # of previous log book

Continuation Sheet Y (N)

ORIG STA: <u>HNL</u>		DATE: <u>5-11-21</u>		AIRCRAFT #: <u>N810TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>066</u>	<u>810</u>	<u>444</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0615</u>	<u>0610</u>	<u>0658</u>	<u>0653</u>		
DEPARTURE		<u>0530</u>	<u>0540</u>	<u>0630</u>	<u>0633</u>		
ELAPSED HOURS	<u>0.7</u>	<u>0.8</u>	<u>0.5</u>	<u>0.5</u>	<u>0.3</u>		
DEPARTURE FUEL (LBS)		<u>14000</u>		<u>10500</u>			
ARRIVAL FUEL (LBS)		<u>10500</u>		<u>7000</u>			
LANDING / OPS CODE		CAPT (<u>9</u>)	F/O	CAPT (<u>9</u>)	F/O	CAPT ()	F/O
FUEL UPLIFT / FREIGHT		<u>17666</u>	(LBS)	<u>3998</u>	(LBS)		(LBS)
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	<u>-9</u>	<u>15</u>	<u>-17</u>
Capt	<u>MORRAY</u>	ACM		ACM					
F/O	<u>YUDA</u>	ACM		ACM					
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>1</u>		<u>5-27-21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	<u>1</u>	STA	<u>HNL</u>	CODE	<u>F</u>	ATA	<u>22</u>	STA	<u>HNL</u>	RII	<u>N</u>	INSP SIG./EMP #	
<u>AUTOPILOT ELEVATOR</u>						<u>Removed and Replaced Autopilot Pitch</u>							
<u>WILL NOT ENGAGE</u>						<u>Computer I.A.W. Boeing 737 M.M. 22-11-151</u>							
						<u>Operational Check Tested Good.</u>							

PART NAME	<u>Pitch Control Channel</u>	P/N OFF	<u>258810-903</u>	S/N OFF	<u>05801167</u>	P/N ON	<u>258810-903</u>	S/N ON	<u>10770869</u>
SIG.		DATE	<u>5-11-21</u>	SIG./EMP #		DATE	<u>05/11/21</u>		

NO	<u>2</u>	STA	<u>HNL</u>	CODE	<u>F</u>	ATA	<u>34</u>	STA	<u>HNL</u>	RII	<u>N</u>	INSP SIG./EMP #	
<u>HEADING INSTRUMENT</u>						<u>REPOSITIONED COMPASS DG1 & DG2 / MAG</u>							
<u>COMPARATOR LIGHT ILLUMINATES</u>						<u>SWITCHES TO THE MAG (SLAVED) POSITION.</u>							
<u>! REQUIRES BOTH HSI'S to</u>						<u>SYSTEM OPS CHECK GOOD PER AMM 34-21-00</u>							
<u>BE REALIGNED WITH RPT'S</u>													

PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE	<u>5-11-21</u>	SIG./EMP #		DATE	<u>05/11/21</u>		

NO	<u>3</u>	STA	<u>HNL</u>	CODE	<u>M</u>	ATA	<u>05</u>	STA	<u>HNL</u>	RII	<u>N</u>	INSP SIG./EMP #	
<u>Daily inspection</u>						<u>Daily inspection completed</u>							
<u>REQ</u>						<u>IAN AMM RAI-DLY-01</u>							

PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE	<u>5/11/21</u>	SIG./EMP #		DATE	<u>5/11/21</u>		

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 05/11/21 TIME (LOCAL) 1835 STA. HNL TYPE MAINT. DAILY CHECK

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT [REDACTED]LOG PAGE # **09050**

Last log page # of previous log book _____

Continuation Sheet Y **(N)**

ORIG STA: <u>AMC</u>		DATE: <u>5/12/21</u>		AIRCRAFT #: <u>N810TA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	<u>110</u>	<u>810</u>	<u>1100</u>	<u>810</u>	<u>AMC</u>	<u>810</u>
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0330</u>	<u>0327</u>	<u>0411</u>	<u>0401</u>	<u>0845</u>	<u>0540</u>
DEPARTURE		<u>0234</u>	<u>0247</u>	<u>0340</u>	<u>0347</u>	<u>0454</u>	<u>0502</u>
ELAPSED HOURS		<u>9</u>	<u>.7</u>	<u>.5</u>	<u>.3</u>	<u>.8</u>	<u>0.16</u>
DEPARTURE FUEL (LBS)		<u>20,000</u>		<u>15,100</u>		<u>12,400</u>	
ARRIVAL FUEL (LBS)		<u>15,100</u>		<u>12,400</u>		<u>8,000</u>	
LANDING / OPS CODE		CAPT (<u>9</u>) F/O		CAPT (<u>9</u>) F/O		CAPT (<u>9</u>) F/O	
FUEL UPLIFT / FREIGHT		<u>22,440</u> (LBS)		<u>16,828</u> (LBS)		<u>4863</u> (LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

POS	NAME	POS	NAME	POS	NAME
Capt	<u>Himbata</u>	ACM	<u>Saleh</u>	ACM	
F/O	<u>Fukuda</u>	ACM		ACM	

FULL POWER T/O ☐ENG (9) -15 -17

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>/</u>		<u>5/27/21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	R/I	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	R/I	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	R/I	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08601

Last log page # of previous log book

09050

Continuation Sheet Y / N

ORIG STA: <u>HNL</u>		DATE: <u>5/12/21</u>		AIRCRAFT #: <u>18107A</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	099	810	APC	810		
TIMES	BLK	FLT	BLK	FLT	BLK	FLT	BLK
ARRIVAL	0646	0643	0741	0738			
DEPARTURE	0606	0619	0710	0716			
ELAPSED HOURS	7	.4	.5	.4			
DEPARTURE FUEL (LBS)	14,000		12,700				
ARRIVAL FUEL (LBS)	12,700		10,100				
LANDING / OPS CODE	CAPT () F/O	CAPT (9) F/O	CAPT () F/O	CAPT () F/O			
FUEL UPLIFT / FREIGHT	5490	(LBS)	3010	(LBS)			(LBS)
OIL ADDED (QTS)	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>Heriberto</u>	ACM	<u>Saleh</u>	ACM	
F/O	<u>Fulcunda</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		5/21/21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	R/I	INSP SIG./EMP #
1	HNL	F	28	HNL	N	
During climb ivsi was at 2,000 fpm was showing 5,000 lbs of fuel for main tanks & got #2 fwd low psi. 1 light on for duration of climb. Once level 1st tank out			PERFORMED ENG FUEL FEED SYSTEM TEST PER AMM 28-22-00. #2 MAIN TANK FWD PUMP OPS CHECK GOOD			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
DATE	5/12/21	SIG./EMP #	DATE	05/12/21

NO	STA	CODE	ATA	STA	R/I	INSP SIG./EMP #
2	HNL	F	28	HNL	N	
Tried to cross feed main tanks but fuel didn't show anything burning. this was in level flight			FOUND #1 MAIN FUEL QTY GAUGE INDICATION STUCK. REMOVED & REPLACED INDICATOR PER AMM 28-41-71 OPS CHECK GOOD PER AMM 28-41-00. VERIFIED CROSSFEED VALVE OPERATION GOOD PER AMM 28-22-00			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
Fuel Quantity Ind.	393026-01837	M1485C	393026-01837	M2764F
DATE	5/12/21	SIG./EMP #	DATE	05/12/21

NO	STA	CODE	ATA	STA	R/I	INSP SIG./EMP #
3	HNL	F	28	HNL	N	
Was in level flight had 1,200 lbs of fuel in center tank & got both low psi 1.9 gals on.			REF ITEM 2 ABOVE. AFTER REPLACEMENT OF THE #1 MAIN TANK FUEL QTY INDICATOR, CTR TANK QTY INDICATION RETURNED TO ZERO & INDICATOR OPS CHECK GOOD PER 28-41-00			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
DATE	5/12/21	SIG./EMP #	DATE	05/12/21

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08602

Last log page # of previous log book

Continuation Sheet Y / N

ORIG STA: 12		DATE: 5/12/21		AIRCRAFT #: 810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #						
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL							
DEPARTURE							
ELAPSED HOURS							
DEPARTURE FUEL (LBS)							
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE		CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O
FUEL UPLIFT / FREIGHT		(LBS)	(LBS)	(LBS)	(LBS)	(LBS)	(LBS)
OIL ADDED (QTS)	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng
FLIGHT CREW & OBSERVERS							FULL POWER T/O ☐
POS	NAME		POS	NAME		POS	NAME
Capt			ACM			ACM	
F/O			ACM			ACM	
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE
	Dual / VOT					/	
DISCREPANCY							CORRECTIVE ACTION
NO 1	STA HNL	CODE: P				ATA 22	STA HNL
During flight from OGG-HNL with A/P on climbing, descent, level flight stab trim out of trim 1gt comes on & off constant, we don't get the light when						VERIFIED ADJUSTMENT OF FLIGHTOR NEUTRAL SHUNT SENSOR PER AMM 22-11-121 (ASTRO) PERFORMED OPERATIONAL TEST OF AUTOPILOT STAB TRIM PER AMM 22-11-00	
PART NAME	P/N OFF		S/N OFF		P/N ON		S/N ON
SIG.			DATE		SIG./EMP #		DATE
							05/12/21
NO 1	STA HNL	CODE: M				ATA 22	STA HNL
A/P is not engaged.						SYS OPS CHECK NORMAL	
PART NAME			P/N OFF		S/N OFF		S/N ON
DATE			5/12/21		SIG./EMP #		DATE
							05/12/21
NO 2	STA HNL	CODE: M				ATA 25	STA HNL
DAILY INSPECTION DUE						Performed Daily Inspection I A W. Task Card RAI-DLY-01.	
PART NAME			P/N OFF		S/N OFF		S/N ON
DATE			05/12/21		SIG./EMP #		DATE
							05/12/21
AIRWORTHINESS RELEASE							
The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.							
DATE 05/12/21		TIME (LOCAL) 1740		STA. HNL		TYPE MAINT. DAILY INSPECTION	
SIGNATURE							



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08603

Last log page # of previous log book

Continuation Sheet Y ☒

ORIG STA: HNL		DATE: 5-13-21		AIRCRAFT #: 810		A/C TYPE: B737-200	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL		0334	0330	0421	0417	0531	0526
DEPARTURE		0230	0252	0350	0359	0447	0452
ELAPSED HOURS		1.1	1.6	.5	.3	.7	.6
DEPARTURE FUEL (LBS)		20000		14200		11700	
ARRIVAL FUEL (LBS)		14200		11700		7800	
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT (9) F/O	
FUEL UPLIFT / FREIGHT		16590 (LBS)		12532 (LBS)		3927 (LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	Kiser, W	ACM		ACM	
F/O	Fukuda, Y	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		5-27-21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08604

Last log page # of previous log book

Continuation Sheet Y/10

ORIG STA: HNL		DATE: 5-13-21		AIRCRAFT #: 810		A/C TYPE: B737-200	
ARR STA	FLIGHT #	066	810	HNL	810		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0631	0627	0718	0715		
DEPARTURE		0555	0604	0644	0651		
ELAPSED HOURS		.6	.4	.6	.4		
DEPARTURE FUEL (LBS)		14000		10200			
ARRIVAL FUEL (LBS)		10200		7500			
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT		1308 (LBS)		1974 (LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	Kiser, W	ACM		ACM					
F/O	Fukuda, P	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					1		5-21-21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08605

Last log page # of previous log book

Continuation Sheet ☒ N

ORIG STA: <u>HNL</u>		DATE: <u>5-13-2021</u>		AIRCRAFT #: <u>810TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>OGG</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>1225</u>	<u>1215</u>	<u>1425</u>	<u>1420</u>		
DEPARTURE		<u>1145</u>	<u>1200</u>	<u>1345</u>	<u>1355</u>		
ELAPSED HOURS		<u>.7</u>	<u>.2</u>	<u>.7</u>	<u>.4</u>		
DEPARTURE FUEL (LBS)		<u>14000</u>		<u>10500</u>			
ARRIVAL FUEL (LBS)		<u>10400</u>		<u>7500</u>			
LANDING / OPS CODE		CAPT (<u>11</u>) <u>F/O</u>		CAPT (<u>11</u>) <u>F/O</u>		CAPT () <u>F/O</u>	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>A. Dato</u>	ACM		ACM	
F/O	<u>NG</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		<u>5-21-21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
<u>1</u>	<u>HNL</u>	<u>F</u>	<u>28</u>	<u>HNL</u>	<u>N</u>	<u>28-06</u>
During flight from OGG-HNL with A/P on climbing, descend, level flight slab out of trim lgt comes on and in constance, we didn't get the lgt when A/P notes			P/R REF 4/P 8605 ITEM #5. R/CMD A/P ACU UNIT. - ORS CUK STAB TRIM FOR AMM 22-11-81. ALL ORS NORM.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE <u>5-13-21</u>	SIG.	DATE <u>5/13/21</u>

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
<u>2</u>	<u>HNL</u>	<u>F</u>	<u>28</u>	<u>HNL</u>	<u>N</u>	<u>28-06</u>
#2 RH fuel qty drops to 0 and catches back up during descend to HNL			MEL 28-06 PLACARD #810051321. 1 EAT DUE DATE 23 MAY 21. PLACARDS INSTALLED AND MEL LIST UPDATED.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE <u>5-13-21</u>	SIG.	DATE <u>13 MAY 21</u>

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
<u>3</u>	<u>HNL</u>	<u>F</u>	<u>28</u>	<u>HNL</u>	<u>N</u>	<u>28-06</u>
During climb at 2000 fpm almost 5000 gals fuel per main tanks, #2 Eng Fuel low press light ON until level off - then low press light extinguished			ORS CUK FOR AMM 28-22-00. NO FAULTS NOTED. ALL ORS CUK NORM.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE <u>5-13-21</u>	SIG.	DATE <u>5/13/21</u>

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 5/13/21 TIME (LOCAL) 1900 STA. HNL TYPE MAINT. DRM
SIGNATURE _____



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

08605

FORM S-5B

11/01/2016

A/C

810TA

DATE

05/13/21

SERVICE

HAWAIIAN

STA

HNL

PAGE 2 OF 2.

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO	STA	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #
4	HNL	DAILY Check Due.	5	HNL	N	
			Accomplished DAILY Check			
			FAIR w/c R4F-DLY-01.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE 05/13/21	SIG.	DATE 05/13/21

NO	STA	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #
5	HNL	FOR COMPANY CONV. SWAP'D R/P	5	HNL	N	
			R/R'D R/P RCU UNIT FOR RMM			
			22-11-171/401. AN OPS GUK'S NORM.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
R/P RCU UNIT.	GS-52812-52	M00399.	GS-52812-52	M00199.
SIG.		DATE 5/13/21	SIG.	DATE 5/13/21

NO	STA	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #	DATE

NO	STA	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #	DATE

MAINTENANCE



AIRCRAFT LOG BOOK

AUDIT [REDACTED]

LOG PAGE # 08606

Last log page # of previous log book

Continuation Sheet Y / N

ORIG STA: <u>HNL</u>		DATE: <u>5/14/21</u>		AIRCRAFT #: <u>N8107A</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>ITO</u>	<u>810</u>	<u>KOA</u>	<u>810</u>	<u>HNL</u>	<u>810</u>
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0339</u>	<u>0335</u>	<u>0435</u>	<u>0431</u>	<u>0551</u>	<u>0547</u>
DEPARTURE		<u>0235</u>	<u>0248</u>	<u>0400</u>	<u>0407</u>	<u>0500</u>	<u>0508</u>
ELAPSED HOURS		<u>1-1</u>	<u>0-6</u>	<u>0-6</u>	<u>0-4</u>	<u>0-8</u>	<u>0-706</u>
DEPARTURE FUEL (LBS)		<u>20000</u>		<u>13000</u>		<u>10000</u>	
ARRIVAL FUEL (LBS)		<u>13000</u>		<u>10000</u>		<u>6000</u>	
LANDING / OPS CODE		<u>CAPT (9)</u>	F/O	<u>CAPT (9)</u>	F/O	<u>CAPT (9)</u>	F/O
FUEL UPLIFT / FREIGHT			(LBS)		(LBS)		(LBS)
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>OKAI</u>	ACM		ACM	
F/O	<u>STORM</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>/</u>		<u>5/21/21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT [REDACTED]

LOG PAGE # 08607

Last log page # of previous log book _____ Continuation Sheet Y / N

ORIG STA: <u>HNL</u>		DATE: <u>5/14/21</u>		AIRCRAFT #: <u>N810TA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL							
DEPARTURE		<u>0726</u>					
ELAPSED HOURS							
DEPARTURE FUEL (LBS)							
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE		CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O
FUEL UPLIFT / FREIGHT		(LBS)	(LBS)	(LBS)	(LBS)	(LBS)	(LBS)
OIL ADDED (QTS)	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt		ACM		ACM	
F/O		ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/			

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
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PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
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PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
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PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08608

Last log page # of previous log book

Continuation Sheet Y / N

ORIG STA: <u>HNL</u>		DATE: <u>5/14/21</u>		AIRCRAFT # <u>810TA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	<u>099</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0726</u>	<u>0723</u>	<u>0821</u>	<u>0819</u>		
DEPARTURE		<u>0648</u>	<u>0652</u>	<u>0749</u>	<u>0756</u>		
ELAPSED HOURS		<u>0.6</u>	<u>0.5</u>	<u>0.5</u>	<u>0.4</u>		
DEPARTURE FUEL (LBS)		<u>14000</u>		<u>10060</u>			
ARRIVAL FUEL (LBS)		<u>10000</u>		<u>7000</u>			
LANDING / OPS CODE		CAPT (<u>9</u>) F/O		CAPT (<u>9</u>) F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME		POS	NAME		POS	NAME	
Capt	<u>OKAI</u>		ACM	<u>REASONER</u>		ACM		
F/O	<u>STORM</u>		ACM			ACM		
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE
	Dual / VOT					<u>/</u>		<u>5/21/21</u>
								CODE: F = FLT CREW I = INFO M = MAINT.

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	R/I	INSP SIG./EMP #
<u>1</u>	<u>HNL</u>	<u>F</u>	<u>23</u>	<u>HNL</u>	<u>N</u>	
<u>#1 PTT SWITCH INOP.</u>			<u>Reracked Audio accessory unit, Ops checked good IAW Amm 23-21-00</u>			

PART NAME	P/N OFF	S/N OFF	PART NAME	P/N ON	S/N ON
<u>POTENTIOMETER</u>	<u>2589918-901</u>	<u>0351681</u>	<u>POTENTIOMETER</u>	<u>2589918-901</u>	<u>0600439</u>
	DATE	DATE		DATE	DATE
	<u>5/14/21</u>	<u>5/14/21</u>		<u>5/14/21</u>	<u>5/14/21</u>

NO	STA	CODE	ATA	STA	R/I	INSP SIG./EMP #
<u>2</u>	<u>HNL</u>	<u>F</u>	<u>22</u>	<u>HNL</u>	<u>N</u>	
<u>STAB OUT OF TRIM.</u>			<u>REMOVED & REPLACED STAB TRIM POTENTIOMETER PER AMM 22-11-101. ADJUSTMENT CHECK GOOD</u>			

PART NAME	P/N OFF	S/N OFF	PART NAME	P/N ON	S/N ON
<u>POTENTIOMETER</u>	<u>2589918-901</u>	<u>0351681</u>	<u>POTENTIOMETER</u>	<u>2589918-901</u>	<u>0600439</u>
	DATE	DATE		DATE	DATE
	<u>5/14/21</u>	<u>5/14/21</u>		<u>5/14/21</u>	<u>5/14/21</u>

NO	STA	CODE	ATA	STA	R/I	INSP SIG./EMP #
<u>3</u>	<u>HNL</u>	<u>M</u>	<u>05</u>	<u>HNL</u>	<u>N</u>	
<u>Daily Insp. due</u>			<u>Daily Insp. Completed IAW RAI-DLY-01</u>			

PART NAME	P/N OFF	S/N OFF	PART NAME	P/N ON	S/N ON
<u>POTENTIOMETER</u>	<u>2589918-901</u>	<u>0351681</u>	<u>POTENTIOMETER</u>	<u>2589918-901</u>	<u>0600439</u>
	DATE	DATE		DATE	DATE
	<u>5/14/21</u>	<u>5/14/21</u>		<u>5/14/21</u>	<u>5/14/21</u>

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 05/14/21 TIME (LOCAL) 1945 STA. HNL TYPE MAINT. DAILY INSPECTION

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08609

Last log page # of previous log book

Continuation Sheet Y / N

ORIG STA:		DATE:		AIRCRAFT #:		A/C TYPE:	
ARR STA	FLIGHT #	066	810	144	810	066	810
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0119	0114	0215	0211	0545	0541
DEPARTURE		0038	0047	0138	0146	0509	0516
ELAPSED HOURS		0.7	0.5	0.6	0.4	0.6	0.4
DEPARTURE FUEL (LBS)		16,000		13,500		14,000	
ARRIVAL FUEL (LBS)		13,500		9,000		10,500	
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT (9) F/O	
FUEL UPLIFT / FREIGHT		21,642 (LBS)		5,069 (LBS)		20,893 (LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	MORGAN	ACM		ACM					
F/O	STORM	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		5-2-21	

DISCREPANCY

NO	STA	CODE	STA	RII	INSP SIG./EMP #
1	HNK M	WEEKLY @ Main cabin	HNK N		
		cargo door inspection RCA			Weekly @ Main cabin cargo door inspection completed IAW Task cards RA1-WKLY-01
					53-RA1-01-01

CORRECTIVE ACTION

PART NAME	P/N OFF	P/N ON
SIG./E	DATE 5/15/21	DATE 5/15/21

NO	1	STA	HNL	CODE	N	Weekly inspection	ATA	05	STA	HNL	RII	N	INSP SIG./EMP #	
REQ							weekly inspection completed							
							IAW task card RA/ Wkly-01							

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
S. [REDACTED]	DATE 6/15/21	SIG. [REDACTED]	DATE 6/15/21	

NO	STA	CODE:	ATA	STA	FILE	NO. SYSTEM #
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PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #		DATE

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 05/15/21

TIME (LOCAL) 1820

STA. **HNL**

TYPE MAINT. WEEKLY CHECK

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08610

Last log page # of previous log book

Continuation Sheet Y/N

ORIG STA: HNL		DATE: 5/16/21		AIRCRAFT #: N810TA				A/C TYPE: B737-200	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT
TIMES									
ARRIVAL		0310	0307	0410	0407	0627	0623	0716	0713
DEPARTURE		0225	0230	0325	0330	0550	0600	0647	0652
ELAPSED HOURS		0.7	0.6	0.7	0.6	0.6	0.4	0.5	0.3
DEPARTURE FUEL (LBS)		18000		13000		14000		10500	
ARRIVAL FUEL (LBS)		13000		8800		10500		7800	
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT (9) F/O		CAPT (9) F/O	
FUEL UPLIFT / FREIGHT		120225 (LBS)		10 (LBS)		122010 (LBS)		13642 (LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS						FULL POWER T/O ☐	
POS	NAME	POS	NAME	POS	NAME	ENG	-9 -15 -17
Capt	ROGERS	ACM		ACM			
F/O	KREKAW	ACM		ACM			

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		5/21/21	

DISCREPANCY				CORRECTIVE ACTION			
NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #
1	HAL	M		09	HAL	N	
DAILY CUE 1000'D.				DAILY CUE CHW PER RRI TASK CHANGS			
				RRI. DLY. 01.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]		DATE 5/16/21	S [REDACTED]	DATE 5/16/21

[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE 5/14/21 TIME (LOCAL) 1900 STA. WAK TYPE MAINT. daily.

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08611

Last log page # of previous log book

Continuation Sheet Y(1 N)

ORIG STA: <u>HNL</u>			DATE: <u>5-17-21</u>			AIRCRAFT #: <u>810TA</u>			A/C TYPE: <u>B737-200</u>		
ARR STA	FLIGHT #	<u>ITO</u>	<u>810</u>	<u>HNL</u>	<u>810</u>	<u>OGG</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT		
ARRIVAL		<u>320</u>	<u>315</u>	<u>440</u>	<u>425</u>	<u>550</u>	<u>545</u>	<u>642</u>	<u>635</u>		
DEPARTURE		<u>220</u>	<u>230</u>	<u>340</u>	<u>350</u>	<u>515</u>	<u>525</u>	<u>600</u>	<u>620</u>		
ELAPSED HOURS		<u>1.0</u>	<u>.7</u>	<u>1.0</u>	<u>.6</u>	<u>.6</u>	<u>.3</u>	<u>.7</u>	<u>02.3</u> <u>hr</u>		
DEPARTURE FUEL (LBS)		<u>18500</u>		<u>13200</u>		<u>14000</u>		<u>10600</u>			
ARRIVAL FUEL (LBS)		<u>13200</u>		<u>7800</u>		<u>10600</u>		<u>7800</u>			
LANDING / OPS CODE		CAPT (<u>9</u>) <u>F/O</u>		<u>CAPT</u> (<u>9</u>) <u>F/O</u>		<u>CAPT</u> (<u>9</u>) <u>F/O</u>		CAPT (<u>9</u>) <u>F/O</u>			
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)		(LBS)			
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng		
								<u>2</u>	<u>3</u>		

FLIGHT CREW & OBSERVERS						FULL POWER T/O ☐
POS	NAME	POS	NAME	POS	NAME	ENG -9 -15 -17
Capt	A. Datsi	ACM		ACM		
F/O	N. V. Uda	ACM		ACM		

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		5-21-21	

DISCREPANCY				CORRECTIVE ACTION			
NO	STA	CODE		ATA	STA	RI	INSP SIG./EMP #
1	HNL	F		34	HNL	N	
TCAS test fail				Rechecked TCAS Processor, per AMM, Ch 34-45-00 sys ops check good			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE 5-17-21	SIG. [REDACTED]	DATE 17 MAY 2021	

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
2	HNL	F				
Stab out of trim illuminated (during flight from OGG-HNL with APP on climbing, descent, level flight stab trim light comes on and off)						
PART NAME			S/N OFF		S/N ON	

PART NAME	PIN OFF	S/N OFF	S/N ON	S/N ON
SIG.	DATE	SIG/BMP #	DATE	

NO	2	SJA	HNL	CODE	F		ATA	22	SJA	HNL	FN	INSP SIG./EMP #
we didn't get the light when AIP not engaged							Re-ran Auto Pilot Accessory Unit IAW B737 AMM Ch 22-11-171 ops check good					

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG.	DATE	17 MAY 2022

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT [REDACTED]

LOG PAGE # 08612

Last log page # of previous log book

Continuation Sheet Y ☒ N

ORIG STA: HNL		DATE: 5-17-21		AIRCRAFT #: 810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	114	810	HNL	810	OGG	810
TIMES	BLK	FLT	BLK	FLT	BLK	FLT	BLK
ARRIVAL	1209	1206	1501	1450	1618	1614	1721
DEPARTURE	1130	1140	1425	1430	1530	1548	1649
ELAPSED HOURS	.6	.4	.6	.3	.8	.4	.5
DEPARTURE FUEL (LBS)	14500		11400		15500		12000
ARRIVAL FUEL (LBS)	11400		10100		12000		8700
LANDING / OPS CODE	CAPT (11) F/O		CAPT (11) F/O		CAPT (11) F/O		CAPT (11) F/O
FUEL UPLIFT / FREIGHT	(LBS)		(LBS)		(LBS)		(LBS)
OIL ADDED (QTS)	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	RINSMA	ACM	V. DANIELS (HNL-LIA-HNL)	ACM	G. TALSIPIC (HNL-OGG)				
F/O	SALEH	ACM	M. MOONS (HNL-OGG)	ACM					
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW
	Dual / VOT					/		5-21-21	I = INFO M = MAINT.

DISCREPANCY

CORRECTIVE ACTION

NO	1	STA	HNL	CODE	F	ATA	34	STA	HNL	RII	N	INSP SIG./EMP #	
TCAS TEST FAIL						Removed TCAS Processor, Cleaned corrosion from pins Reinstalled TCAS Processor IAW B737 AMM CH 21-45-00 TCAS Test Pass ops ok good							

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON									
SIG.		DATE	5-17-21	DATE	17 MAY 2021								
NO	2	STA	HNL	CODE	M	ATA	21	STA	HNL	RII	N	INSP SIG./EMP #	
Ref MEL 810050721-1						R/R equipment cooling fan							
21-27 Equipment cooling fan inop						IAW AMM 21-58-11. Ops check good.							
ALT OK						Placards removed. MEL list updated							

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON	
Equip. cooling fan	0577-1	2388	0577-1	11552	
SIG.		DATE	05/17/21	DATE	05/17/21

NO	3	STA	HNL	CODE	M	ATA	05	STA	HNL	RII	N	INSP SIG./EMP #	
Comply with Daily Inspection						Complied with Daily Inspection IAW Task Card RA I - DRY-01							

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON	
SIG.		DATE	17 MAY 2021	DATE	17 MAY 2021

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 17 MAY 2021

TIME (LOCAL) 2000

STA. HNL

TYPE MAINT. Daily

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08613

Last log page # of previous log book

Continuation Sheet Y / N

ORIG STA:		DATE:				AIRCRAFT #:				A/C TYPE: B737-200			
ARR STA	FLIGHT #												
TIMES		BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL													
DEPARTURE													
ELAPSED HOURS													
DEPARTURE FUEL (LBS)													
ARRIVAL FUEL (LBS)													
LANDING / OPS CODE		CAPT	()	F/D		CAPT	()	F/D		CAPT	()	F/D	
FUEL LIFT / FREIGHT			(LBS)				(LBS)				(LBS)		
OIL ADDED (QTS)		#1 Eng		#2 Eng		#1 Eng		#2 Eng		#1 Eng		#2 Eng	

FLIGHT CREW & OBSERVERS

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	Hoskins	ACM		ACM					
F/O	Fryer	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		5/2/21	

DISCREPANCY

CORRECTIVE ACTION

NO	1	STA	HNL F	CODE		ATA	34	STA	HNL	RII	N	INSP SIG./EMP #	
TCAS FAIL MSG DISPLAYED INTERMITTENTLY THROUGHOUT FLIGHT						Re-racked TCAS processor Ops checked good 1AW Amm Honeywell 34-45-00							

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
S [REDACTED]		DATE 5/18/21	S [REDACTED]	DATE 05-18-21

[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08614

Last log page # of previous log book

Continuation Sheet Y / N

ORIG STA:		HNL		DATE:		5-18-21		AIRCRAFT #:		810TA		A/C TYPE:		B737-200	
ARR STA	FLIGHT #	L1H	810	HNL	810	OGG	810	HNL	810						
TIMES		BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT						
ARRIVAL		1218	1214	1427	1424	1530	1525	1642	1638						
DEPARTURE		1130	1150	1347	1351	1450	1456	1600	1610						
ELAPSED HOURS		0.8	.6	.4	.7	.5	.7	.5	.7	.5					
DEPARTURE FUEL (LBS)		14400		10800		14500		11200							
ARRIVAL FUEL (LBS)		10800		7600		11200		8200							
LANDING / OPS CODE		CAPT (11)	F/O	CAPT (11)	F/O	CAPT (11)	F/O	CAPT (11)	F/O						
FUEL UPLIFT / FREIGHT			(LBS)		(LBS)		(LBS)		(LBS)						
OIL ADDED (QTS)		#1 Eng		#2 Eng		#1 Eng		#2 Eng		#1 Eng		#2 Eng			

FLIGHT CREW & OBSERVERS

POS	NAME				POS	NAME				POS	NAME	ENG	-9	-15	-17
Capt	RINSMA				ACM	R. DRNONG (HNL-OGG)				ACM					
F/O	SALEH				ACM	J STEPHENSON (HNL-OGG)				ACM					
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR		SIGNATURE		NEXT DUE		CODE: F = FLT CREW I = INFO M = MAINT.			
	Dual / VOT					/				5-21-21					

DISCREPANCY

NO	STA	CODE	ATA	STA	R/L	INSP SIG./EMP #
1	HNL	M	05	HNL	N	
						Completed Daily Insp. IAW RAI-DLY-01

CORRECTIVE ACTION

ATA 05	STA HNL	RTE N	INSP SIG./EMP #
-----------	------------	----------	-----------------

Completed Daily Insp. IAW
RAI-DLY-01

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
		DATE 05-18-21		DATE 05-18-21

NO	STA	CODE		ATA	STA	RRI	INSP SIG./EMP #
2	HALL N7	L/H Wing Fwd red	Nav light (wing tip) not working	33	14NL N		Removed & replaced lamp on L/H Fwd red (wing tip) Nav light. Ops check good IAW Amm 33-43-00

PART NAME	Lamp	P/N OFF	A4714-24	S/N OFF	NSN	P/N ON	A4714-24	S/N ON	NSN
DATE		05-18-21		DATE		05-18-21		DATE	

NO	STA	CODE:	ATA	STA	INSI	SIG/EMP #
PART NAME		P/N OFF	S/N OFF	P/N ON		S/N ON
SIG.		DATE	SIG./EMP #			DATE

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE 05/18/21 TIME (LOCAL) 1900 STA. HNL TYPE MAINT. DAILY CHECK

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08615

Last log page # of previous log book

Continuation Sheet Y ☒ N

ORIG STA: <u>HNL</u>		DATE: <u>5/19/21</u>		AIRCRAFT #: <u>810 TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL		<u>240</u>	<u>235</u>	<u>350</u>	<u>340</u>	<u>0610</u>	<u>0608</u>
DEPARTURE		<u>0145</u>	<u>0200</u>	<u>0300</u>	<u>0305</u>	<u>0520</u>	<u>0530</u>
ELAPSED HOURS		<u>.9</u>	<u>.6</u>	<u>.8</u>	<u>.6</u>	<u>.9</u>	<u>.6</u>
DEPARTURE FUEL (LBS)		<u>13,500</u>		<u>13,500</u>		<u>18,600</u>	<u>12,800</u>
ARRIVAL FUEL (LBS)		<u>13,500</u>		<u>8,500</u>		<u>13,800</u>	<u>8,500</u>
LANDING / OPS CODE		<u>CAPT (9) F/O</u>		<u>CAPT (9) F/O</u>		<u>CAPT (9) F/O</u>	<u>CAPT (9) F/O</u>
FUEL UPLIFT / FREIGHT		<u>21,133</u> (LBS)		<u>8,224</u> (LBS)		<u>26,480</u> (LBS)	<u>2796</u> (LBS)
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>HOSHOUR</u>	ACM		ACM	
F/O	<u>FELSKEL</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual	<u>HNL</u>	<u>111.00</u>	<u>360</u>	<u>360</u>	<u>0.1</u>	<u>[Signature]</u>	<u>5/19/21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	DISCREPANCY	ATA	STA	R/I	INSP SIG./EMP #
<u>1</u>	<u>HNL</u>	<u>M</u>	<u>Upon Inspection found white var wingtip light INOP on the RH side</u>	<u>33</u>	<u>HNL</u>	<u>N</u>	<u>[Signature]</u>

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
<u>Lamp</u>	<u>1683</u>	<u>NSN</u>	<u>1683</u>	<u>NSN</u>
SIG.	DATE	SIG./EMP #	DATE	SIG./EMP #
<u>[Signature]</u>	<u>5-19-2021</u>	<u>[Signature]</u>	<u>5-19-2021</u>	<u>[Signature]</u>

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	SIG./EMP #
<u>[Signature]</u>	<u>[Date]</u>	<u>[Signature]</u>	<u>[Date]</u>	<u>[Signature]</u>

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	SIG./EMP #
<u>[Signature]</u>	<u>[Date]</u>	<u>[Signature]</u>	<u>[Date]</u>	<u>[Signature]</u>

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08616

Last log page # of previous log book

Continuation Sheet Y ☒ N

ORIG STA: <u>WNL</u>		DATE: <u>5/19/21</u>		AIRCRAFT # <u>8107A</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	060	810	WNL	810		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		847	842	1005	1000		
DEPARTURE		753	810	0915	0931		
ELAPSED HOURS		.9	.5	0.8	.5		
DEPARTURE FUEL (LBS)		14,000		11,000			
ARRIVAL FUEL (LBS)		11,000		7,700			
LANDING / OPS CODE		CAPT (7) F/O		CAPT (7) F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT		29,893 (LBS)		1927 (LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	<u>HO SAHOUR</u>	ACM		ACM					
F/O	<u>FRISKER</u>	ACM		ACM					
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					1		6/19/21	

DISCREPANCY

CORRECTIVE ACTION

NO	1	STA	WNL	CODE	F	RT SIDE THRUST REV	ATA	78	STA	WNL	RIL	N	INSP SIG./EMP #	
"REV UNLOCKED" LIGHT DOES NOT ILLUMINATE WHEN THRUST REVERSON DEPLOYED.														
OPS CKD E.H. T/R PER AMM 78-82-01. 478-82-102. ALL OPS NORM. NO FAULTS NOTED.														

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	5/19/21	DATE
				5/19/21

NO	2	STA	WNL	CODE	F	TAXI LIGHT FLICKERS	ATA	33	STA	WNL	RIL	N	INSP SIG./EMP #	
LOW-HIGH WHEN TURNED ON.														
OPS CKD HLG TAXI LT. PER AMM 33-42-51. NO FAULTS NOTED.														

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	5/19/21	DATE
				5/19/21

NO	3	STA	WNL	CODE	F		ATA		STA	WNL	RIL	N	INSP SIG./EMP #	
----	---	-----	-----	------	---	--	-----	--	-----	-----	-----	---	-----------------	--

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE		DATE

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08617

Last log page # of previous log book

Continuation Sheet Y/N

ORIG STA: <u>HNL</u>		DATE: <u>5/19/21</u>		AIRCRAFT #: <u>N810TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL							
DEPARTURE							
ELAPSED HOURS							
DEPARTURE FUEL (LBS)		<u>MX ENTRY ONLY</u>					
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE		CAPT () F/0	CAPT () F/0	CAPT () F/0	CAPT () F/0	CAPT () F/0	CAPT () F/0
FUEL UPLIFT / FREIGHT		(LBS)	(LBS)	(LBS)	(LBS)	(LBS)	(LBS)
OIL ADDED (QTS)	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng #2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt		ACM		ACM					
F/0		ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		6-19-21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
1	HNL	M.	28	HNL	N	
DEF, MEL 28-06 FUEL #			PER SPECIFIC PROC MEL 28-06. FUEL			
810051921-1. #2 FUEL QTY INOP			TOTALIZER INOP. PER MEL 28-09.			
INOP. MUST ALSO INOP FUEL TOTALIZER			FAC #810051921-1 CNT 'C' DUE			
FOR SPECIFIC PROC.			5/23/21, MEL LST UPDATED.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	
	5/19/21			5/19/21

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08618

Last log page # of previous log book

Continuation Sheet Y N

ORIG STA:		DATE:		AIRCRAFT #:		A/C TYPE: B737-200	
ARR STA	FLIGHT #	966	810	4M	810		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		1331	1325	1517	1517		
DEPARTURE		1245	1300	1436	1448		
ELAPSED HOURS		.8	.4	.7	.4		
DEPARTURE FUEL (LBS)		14000		10500			
ARRIVAL FUEL (LBS)		10500		6500 ?			
LANDING / OPS CODE		CAPT (11) (F/O)		CAPT (11) (F/O)		CAPT () F/O	CAPT () F/O
FUEL UPLIFT / FREIGHT		18501 (LBS)		11815 (LBS)		(LBS)	(LBS)
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	Anton	ACM	V. Daniels	ACM					
F/O	Kecish	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		6-19-21	

DISCREPANCY

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
1	066	F	21	?	N	
stab out of trim light			MEL 22-11 Placard #810051921-1 Cat-B			
on. Will not extinguish			Due Date 5-22-21. Placards Installed and			
			MEL List Updated. Specific Procedure			
			21-11 C/W.			

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
1	066	F	21	?	N	
stab out of trim light			MEL 22-11 Placard #810051921-1 Cat-B			
on. Will not extinguish			Due Date 5-22-21. Placards Installed and			
			MEL List Updated. Specific Procedure			
			21-11 C/W.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./DATE	DATE	
	5/19/21		5/19/21	

NO	Z	STA	HNL	CODE:	M		ATA	22	STA	HNL	HI	N	INSP SIG/EMP #	
REF MEL 22-11 PLACARD 810051921-1							REMOVED & REPLACED AUTOPILOT STAB TRIM SERVO							
							PER AMM 22-11-81, OPS CHECK NORMAL, CONDITION							
							OF STAB OUT OF TRIM LIGHT SAME- MEL CONTINUES							

PART NAME ACTUATOR, ROTARY	P/N OFF 56019-003	S/N OFF 059-27AA	P/N ON 56019-003	S/N ON 081-01AA
SIG [REDACTED]	DATE 05/19/21	SIG/EMP # [REDACTED]	DATE 05/19/21	

NO	3	STA	HNL	CODE:	M		ATA	22	STA	HNL	RII	N	INSP SIG./EMP #	
REF MEL 22-11 PLACARD 810051921-1							REMOVED & REPLACED ELEVATOR POSITION TRANSDUCER							
							PER AMM 22-11-241, OPS & LEAK CHECK NORMAL							
							STAB OUT OF TRIM LIGHT - CONDITION SAME - MEL CONTINUES							

PART NAME TRANSDUCER, LINEAR	P/N OFF GM502100-1	S/N OFF 4895	P/N ON GM502100-1	S/N ON 2689
SIG. [REDACTED]	DATE 05/19/21	SIG/EMP [REDACTED]	DATE 05/19/21	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE 5/19/21 TIME (LOCAL) 2000 STA. LHH TYPE MAINT. DRUM

SIGNATURE _____



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

08618.

FORM S-5B

11/01/2016

A/C N810TA

DATE 5/19/21.

SERVICE DAILY.

STA HNL.

PAGE 2 OF 2.

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO	STA	ATA	STA	RII	INSP SIG./EMP #
4.	HNL.	05	HNL	N.	-

DAILY CUK REQ'D.

DAILY CUK C/W FOR RM TASK
CARDS RA1-DU-01.

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
-----------	---------	---------	--------	--------

SIG.	DATE	SIG.	DATE
[REDACTED]	5/19/21.	[REDACTED]	5/19/21.

NO	STA	ATA	STA	RII	INSP SIG./EMP #
----	-----	-----	-----	-----	-----------------

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
-----------	---------	---------	--------	--------

SIG.	DATE	SIG./EMP #	DATE
------	------	------------	------

NO	STA	ATA	STA	RII	INSP SIG./EMP #
----	-----	-----	-----	-----	-----------------

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
-----------	---------	---------	--------	--------

SIG.	DATE	SIG./EMP #	DATE
------	------	------------	------

NO	STA	ATA	STA	RII	INSP SIG./EMP #
----	-----	-----	-----	-----	-----------------

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
-----------	---------	---------	--------	--------

SIG.	DATE	SIG./EMP #	DATE
------	------	------------	------

MAINTENANCE



AIRCRAFT LOG BOOK

AUDIT [REDACTED]LOG PAGE # **08619**

Last log page # of previous log book _____ Continuation Sheet Y / N

ORIG STA: HNL	DATE: 5-20-21	AIRCRAFT #: N8107A	A/C TYPE: B737-200
ARR STA	FLIGHT #	BLK	FLT
TIMES	BLK	FLT	BLK
ARRIVAL	0223	0220	0342
DEPARTURE	0125	0137	0250
ELAPSED HOURS	1.0	.7	.9
DEPARTURE FUEL (LBS)	18,000	13,000	18,000
ARRIVAL FUEL (LBS)	13,100	8,000	13,000
LANDING / OPS CODE	CAPT (9) F/O	CAPT (9) F/O	CAPT (9) F/O
FUEL UPLIFT / FREIGHT	20,880 (LBS)	5,991 (LBS)	22,870 (LBS)
OIL ADDED (QTS)	#1 Eng 0 #2 Eng 0	#1 Eng 3 #2 Eng 4	#1 Eng 0 #2 Eng 2

FLIGHT CREW & OBSERVERS

POS	NAME	POS	NAME	POS	NAME
Capt	MORGAN	ACM	Darryl Johnson	ACM	
F/O	FRISKEL	ACM	Ricky May	ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		6-19-21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	PER	MEL	ATA	STA	RII	INSP SIG./EMP #
1	HNL	M	PER	MEL 28-06	28	HNL	N	
(Placard # 810051321-1) #2 Fuel tank gty needs to be verified before departure.				IAW Dripstick Tables, Boeing Document No. D6-32037-1, #2 Fuel Tank gty verified at 3703 lbs, before fueling.				

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
DATE	DATE			DATE
5-20-2021	5-20-2021			5-20-2021

NO	STA	CODE	PER	MEL	ATA	STA	RII	INSP SIG./EMP #
2	ITO	M	PER	MEL 28-06	28	ITO	N	
(Placard # 810051321-1) #2 Fuel tank gty needs to be verified before departure.				IAW Dripstick Tables, Boeing Document No. D6-32037-1, #2 Fuel Tank gty verified at 6,616 lbs.				

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
DATE	DATE			DATE
5-20-2021	5-20-2021			5-20-21

NO	STA	CODE	PER	MEL	ATA	STA	RII	INSP SIG./EMP #
3	HNL	M	PER	MEL 28-06	28	HNL	N	
#810051321-1) #2 Fuel tank gty needs to be verified before departure.				IAW Dripstick Tables, Boeing document No. D6-32037-1, #2 Fuel tank gty verified at 4,335 lbs, before refueling.				

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
DATE	DATE			DATE
5-20-2021	5-20-2021			5-20-21

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08620

Last log page # of previous log book

Continuation Sheet

ORIG STA: HNL		DATE: 5/20/21		AIRCRAFT #: N810TA		A/C TYPE: B737-9	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL							
DEPARTURE							
ELAPSED HOURS							
DEPARTURE FUEL (LBS)							
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE		CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O
FUEL UPLIFT / FREIGHT		(LBS)	(LBS)	(LBS)	(LBS)	(LBS)	(LBS)
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng
FLIGHT CREW & OBSERVERS							FULL POWER T/O ☐
POS	NAME		POS	NAME		POS	NAME
Capt			ACM			ACM	
F/O			ACM			ACM	
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE
	Dual / VOT					/	
DISCREPANCY							CORRECTIVE ACTION
ATA STA CODE RII INSP SIG/EMP #							
810051321-1 #2 Fuel tank qty needs to be verified before departure							IAW Dripstick Tables Boeing document N° 06-32039-1 #2 Fuel tank qty verified at 6638lbs
PART NAME		P/N OFF		S/N OFF		P/N ON	
SIG		DATE		DATE		DATE	
NO 2		5-20-21		5-20-21		5-20-21	
STA HNL		CODE		STA HNL		CODE	
Daily Inspection Due				Daily Inspection complied with Per Task Card RAI-DLY-01			
PART NAME		P/N OFF		S/N OFF		P/N ON	
S		DATE		DATE		DATE	
NO 3		20 MAY 2021		20 MAY 2021		20 MAY 2021	
STA HNL		CODE		STA HNL		CODE	
REF MEL # 810051321-1. #2 FUEL QTY				T/S'D, INSP'D ALL COMP. UNITS, RE GRND WIRE LOOSE. RESECURED PER AIMA			
W/O INOP.				28.41.21 / 501. ALL INOP. OPS NORMALLY			
				FUEL QUANTITY & MEL NOT UPDATED.			
PART NAME		P/N OFF		S/N OFF		P/N ON	
S		DATE		DATE		DATE	
NO 3		5/20/21		5/20/21		5/20/21	
STA HNL		CODE		STA HNL		CODE	
AIRWORTHINESS RELEASE		The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.					
DATE 20 May 2021		TIME (LOCAL) 2000		STA. HNL		TYPE MAINT. Daily	
SIGNATURE							



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

FORM S-5B

11/01/2016

08620

A/C N810TA

DATE 5/20/21

SERVICE DAY

STA LNU.

PAGE 2 OF 2

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO	STA		ATA	STA	RII	INSP SIG./EMP #
4	LNU		28	LNU	N	
REF MCD# 810051921-1 - FWD			PLZ REF L/P 08620 ITEM 3, MCD 28.06			
TOTALIZER INOP DUE TO MCD 28.06.			CUSD. FWD TOTALIZER OK FOR			
			MCD 28.01.00/501. FWD RMD, MCD			
			CUSD.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	
	5/20/21			5/20/21

NO	STA		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

MAINTENANCE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08621

Last log page # of previous log book

Continuation Sheet: ☒ Y ☐ N

ORIG STA:		DATE:		AIRCRAFT #:		A/C TYPE: B737-200	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL							
DEPARTURE							
ELAPSED HOURS							
DEPARTURE FUEL (LBS)							
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE							
FUEL UPLIFT / FREIGHT							
OIL ADDED (QTS)							

FLIGHT CREW & OBSERVERS						FULL POWER T/O ☐			
POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	Harbath	ACM		ACM					
F/O	Saath	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		6/9/21	

DISCREPANCY		CORRECTIVE ACTION
1	1.1	1.1
2	2.1	2.1
3	3.1	3.1
4	4.1	4.1
5	5.1	5.1
6	6.1	6.1
7	7.1	7.1
8	8.1	8.1
9	9.1	9.1
10	10.1	10.1
11	11.1	11.1
12	12.1	12.1
13	13.1	13.1
14	14.1	14.1
15	15.1	15.1
16	16.1	16.1
17	17.1	17.1
18	18.1	18.1
19	19.1	19.1
20	20.1	20.1
21	21.1	21.1
22	22.1	22.1
23	23.1	23.1
24	24.1	24.1
25	25.1	25.1
26	26.1	26.1
27	27.1	27.1
28	28.1	28.1
29	29.1	29.1
30	30.1	30.1
31	31.1	31.1
32	32.1	32.1
33	33.1	33.1
34	34.1	34.1
35	35.1	35.1
36	36.1	36.1
37	37.1	37.1
38	38.1	38.1
39	39.1	39.1
40	40.1	40.1
41	41.1	41.1
42	42.1	42.1
43	43.1	43.1
44	44.1	44.1
45	45.1	45.1
46	46.1	46.1
47	47.1	47.1
48	48.1	48.1
49	49.1	49.1
50	50.1	50.1
51	51.1	51.1
52	52.1	52.1
53	53.1	53.1
54	54.1	54.1
55	55.1	55.1
56	56.1	56.1
57	57.1	57.1
58	58.1	58.1
59	59.1	59.1
60	60.1	60.1
61	61.1	61.1
62	62.1	62.1
63	63.1	63.1
64	64.1	64.1
65	65.1	65.1
66	66.1	66.1
67	67.1	67.1
68	68.1	68.1
69	69.1	69.1
70	70.1	70.1
71	71.1	71.1
72	72.1	72.1
73	73.1	73.1
74	74.1	74.1
75	75.1	75.1
76	76.1	76.1
77	77.1	77.1
78	78.1	78.1
79	79.1	79.1
80	80.1	80.1
81	81.1	81.1
82	82.1	82.1
83	83.1	83.1
84	84.1	84.1
85	85.1	85.1
86	86.1	86.1
87	87.1	87.1
88	88.1	88.1
89	89.1	89.1
90	90.1	90.1
91	91.1	91.1
92	92.1	92.1
93	93.1	93.1
94	94.1	94.1
95	95.1	95.1
96	96.1	96.1
97	97.1	97.1
98	98.1	98.1
99	99.1	99.1
100	100.1	100.1

NO	STA	CODE	DESCRIPTION	ATA	STA	R/I	INSP SIG./EMP #
1	HNL	M	Nose gear taxi light	33	HNL	N	
IS INOP.				Removed & replaced NLG taxi lamp			
				Ops check good 1AW AMM			
				33-42-51			

PART NAME LED LAMP	P/N OFF LE460-LED-01	S/N OFF 2022128	P/N ON FE460-LED-01	S/N ON 202214
DATE 05-21-21		DATE 05-21-21		DATE 05-21-21

NO	STA	CODE	ATA	STA	RIL	INSP SIG./EMP #
2	HNL	M	05	HNL	N	
Daily insp due			Completed Daily insp 1Aw			
			RAI - DLY-01			

DATE 05-21-21 ✓		S/N OFF		P/N ON		S/N ON		DATE 05-21-21 ✓	
-----------------	--	---------	--	--------	--	--------	--	-----------------	--

NO	STA	CODE	ATA	STA	RII	INSP SIG/EMP #
3	HNL	M	25	HNL	N	
KANNAD ELT 30 DAY OPS			CW KANNAD ELT 30 DAY OPS CHECK			
CHECK REQ.			IAW 25-RAI-68-02. NO DEFECTS			
			NOTED.			

PART NAME		P/N OFF	S/N OFF	P/N ON	S/N ON
DATE		DATE	S	DATE	DATE
5/21/21		5/21/21	S	5/21/21	5/21/21

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 05/21/21 TIME (LOCAL) 1900 STA. HNL TYPE MAINT. DAILY CHECK

SIGNATURE



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

08621

FORM S-5B

11/01/2016

A/C

N810TA

DATE

05/21/21

SERVICE

DAILY

STA

HNL

PAGE 2 OF 2

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO	STA	ATA	STA	RII	INSP SIG./EMP #				
4	HNL	22	HNL	N					
REF MEL 22-11 PLACARD 810051921-1		FOUND ELEVATOR NEUTRAL SHIFT SENSOR REQUIRES							
STAB OUT OF TRIM LIGHT WILL NOT GO OUT		ADJUSTMENT. ADJUSTED PER AMM 22-11-121, OPS							
		CHECK GOOD. STAB TRIM LT ILLUMINATES INTERMITTENTLY							
		IN NOSE UP TRIM. MEL CONTINUES							
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
		05/21/21				05/21/21			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08622

Last log page # of previous log book

Continuation Sheet (Y)N

ORIG STA:		DATE:		AIRCRAFT #:		A/C TYPE:	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL							
DEPARTURE							
ELAPSED HOURS							
DEPARTURE FUEL (LBS)							
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE							
FUEL UPLIFT / FREIGHT							
OIL ADDED (QTS)							

FLIGHT CREW & OBSERVERS						FULL POWER T/O ☐			
POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	Dean	ACM		ACM					
F/O	1st holder	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		6/19/2	

DISCREPANCY				CORRECTIVE ACTION			
NO	STA	CODE		ATA	STA	R/L	INSP SIG./EMP #
1	AMM	F	R side window	30	HNL	N	
over heat light illuminated. Unable to reset per QRH procedure complied.				RIGHT SIDE REMOVED & REPLACED. WINDOW HEAT CONTROL UNIT & CONDUCTED OPS CHECK GOOD IAW AMM 30-41-11.			

PART NAME CONTROL WINDOW HEAT 231-2	P/N OFF 4300	S/N OFF	P/N ON 8300-05002	S/N ON 10913
SIG. [REDACTED]	DATE 5/22/21	S. [REDACTED]	DATE 5/22/21	

NO	2	STA	HNL	CODE	F	Amber TCAS indication	ATA	34	STA	HNL	Rll	N	INSP SIG/EMP #	
ON CTR VSI.							CONDUCTED OPS CHECK ON TCAS SYSTEM							
							IAW AMM 3445-00 OPS CHECK GOOD							

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE 5/22/21	SIG. [REDACTED]	DATE 5/22/21	

NO	STA	CODE	Ref	ATA	STA	R/L	INSP SIG./EMP #
3	HNL	M	Ref MEL placard #	22	HNL	N	
810051921-1, Stab out of trim light on, will not extinguish. Ref MEL 22-11				Removed & Replaced elevator transfer Valve. Ops check good IAW 22-11-41, Stab trim ops normal IAW 22-11-00. MEL placard removed. MEL list updated			

PART NAME Ergo Valve	P/N OFF 75130	S/N OFF 22342 A	P/N ON 75130	S/N ON 27068 A
DATE 05-22-21		DATE 05-22-21		

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 05/22/21 TIME (LOCAL) 1900 STA. HNL TYPE MAINT. WEEKLY CHECK

SIGNATURE



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

08622

FORM S-5B

11/01/2016

A/C

810

DATE

05-22-21

SERVICE

STA

HNL

PAGE 2 OF 2

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO	STA	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #
4	HNL	Weekly Insp. due	05	HNL	N	Completed IAW RAI-WKLY-01

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

DATE 05-22-21

NO	STA	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #
5	HNL	HYDRAULIC LEAK FROM HARD LINE TEE'D OFF OF LH MLG TRANSFER VALVE INBD TO 4 POINT + FITTING	20	HNL	N	REMOVED & REPLACED HYD FLARELESS TUBG PER AMM 20-10-51, LEAK TEST GOOD

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

SIG. [REDACTED] DATE 05-22-21

NO	STA	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON

SIG. [REDACTED] DATE [REDACTED]

NO	STA	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON

SIG. [REDACTED] DATE [REDACTED]

MAINTENANCE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08623

Last log page # of previous log book

Continuation Sheet Y/N

ORIG STA:		DATE:		AIRCRAFT #:		A/C TYPE: B737-200	
ARR STA	FLIGHT #	1TB	B10	HNL	B10	OGG	B10
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0537	0534	0637	0634	0736	0702
DEPARTURE		0445	0455	0551	0559	0655	0707
ELAPSED HOURS		.9	.6	.8	.6	.7	.4
DEPARTURE FUEL (LBS)		18,700		14,500		14,500	
ARRIVAL FUEL (LBS)		14,500		10,100		11,200	
LANDING / OPS CODE		CAPT (9) F/0		CAPT (9) F/0		CAPT (9) F/0	
FUEL W/LIFT / FREIGHT		16,940 (LBS)		3,577 (LBS)		19,564 (LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FLIGHT CREW & OBSERVERS						
POS	NAME	POS	NAME	POS	NAME	ENG -9 -15 -17
Capt	HOSHAW	ACM		ACM		
F/O	FRISKE	ACM		ACM		

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		6/13/24	

DISCREPANCY

CORRECTIVE ACTION

NO	1	IN	CONF	APR	02	IN	INSP SIG/EMP #
PACKS DO NOT BLOW				Ops check of packs revealed normal opera-			
COOL AIR. DUCT TEMPS				tions IAW B737AMM CH 21-00-00			
38°C IN PLHIT + GROUND							
PSE = +33 PSI L+R PACKS							

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG	DATE	SIG	DATE	

NO. 2	STA HNL	CODE E	ATA 34	STA HNL	RIL	INSP SIG/EMP #
CAPT ADI INDICATED 30 RIGHT BANK TURN WHEN STRAIGHT AND LOW			SWITCHED CAPT & FO ADI'S FOR TROUBLE SHOOTING PURPOSES.			
NOW FO'S S/N			IAW BMM 34-26-000 NOW CAPT S/N			

PART NAME FLD DIRECTOR IND	P/N OFF 522-3487-00	S/N OFF A5287	P/N ON 522-3487-00	S/N ON 18Z1
SIG. [REDACTED]	DATE 5/23/21	SIG. [REDACTED]	DATE 23 MAY 21	

NO	STA	COPE	ATA	STA	RIL	ISSP SIG./EMP #
3	204		20	HNL	N	
FWD FUEL PUMP (RT TANK)			INSPECTED, CLEANED, RESECURED			
LOW PRESSURE LT. ILLUMINATED			#2 FWD BOOST PUMP CANNON			
IN FLIGHT TEMPORARILY			PLUG IAW BMM 20-10-04.			
WITH FUEL IN TANK						

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
DATE 5/23/21		DATE 23 MAY 21		

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08624

Last log page # of previous log book

Continuation Sheet Y/N

ORIG STA: HNL		DATE: 23 MAY 21		AIRCRAFT #: N810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL							
DEPARTURE							
ELAPSED HOURS							
DEPARTURE FUEL (LBS)							
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE		CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt		ACM		ACM	
F/O		ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/			

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	RIL	INSP SIG/EMP #
4	HNL	E	28	HNL	N	
RT WING MAW FUEL TANK QUANTITY GAUGE INDICATED ZERO FUEL TEMPORARILY THEN INDICATES APPROXIMATE CORRECT LVL			Removed, Cleaned, Reinstalled cannon plug connections on Transient Suppression Device TAD Boeing SPUM CH 20-60-01 ops ok good			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG		DATE 5/23/21	SIG	DATE 23 MAY 2021

NO	STA	CODE	ATA	STA	RIL	INSP SIG/EMP #
5	HNL	E	19	HNL	N	
RT ENG THRUST REV UNLOADED LT DOES NOT ILLUMINATE WHEN TR DEPLOYED			CLEANED AND LUBRICATED THRUST REVERSER SENSING ITEMS IAW BMM 20-60-02			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG		DATE 5/23/21	SIG	DATE 23 MAY 21

NO	STA	CODE	ATA	STA	RIL	INSP SIG/EMP #
6	HNL	M	5	HNL	N	
DAILY CHECK DUE			COMPLIED WITH DAILY CHECK IAW RAI-DLY-01			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG		DATE 23 MAY 21	SIG	DATE 23 MAY 21

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 23 MAY 2021	TIME (LOCAL) 2000	STA HNL	TYPE MAINT. Daily
SIGNATURE	EMP #		



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08625

Last log page # of previous log book

Continuation Sheet Y N

ORIG STA:		DATE:		AIRCRAFT #:		A/C TYPE:	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL							
DEPARTURE							
ELAPSED HOURS							
DEPARTURE FUEL (LBS)							
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE							
FUEL UPLIFT / FREIGHT							
OIL ADDED (QTS)							

FLIGHT CREW & OBSERVERS						FULL POWER T/O ☐			
POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	HOSHORN	ACM		ACM					
F/O	MERBAND	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		6/13/24	

DISCREPANCY		CORRECTIVE ACTION
1	2	3
4	5	6
7	8	9
10	11	12
13	14	15
16	17	18
19	20	21
22	23	24
25	26	27
28	29	30
31	32	33
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37	38	39
40	41	42
43	44	45
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49	50	51
52	53	54
55	56	57
58	59	60
61	62	63
64	65	66
67	68	69
70	71	72
73	74	75
76	77	78
79	80	81
82	83	84
85	86	87
88	89	90
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100	101	102
103	104	105
106	107	108
109	110	111
112	113	114
115	116	117
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121	122	123
124	125	126
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133	134	135
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322	323	324
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334	335	336
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349	350	351
352	353	354
355	356	357
358	359	360
361	362	363
364	365	366
367</		

NO	STA	CODE	ATA	STA	RIL	INSP SIG./EMP #
1	LM	M.	05	LM	M.	
DAILY CLK REC'D.			DAILY CLK a/w RCR RAI TASK COMPS.			
			RAI.DUY.01.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
S	DATE 5/24/21	SIG	DATE 5/24/21	

[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #		DATE

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE 5/24/21 TIME (LOCAL) 1900 STA. HNL TYPE MAINT. DAILY

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT [REDACTED]

LOG PAGE # 08626

Last log page # of previous log book

Continuation Sheet ☒ Y ☐ N

ORIG STA: <u>HNL</u>		DATE: <u>5-25-21</u>		AIRCRAFT #: <u>810 TA</u>		A/C TYPE: <u>B737-200</u>			
ARR STA	FLIGHT #	<u>ITO</u>	<u>810</u>	<u>HNL</u>	<u>810</u>	<u>KOA</u>	<u>810</u>	<u>HNL</u>	<u>810</u>
TIMES		BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>210</u>	<u>205</u>	<u>310</u>	<u>305</u>	<u>450</u>	<u>445</u>	<u>600</u>	<u>555</u>
DEPARTURE		<u>125</u>	<u>130</u>	<u>230</u>	<u>235</u>	<u>415</u>	<u>420</u>	<u>515</u>	<u>525</u>
ELAPSED HOURS		<u>0.7</u> 0.8	<u>.6</u>	<u>.7</u>	<u>.5</u>	<u>.6</u>	<u>.4</u>	<u>0.7</u> 0.8	<u>.5</u>
DEPARTURE FUEL (LBS)		<u>18000</u>		<u>13000</u>		<u>15000</u>		<u>11500</u>	
ARRIVAL FUEL (LBS)		<u>13000</u>		<u>7800</u>		<u>11500</u>		<u>7400</u>	
LANDING / OPS CODE		<u>CAPT</u> (<u>9</u>) F/0		<u>CAPT</u> (<u>9</u>) <u>F/0</u>		<u>CAPT</u> (<u>9</u>) F/0		<u>CAPT</u> (<u>9</u>) <u>F/0</u>	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

POS	NAME	POS	NAME	POS	NAME	ENG -9 -15 -17
Capt	A. Patoz	ACM		ACM		
F/O	Lightbulder	ACM		ACM		

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		6-13-21	

DISCREPANCY

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
1	-	HNL	-	F		
#2 RH FUEL QTY drops to "0" and catches back up to accrued amount			Checked and inspected tank and compensator units Busing plug. All check normal - could not duplicate ^{on} any ground. R/F Annm 28-41-4.			

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
1	-	HNL	-	F		
#2 RH FUEL QTY drops to "0" and catches back up to accrued amount			Checked and inspected tank and compensator units Busing plug. All check normal - could not duplicate ^{on} any ground. R/F Annm 28-41-4.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE 5-25-21	SIG. [REDACTED]	DATE 5-25-2021	

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
2	-HNL	F	34	HNL	N	
TCAS intermittent in and out thought out the flight and TCAS test fail associated with yellow TCAS on the bottom left side			Removed & reinstalled TCAS processor in E&E bay. Re-seated suppression line and tested IAW TCAS Amm 34-45-00, 244. Ops check OK.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	DATE		
	5-25-21	05-25-21		

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
of both VSI indicators.						

PART NAME		P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG.	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE 05/25/21 TIME (LOCAL) 1850 STA. HNL TYPE MAINT. DAILY CHECK

SIGNATURE



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

08626

FORM S-5B

11/01/2016

A/C ~~NO~~ TA

DATE 5/25/21

SERVICE DAILY

STA HNL

PAGE 2 OF 2

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO	STA		ATA	STA	RII	INSP SIG./EMP #
3	HNL	DAILY CHECK REQ -	QS	HNL	N	

CW DAILY CHECK IAW RAI-DLY-81

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
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NO	STA	DATE	SIG	DATE
		5/25/21		5/25/21

NO	STA	ATA	STA	RII	INSP SIG./EMP #
----	-----	-----	-----	-----	-----------------

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
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SIG.	DATE	SIG./EMP #	DATE
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NO	STA	ATA	STA	RII	INSP SIG./EMP #
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PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
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SIG.	DATE	SIG./EMP #	DATE
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NO	STA	ATA	STA	RII	INSP SIG./EMP #
----	-----	-----	-----	-----	-----------------

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
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SIG.	DATE	SIG./EMP #	DATE
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MAINTENANCE



AIRCRAFT LOG BOOK

AUDIT [REDACTED]

LOG PAGE # 08627

Last log page # of previous log book _____

Continuation Sheet Y N

ORIG STA: <u>HNL</u>		DATE: <u>5/26/21</u>		AIRCRAFT #: <u>816TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>ITO</u>	<u>810</u>	<u>HNL</u>	<u>810</u>	<u>KOA</u>	<u>810</u>
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0150</u>	<u>0146</u>	<u>0309</u>	<u>0301</u>	<u>0428</u>	<u>0424</u>
DEPARTURE		<u>0059</u>	<u>0108</u>	<u>0217</u>	<u>0249</u>	<u>0348</u>	<u>0352</u>
ELAPSED HOURS		<u>.8</u>	<u>.6</u>	<u>.9</u>	<u>.7</u>	<u>.7</u>	<u>.5</u>
DEPARTURE FUEL (LBS)		<u>18,000</u>		<u>13,000</u>		<u>15,500</u>	
ARRIVAL FUEL (LBS)		<u>13,000</u>		<u>7,500</u>		<u>12,000</u>	
LANDING / OPS CODE		CAPT (<u>9</u>)	F/O	CAPT (<u>9</u>)	F/O	CAPT (<u>9</u>)	F/O
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)	#1 Eng		#2 Eng		#1 Eng		#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>Dean</u>	ACM		ACM	
F/O	<u>Lightholder</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>1</u>		<u>6/13/21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08628

Last log page # of previous log book

Continuation Sheet Y 

ORIG STA: <u>HNL</u>		DATE: <u>5/26/21</u>		AIRCRAFT #: <u>N 810TA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	<u>066</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0647</u>	<u>0643</u>	<u>0742</u>	<u>0738</u>		
DEPARTURE		<u>0610</u>	<u>0618</u>	<u>0707</u>	<u>0714</u>		
ELAPSED HOURS		<u>.6</u>	<u>.4</u>	<u>.6</u>	<u>.4</u>		
DEPARTURE FUEL (LBS)		<u>14,000</u>		<u>10,700</u>			
ARRIVAL FUEL (LBS)		<u>10,700</u>		<u>7800</u>			
LANDING / OPS CODE		CAPT (<u>9</u>) F/O		CAPT (<u>9</u>) F/O		CAPT () F/O	CAPT () F/O
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	(LBS)
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	Dean	ACM		ACM					
F/O	Lish Holder	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT						/		

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
1	HNL	F	34	HNL	N	
Amber "TCAS" message indication on VSI/TCAS screen.			REMOVED & REINSTALLED TCAS PROCESSOR			
TCAS inop.			RESEATED SUPPRESSION LINE & CONDUCTED OPS CHECK IAW AMM 34-45-00. OPS			
			CHECK GOOD			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
		DATE 5/26/21	SIG	DATE 5/26/21

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
2	HNL	M	25	HNL	N	
DAILY CHECK REQ			CW DAILY CHECK 1AW RA1-DLY-41			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG	DATE	SIG/EMP #	DATE	
	5/26/21		5/26/21	

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.	DATE	SIG./EMP #	DATE			

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08629

Last log page # of previous log book

Continuation Sheet Y (N)

ORIG STA: <u>HNL</u>		DATE: <u>5-26-21</u>		AIRCRAFT #: <u>810</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>OGG</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>1242</u>	<u>1239</u>	<u>1432</u>	<u>1430</u>		
DEPARTURE		<u>1207</u>	<u>1218</u>	<u>1357</u>	<u>1406</u>		
ELAPSED HOURS		<u>.6</u>	<u>0.3.4</u>	<u>.6</u>	<u>.4</u>		
DEPARTURE FUEL (LBS)		<u>14000</u>		<u>10300</u>			
ARRIVAL FUEL (LBS)		<u>10300</u>		<u>7500</u>			
LANDING / OPS CODE		<u>CAPT (11) F/O</u>		<u>CAPT (11) F/O</u>		<u>CAPT () F/O</u>	<u>CAPT () F/O</u>
FUEL UPLIFT / FREIGHT		<u>20765</u> (LBS)		<u>11371</u> (LBS)		(LBS)	(LBS)
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	<u>Krser, W</u>	ACM		ACM					
F/O	<u>Storm, R</u>	ACM		ACM					
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>1</u>		<u>6-13-21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	1	STA	<u>OGG</u>	CODE	<u>M</u>	ATA	<u>05</u>	STA	<u>HNL</u>	R/L	<u>N</u>	INSP SIG./EMP #	
A.D. 2017.25.10 (h). TRBL G WORK - A.D. 2017.25.10(h). INSP C/W FOR													
PACKAGE 3. DET INSP OF HORIZ STRUTS - S.B 737.55A10A9. NO FAULTS / DEFECTS													
REPAIR SPAN OVER MOUNTING CURST - N/A TO DO.													
RPT # IN SPAN SKIN.													

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON

NO	2	STA	<u>OGG</u>	CODE	<u>M</u>	ATA	<u>05</u>	STA	<u>HNL</u>	R/L	<u>N</u>	INSP SIG./EMP #	
Daily check complied with IAW Task Card RAI-DLY-01													

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON

SIG.		DATE	<u>5/26/21</u>	SIG.		DATE	<u>26 MAY 2021</u>
NO	STA	CODE		ATA			
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON			

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 26 MAY 2021 TIME (LOCAL) 2000 STA. HNL TYPE MAINT. Daily

SIGNATURE [Signature]



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08630

Last log page # of previous log book

Continuation Sheet Y N

ORIG STA: <u>HNL</u>		DATE: <u>5/27/21</u>		AIRCRAFT #: <u>810TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>ITO</u>	<u>810</u>	<u>HNL</u>	<u>810</u>	<u>ITO</u>	<u>810</u>
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0303</u>	<u>0259</u>	<u>0416</u>	<u>0409</u>	<u>0543</u>	<u>0540</u>
DEPARTURE		<u>0211</u>	<u>0220</u>	<u>0322</u>	<u>0330</u>	<u>0457</u>	<u>0505</u>
ELAPSED HOURS		<u>.9</u>	<u>.6</u>	<u>.9</u>	<u>.6</u>	<u>.9</u>	<u>.6</u>
DEPARTURE FUEL (LBS)		<u>18,000</u>		<u>13,300</u>		<u>18,000</u>	
ARRIVAL FUEL (LBS)		<u>13,300</u>		<u>8,100</u>		<u>13,300</u>	
LANDING / OPS CODE		CAPT (<u>9</u>) F/O		CAPT (<u>9</u>) F/O		CAPT (<u>9</u>) F/O	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng
				<u>2</u>	<u>2</u>		

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>Devin</u>	ACM		ACM	
F/O	<u>Friskel</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>1</u>		<u>6/13/21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	R/I	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	R/I	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	R/I	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE TIME (LOCAL) STA. TYPE MAINT.

SIGNATURE EMP #



AIRCRAFT LOG BOOK

AUDIT [REDACTED]

LOG PAGE # 08631

Last log page # of previous log book

Continuation Sheet [REDACTED]

ORIG STA: <u>HNL</u>		DATE: <u>5-27-21</u>		AIRCRAFT #: <u>N8107A</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>OGG</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>1211</u>	<u>1207</u>	<u>1435</u>	<u>1432</u>		
DEPARTURE		<u>1133</u>	<u>1146</u>	<u>1400</u>	<u>1407</u>		
ELAPSED HOURS		<u>.6</u>	<u>0.3</u>	<u>.6</u>	<u>.4</u>		
DEPARTURE FUEL (LBS)		<u>14000</u>		<u>11700</u>			
ARRIVAL FUEL (LBS)		<u>11700</u>		<u>8500</u>			
LANDING / OPS CODE		<u>CAPT (11) F/O</u>		<u>CAPT (11) F/O</u>		CAPT () F/O	CAPT () F/O
FUEL UPLIFT / FREIGHT		<u>11612/6612</u> (LBS)		<u>12055</u> (LBS)		(LBS)	(LBS)
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>Kiser, W</u>	ACM		ACM	
F/O	<u>Storm, R</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>1</u>		<u>6-13-21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	DESCRIPTION	ATA	STA	R/I	INSP SIG./EMP #
<u>1</u>	<u>32</u>	<u>M</u>	<u>TO BE CW AD 99-10-12</u>	<u>32</u>	<u>HNL</u>	<u>N</u>	
			<u>MLA ACTUATOR BEAM ARM/ACTUATOR</u>	<u>CW AD 99-10-12 NO DEFECTS NOTED</u>			
			<u>BEAM ATTACH BOLT</u>	<u>(SB 737-32A1314R1)</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
[REDACTED]				
	DATE	DATE		
	<u>5/27/21</u>	<u>5/27/21</u>		

NO	STA	CODE	DESCRIPTION	ATA	STA	R/I	INSP SIG./EMP #
<u>2</u>	<u>Link</u>	<u>M</u>	<u>DAIM CUK REQ'D.</u>	<u>05</u>	<u>Link</u>	<u>N</u>	
			<u>DAIM CUK C/W FOR RM TASK CARDS</u>				
			<u>RM. DW. 01.</u>				

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
[REDACTED]				
	DATE	DATE		
	<u>5/27/21</u>	<u>5/27/21</u>		

NO	STA	CODE	DESCRIPTION	ATA	STA	R/I	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 5/27/21 TIME (LOCAL) 1900 STA. Link TYPE MAINT. DAIM
SIGNATURE [REDACTED]



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08632

Last log page # of previous log book

Continuation Sheet Y ☒ N

ORIG STA: <u>HNL</u>		DATE: <u>5/28/21</u>		AIRCRAFT #: <u>N810TA</u>		A/C TYPE: B737-200			
ARR STA	FLIGHT #	<u>ITO</u>	<u>810</u>	<u>HNL</u>	<u>810</u>	<u>ITO</u>	<u>810</u>	<u>HNL</u>	<u>810</u>
TIMES		BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0235</u>	<u>0231</u>	<u>0355</u>	<u>0350</u>	<u>0535</u>	<u>0531</u>	<u>0703</u>	<u>0659</u>
DEPARTURE		<u>0145</u>	<u>0155</u>	<u>0302</u>	<u>0307</u>	<u>0445</u>	<u>0453</u>	<u>0619</u>	<u>0623</u>
ELAPSED HOURS		<u>0.8</u>	<u>0.6</u>	<u>0.9</u>	<u>0.7</u>	<u>0.8</u>	<u>0.6</u>	<u>0.7</u>	<u>0.6</u>
DEPARTURE FUEL (LBS)		<u>18000</u>		<u>13000</u>		<u>18000</u>		<u>13000</u>	
ARRIVAL FUEL (LBS)		<u>13000</u>		<u>8000</u>		<u>13000</u>		<u>8000</u>	
LANDING / OPS CODE		CAPT (<u>9</u>) <u>F/O</u>		CAPT (<u>9</u>) <u>F/O</u>		CAPT (<u>9</u>) <u>F/O</u>		CAPT (<u>9</u>) <u>F/O</u>	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	OKAI	ACM		ACM					
F/O	LIGHTHOLMER	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		6/13/21	

DISCREPANCY

NO	STA	CODE	ATA	STA	RI	INSP SIG./EMP #	
1	HNL	M	DAILY CHECK REQ	85	HNL	N	
							CW DAILY CHECK IAW RAI-DLY-01

CORRECTIVE ACTION

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
S [REDACTED]	DATE 5/28/21	SIG [REDACTED]	DATE 5/28/21	
N [REDACTED]	ATA	STA	Rll	INSP SIG/EMP #

PART NAME			P/N OFF			S/N OFF			P/N ON			S/N ON		
SIG.					DATE			SIG./EMP #					DATE	
NO	STA	CODE:					ATA	STA	Rll	INSP SIG./EMP #				

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON	
SIG.	DATE	SIG./EMP #		DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08633

Last log page # of previous log book

Continuation Sheet Y / ~~N~~

ORIG STA: <i>HNL</i>		DATE: <i>5-28-21</i>		AIRCRAFT #: <i>810</i>		A/C TYPE: <i>B737-200</i>	
ARR STA	FLIGHT #	<i>OGG</i>	<i>810</i>	<i>HNL</i>	<i>810</i>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<i>1310</i>	<i>1304</i>	<i>1450</i>	<i>1447</i>		
DEPARTURE		<i>1232</i>	<i>1240</i>	<i>1413</i>	<i>1421</i>		
ELAPSED HOURS		<i>.6</i>	<i>.4</i>	<i>.6</i>	<i>.4</i>		
DEPARTURE FUEL (LBS)		<i>14000</i>		<i>10000</i>			
ARRIVAL FUEL (LBS)		<i>10000</i>		<i>7100</i>			
LANDING / OPS CODE		CAPT (<i>11</i>) <i>F/O</i>		CAPT (<i>11</i>) <i>F/O</i>		CAPT () <i>F/O</i>	
FUEL UPLIFT / FREIGHT		<i>17206</i> (LBS)		<i>8934</i> (LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS						FULL POWER T/O ☐			
POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	Kiser, W	ACM		ACM					
E/O	Sturm, B	ACM		ACM					

F/U	3/3/2015				ACFT					
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.	
	Dual / VOT					/		6-13-21		

DISCREPANCY				CORRECTIVE ACTION			
NO	STA	CODE		ATA	STA	R/L	INSP SIG./EMP #
1	HNR	I	#2 fuel gage.	28	HNR	L	-
goes to zero in flight.				CRS OUR INDICATOR FOR AMM 28.41.51/40.			
				ALL INDICATIONS NORMAL.			

PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]	
DATE		DATE		DATE		DATE		DATE	
3/28/21		3/28/21		3/28/21		3/28/21		3/28/21	
NO		STA		CODE		ATP		STP	
2		HAW		I		28		HAW	
Fuel light comes		on and off randomly on the		ground.		OPS CLK FOR AMM 28.02.00/501. NO		FAULTS NOTED. ALL OPS NORM.	

PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]	
DATE		5/28/21		DATE		5/28/21		[REDACTED]	
NO	STA	CODE		ATA	STA	RII	INSP	SIG./EMP #	
3	unk	ML		05	unk	N	-		
DAILY CLK 1000'D.				DAILY CLK CHW FOR RM TRCK					
				CMTS RM: Dly. 01.					

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG	DATE 5/28/21	S	DATE 5/28/21	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE 5/28/21 TIME (LOCAL) 1900 STA. LINK TYPE MAINT. DRIVE

SIGNATURE

AUDIT

Last log page # of previous log book

Continuation Sheet Y ~~N~~

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

CODE: F = FLT CREW
I = INFO M = MAINT.

DISCREPANCY

CORRECTIVE ACTION

Weekly check required.

Weekly check complete 1AW RAI-WKLY-0

SIG.	DATE	SIG./EMP #	DATE
------	------	------------	------

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE 05/29/21

TIME (LOCAL) 1820

STA. HNL

TYPE MAINT. WEEKLY INSP.

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08635

Last log page # of previous log book

Continuation Sheet Y ~~N~~

ORIG STA:		DATE:		AIRCRAFT #:		A/C TYPE:	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL							
DEPARTURE							
ELAPSED HOURS							
DEPARTURE FUEL (LBS)							
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE							
FUEL UPLIFT / FREIGHT							
OIL ADDED (QTS)							

FLIGHT CREW & OBSERVERS

POS	NAME	POS	NAME	POS	NAME	ENG	(-9)	-15	-17
Capt	SEEST, DAVID	ACM		ACM					
F/O	FUKUDA, YASUSHI	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		6-13-21	

DISCREPANCY

NO	STA	CODE:		ATA	STA	R#	INSP SIG./EMP #

CORRECTIVE ACTION

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	R/I	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #		DATE

NO	STA	CODE:		ATA	STA	R/I	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #		DATE

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08636

Last log page # of previous log book

Continuation Sheet Y ☒ N

ORIG STA: <u>HNL</u>		DATE: <u>5-30-21</u>		AIRCRAFT #: <u>810TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>770</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0613</u>	<u>0610</u>	<u>0730</u>	<u>0727</u>		
DEPARTURE		<u>0520</u>	<u>0530</u>	<u>0642</u>	<u>0652</u>		
ELAPSED HOURS		<u>.9</u>	<u>.7</u>	<u>.8</u>	<u>.6</u>		
DEPARTURE FUEL (LBS)		<u>18,000</u>		<u>13,000</u>			
ARRIVAL FUEL (LBS)		<u>13,000</u>		<u>8,600</u>			
LANDING / OPS CODE		<u>CAPT (9) F/O</u>	<u>CAPT (9) F/O</u>	<u>CAPT () F/O</u>	<u>CAPT () F/O</u>	<u>CAPT () F/O</u>	<u>CAPT () F/O</u>
FUEL UPLIFT / FREIGHT		<u>20,708 (LBS)</u>		<u>13,000 (LBS)</u>			
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>SEEST, P.</u>	ACM		ACM	
F/O	<u>RYAN, G.</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>/</u>		<u>6-13-21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	CODE	INSP SIG./EMP #
<u>1</u>	<u>HNL</u>	<u>F</u>	<u>30</u>	<u>HNL</u>	<u>N</u>	
APU EGT IN YELLOW W/ BLEED VALVE & ELET. ON. N2 AT MIN (L/R) FOR STARTS.			Found Lt wing Antifreeze valve stuck open. MEL 30-01 Placard #810053021-1 CAT "I" Due 09 Jun 2021 Placard Installed MEL 15 updated Specific Procedure C/W (30-01)			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
<u>APU</u>				
SIG.	DATE	SIG.	DATE	
	<u>5/30/21</u>		<u>30 MAY 2021</u>	

NO	STA	CODE	ATA	STA	CODE	INSP SIG./EMP #
<u>2</u>	<u>HNL</u>	<u>M</u>	<u>05</u>	<u>HNL</u>	<u>N</u>	
DAILY CUL 200'D.			Daily Inspection Complied with FAA Task Card RAI-DLY-01			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
<u>APU</u>				
SIG.	DATE	SIG.	DATE	
	<u>6/30/21</u>		<u>30 MAY 2021</u>	

NO	STA	CODE	ATA	STA	CODE	INSP SIG./EMP #
<u>3</u>	<u>HNL</u>	<u>M</u>	<u>24</u>	<u>HNL</u>	<u>N</u>	
During weekly Daily Inspection found #3 slot trailing edge damaged			Removed & replaced #3 slot IAW B737 AMM Ch 24-81-21/40 raps checked good			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
<u>#3 slot</u>				
SIG.	DATE	SIG.	DATE	
	<u>30 MAY 2021</u>		<u>30 MAY 2021</u>	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 30 MAY 2021 TIME (LOCAL) 2000 STA. HNL TYPE MAINT. Daily

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08637

Last log page # of previous log book

Continuation Sheet Y N

ORIG STA: <u>HNL</u>		DATE: <u>5/31/21</u>		AIRCRAFT #: <u>810 TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>DTG</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0330</u>	<u>0327</u>	<u>0526</u>	<u>0523</u>		
DEPARTURE		<u>0230</u>	<u>0240</u>	<u>0446</u>	<u>0450</u>		
ELAPSED HOURS		<u>1.0</u>	<u>.8</u>	<u>.8</u>	<u>.5</u>		
DEPARTURE FUEL (LBS)		<u>18,000</u>		<u>13,000</u>			
ARRIVAL FUEL (LBS)		<u>13,000</u>		<u>8,300</u>			
LANDING / OPS CODE		CAPT (<u>9</u>)	<u>F/O</u>	CAPT (<u>9</u>)	<u>F/O</u>	CAPT ()	<u>F/O</u>
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME		POS	NAME		POS	NAME	
Capt	<u>Dean Ryan</u>		ACM			ACM		
F/O			ACM			ACM		
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE
	Dual / VOT					<u>/</u>		<u>6/13/21</u>
						CODE: F = FLT CREW I = INFO M = MAINT.		

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	DESCRIPTION	ATA	STA	CODE	DESCRIPTION
<u>1</u>	<u>HNL</u>	<u>I</u>	<u>RA FAIL & VSI</u>	<u>34</u>	<u>HNL</u>	<u>N</u>	<u>INSPECTION</u>
<u>amber indication w/loss of VSI.</u>				<u>Resourced TCAS Processor Suppression</u>			
<u>needle-Right Side intermittent</u>				<u>cables IAW Honeywell CAS-81 mm ch 30-4</u>			
<u>during flight</u>				<u>-oo ops check good</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG		DATE	SIG	DATE
		<u>5/31/21</u>		<u>31 MAY 2021</u>

NO	STA	CODE	DESCRIPTION	ATA	STA	CODE	DESCRIPTION
<u>2</u>	<u>HNL</u>	<u>E</u>	<u>Amber "TCAS" indication</u>	<u>34</u>	<u>HNL</u>	<u>N</u>	<u>INSPECTION</u>
<u>on both VSI/TCAS displays</u>				<u>See Item 1 of this page for</u>			
				<u>corrective action</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG		DATE	SIG	DATE
		<u>5/31/21</u>		<u>31 MAY 2021</u>

NO	STA	CODE	DESCRIPTION	ATA	STA	CODE	DESCRIPTION
<u>3</u>	<u>HNL</u>	<u>M</u>	<u>DAILY CHECK DUE</u>	<u>5</u>	<u>HNL</u>	<u>N</u>	<u>INSPECTION</u>
				<u>COMPLIED W/ DAILY CHECK IAW</u>			
				<u>RAI-DLY-01</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG		DATE	SIG	DATE
		<u>31 MAY 21</u>		<u>31 MAY 21</u>

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 5/31/2021 TIME (LOCAL) 1600H STA. HNL TYPE MAINT. Daily

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT [REDACTED]

LOG PAGE # 08638

Last log page # of previous log book

Continuation Sheet Y N

ORIG STA: <u>HNL</u>		DATE: <u>6/1/2021</u>		AIRCRAFT #: <u>810TA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	<u>ITO</u>	<u>810</u>	<u>KOA</u>	<u>810</u>	<u>HNL</u>	<u>810</u>
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>320</u>	<u>315</u>	<u>410</u>	<u>405</u>	<u>510</u>	<u>500</u>
DEPARTURE		<u>240</u>	<u>245</u>	<u>340</u>	<u>345</u>	<u>430</u>	<u>435</u>
ELAPSED HOURS		<u>.7</u>	<u>.5</u>	<u>.5</u>	<u>.3</u>	<u>.7</u>	<u>.4</u>
DEPARTURE FUEL (LBS)		<u>20000</u>		<u>15500</u>		<u>12300</u>	
ARRIVAL FUEL (LBS)		<u>15500</u>		<u>12300</u>		<u>8500</u>	
LANDING / OPS CODE		<u>CAPT (9) F/O</u>		<u>CAPT (9) F/O</u>		<u>CAPT (9) F/O</u>	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng
						<u>1</u>	<u>2</u>

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	ENG	ENG
Capt	<u>A. Dato</u>	ACM		ACM		<u>-9</u>	<u>-15</u>	<u>-17</u>
F/O	<u>Kreken</u>	ACM		ACM				

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>/</u>		<u>6/13/21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	RIL	INSP SIG./EMP #
<u>1</u>	<u>HNL</u>	<u>P</u>	<u>28</u>	<u>HNL</u>	<u>N</u>	
<u>#2 RH fuel QTY IND drops to 0 and catches back up</u>			<u>SUMPED TANKS PER AMM 28-14-00 TROUBLESHOOTING SYSTEM OPS CHECK GOOD PER AMM 28-14-00</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG. [REDACTED]	DATE <u>6/1/21</u>	SIG./EMP [REDACTED]	DATE <u>06/01/21</u>			
NO	STA	CODE	ATA	STA	RIL	INSP SIG./EMP #
<u>2</u>	<u>HNL</u>	<u>M</u>	<u>30</u>	<u>HNL</u>	<u>N</u>	
<u>REF MEL 30-01 PLACARD # 810 053021-1</u>			<u>PERFORMED TROUBLESHOOTING PER AMM 30-11-01. VERIFIED RWR AT PIN 10 D648 BUT TESTING FAILS WITH SWITCH IN ON POS</u>			
<u>LT WING ANTI-ICE VALVE INOP</u>			<u>VERIFIED WIRING CONTINUITY & INTEGRITY FROM P5-11 PANEL TO LT WING VALVE NO DEFECTS NOTED. SUSPECT BAD PANEL. MEL CONTINUE</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG. [REDACTED]	DATE <u>06/01/21</u>	SIG./EMP [REDACTED]	DATE <u>06/01/21</u>			
NO	STA	CODE	ATA	STA	RIL	INSP SIG./EMP #
<u>3</u>	<u>HNL</u>	<u>M</u>	<u>05</u>	<u>HNL</u>	<u>N</u>	
<u>DAILY INSPECTION DUE</u>			<u>e/w DAILY CHECK PER RAI-DLY-01</u>			

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 06-01-21 TIME (LOCAL) 2000 STA. HNL TYPE MAINT. DAILY

SIGNATURE [REDACTED]

AUDIT

Last log page # of previous log book

Continuation Sheet Y / ~~N~~

ORIG STA: <u>HNL</u>		DATE: <u>6/2/21</u>		AIRCRAFT #: <u>8107A</u>				A/C TYPE: B737-200	
ARR STA	FLIGHT #	<u>OGG</u>	<u>810</u>	<u>HNL</u>	<u>810</u>	<u>2T0</u>	<u>810</u>	<u>HNL</u>	<u>810</u>
TIMES		BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>410</u>	<u>405</u>	<u>500</u>	<u>455</u>	<u>615</u>	<u>610</u>	<u>710</u>	<u>705</u>
DEPARTURE		<u>340</u>	<u>345</u>	<u>430</u>	<u>435</u>	<u>530</u>	<u>540</u>	<u>630</u>	<u>635</u>
ELAPSED HOURS		<u>0.5</u>	<u>0.3</u>	<u>0.5</u>	<u>0.3</u>	<u>0.7</u>	<u>0.5</u>	<u>.7</u>	<u>.5</u>
DEPARTURE FUEL (LBS)		<u>20000</u>		<u>17000</u>		<u>18000</u>		<u>13000</u>	
ARRIVAL FUEL (LBS)		<u>17000</u>		<u>14500</u>		<u>13000</u>		<u>8000</u>	
LANDING / OPS CODE		CAPT (<u>9</u>) F/O		CAPT (<u>9</u>) F/O		CAPT (<u>9</u>) F/O		CAPT (<u>9</u>) F/O	
FUEL UPLIFT / FREIGHT		<u>19657</u> (LBS)		<u>3461</u> (LBS)					
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	Datosi	ACM		ACM					
F/O	Krekan	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		6/13/21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
1	HNR	F	28	LNR	N	—
#2 RH fuel qty drops to "0" and catches back up			T/S'D FOR AMM 28.31.00/101. NO FAULTS NOTED OPS CUL FOR AMM 28.41.00/501. CAUSED NOT DUPLICATE FAULT.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE 6/2/21	SIG.	DATE 6/2/21	

NO	STA	CODE	ATA	STA	RIL	INSP SIG/EMP #
2	LINK	M.	OS	LINK	M.	
DAILY CLK DROID.			DAILY CLK C/W FOR RAI TASK CARDS			
			RAI-DU.01.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE 6/2/21.	SIG. [REDACTED]	DATE 6/2/21.	

NO	STA	CODE:	ATA	STA	RIL	INSP SIG./EMP #
PART NAME		P/N OFF	S/N OFF		P/N ON	S/N ON
SIG.		DATE	SIG./EMP #			DATE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 8/2/21

TIME (LOCAL)

to make the
 1. 01 00

STA.

TYPE MAINT. Daily

SIGNATURE

AUDIT

Last log page # of previous log book _____ Continuation Sheet Y / N

ORIG STA: <i>HNL</i>	DATE: <i>6-3-21</i>	AIRCRAFT #: <i>810</i>	A/C TYPE: B737-200
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ARR STA	FLIGHT #	ITO	810	KOA	810	HNL	810		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0340	0337	0432	0428	0536	0533		
DEPARTURE		0245	0300	0405	0408	0500	0504		
ELAPSED HOURS		.9	.6	.4	.3	.6	.5		
DEPARTURE FUEL (LBS)		20000		14400		12200			
ARRIVAL FUEL (LBS)		14400		12200		8600			
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT (9) F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT		18916 (LBS)		12192 (LBS)		4062 (LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	Kiser, W	ACM		ACM					
E/O	Sturm, R	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		6-13-21	

CORRECTIVE ACTION

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO				STA	CODE:	ATA				STA	RII	INSP SIG./EMP #

PART NAME		P/N OFF	S/N OFF	P/N ON	S/N ON
DATE		SIC EMP #		DATE	

SIG.				DATE		SIG./EMP #				DATE	
NO	STA	CODE:			ATA	STA	RII	INSP SIG./EMP #			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG	DATE	SIG./EMP #	DATE	

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08641

Last log page # of previous log book.

Continuation Sheet Y (N)

ORIG STA: <i>HNL</i>		DATE: <i>6-3-21</i>		AIRCRAFT #: <i>810TA</i>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	<i>OGG</i>	<i>810</i>	<i>ITD</i>	<i>810</i>	<i>HNL</i>	<i>810</i>
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<i>0634</i>	<i>0630</i>	<i>0721</i>	<i>0718</i>	<i>0821</i>	<i>0818</i>
DEPARTURE		<i>0600</i>	<i>0607</i>	<i>0648</i>	<i>0652</i>	<i>0740</i>	<i>0742</i>
ELAPSED HOURS		<i>6</i>	<i>.4</i>	<i>05.6</i>	<i>.4</i>	<i>.7</i>	<i>.6</i>
DEPARTURE FUEL (LBS)		<i>20400</i>		<i>16700</i>		<i>13600</i>	
ARRIVAL FUEL (LBS)		<i>16700</i>		<i>13600</i>		<i>9300</i>	
LANDING / OPS CODE		<i>CAPT (9) F/O</i>		<i>CAPT (9) F/O</i>		<i>CAPT (9) F/O</i>	<i>CAPT () F/O</i>
FUEL UPLIFT / FREIGHT		<i>14707</i> (LBS)		<i>7828</i> (LBS)		<i>1983</i> (LBS)	(LBS)
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

POS	NAME	POS	NAME	POS	NAME	ENG	-15	-17
Capt	Kiser W	ACM		ACM				
F/O	Storm R	ACM		ACM				

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		6-13-21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CH	DISC	PLAN	ATT	STA	CH	DISC	PLAN
1	HNL	TR			32	HNL	Y		
Nose wheel tires worn					R&R L&R nose wheel assy IAW B757 AMM Ch 32-45-21				

PART NAME Nosewheel Assy	P/N OFF 2601045-2	S/N OFF 5523/5523/H2049/1878	P/N ON 2601045-2	S/N ON 4780/4780/3320
S	DATE 03 Jun 2021	S	DATE 03 Jun 2021	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
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PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
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SIG.	DATE	SIG./EMP #	DATE
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NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
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PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
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SIG.	DATE	SIG./EMP #	DATE
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AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____

AUDIT

Last log page # of previous log book

Continuation Sheet Y / N

ORIG STA: HNL	DATE: 03 Jun 2021	AIRCRAFT #: 810TA	A/C TYPE: B737-200
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[illegible]

FLIGHT CREW & OBSERVERS

FLIGHT CREW & OBSERVERS						
POS	NAME	POS	NAME	POS	NAME	ENG -9 -15 -17
Capt		ACM		ACM		
F/O		ACM		ACM		

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/			

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	DISCREPANCY	ATA	STA	RA	INSP SIG./EMP #
1	HNL	M		05	RAI	N	
Daily Inspection due				Daily Inspection Completed with IAW Task Card RAI-DLY-01			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG [REDACTED]		DATE 03 Jun 2021	SIG [REDACTED]	DATE 03 Jun 2021

NO	STA	CODE:		ATA	STA	RIL	NWP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	Rll	INSP SIG./EMP #

PART NAME		P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #		DATE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 03 Jun 2021 TIME (LOCAL) 2000 STA. HNL TYPE MAINT. Daily
SIGNATURE [Redacted]

AUDIT

LOG PAGE # 08643

Last log page # of previous log book _____ Continuation Sheet Y / N

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08644

Last log page # of previous log book

Continuation Sheet Y / N

ORIG STA: HNL		DATE: 6-4-21		AIRCRAFT #: 810		A/C TYPE: B737-200	
ARR STA	FLIGHT #	066	810	HNL	810		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0652	0648	0748	0744		
DEPARTURE		0620	0626	0719	0724		
ELAPSED HOURS		.5	.4	.5	.3		
DEPARTURE FUEL (LBS)		14000		10400			
ARRIVAL FUEL (LBS)		10400		7800			
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT		18602 (LBS)		2862 (LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	Kiser, W	ACM		ACM	
F/O	Lightholder, R	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					1		6-13-21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	DESCRIPTION	ATA	STA	RII	INSP SIG./EMP #
1	HNL	F	On the ground fuel light comes on randomly and when you clear it it come back. light work normal when all pumps are on engine.	28	HNL	N	
PART NAME: P5-2 MODULE				P/N OFF: 69-37335-2067		S/N OFF: D00063	
SIG. [REDACTED]				DATE: 6-4-21		S/N ON: M00859	
DATE: 06/04/21							

NO	STA	CODE	DESCRIPTION	ATA	STA	RII	INSP SIG./EMP #
2	HNL	F	#1 EPR gage knob slips when trying to adjust it.	77	HNL	N	
PART NAME: [REDACTED]				P/N OFF: [REDACTED]		S/N OFF: [REDACTED]	
SIG. [REDACTED]				DATE: 6-4-21		S/N ON: [REDACTED]	
DATE: 06-04-21							

NO	STA	CODE	DESCRIPTION	ATA	STA	RII	INSP SIG./EMP #
3	HNL	N	REF MEL 810060421-1 REF 77-01(02) #1 EPR INDICATOR REFERENCE SELECTOR KNOB SLIPS	77	HNL	N	
PART NAME: [REDACTED]				P/N OFF: [REDACTED]		S/N OFF: [REDACTED]	
SIG. [REDACTED]				DATE: 06-04-21		S/N ON: [REDACTED]	
DATE: 06/04/21							

NO	STA	CODE	DESCRIPTION	ATA	STA	RII	INSP SIG./EMP #
PART NAME: [REDACTED]				P/N OFF: [REDACTED]		S/N OFF: [REDACTED]	
SIG. [REDACTED]				DATE: 06-04-21		S/N ON: [REDACTED]	
DATE: 06/04/21							

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____

AUDIT

Last log page # of previous log book

Continuation Sheet Y / N

ORIG STA:		DATE:		AIRCRAFT #:		A/C TYPE:	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL							
DEPARTURE							
ELAPSED HOURS							
DEPARTURE FUEL (LBS)							
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE							
FUEL UPLIFT / FREIGHT							
OIL ADDED (QTS)							

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	ROGERS	ACM		ACM					
F/O	MERCADO	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		6/13/21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
1	HNL	N	5	HNL	N	-
DAILY CK REQ'D			DAILY CK C/W PER RAI-DLY-01			

PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
S	[REDACTED]	DATE	06-04-21	S	[REDACTED]	DATE	06-04-21		
NO	STA	CODE:		ATA	STA	R/I	INSP SIG./EMP #		

[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG/EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 06-04-21 TIME (LOCAL) 2000 STA. HNL TYPE MAINT. DAILY

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08646

Last log page # of previous log book

Continuation Sheet Y ☒ N

ORIG STA:		HNL		DATE:		6/5/21		AIRCRAFT #:		810TA		A/C TYPE:		B737-200	
ARR STA	FLIGHT #	066	810	HNL	810	FTU	810	HNL	810	BLK	FLT	BLK	FLT		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT		
ARRIVAL		0336	0330	0440	0437	0616	0613	0726	0722						
DEPARTURE		0257	0305	0400	0405	0519	0534	0638	0644						
ELAPSED HOURS		1.6	1.4	1.7	1.5	1.9	1.6	1.8	1.6						
DEPARTURE FUEL (LBS)		14,000		10,500		18,000		12,800							
ARRIVAL FUEL (LBS)		10,500		7,800		12,800		8,000							
LANDING / OPS CODE		CAPT (9)	F/O	CAPT (9)	F/O	CAPT (9)	F/O	CAPT (9)	F/O						
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)		(LBS)							
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng						

FLIGHT CREW & OBSERVERS						FULL POWER T/O ☐			
POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	<i>Docu</i>	ACM		ACM					
F/O	<i>Kire Kan Hukuda</i>	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		6/12/21	

DISCREPANCY				CORRECTIVE ACTION			
NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08647

Last log page # of previous log book

Continuation Sheet Y 1

ORIG STA: <u>HNL</u>		DATE: <u>6/5/21</u>		AIRCRAFT #: <u>810TA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	<u>KOA</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0853</u>	<u>0850</u>	<u>1001</u>	<u>0958</u>		
DEPARTURE		<u>0759</u>	<u>0818</u>	<u>0910</u>	<u>0929</u>		
ELAPSED HOURS		<u>9</u>	<u>5</u>	<u>7</u>	<u>05</u>		
DEPARTURE FUEL (LBS)		<u>16,000</u>		<u>12,000</u>			
ARRIVAL FUEL (LBS)		<u>12,000</u>		<u>8,200</u>			
LANDING / OPS CODE		CAPT (<u>9</u>)	F/O	CAPT (<u>9</u>)	F/O	CAPT ()	F/O
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	<u>9</u>	<u>-15</u>	<u>-17</u>
Capt	<u>Dean Fukuda</u>	ACM		ACM					
F/O		ACM		ACM					
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>/</u>		<u>6/13/21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	1	STA	<u>HNL</u>	CODE	<u>F</u>	Amber "TCAS" message on USJ/TCAS display.	ATA	<u>34</u>	STA	<u>HNL</u>	RII	<u>N</u>	INSP SIG./EMP #	
							PERFORMED TCAS PROCESSION FRONT PANEL TEST. OPS PER HONEYWELL MM 34-45-00 PARAGRAPH 2.C. OPS CKS GOOD PER HONEYWELL MM 34-45-00							

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG	<u>6/5/21</u>	DATE	<u>6/5/21</u>	DATE

NO	2	STA	<u>HNL</u>	CODE	<u>F</u>	#2 DME intermittent with every LOR frequency selected	ATA	<u>34</u>	STA	<u>HNL</u>	RII	<u>N</u>	INSP SIG./EMP #	
							MX DISCOVERED DME CONTROL PANEL "DME, OVERRIDE, TEST" SWITCH IN. OVERRIDE POS. REPOSITIONED TO DME. OPS CKS GOOD PER 34-55-00.							

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG	<u>6/5/21</u>	DATE	<u>6/5/21</u>	DATE

NO	3	STA	<u>HNL</u>	CODE	<u>M</u>	WEEKLY CHECK REQ	ATA	<u>35</u>	STA	<u>HNL</u>	RII	<u>N</u>	INSP SIG./EMP #	
							ON WEEKLY CHECK IAW RAI-WKLY-41							

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG	<u>6/5/21</u>	DATE	<u>6/5/21</u>	DATE

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 06/05/21 TIME (LOCAL) 2000 STA. HNL TYPE MAINT. WEEKLY

SIGNATURE _____

AUDIT

LOG PAGE # 08648

Last log page # of previous log book

Continuation Sheet Y / N

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

CODE: F = FLT CREW
I = INFO M = MAINT.

DISCREPANCY

CORRECTIVE ACTION

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 6/6/21 TIME (LOCAL) 1900 STA. LINK TYPE MAINT. DAILY

SIGNATURE 



AIRCRAFT LOG BOOK

AUDIT [REDACTED]

LOG PAGE # **08649**

Last log page # of previous log book _____ Continuation Sheet **Y70**

ORIG STA: HNL		DATE: 6-7-21		AIRCRAFT #: 810TA		A/C TYPE: B737-200			
ARR STA	FLIGHT #	ITO	810	HNL	810				
TIMES		BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0411	0408	0528	0525				
DEPARTURE		0313	0323	0437	0440				
ELAPSED HOURS		1.0	.7	.8	.7				
DEPARTURE FUEL (LBS)		19000		13600					
ARRIVAL FUEL (LBS)		13600		9000					
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT () F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	RINSMA	ACM		ACM					
F/O	KATHER	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		6-13-21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____

AUDIT

Last log page # of previous log book _____ Continuation Sheet Y / 15

ORIG STA:		HNL	DATE:		6-7-21		AIRCRAFT #:		810TA		A/C TYPE:		B737-200	
ARR STA	FLIGHT #		OAG	810	ITO	810	HNL	810						
TIMES			BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT	BLK		FLT	
ARRIVAL			0646	0643	0752	0749	0906	0902						
DEPARTURE			0603	0613	0714	0717	0816	0820						
ELAPSED HOURS			.7	.5	.6	.5	.8	.7						
DEPARTURE FUEL (LBS)			20200		17200		13800							
ARRIVAL FUEL (LBS)			17200		13800		8900							
LANDING / OPS CODE			CAPT (9)	F/O	CAPT (9)	F/O	CAPT (9)	F/O	CAPT ()	F/O				
FUEL UPLIFT / FREIGHT			(LBS)		(LBS)		(LBS)							
OIL ADDED (QTS)			#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng		#2 Eng	

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	RINSMA	ACM		ACM					
F/O	KATHER	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		6-13-21	

CORRECTIVE ACTION

NO	1	STA HNL	CODE: F	TCAS FAILED	ATA 34	STA LHR	RII N	INSP SIG./EMP #
IN FLIGHT.					PREMD TCAS PROC. BITE GUK PER			
TEST FAIL					MONITORING MM 34.45.00. - OPS CHK GOOD			
					PER MONITORING MM 34.45.00			

PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG.		DATE			
		6-7-21				6/7/21			

[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08651

Last log page # of previous log book

Continuation Sheet Y ☒ N

ORIG STA: <u>HNL</u>		DATE: <u>6/7-21</u>		AIRCRAFT #: <u>810TA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	<u>LIA</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>1200</u>	<u>1155</u>	<u>1500</u>	<u>1455</u>		
DEPARTURE		<u>1115</u>	<u>1130</u>	<u>1420</u>	<u>1435</u>		
ELAPSED HOURS		<u>0.7</u>	<u>.4</u>	<u>.7</u>	<u>.5</u>		
DEPARTURE FUEL (LBS)		<u>14000</u>		<u>10500</u>			
ARRIVAL FUEL (LBS)		<u>10500</u>					
LANDING / OPS CODE		CAPT (<u>11</u>) F/O		CAPT (<u>11</u>) F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng
					<u>2</u>		

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	<u>-9</u>	<u>-17</u>
Capt	<u>A. Dato</u>	ACM		ACM				
F/O	<u>M. Kreken</u>	ACM		ACM				
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE
	Dual / VOT					<u>/</u>		<u>6-13-21</u>
								CODE: F = FLT CREW I = INFO M = MAINT.

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	R/L	INSP SIG./EMP #
<u>1</u>	<u>HNL</u>	<u>F</u>	<u>28</u>	<u>HNL</u>	<u>R/L</u>	<u>—</u>
<u>#2 RH fuel QTY drops to 0 and catches back up</u>			<u>OPS CUE INDICATOR PER AMM 28.4.51/401.</u> <u>ALL IND. NORMAL.</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE <u>6-7-21</u>	SIG./EMP #	DATE <u>6/7/21</u>
NO	STA	CODE	ATA	STA

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #	DATE
NO	STA	CODE	ATA	STA

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #	DATE
NO	STA	CODE	ATA	STA

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #	DATE
NO	STA	CODE	ATA	STA

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08652

Last log page # of previous log book

Continuation Sheet Y / 

ORIG STA: <i>HNL</i>		DATE: <i>8-7-21</i>		AIRCRAFT #: <i>810</i>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	<i>066</i>	<i>810</i>	<i>HNL</i>	<i>810</i>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<i>1647</i>	<i>1644</i>	<i>1906</i>	<i>1903</i>		
DEPARTURE		<i>1610</i>	<i>1621</i>	<i>1836</i>	<i>1842</i>		
ELAPSED HOURS		<i>.6</i>	<i>.4</i>	<i>.5</i>	<i>0.3.4</i>		
DEPARTURE FUEL (LBS)		<i>14000</i>		<i>10400</i>			
ARRIVAL FUEL (LBS)		<i>10400</i>		<i>7600</i>			
LANDING / OPS CODE		CAPT (<i>11</i>) <i>F/D</i>		CAPT (<i>11</i>) F/D		CAPT () F/O	
FUEL UPLIFT / FREIGHT		<i>20274</i> (LBS)		<i>17966</i> (LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

POS	NAME	POS	NAME	POS	NAME	ENG	9	-15	-17
Capt	Kiser, W	ACM		ACM					
E/O	Storun P	ACM		ACM					

FULL POWER T/O ☐

ENG 19 -15 -17

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		6-13-2	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
1	HWL	M	05.	HWL	N	—
DAILY CLK REG'D			DAILY CLK C/W PER RAI TASK CARDS			
			RAI.DLY-01.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SI [REDACTED]	DATE 6/7/21	SI [REDACTED]	DATE 6/7/21	
NO	STA	CODE	ATA	STA
			RII	INSP SIG./EMP #

[illegible]

PART NAME			P/N OFF			S/N OFF			P/N ON			S/N ON				
SIG.						DATE			SIG./EMP #						DATE	
NO	STA	CODE:							ATA	STA	RII	INSP SIG./EMP #				

[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 06/7/21

TIME (LOCAL) 1900

STA 4444

TYPE MAINT. DAILY

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08653

Last log page # of previous log book Continuation Sheet Y / N

ORIG STA: HNL		DATE: 6-8-21		AIRCRAFT #: 810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	ITO	810	HNL	810	ITO	810
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0213	0210	0330	0326	0547	0544
DEPARTURE		0121	0128	0244	0248	0455	0503
ELAPSED HOURS		.9	.7	.8	.6	.9	.7
DEPARTURE FUEL (LBS)		18300		13100		18300	
ARRIVAL FUEL (LBS)		13100		8500		13200	
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT (9) F/O	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	RINSMA	ACM		ACM	
F/O	SALEH	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		6-13-21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08654

Last log page # of previous log book

Continuation Sheet Y (N)

ORIG STA: HNL		DATE: 6-8-21		AIRCRAFT #: 810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	OGG	810	HNL	810		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0826	0814	0935	0930		
DEPARTURE		0746	0753	0856	0859		
ELAPSED HOURS		.7	.3	.6	.5		
DEPARTURE FUEL (LBS)		14200		10700			
ARRIVAL FUEL (LBS)		10700		7900			
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng
				2	2		

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	RINSMA	ACM		ACM	
F/O	SALEH	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		6-13-21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	FILE
1	HNL	M	32	HNL	Y
#3 MLG TIRE WORN TO LIMIT.			R & R #3 MLG Tire 1AW AMM 32-45-11.		

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
Wheel Assy	2601571-1	12372/10101	2601571-1	1734/3696
SIG	DATE	SIG	DATE	
	06-08-21		06-08-21	

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG	DATE	SIG/EMP #	DATE	

NO	STA	CODE	ATA	STA	Rll	INSP SIG/EMP #
----	-----	------	-----	-----	-----	----------------

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG	DATE	SIG/EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08655

Last log page # of previous log book Continuation Sheet (N)

ORIG STA: <u>HNL</u>		DATE: <u>6-8-21</u>		AIRCRAFT #: <u>810TA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	<u>LTH</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>1310</u>	<u>1305</u>	<u>1435</u>	<u>1430</u>		
DEPARTURE		<u>1230</u>	<u>1240</u>	<u>1355</u>	<u>1400</u>		
ELAPSED HOURS		<u>.7</u>	<u>.4</u>	<u>.7</u>	<u>.5</u>		
DEPARTURE FUEL (LBS)		<u>14000</u>		<u>10200</u>			
ARRIVAL FUEL (LBS)		<u>10200</u>		<u>7600</u>			
LANDING / OPS CODE		<u>CAPT (U)</u>	F/O	<u>CAPT (U)</u>	<u>F/O</u>	CAPT () F/O	CAPT () F/O
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng
FLIGHT CREW & OBSERVERS						FULL POWER T/O ☐	
POS	NAME		POS	NAME		POS	NAME
Capt	<u>A. Ditosi</u>		ACM			ACM	
F/O	<u>M. Krekon</u>		ACM			ACM	
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE
	Dual / VOT					/	<u>6-13-21</u>
DISCREPANCY						CORRECTIVE ACTION	
NO	STA	CODE	ATA		STA	RII	INSP SIG./EMP #
<u>1</u>	<u>HNL</u>	<u>F</u>	<u>28</u>		<u>HNL</u>	<u>N</u>	<u>-</u>
<u>#2 RH fuel QTY drops to 0 and catches back up</u>			<u>COULD NOT DUPLICATE ON GROUND. CHECKED TANK FOR WATER - NO DEFECTS. OPS CKS GOOD PER 28-41-00</u>				
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON			
SIG.	DATE	SIG.		DATE			
<u>6-8-21</u>	<u>6-8-21</u>	<u>6-8-21</u>		<u>6-8-21</u>			
NO	STA	CODE	ATA		STA	RII	INSP SIG./EMP #
<u>2</u>	<u>HNL</u>	<u>M</u>	<u>25</u>		<u>HNL</u>	<u>N</u>	<u>-</u>
<u>DAILY CHECK REQ</u>			<u>CW DAILY CHECK IAW R41-DLY-01</u>				
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON			
SIG.	DATE	SIG.		DATE			
<u>6/8/21</u>	<u>6/8/21</u>	<u>6/8/21</u>		<u>6/8/21</u>			
NO	STA	CODE	ATA		STA	RII	INSP SIG./EMP #
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON			
SIG.	DATE	SIG./EMP #		DATE			

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 6-8-21 TIME (LOCAL) 2000 STA. HNL TYPE MAINT. DAILY

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08656

Last log page # of previous log book

Continuation Sheet Y N

ORIG STA: <u>HNL</u>		DATE: <u>6-9-21</u>		AIRCRAFT #: <u>N810TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>066</u>	<u>810</u>	<u>HNL</u>	<u>810</u>	<u>ITO</u>	<u>810</u>
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0053</u>	<u>0049</u>	<u>0146</u>	<u>0143</u>	<u>0333</u>	<u>0330</u>
DEPARTURE		<u>0019</u>	<u>0024</u>	<u>0114</u>	<u>0122</u>	<u>0243</u>	<u>0249</u>
ELAPSED HOURS		<u>0.6</u>	<u>0.4</u>	<u>0.5</u>	<u>0.4</u>	<u>0.8</u>	<u>0.7</u>
DEPARTURE FUEL (LBS)		<u>14,000</u>		<u>14,000</u>		<u>18,000</u>	<u>13,000</u>
ARRIVAL FUEL (LBS)		<u>14,000</u>		<u>8,300</u>		<u>13,000</u>	<u>8,000</u>
LANDING / OPS CODE		CAPT (<u>9</u>) F/O		CAPT (<u>9</u>) F/O		CAPT (<u>9</u>) F/O	CAPT (<u>9</u>) F/O
FUEL UPLIFT / FREIGHT		<u>20,796</u> (LBS)		<u>4,951</u> (LBS)		<u>24,810</u> (LBS)	<u>9,616</u> (LBS)
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>MORGAN</u>	ACM		ACM	
F/O	<u>MOORE</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	<u>Dual / VOT</u>	<u>HNL</u>	<u>111.00</u>	<u>360</u>	<u>360</u>	<u>± 0.1 ± 0</u>	<u>[Signature]</u>	<u>7-9-21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____

AUDIT

Last log page # of previous log book

Continuation Sheet Y / ~~N~~AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08658

Last log page # of previous log book

Continuation Sheet ☒ N

ORIG STA: <u>HNL</u>		DATE: <u>6/9/21</u>		AIRCRAFT #: <u>810TA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	<u>214</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>1240</u>	<u>1235</u>	<u>1430</u>	<u>1425</u>		
DEPARTURE		<u>1200</u>	<u>1215</u>	<u>1345</u>	<u>1355</u>		
ELAPSED HOURS		<u>.7</u>	<u>.3</u>	<u>07</u>	<u>.5</u>		
DEPARTURE FUEL (LBS)		<u>14000</u>		<u>10300</u>			
ARRIVAL FUEL (LBS)		<u>10300</u>		<u>7506</u>			
LANDING / OPS CODE		CAPT (<u>11</u>) <u>F/D</u>		CAPT (<u>11</u>) F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng
				<u>2</u>	<u>3</u>		

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>A. Datozi</u>	ACM		ACM	
F/O	<u>Kreken</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/			

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #	CORRECTIVE ACTION
<u>1</u>	<u>HNL</u>	<u>M</u>	<u>#2 MLG BRAKE WORN</u>	<u>32</u>	<u>HNL</u>	<u>N</u>		<u>Brake is not RT</u>
			<u>TO LIMITS</u>					<u>R+R BRAKE ASSY #2 MLG IAW</u>
								<u>AMM 32-41-41. LEAK CHECK</u>
								<u>GOOD.</u>

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
<u>BRAKE ASSY</u>	<u>26010703</u>	<u>C-0123</u>	<u>2601042-5</u>	<u>BC1719</u>
SIG.				
	<u>6/9/21</u>			<u>6/9/21</u>

NO	STA	CODE	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #	CORRECTIVE ACTION
<u>2</u>	<u>HNL</u>	<u>M</u>	<u>#2 TIRE WORN TO</u>	<u>32</u>	<u>HNL</u>	<u>Y</u>		<u>R+R MAIN WHEEL ASSY #2 MLG IAW</u>
			<u>LIMITS</u>					<u>AMM 32-45-11</u>

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
<u>MAIN WHEEL ASSY</u>	<u>2601571-1</u>	<u>8010/8010</u>	<u>2601571-1</u>	<u>10114/10114</u>
SIG.				
	<u>6/9/21</u>			<u>6/9/21</u>

NO	STA	CODE	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #	CORRECTIVE ACTION
<u>3</u>	<u>HNL</u>	<u>M</u>	<u>REF MEL 810053021-1</u>	<u>30</u>	<u>HNL</u>	<u>N</u>		<u>R/R LH WING ANTI-ICE VALVE AND OPS</u>
			<u>LH WING ANTI-ICE VALVE INOP</u>					<u>CHECK I.A.W. BMM 30-11-11, NORMAL.</u>
								<u>PLACARD REMOVED & MEL LIST UPDATED.</u>

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
<u>VALVE</u>	<u>67-2906-002</u>	<u>04901060</u>	<u>67-2906-002</u>	<u>03830182</u>
SIG.				
	<u>6/9/2021</u>			<u>6/9/2021</u>

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 09 Jun 2021 TIME (LOCAL) 2000 STA. HNL TYPE MAINT. Day 1A

SIGNATURE



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

FORM S-5B

08658

11/01/2016

A/C 810TA DATE 09 Jun 2021 SERVICE Daily STA HNL PAGE 2 OF 2

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO 4 STA HNL Ref Placard #8100609 ATA 34 STA HNL RII N INSP SIG./EMP #
21-1 TCAS Failed in flight
TCAS Test Failed
Reracked TCAS Processor IAW
R.C.A.T.S. Install Manual Ch 34-40-70
ops ckgood, Placards Removed MEL
List updated

PART NAME P/N OFF S/N OFF P/N ON S/N ON
SIG. [REDACTED] DATE 09 Jun 2021 SI [REDACTED] DATE 09 Jun 2021

NO 5 STA HNL DAILY CHECK PER ATA 25 STA HNL RII N INSP SIG./EMP #
CW DAILY CHECK IAW EAI-DLY-01

PART NAME P/N OFF S/N OFF P/N ON S/N ON

SIG. [REDACTED] DATE 6/9/21 SI [REDACTED] DATE 6/9/21

NO 6 STA HNL 1A. CLK BUBB. 1A CLK C/W FOR 1A CLK PROXY/TASK
CARDS & TRULY SUPT

PART NAME P/N OFF S/N OFF P/N ON S/N ON

SIG. [REDACTED] DATE 6/9/21 SI [REDACTED] DATE 6/9/21

NO STA ATA STA RII INSP SIG./EMP #

PART NAME P/N OFF S/N OFF P/N ON S/N ON

SIG. DATE SIG./EMP # DATE

MAINTENANCE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08659

Last log page # of previous log book

Continuation Sheet Y N

ORIG STA: HNL		DATE: 6-10-21		AIRCRAFT #: 810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	OGG	810	HNL	810	ITO	810
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0139	0135	0241	0238	0412	0407
DEPARTURE		0054	0104	0204	0215	0312	0322
ELAPSED HOURS		.7	.5	.6	.4	1.0	.7
DEPARTURE FUEL (LBS)		14500		11000		18400	
ARRIVAL FUEL (LBS)		11000		8200		13200	
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT (9) F/O	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	RINSMA	ACM		ACM	
F/O	KATHER	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		7-9-21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE TIME (LOCAL) STA. TYPE MAINT.

SIGNATURE EMP #



AIRCRAFT LOG BOOK

AUDIT [REDACTED]LOG PAGE # **08660**

Last log page # of previous log book _____

Continuation Sheet Y **(N)**

ORIG STA: HNL		DATE: 6-10-21		AIRCRAFT #: 810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	OGG	810	HNL	810	ITO	810
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0645	0642	0740	0737	0921	0918
DEPARTURE		0601	0611	0709	0713	0820	0831
ELAPSED HOURS		.7	.5	.5	.4	1.0	1.0
DEPARTURE FUEL (LBS)		14500		10800		18500	
ARRIVAL FUEL (LBS)		10800		8300		13300	
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT (9) F/O	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	RINSMA	ACM		ACM	
F/O	KATHER	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					1		7-9-21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08661

Last log page # of previous log book

Continuation Sheet Y ☒ N

ORIG STA: <u>HNL</u>		DATE: <u>6/10/21</u>		AIRCRAFT #: <u>810TA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	<u>LIA</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>1225</u>	<u>1220</u>	<u>1430</u>	<u>1425</u>		
DEPARTURE		<u>1140</u>	<u>1150</u>	<u>1350</u>	<u>1355</u>		
ELAPSED HOURS		<u>0.7.8</u>	<u>.5</u>	<u>.7</u>	<u>.5</u>		
DEPARTURE FUEL (LBS)		<u>4000</u>		<u>10000</u>			
ARRIVAL FUEL (LBS)		<u>10000</u>		<u>7200</u>			
LANDING / OPS CODE		CAPT (<u>11</u>) <u>F/O</u>		CAPT (<u>11</u>) <u>F/O</u>		CAPT () F/O	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>A. Dales</u>	ACM		ACM	
F/O	<u>Kicken</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		<u>7-9-21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	R/I	INSP SIG./EMP #
<u>1</u>	<u>HNL</u>	<u>F</u>	<u>28</u>	<u>HNL</u>	<u>N</u>	
R forward fuel pump light 4.0 low pressure light illuminated after T/O from Lihue stayed illuminated during climb and the engine spool			Removed, Cleaned, Reinstalled Cannon plug on R+ FWD Boost pump IAW B737AIM Ch 28-42-11E SPW Ch 20-60-01 ops ck. good IAW B737 AIM Ch 28-20-00			
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.		DATE			DATE	
		<u>6-10-21</u>			<u>10 Jun 2021</u>	

NO	STA	CODE	ATA	STA	R/I	INSP SIG./EMP #
<u>2</u>	<u>11</u>	<u>M</u>	<u>05</u>	<u>HNL</u>	<u>N</u>	
Daily inspection is due			Daily check complied with IAW Task Card RAI-DLY-01			
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.		DATE			DATE	
		<u>10 Jun 2021</u>			<u>10 Jun 2021</u>	

NO	STA	CODE	ATA	STA	R/I	INSP SIG./EMP #
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.		DATE			DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 10 Jun 2021 TIME (LOCAL) 2000 STA. HNL TYPE MAINT. Daily

SIGNATURE [Signature]



AIRCRAFT LOG BOOK

AUDIT [REDACTED]

LOG PAGE # 08662

Last log page # of previous log book

Continuation Sheet Y / N

ORIG STA:		DATE:		AIRCRAFT #:		A/C TYPE:	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL							
DEPARTURE							
ELAPSED HOURS							
DEPARTURE FUEL (LBS)							
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE							
FUEL UPLIFT / FREIGHT							
OIL ADDED (QTS)							

FLIGHT CREW & OBSERVERS						FULL POWER T/O ☐			
POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	ROGERS	ACM		ACM					
F/O	MOORE	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		7/9/21	

DISCREPANCY				CORRECTIVE ACTION			
NO	STA	CODE		ATA	STA	RII	INS
1	ITO	F	LEFT WING UPPER TOP SURFACE, AFT LE D (SLAT) DAMAGED.	27	ITO	4	[REDACTED]
							REMOVED & REPLACED #1 LEADING EDGE SLAT PER AMM 27-81-21, OPS CHECK NORMAL

PART NAME FRAT ASSY	P/N OFF 65-46421221A	S/N OFF BN237	P/N ON 65-46421227A	S/N ON BN34
DATE 5/11/21		SIG. EMP [Redacted]		DATE 06/11/21

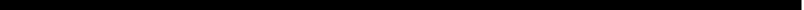
NO	STA	CODE	AT	STA	RTH	INSP SIG/EMP #
2	HALE	10	05	ITO	N	
Daily Check due			Daily Check Complied with IAW Task Card RAI-DLY-01			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG [REDACTED]		DATE 11-Jun-2021	SIG [REDACTED]	DATE 11-Jun-2021

NO	STA	CODE	ATA	STA	RII	INS	SIG./EMP #
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON			
SIG.	DATE	SIG./EMP #	DATE				

AIRWORTHINESS RELEASE The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 11 Jun 2021 TIME (LOCAL) 2000 STA. ITO TYPE MAINT. Daily

SIGNATURE 



AIRCRAFT LOG BOOK

AUDIT [REDACTED]LOG PAGE # **08663**

Last log page # of previous log book _____ Continuation Sheet Y / N

ORIG STA: ITO		DATE: 6/1/21		AIRCRAFT #: 810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	HNL	810	BLK	FLT	BLK	FLT
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		2040	2027				
DEPARTURE		1940	1947				
ELAPSED HOURS		1.0	.7				
DEPARTURE FUEL (LBS)		12800					
ARRIVAL FUEL (LBS)		9000					
LANDING / OPS CODE		CAPT (7) E/O	CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O	CAPT () F/O
FUEL UPLIFT / FREIGHT		749 (LBS)	(LBS)	(LBS)	(LBS)	(LBS)	(LBS)
OIL ADDED (QTS)	#1 Eng	0	#2 Eng	2	#1 Eng	#2 Eng	#1 Eng #2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	Anton	ACM	M. Moritz	ACM	
F/O	Krekm	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		7-9-21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	DESCRIPTION	ATA	STA	RIL	INSP SIG./EMP #
1	HNL	F	Leading Edge flap transit light on. Overhead Panel shows proper indication	27	HNL	N	
				ITEM DEFERRED PER MEL 27-04-02B, PLACARD # 810061121-1, CAT "C" DUE DATE 06/21/21 SPECIFIC PROCEDURE 27-04 C/W, MEL LIST UPDATED, PLACARDS INSTALLED			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	
	6/1/21		06/11/21	

NO	STA	CODE	DESCRIPTION	ATA	STA	RIL	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE	DESCRIPTION	ATA	STA	RIL	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
 SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT [REDACTED]LOG PAGE # **08664**

Last log page # of previous log book _____ Continuation Sheet Y / N

ORIG STA: HNL		DATE: 6-12-21		AIRCRAFT #: 810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	OGG	810	HNL	810		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0246	0242	0351	0348		
DEPARTURE		0202	0212	0311	0319		
ELAPSED HOURS		.7	.5	.7	.5		
DEPARTURE FUEL (LBS)		15200		11300		18	
ARRIVAL FUEL (LBS)		11300		8000			
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	RINSMA	ACM		ACM	
F/O	KATHER	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		7-9-21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON

SIG.	DATE	SIG./EMP #	DATE

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON

SIG.	DATE	SIG./EMP #	DATE

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08665

Last log page # of previous log book

Continuation Sheet Y ☒ N

ORIG STA: HNL			DATE: 6-12-21			AIRCRAFT #: 810TA			A/C TYPE: B737-200						
ARR STA		FLIGHT #		OGG		810		KOA		810		HNL		810	
TIMES				BLK		FLT		BLK		FLT		BLK		FLT	
ARRIVAL				0504		0501		0608		0605		0716		0713	
DEPARTURE				0421		0431		0530		0535		0632		0638	
ELAPSED HOURS				.7		.5		.6		.5		.7		.6	
DEPARTURE FUEL (LBS)				18900				15200				11700			
ARRIVAL FUEL (LBS)				15200				11700				8400			
LANDING / OPS CODE				CAPT (9)		F/O		CAPT (9)		F/O		CAPT (9)		F/O	
FUEL UPLIFT / FREIGHT						(LBS)				(LBS)				(LBS)	
OIL ADDED (QTS)				#1 Eng		#2 Eng		#1 Eng		#2 Eng		#1 Eng		#2 Eng	

FLIGHT CREW & OBSERVERS

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	RINSMA	ACM		ACM					
F/O	KATHER	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		7-9-21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG/EMP #
1	HNL	M	5	HNL	N	-
WEEKLY CK REQUIRED			WEEKLY CK c/w PER RAI WKLY-01			

PART NAME	7	P/N OFF	S/N OFF	P/N ON	7	S/N ON
[REDACTED]		DATE	06-12-21	SIG	[REDACTED]	DATE
[REDACTED]		[REDACTED]		[REDACTED]		06-12-21

NO	STA	CODE:	ATA	STA	RII	INSP SIG/EMP #
2	HNC	M	27	HNC	N	-
REF MEL 81006H/21-1			PERFORMED QAS CKS OF LE FLAP SLAT			
LE FLAP/SLAT TRANSIT LIGHT			POSITION INDICATING SYSTEM PER BAINN			
INOP.			27-8800. QAS CKS GOOD. MEL LAST			
			UPDATED & PLACARDS REMOVED.			

PART NAME	7	P/N OFF	S/N OFF	P/N ON	S/N ON
[REDACTED]		DATE	06-12-21	S	DATE
[REDACTED]		[REDACTED]		06-12-21	

NO	STA	CODE:	ATA	STA	RI	IN
3	ANL	M.	27	ANL	Y	
MIX DISCOVERED #2 SLAT			R/R #2 LG SLAT PER ANM 27-81-21			
DAMAGED.			27-81-21/401. QPS C/S GOOD			
			PER 27-81-21 & 27-88-00 -			

PART NAME #2 59 SUAT-1	P/N OFF 65 46422-299A	S/N OFF B2N83	P/N ON 65-46422-299A	S/N ON B2N99
DATE 06-12-21		SIG./E [REDACTED]		DATE 06-12-21

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE 06-12-74 TIME (LOCAL) 2000 STA. H/VL TYPE MAINT. WEEKLY

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT [REDACTED]LOG PAGE # **08666**Last log page # of previous log book _____ Continuation Sheet Y/**CP**

ORIG STA: HNL		DATE: 6-13-21		AIRCRAFT #: N810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	066	810	HNL	810	066	810
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0313	0308	0407	0404	0526	0521
DEPARTURE		0235	0242	0335	0342	0450	0459
ELAPSED HOURS		0.6	0.4	0.5	0.4	0.6	0.4
DEPARTURE FUEL (LBS)		18,000		15,000		17,000	
ARRIVAL FUEL (LBS)		15,000		11,800		14,000	
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT (9) F/O	
FUEL UPLIFT / FREIGHT		19,332 (LBS)		3,746 (LBS)		12,875 (LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	MORGAN	ACM		ACM	
F/O	STORM	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		7-9-21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08667

Last log page # of previous log book

Continuation Sheet ☒ Y ☐ N

ORIG STA:		DATE:		AIRCRAFT #:		A/C TYPE: B737-200					
ARR STA	FLIGHT #	<i>ITD</i>	<i>810</i>	<i>HNL</i>	<i>810</i>						
TIMES		BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT		
ARRIVAL		<i>0735</i>	<i>0725</i>	<i>0840</i>	<i>0835</i>						
DEPARTURE		<i>0643</i>	<i>0651</i>	<i>0755</i>	<i>0800</i>						
ELAPSED HOURS		<i>0.9</i>	<i>0.6</i>	<i>0.8</i>	<i>0.6</i>						
DEPARTURE FUEL (LBS)		<i>18,000</i>		<i>13,000</i>							
ARRIVAL FUEL (LBS)		<i>13,000</i>		<i>8,000</i>							
LANDING / OPS CODE		CAPT (<i>9</i>) F/O		CAPT (<i>9</i>) F/O		CAPT () F/O		CAPT () F/O			
FUEL UPLIFT / FREIGHT		<i>18,384</i> (LBS)		<i>0</i> (LBS)		(LBS)		(LBS)			
OIL ADDED (QTS)	#1 Eng	#2 Eng		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng		

FLIGHT CREW & OBSERVERS

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	MORRAN	ACM		ACM					
F/O	STARR	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		7-9-21	

DISCREPANCY

NO	1	STA	HNL	CODE	NA	ATA	32	STA	HNL	Rll	X	INS	[REDACTED]
TIRE WORN TO LIMIT -						R/R # 4 Main Tire IAW							
# 4 TIRE.						AMM 32-45-11							

CORRECTIVE ACTION

NO	1	STA	HNL	CODE	NA	ATA	32	STA	HNL	RII	Y	INS	[REDACTED]		
TIRE WORN TO LIMIT -						R/R # 4 Main Tire IAW									
#4 TIRE.						AMM 32-45-11									
MIG TIRE ASSY															
PART NAME	2601571-1				P/N OFF	8352/8352				P/N ON	2601571-1				
SIG	[REDACTED]				DATE	6/13/21				SIG	[REDACTED]				
												DATE		6/13/21	

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
2.	HLK	HL	05	HLK	HL	
DAILY CLK REQ'D.			DAILY CLK c/w FOR RRI TASK CANDS			
			RRI. buy. 01.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE 6/13/21	S	DATE 6/13/21	

NO	STA	CODE:	ATA	STA	FILE	INSP SIG./EMP #
----	-----	-------	-----	-----	------	-----------------

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #		DATE

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE 6/13/21 TIME (LOCAL) 9:00 STA. 1000 TYPE MAINT. daily

SIGNATURE _____



AIRCRAFT LOG BOOK

AUDIT [REDACTED]LOG PAGE # **08668**Last log page # of previous log book [REDACTED]Continuation Sheet Y **(N)**

ORIG STA: HNL		DATE: 6-14-21		AIRCRAFT #: 826 810		A/C TYPE: B737-200	
ARR STA	FLIGHT #	ITD	810	HNL	810		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0340	0330	0457	0455		
DEPARTURE		0250	0258	0411	0413		
ELAPSED HOURS		.8	.6	.8	.7		
DEPARTURE FUEL (LBS)		18000		13700			
ARRIVAL FUEL (LBS)		13700		8900			
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT		22039 (LBS)		15354 (LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	Kiser W	ACM		ACM	
F/O	Lightholder R	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		7-9-21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #	DATE

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #	DATE

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #	DATE

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____

AUDIT

Last log page # of previous log book

Continuation Sheet Y (N)

PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON			
SIG.				DATE		SIG./EMP #				DATE	
NO	STA	CODE:				ATA	STA	Rll	INSP SIG./EMP #		
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON			
SIG.				DATE		SIG./EMP #				DATE	

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08670

Last log page # of previous log book

Continuation Sheet (Y) N

ORIG STA: <u>HNL</u>		DATE: <u>6-14-21</u>		AIRCRAFT #: <u>N810TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL	<u>1156</u>	<u>1150</u>	<u>1445</u>	<u>1436</u>			
DEPARTURE	<u>1110</u>	<u>1128</u>	<u>1404</u>	<u>1415</u>			
ELAPSED HOURS	<u>.8</u>	<u>0.43</u>	<u>.7</u>	<u>.3</u>			
DEPARTURE FUEL (LBS)	<u>12400</u>		<u>10400</u>				
ARRIVAL FUEL (LBS)	<u>12400</u>		<u>8500</u>				
LANDING / OPS CODE	CAPT (1) (P/O)		CAPT (1) (P/O)		CAPT () F/O		CAPT () F/O
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng
			<u>0</u>	<u>2</u>			

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>Anton</u>	ACM		ACM	
F/O	<u>Frisch</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>/</u>		<u>7-9-21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	DISCREPANCY	ATA	STA	CODE	CORRECTIVE ACTION
<u>1</u>	<u>HNL</u>	<u>F</u>	<u>Position #2 Main</u> <u>Deck Cargo compartment light</u> <u>insp.</u>	<u>33</u>	<u>HNL</u>	<u>N</u>	<u>RELAMPED AND OP CHECKED</u> <u>POSITION 2 OVERHEAD LIGHTS</u> <u>IAW BMM 33-21-23</u>

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON			
<u>TCAS</u>	<u>066-50000-2220</u>	<u>10472</u>	<u>066-50000-2220</u>	<u>3750</u>			
SIG.	DATE	SIG./EMP #	DATE				
<u>6-14-21</u>	<u>6-14-21</u>	<u>6-14-21</u>	<u>6-14-21</u>				
NO	STA	CODE	DISCREPANCY	ATA	STA	CODE	CORRECTIVE ACTION
<u>2</u>	<u>HNL</u>	<u>F</u>	<u>TCAS flag</u> <u>Flt / Capt side</u> <u>in flight</u>	<u>34</u>	<u>HNL</u>	<u>N</u>	<u>R12 TCAS PROCESSOR AND OPS CHECK I.A.W.</u> <u>ROCKWELL COLLINS INST. MANUAL 34-40-70. NORMAL</u>

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON			
<u>TCAS</u>	<u>066-50000-2220</u>	<u>10472</u>	<u>066-50000-2220</u>	<u>3750</u>			
SIG.	DATE	SIG./EMP #	DATE				
<u>6-14-21</u>	<u>6-14-21</u>	<u>6-14-21</u>	<u>6-14-21</u>				
NO	STA	CODE	DISCREPANCY	ATA	STA	CODE	CORRECTIVE ACTION
<u>3</u>	<u>HNL</u>	<u>F</u>	<u>#1 Engine fuel</u> <u>heat valve light illuminated</u> <u>after landing</u>	<u>73</u>	<u>HNL</u>	<u>N</u>	<u>CLEANED AND VERIFIED FUEL HEAT VALVE</u> <u>ELECTRICAL CONNECTOR AND OPS CHECK I.A.W.</u> <u>BMM 73-14-11. NORMAL</u>

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
<u>TCAS</u>	<u>066-50000-2220</u>	<u>10472</u>	<u>066-50000-2220</u>	<u>3750</u>
SIG.	DATE	SIG./EMP #	DATE	
<u>6-14-21</u>	<u>6-14-21</u>	<u>6-14-21</u>	<u>6-14-21</u>	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 6/14/21 TIME (LOCAL) 1900 STA. HNL TYPE MAINT. DAILY

SIGNATURE _____



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

8670

FORM S-5B

11/01/2016

A/C N810TA DATE 14 JUN 21 SERVICE DAILY STA HNL PAGE 3 OF 2

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO	STA	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #
4	HNL	DAILY CHECK 1DUE	5	HNL	N	
			COMPLIED W/ DAILY CHECK			
			1AW RAI-DLY-01			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON

DATE 14 JUN 21 DATE 14 JUN 21

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON

SIG. DATE SIG./EMP # DATE

NO	STA	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON

SIG. DATE SIG./EMP # DATE

NO	STA	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON

SIG. DATE SIG./EMP # DATE

MAINTENANCE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08671

Last log page # of previous log book

Continuation Sheet Y (N)

ORIG STA: <u>HNL</u>		DATE: <u>6/15/21</u>		AIRCRAFT #: <u>810TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>OGG</u>	<u>810</u>	<u>HNL</u>	<u>810</u>	<u>OGG</u>	<u>810</u>
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>210</u>	<u>205</u>	<u>250</u>	<u>245</u>	<u>425</u>	<u>420</u>
DEPARTURE		<u>135</u>	<u>140</u>	<u>225</u>	<u>230</u>	<u>355</u>	<u>400</u>
ELAPSED HOURS		<u>.6</u>	<u>.4</u>	<u>.4</u>	<u>.2</u>	<u>.5</u>	<u>.3</u>
DEPARTURE FUEL (LBS)		<u>14000</u>		<u>11000</u>		<u>14000</u>	
ARRIVAL FUEL (LBS)		<u>11000</u>		<u>8000</u>		<u>11000</u>	
LANDING / OPS CODE		CAPT (9) <u>F/O</u>		CAPT (9) <u>F/O</u>		CAPT (9) <u>F/O</u>	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐ENG -9 -15 -17

POS	NAME	POS	NAME	POS	NAME
Capt	<u>A. Dato</u>	ACM		ACM	
F/O	<u>K. Mercado</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>/</u>		<u>7-9-21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	Rll	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	Rll	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	Rll	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE TIME (LOCAL) STA. TYPE MAINT.

SIGNATURE EMP #



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08672

Last log page # of previous log book Continuation Sheet Y (N)

ORIG STA: HNL		DATE: 6-15-21		AIRCRAFT #: 810		A/C TYPE: B737-200	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL		0644	0641	0728	0725	0828	0825
DEPARTURE		0555	0605	0700	0707	0747	0756
ELAPSED HOURS		0.8	.7	.6	.5	.3	.7
DEPARTURE FUEL (LBS)		20000		15600		13500	
ARRIVAL FUEL (LBS)		15600		13500		10000	
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT (9) F/O	
FUEL UPLIFT / FREIGHT		18736 (LBS)		4077 (LBS)		2619 (LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O

POS	NAME	POS	NAME	POS	NAME
Capt	Kiser, W	ACM		ACM	
F/O	Fukuda, Y	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		7-9-21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	DISCREPANCY	ATA	STA	RII	CORRECTIVE ACTION
1	HNL	F	P.D. VOR needle will not center. LOC does not work. GS. Does	34	HNL	N	CLEANED CANNON PLUGS IAW 20-60-02 SWAPPED CAPT HSI TO F.O. HSI AND F.O. HSI TO CAPT HSI. CONDUCTED OPS CHECK IAW AMM 34-26-21. OPS CHECK GOOD

PART NAME	P/N OFF CAPT	S/N OFF CAPT	P/N OFF F.O.	S/N OFF F.O.
HORIZONTAL SITUATION IND	522-2792-004	2853	522-2782-004	3026
SIG.	DATE	SIG.	DATE	
	6-15-21		6/15/21	

NO	STA	CODE	DISCREPANCY	ATA	STA	RII	CORRECTIVE ACTION
2	HNL	M	DAILY CHECK REQ	25	HNL	N	CW DAILY CHECK IAW RA1-DLY-01

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG.	DATE	
	6/15/21		6/15/21	

NO	STA	CODE	DISCREPANCY	ATA	STA	RII	CORRECTIVE ACTION
----	-----	------	-------------	-----	-----	-----	-------------------

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE TIME (LOCAL) STA. TYPE MAINT. SIGNATURE EMP #



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08673

Last log page # of previous log book

Continuation Sheet (Y) N

ORIG STA:		DATE:		AIRCRAFT #:		A/C TYPE: B737-200	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL							
DEPARTURE							
ELAPSED HOURS							
DEPARTURE FUEL (LBS)							
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE							
FUEL UPLIFT / FREIGHT							
OIL ADDED (QTS)							

FLIGHT CREW & OBSERVERS						FULL POWER T/O ☐			
POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	Anton	ACM		ACM					
F/O	Easton	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		7-9-29	

DISCREPANCY				CORRECTIVE ACTION	
NO	STA	CODE		ATA	INSP SIG./EMP #
1	HN	F	#2 Eng CSD	24	HN
			oil temp gauge inf. stuck at 80°		Removed & Replaced Oil temp indicator #2 CSD IAW B757 AMM Ch 24-11 -00 ops ok good
					86063179

PART NAME 0-7 temp Ind	R/N OFF 10-60757-28	S/N OFF 90034446	P/N ON 10-60757-28	S/N ON 866500
SIG. [Redacted]	DATE 6-5-21	SIG. [Redacted]	DATE 15 Jun 2022	

NO	2	STA	4142	CODE	F	# 2 main fuel gauge drop to zero in flight	ADJ	28	SN	1142	INS	7	SIG/ENF	#	Removed imperfect, cleaned, Reinstalled (encl) on TSD IAW SPWM CH 20-60-01 ops atk gnd IAW B337 AMM CH 28-41-00
----	---	-----	------	------	---	--	-----	----	----	------	-----	---	---------	---	---

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE 6-5-21	SIG. [REDACTED]	DATE 15 Jun 2021	

NO <u>3</u>	STA <u>ANR</u>	CODE <u>F</u>	APT Entry Door Motor Works	ATA <u>52</u>	STA <u>ANR</u>	RI <u>14</u>	INSP SIG/EMP #
light flashes intermittent in flight.				Inspected APT Entry door IAW BMM Ch 52-13-00 for flushness & security NOTE DOOR IS DEACTIVATED could not duplicate on and OK for continued service			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE 6-15-21	SIG.	DATE 15 Jun 2021

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE 153 JUN 2021 TIME (LOCAL) 2000 STA. HNL TYPE MAINT. Daily

SIGNATURE



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

08673

FORM S-5B

11/01/2016

A/C 8107A- DATE 15 Jun 2021 SERVICE Daily STA HNL PAGE 2 OF 2

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO	STA	ATA	STA	RII	INSP SIG./EMP #
4	HNL	05	HNL	N	
Daily Check due		Daily Check complied with IAW Task Card RAI-DLY-01			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
DATE 15 Jun 2021		DATE 15 Jun 2021		

NO	STA	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

MAINTENANCE

AUDIT

LOG PAGE # 08674

Last log page # of previous log book

Continuation Sheet Y ☒ N

ORIG STA:		DATE:		AIRCRAFT #:		A/C TYPE: B737-200	
ARR STA	FLIGHT #	066	810	810	ITO	810	810
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0145	0140	0233	0230	0349	0346
DEPARTURE		0107	0114	0202	0207	0303	0306
ELAPSED HOURS		0.7	0.4	0.5	0.4	0.8	0.7
DEPARTURE FUEL (LBS)		14,000		10,500		18,000	
ARRIVAL FUEL (LBS)		10,500		8,000		13,000	
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT (9) F/O	
FUEL UPLIFT / FREIGHT		21163 (LBS)		5,905 (LBS)		20,924 (LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	MORGAN	ACM		ACM					
F/O	MORSE	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		7-9-21	

CORRECTIVE ACTION

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	Rll	INSP SIG/EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08675

Last log page # of previous log book

Continuation Sheet Y N

ORIG STA: HNL		DATE: 6-16-21		AIRCRAFT #: 810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	OGG	810	HNL	810	BLK	FLT
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0625	0620	0719	0715		
DEPARTURE		0547	0558	0643	0648		
ELAPSED HOURS		.6	.4	.6	.4		
DEPARTURE FUEL (LBS)		14100		10400			
ARRIVAL FUEL (LBS)		10400		7900			
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	RINSMA	ACM		ACM	
F/O	SALEH	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		7-9-21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08676

Last log page # of previous log book

Continuation Sheet Y N

ORIG STA: HNL		DATE: 6-16-21		AIRCRAFT #: 810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	ITO	810	KOA	810	HNL	810
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0850	0847	0940	0936	1050	1046
DEPARTURE		0746	0800	0916	0919	1004	1012
ELAPSED HOURS		1.1	.8	.4	.3	.8	.5 0.6
DEPARTURE FUEL (LBS)		19800		14000		11500	
ARRIVAL FUEL (LBS)		14000		11500		7900	
LANDING / OPS CODE		CAPT (9) <u>F/O</u>		CAPT (9) <u>F/O</u>		CAPT (9) <u>F/O</u>	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	2	#2 Eng	2	#1 Eng	2

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	RINSMA	ACM		ACM	
F/O	SALEH	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		7-9-21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	#1 FUEL HEAT	ATA	STA	INSPIG/EMP #
	HNL	F		28	HNL	
OPEN LIGHT ON WITH SWITCH IN OFF POSN				Cleaned #1 Fuel heat sensor with computer IAW SPWM Ch 20-60-11 ops ch good		

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE 6-16-21		DATE 16 Sep 2021

NO	STA	CODE:	ATA	STA	RII	INSPIG/EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #	DATE

NO	STA	CODE:	ATA	STA	RII	INSPIG/EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #	DATE

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08677

Last log page # of previous log book

Continuation Sheet Y ☒ N

ORIG STA: HNL		DATE: 6-16-21		AIRCRAFT #: 810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	LH	810	HNL	810		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		1235	1230	1426	1417		
DEPARTURE		1149	1208	1348	1354		
ELAPSED HOURS		.8	.4	.6	.4		
DEPARTURE FUEL (LBS)		1400		10800			
ARRIVAL FUEL (LBS)		10800		8100			
LANDING / OPS CODE		CAPT (11) F/O		CAPT (11) F/O		CAPT () F/O	CAPT () F/O
FUEL UPLIFT / FREIGHT		28487 (LBS)		10709 (LBS)		(LBS)	(LBS)
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	Antonio	ACM		ACM	
F/O	Foskel	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		7-9-21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	DISCREPANCY	ATA	STA	FW	INSP SIG/EMP #	CORRECTIVE ACTION
1	HNL	F	#1 Eng fuel heat valve open & flickers in flight	33	HNL	N		Removed #1 Eng Fuel Heat Valve Cannon plug, cleaned Cannon plug connector Reinstalled cannon plug Ops check good IAW BSK W.M. Ch 20-60-01 & 20-60-06

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE 6-16-21	SIG.	DATE 16 Jun 2021

NO	STA	CODE	DISCREPANCY	ATA	STA	FW	INSP SIG/EMP #	CORRECTIVE ACTION
2	HNL	F	#2 fuel gauge inop in flight. Drops to zero	28	HNL	N		Could not duplicate on ground ops check good IAW B737 AMM Ch 28-41-00

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE 6-16-21	SIG.	DATE 16 Jun 2021

NO	STA	CODE	DISCREPANCY	ATA	STA	FW	INSP SIG/EMP #	CORRECTIVE ACTION
3	HNL	M	Daily check due	05	HNL	N		Daily check complied with IAW Test Card RAI-DLY-01

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE 16 Jun 2021	SIG.	DATE 16 Jun 2021

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 16 Jun 2021 TIME (LOCAL) 0000 STA. HNL TYPE MAINT. Daily

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT [REDACTED]

LOG PAGE # 08678

Last log page # of previous log book

Continuation Sheet



ORIG STA: HNL		DATE: 6-17-21		AIRCRAFT #: 810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	HNL	810	OGG	810	HNL	810
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0145		0245	0242	0351	0348
DEPARTURE		0123		0210	0220	0320	0328
ELAPSED HOURS		.4		.6	.4	.5	.3
DEPARTURE FUEL (LBS)		15200		14300		10700	
ARRIVAL FUEL (LBS)		14300		10700		8000	
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT (9) F/O	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng 0	#2 Eng 3	#1 Eng	#2 Eng	#1 Eng 0	#2 Eng 3

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt		ACM		ACM	
F/O		ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		7-9-21	

DISCREPANCY

CORRECTIVE ACTION

NO 1	STA HNL	CODE F	WING BODY OVERHEAT	ATA 26	STA HNL	RII 10	INSP SIG/EMP #
RIGHT SIDE WILL NOT TEST				Placardd Bt wing to body overheat light wrap per MHA 26-1301 Due date 6/27/21 CHTC P/N # 810061721-1 Plc Install MHA list updated Specific Procedures C/W			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE 6/17/21	SIG/EMP #	DATE 6/17/21

NO 2	STA HNL	CODE F	AFTER #2 ENG START	ATA 12	STA HNL	RII 10	INSP SIG/EMP #
OIL QTY INCREASED TO 1.75+. ON TAXI OUT QTY DECREASED TO 1.0. POWER APPLIED WITH NO INCREASE IN QTY NEEDLE FLICKERED BETWEEN 1.0 AND 1.25				Serviced #2 Engine to Full indication IAW Boeing 737 AWM 12-13-00			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE 6-17-21	SIG	DATE 6-17-21

NO 3	STA HNL	CODE F	Daily check Done	ATA 5	STA HNL	RII 10	INSP SIG/EMP #
Daily check Done				Accomplished Daily check IAW WLC 12A-01			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE 06/17/21	SIG.	DATE 06/17/21

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE TIME (LOCAL) STA. TYPE MAINT.
SIGNATURE EMP #



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08679

Last log page # of previous log book

Continuation Sheet Y/N

ORIG STA: HNL		DATE: 6-17-21		AIRCRAFT #: 810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	OGG	810	HNL	810		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0545	0540	0642	0638		
DEPARTURE		0503	0513	0612	0616		
ELAPSED HOURS		.7	.4	.5	.4		
DEPARTURE FUEL (LBS)		14400		10700			
ARRIVAL FUEL (LBS)		10700		7900			
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME		POS	NAME		POS	NAME	
Capt	RINSMA		ACM			ACM		
F/O	SALEH		ACM			ACM		
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE
	Dual / VOT					/		7-9-21
								CODE: F = FLT CREW I = INFO M = MAINT.

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.	DATE	SIG./EMP #	DATE			
NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.	DATE	SIG./EMP #	DATE			
NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.	DATE	SIG./EMP #	DATE			

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____

AUDIT

LOG PAGE # 08680

Last log page # of previous log book _____ Continuation Sheet Y / 1

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

CODE: F = FLT CREW
I = INFO M = MAINT.

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
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PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
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SIG.	DATE	SIG./EMP #	DATE
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NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
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[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
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SIG.	DATE	SIG./EMP #	DATE
------	------	------------	------

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 6/17/21 TIME (LOCAL) 1900 STA. HNL TYPE MAINT. DMW

SIGNATURE _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08681

Last log page # of previous log book Continuation Sheet Y / N

ORIG STA: <u>HNL</u>		DATE: <u>6-18-21</u>		AIRCRAFT #: <u>N810TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>066</u>	<u>810</u>	<u>HNL</u>	<u>810</u>	<u>066</u>	<u>810</u>
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0139</u>	<u>0133</u>	<u>0230</u>	<u>0223</u>	<u>0345</u>	<u>0340</u>
DEPARTURE		<u>0100</u>	<u>0111</u>	<u>0155</u>	<u>0201</u>	<u>0312</u>	<u>0318</u>
ELAPSED HOURS		<u>0.7</u>	<u>0.4</u>	<u>0.6</u>	<u>0.4</u>	<u>0.6</u>	<u>0.4</u>
DEPARTURE FUEL (LBS)		<u>14,000</u>		<u>10,500</u>		<u>14,000</u>	<u>10,500</u>
ARRIVAL FUEL (LBS)		<u>10,500</u>		<u>8,000</u>		<u>10,500</u>	<u>8,000</u>
LANDING / OPS CODE		CAPT (<u>9</u>) F/O		CAPT (<u>9</u>) F/O		CAPT (<u>9</u>) F/O	CAPT () F/O
FUEL UPLIFT / FREIGHT		<u>21,548</u> (LBS)		<u>3,481</u> (LBS)		<u>20,970</u> (LBS)	<u>2,910</u> (LBS)
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>HST/DA</u>	ACM	<u>MORGAN</u>	ACM	
F/O	<u>YUDA</u>	ACM	<u>MERCADO</u>	ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		<u>7-9-21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	Rll	INSP SIG./EMP #
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PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	Rll	INSP SIG./EMP #
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PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	Rll	INSP SIG./EMP #
----	-----	-------	-----	-----	-----	-----------------

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08682

Last log page # of previous log book

Continuation Sheet Y / N

ORIG STA: <u>HNL</u>		DATE: <u>6-18-21</u>		AIRCRAFT #: <u>810TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>ITO</u>	<u>810</u>	<u>OGG</u>	<u>810</u>	<u>HNL</u>	<u>810</u>
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>550</u>	<u>545</u>	<u>705</u>	<u>655</u>	<u>810</u>	<u>805</u>
DEPARTURE		<u>505</u>	<u>520</u>	<u>620</u>	<u>625</u>	<u>715</u>	<u>730</u>
ELAPSED HOURS		<u>.8</u>	<u>.4</u>	<u>.8</u>	<u>.5</u>	<u>.9</u>	<u>.6</u>
DEPARTURE FUEL (LBS)		<u>20400</u>		<u>16000</u>		<u>12000</u>	
ARRIVAL FUEL (LBS)		<u>16000</u>		<u>12000</u>		<u>8000</u>	
LANDING / OPS CODE		<u>CAPT</u> (<u>9</u>)	F/O	<u>CAPT</u> (<u>9</u>)	<u>F/O</u>	<u>CAPT</u> (<u>9</u>)	F/O
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng
						<u>2</u>	<u>2</u>

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>A. Datozi</u>	ACM		ACM	
F/O	<u>NG</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>/</u>		<u>7-9-21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	R/L	INSP SIG./EMP #
<u>1</u>	<u>HNL</u>	<u>M</u>	<u>26</u>	<u>HNL</u>	<u>N</u>	
REF MEL 26-13-01 PLACARD 810061721-1			C/W AMM T/S PER 26-18-00/101, SYS RESISTANCE			
WING TO BODY OVERHEAT LOOP WOP AT SIDE			AT 7.1 OHMS. SYSTEM DPS CHECK GOOD PER AMM			
			26-18-00/501. MEL LIST UPDATED, PLACARD REMOVED			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.		DATE	SIG./EMP #	DATE		
		<u>06/18/21</u>		<u>06/18/21</u>		
NO	STA	CODE	ATA	STA	R/L	INSP SIG./EMP #
<u>2</u>	<u>HNL</u>	<u>M</u>	<u>27</u>	<u>HNL</u>	<u>N</u>	
DISCOVERED LEAK AT			R & R NO. 4 GROUND SPOILER ACTUATOR			
GROUND SPOILER NO. 4 ACTUATOR			LEAK and			
			CONDUCTED OPS CHECK IAW AMM 27-62-72			
			OPS CHECK + LEAK CHECK GOOD.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #	DATE
		<u>06/18/21</u>		<u>06/18/21</u>

NO	STA	CODE	ATA	STA	R/L	INSP SIG./EMP #
<u>3</u>	<u>HNL</u>	<u>M</u>	<u>25</u>	<u>HNL</u>	<u>N</u>	
DAILY CHECK REQ			C/W DAILY CHECK IAW PAI-DLY #1			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #	DATE
		<u>06/18/21</u>		<u>06/18/21</u>

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 06/18/21 TIME (LOCAL) 1900 STA. HNL TYPE MAINT. DAILY CHECK

SIGNATURE

AUDIT

Last log page # of previous log book _____ Continuation Sheet Y (N)

ORIG STA:		HNL		DATE:		6/19/21		AIRCRAFT #:		810TA		A/C TYPE:		B737-200	
ARR STA	FLIGHT #	ITO		810		HNL		810		066		810		HNL 810	
TIMES		BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0334	0329	0500	0458	0617	0610	0710	0707	0710	0707	0710	0707	0710	0707
DEPARTURE		0240	0250	0414	0407	0530	0544	0637	0643	0637	0643	0637	0643	0637	0643
ELAPSED HOURS		.9	.6	.8	.7	.8	.4	.6	.4	.8	.4	.6	.4	.8	.4
DEPARTURE FUEL (LBS)		18,000		13,300		14,000		10,500		14,000		10,500		10,500	
ARRIVAL FUEL (LBS)		13,300		8,300		10,500		8,000		10,500		8,000		8,000	
LANDING / OPS CODE		CAPT (9)	F/O	CAPT (9)	F/O	CAPT (9)	F/O	CAPT (9)	F/O	CAPT (9)	F/O	CAPT (9)	F/O	CAPT (9)	F/O
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)		(LBS)		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	3	#2 Eng	2	#1 Eng		#2 Eng		#1 Eng	41	#2 Eng	1

FULL POWER T/O ☐

POS	NAME				POS	NAME				POS	NAME	ENG	-9	-15	-17
Capt	Dean				ACM					ACM					
F/O	Light holder				ACM					ACM					
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE				NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.			
	Dual / VOT					/					7/9/21				

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
1	HNL	M	25	HNL	N	
WEEKLY CK REQ'D.			CIN WEEKLY CHECK IAW RAI-WKLY-21			

PART NAME		P/OFF		S/N OFF		P/N ON		S/N ON	
SI		DATE		DATE		DATE		DATE	
		06-19-21						6/19/21	
NO	STA	CODE:		ATA	STA	Rll	INSP SIG./EMP #		

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON	
SIG.	DATE	SIG./EMP #	DATE		

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.	DATE	SIG./EMP #	DATE			

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 06-19-21 TIME (LOCAL) 72000 STA. HNL TYPE MAINT. WEEKLY

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT [REDACTED]LOG PAGE # **08684**Last log page # of previous log book _____ Continuation Sheet Y (N)

ORIG STA: <u>HNL</u>		DATE: <u>6/20/21</u>		AIRCRAFT #: <u>N810TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>LIN</u>	<u>810</u>	<u>HNL</u>	<u>810</u>	<u>066</u>	<u>810</u>
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0235</u>	<u>0230</u>	<u>0327</u>	<u>0323</u>	<u>0430</u>	<u>0425</u>
DEPARTURE		<u>0150</u>	<u>0205</u>	<u>0255</u>	<u>0301</u>	<u>0350</u>	<u>0400</u>
ELAPSED HOURS		<u>.7</u>	<u>.4</u>	<u>.5</u>	<u>.4</u>	<u>.7</u>	<u>.4</u>
DEPARTURE FUEL (LBS)		<u>14,500</u>		<u>11,700</u>		<u>14,000</u>	
ARRIVAL FUEL (LBS)		<u>11,700</u>		<u>8,700</u>		<u>10,300</u>	
LANDING / OPS CODE		CAPT (<u>9</u>)	F/O	CAPT (<u>9</u>)	F/O	CAPT (<u>9</u>)	F/O
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>Dean Ng</u>	ACM		ACM	
F/O		ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>/</u>		<u>7/9/21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____

AUDIT

Last log page # of previous log book

Continuation Sheet YAL

FLIGHT CREW & OBSERVERS

DISCREPANCY

CORRECTIVE ACTION

PART NAME NLC TIRE ASSEY.		P/N OFF 2601045.2.	L4 4180/4180 S/N OFF 2601045.2.	P/N ON 2601045.2.	L4 5945/5943 S/N ON 2601045.2.
SIC # [REDACTED]		DATE 6/20/21.	SIC # [REDACTED]		DATE 6/20/21.

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE 06/20/21

TIME (LOCAL)

1900

STA.

TYPE MAINT. DAILY

SIGNATURE



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

2685.

FORM S-5B

11/01/2016

A/C N 810 TA.

DATE 6/20/21.

SERVICE DAILY.

STA HNL.

PAGE 2 OF 2

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO	STA	ATA	STA	RII	INSP SIG./EMP #				
4	HNL	25.	HNL	N	-				
KANNED OUT OPS CUL 200'D.		KANNED OUT OPS CUL C/W PER RM							
		TASK CARD 25.RM. GP. 03.							
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG.		DATE			
[REDACTED]		6/20/21.		[REDACTED]		6/20/21.			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				
PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA	ATA	STA	RII	INSP SIG./EMP #				

MAINTENANCE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08686

Last log page # of previous log book

Continuation Sheet Y ☒ N

ORIG STA: HNL		DATE: 6/21/21		AIRCRAFT #: 18107A		A/C TYPE: B737-200		
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT	
TIMES								
ARRIVAL	0330	0327	0578	0575				
DEPARTURE	0230	0240	0425	0435				
ELAPSED HOURS	1.0	.8	0.9	.7				
DEPARTURE FUEL (LBS)	12,000		13,000					
ARRIVAL FUEL (LBS)	13,000		8,200					
LANDING / OPS CODE	CAPT (9) F/O		CAPT (9) F/O		CAPT () F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT	18,076 (LBS)		13,319 (LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	Hornbake	ACM		ACM	
F/O	Kather	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		07/09/21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	RIL	INSP SIG/EMP #
1	HNL	F	22	HNL	2	
yaw damper switch doesn't engage			MEL 22-03-01-02B Placard # 810062121-1. Cat "C". Due Date 7-1-21 MEL List Updated, Placards installed specific procedure (22-3) c/w.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	
	6/21/21			

NO	STA	CODE	ATA	STA	RIL	INSP SIG/EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE	ATA	STA	RIL	INSP SIG/EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____

AUDIT

Last log page # of previous log book

Continuation Sheet Y/N

ORIG STA:		DATE:		AIRCRAFT #:		A/C TYPE:	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL							
DEPARTURE							
ELAPSED HOURS							
DEPARTURE FUEL (LBS)							
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE	CAPT () F/O	CAPT () F/O		CAPT () F/O		CAPT () F/O	
FUEL LIQUID / FREIGHT	(LBS)	(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)	#1 Eng	#2 Eng		#1 Eng	#2 Eng	#1 Eng	#2 Eng

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	-9	15	-17
Capt	HOSHOUL	ACM		ACM					
F/O	FRISKER	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/			

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RIL	INSP SIG./EMP #
----	-----	-------	-----	-----	-----	-----------------

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #		DATE

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
----	-----	-------	-----	-----	-----	-----------------

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #		DATE

NO	STA	CODE:	ATA	STA	Rll	INSP SIG./EMP #
----	-----	-------	-----	-----	-----	-----------------

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #		DATE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____

AUDIT [REDACTED]

Last log page # of previous log book _____ Continuation Sheet Y

ORIG STA:		DATE:		AIRCRAFT #:		A/C TYPE:			
HNL		6/21/21		N810TA		B737-200			
ARR STA	FLIGHT #								
TIMES		BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL									
DEPARTURE									
ELAPSED HOURS									
DEPARTURE FUEL (LBS)									
ARRIVAL FUEL (LBS)									
LANDING / OPS CODE		CAPT () F/O		CAPT () F/O		CAPT () F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)	#1 Eng	#2 Eng		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS						FULL POWER T/O ☐			
POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	ROGERS	ACM		ACM					
F/O	KREKAN	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		7/9/21	

DISCREPANCY				CORRECTIVE ACTION			
NO	STA	CODE		ATA	STA	RII	INSP SIG./EMP #
1	LWL	M		05	LWL	N	—
DAILY CLK MOD'D.				DAILY CLK C/W FOR KOT TASK COMPS ✓			
				KOT. DLY. 01,			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
S [REDACTED]		DATE 6/21/21	S [REDACTED]	DATE 6/21/21

NO	STA	CODE:	ATA	STA	RII	INSP SIG/EMP #
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[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
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PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG	DATE	SIG/EMP #	DATE	

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 6/21/21 TIME (LOCAL) 1900 STA. WHL TYPE MAINT. DAILY

SIGNATU



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08689

Last log page # of previous log book

Continuation Sheet Y (N)

ORIG STA: <u>HNL</u>		DATE: <u>6/22/21</u>		AIRCRAFT #: <u>810TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>066</u>	<u>810</u>	<u>HNL</u>	<u>810</u>	<u>066</u>	<u>810</u>
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0045</u>	<u>0041</u>	<u>0136</u>	<u>0133</u>	<u>0240</u>	<u>0236</u>
DEPARTURE		<u>0004</u>	<u>0015</u>	<u>0100</u>	<u>0108</u>	<u>0200</u>	<u>0212</u>
ELAPSED HOURS		<u>.7</u>	<u>.4</u>	<u>.6</u>	<u>.4</u>	<u>.7</u>	<u>.4</u>
DEPARTURE FUEL (LBS)		<u>14,000</u>		<u>10,300</u>		<u>14,000</u>	<u>10,500</u>
ARRIVAL FUEL (LBS)		<u>10,300</u>		<u>8,000</u>		<u>10,500</u>	<u>7,900</u>
LANDING / OPS CODE		CAPT (9) (F/O)		CAPT (9) (F/O)		CAPT (9) (F/O)	CAPT (9) (F/O)
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	(LBS)
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>Dean Friske</u>	ACM		ACM	
F/O		ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>/</u>		<u>7/9/21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE TIME (LOCAL) STA. TYPE MAINT.

SIGNATURE EMP #



AIRCRAFT LOG BOOK

AUDIT [REDACTED]LOG PAGE # **08690**Last log page # of previous log book _____ Continuation Sheet Y ☒ (N)

ORIG STA: <u>HNL</u>		DATE: <u>6/22/21</u>		AIRCRAFT #: <u>810 TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>ITO</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0456</u>	<u>0557</u>	<u>0620</u>	<u>0615</u>		
DEPARTURE		<u>0351</u>	<u>0407</u>	<u>0522</u>	<u>0534</u>		
ELAPSED HOURS		<u>1.1</u>	<u>.7</u>	<u>1.0</u>	<u>.7</u>		
DEPARTURE FUEL (LBS)		<u>18,000</u>		<u>13,500</u>			
ARRIVAL FUEL (LBS)		<u>13,500</u>		<u>7,800</u>			
LANDING / OPS CODE		CAPT (<u>9</u>)	F/O	CAPT (<u>9</u>)	F/O	CAPT ()	F/O
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>Down Friske</u>	ACM		ACM	
F/O		ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>/</u>		<u>7/9/21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08691

Last log page # of previous log book

Continuation Sheet Y

ORIG STA: HNL			DATE: 6-22-21			AIRCRAFT #: 810TA			A/C TYPE: B737-200		
ARR STA	FLIGHT #	OGG	810	ITO	810	HNL	810				
TIMES		BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT		
ARRIVAL		708	705	755	753	845	840				
DEPARTURE		636	643	725	730	800	810				
ELAPSED HOURS		.5	.4	.5	.4	.8	.5				
DEPARTURE FUEL (LBS)		19700		16500		12500					
ARRIVAL FUEL (LBS)		16500		12500		8300					
LANDING / OPS CODE		CAPT (9)	F/O	CAPT (9)	F/O	CAPT (9)	F/O	CAPT ()	F/O		
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)		(LBS)			
OIL ADDED (QTS)	#1 Eng		#2 Eng		#1 Eng		#2 Eng		#1 Eng		#2 Eng

FLIGHT CREW & OBSERVERS						FULL POWER T/O ☐			
POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	A. Dato'si	ACM		ACM					
F/O	B. Storm	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		7-9-21	

DISCREPANCY	CORRECTIVE ACTION
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NO	1	STA	HNL	CODE	M	ATA	32	STA	HNL	BI	Y	IN	
#1 MUG Tire worn.						R+R #1 MUG TIRE 1AW AMM 32-45-11							

PART NAME WHEEL ASSY M/L	P/N OFF 2601571-1	S/N OFF 8607/4473	P/N ON 2601571-1	S/N ON 5915/5915
SIG. [Redacted]	DATE 06/22/21	SIG. [Redacted]	DATE 06/22/21	

NO	STA	CODE	ATA	STA	RII	INSP SIG/EMP #
2	HNL	M	RS	HNL	N	
DAILY CHECK REP			CW DAILY CHECK IAW RAI-DLY-01			

PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
S	[REDACTED]			DATE	6/22/21			DATE	6/22/21

NO	3	STA	AWC	CODE	M	ATA	25	SR	1	R/I	INSP SIG./EMP #
PBE PBE DATE Change.						R+12 PBE IAW AMM 25-69.00					

PART NAME PGE		S/N OFF 04/22/21		S/N OFF BECF-0257		P/N ON AKA-100222		S/N ON E2101384	
SIG. [REDACTED]		DATE 04/22/21		SIG. [REDACTED]		DATE 6/22/21			

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08692

Last log page # of previous log book

Continuation Sheet Y ☒ N

ORIG STA: HNL		DATE: 6/22/21		AIRCRAFT #: N810TA		A/C TYPE: B737-200			
ARR STA	FLIGHT #	066	810	HNL	810	066	810	HNL	810
TIMES		BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		1321	1315	1508	1505	1647	1643	1921	1918
DEPARTURE		1225	1250	1435	1442	1605	1620	1845	1850
ELAPSED HOURS		0.9	0.4	0.5	0.4	0.7	0.4	0.6	0.5
DEPARTURE FUEL (LBS)		14900		9300		14000		10000	
ARRIVAL FUEL (LBS)		9300		6700		19000		7200	
LANDING / OPS CODE		CAPT (11) F/O		CAPT (11) E/D		CAPT (11) F/O		CAPT (11) F/O	
FUEL UPLIFT / FREIGHT		116873 (LBS)		113381 (LBS)		114150 (LBS)		115571 (LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS						FULL POWER T/O ☒			
POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	ROGERS	ACM		ACM					
F/O	KREKAN	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		7/9/21	

DISCREPANCY		CORRECTIVE ACTION
1	1.00	1.00
2	2.00	2.00
3	3.00	3.00
4	4.00	4.00
5	5.00	5.00
6	6.00	6.00
7	7.00	7.00
8	8.00	8.00
9	9.00	9.00
10	10.00	10.00
11	11.00	11.00
12	12.00	12.00
13	13.00	13.00
14	14.00	14.00
15	15.00	15.00
16	16.00	16.00
17	17.00	17.00
18	18.00	18.00
19	19.00	19.00
20	20.00	20.00
21	21.00	21.00
22	22.00	22.00
23	23.00	23.00
24	24.00	24.00
25	25.00	25.00
26	26.00	26.00
27	27.00	27.00
28	28.00	28.00
29	29.00	29.00
30	30.00	30.00
31	31.00	31.00
32	32.00	32.00
33	33.00	33.00
34	34.00	34.00
35	35.00	35.00
36	36.00	36.00
37	37.00	37.00
38	38.00	38.00
39	39.00	39.00
40	40.00	40.00
41	41.00	41.00
42	42.00	42.00
43	43.00	43.00
44	44.00	44.00
45	45.00	45.00
46	46.00	46.00
47	47.00	47.00
48	48.00	48.00
49	49.00	49.00
50	50.00	50.00
51	51.00	51.00
52	52.00	52.00
53	53.00	53.00
54	54.00	54.00
55	55.00	55.00
56	56.00	56.00
57	57.00	57.00
58	58.00	58.00
59	59.00	59.00
60	60.00	60.00
61	61.00	61.00
62	62.00	62.00
63	63.00	63.00
64	64.00	64.00
65	65.00	65.00
66	66.00	66.00
67	67.00	67.00
68	68.00	68.00
69	69.00	69.00
70	70.00	70.00
71	71.00	71.00
72	72.00	72.00
73	73.00	73.00
74	74.00	74.00
75	75.00	75.00
76	76.00	76.00
77	77.00	77.00
78	78.00	78.00
79	79.00	79.00
80	80.00	80.00
81	81.00	81.00
82	82.00	82.00
83	83.00	83.00
84	84.00	84.00
85	85.00	85.00
86	86.00	86.00
87	87.00	87.00
88	88.00	88.00
89	89.00	89.00
90	90.00	90.00
91	91.00	91.00
92	92.00	92.00
93	93.00	93.00
94	94.00	94.00
95	95.00	95.00
96	96.00	96.00
97	97.00	97.00
98	98.00	98.00
99	99.00	99.00
100	100.00	100.00

NO	STA	CO	DISCREPANCY	ATA	STA	CO	INSP SIG./EMP #
1	ANL	E	#2 ENGINE GENERATOR CAME OFF BUS DURING TAKEOFF PRIOR TO 80 KIAS.	24	ANL	R/V	Recycled #2 Eng generator pwr control switch, ops check good - FAW B'73 AMM ch 24-00-00

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
	DATE	SI		DATE
	6/22/21	[REDACTED]		22 Jun 21
	STA	STA	DJI	INSP SIG / EMP #

NOV	STA	CODE	ATA	STA	RII	INSP SIG/EMP #
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PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #	DATE

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
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[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 06-22-21 TIME (LOCAL) 2000 STA. HNL TYPE MAINT. DAILY

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08693

Last log page # of previous log book

Continuation Sheet Y / N

ORIG STA: <u>HNL</u>		DATE: <u>6-22-21</u>		AIRCRAFT #: <u>810 TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>066</u>	<u>810</u>	<u>HNL</u>	<u>810</u>	<u>066</u>	<u>810</u>
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0405</u>	<u>0058</u>	<u>0205</u>	<u>0200</u>	<u>0315</u>	<u>0307</u>
DEPARTURE		<u>0018</u>	<u>0033</u>	<u>0125</u>	<u>0133</u>	<u>0233</u>	<u>0243</u>
ELAPSED HOURS		<u>.8</u>	<u>.4</u>	<u>.7</u>	<u>.4</u>	<u>.7</u>	<u>0.6</u>
DEPARTURE FUEL (LBS)		<u>14000</u>		<u>10000</u>		<u>14000</u>	<u>10000</u>
ARRIVAL FUEL (LBS)		<u>10000</u>		<u>6500</u>		<u>10000</u>	<u>7100</u>
LANDING / OPS CODE		CAPT (9) <u>F/D</u>		CAPT (9) <u>F/D</u>		CAPT (9) <u>F/D</u>	CAPT (9) <u>F/D</u>
FUEL UPLIFT / FREIGHT		<u>23502</u> (LBS)		<u>5449</u> (LBS)		<u>24473</u> (LBS)	<u>0</u> (LBS)
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng <u>①</u>	#2 Eng <u>①</u>	#1 Eng	#2 Eng <u>①</u>

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>Antony</u>	ACM		ACM	
F/O	<u>NL</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		<u>7-9-21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	Rll	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	Rll	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	Rll	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08694

Last log page # of previous log book Continuation Sheet Y / N

ORIG STA: <u>INL</u>		DATE: <u>6/23/21</u>		AIRCRAFT # <u>8107A</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	170	810	170	810		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		525	520	635	630		
DEPARTURE		430	445	545	555		
ELAPSED HOURS		.9	.6	.8	.6		
DEPARTURE FUEL (LBS)		13,000		14,000			
ARRIVAL FUEL (LBS)		14,000		8,500			
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT () F/O	CAPT () F/O
FUEL UPLIFT / FREIGHT		22,750 (LBS)					
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>HOSHOUR</u>	ACM		ACM	
F/O	<u>LIGHT H040EX</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	+ ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		7/9/21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____

LOG PAGE # 08695

Continuation Sheet Y / N

ORIG STA:		DATE:		AIRCRAFT #:		A/C TYPE: B737-200	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL							
DEPARTURE							
ELAPSED HOURS							
DEPARTURE FUEL (LBS)							
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE							
FUEL UPLIFT / FREIGHT							
OIL ADDED (QTS)							

FULL POWER T/O ☐

POS	NAME				POS	NAME				POS	NAME	ENG	-9	-15	-17
Capt	WOSTER				ACM					ACM					
F/O	LIGHTHALL				ACM					ACM					
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE				NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.			
	Dual / VOT					/					7/12				

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	RII	INSP SIG/EMP #
1	ANLF		52	ANL	N	
AFT ENTRY DOOR LIGHT -			ADJUSTED TARGET FROM AFT ENTRY DOOR			
FLICKERS ON+OFF IN FLIGHT			SENSOR AND OPS CHECK 1.4-W. 13mm			
			52-71-00. NORMAL			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG. [REDACTED]	DATE 6/23/21	SIG. [REDACTED]	DATE 6/23/21	

NO	STA	CODE	ATA	STX	RII	INSP SIG/EMP #
2	AMC	R	21	101	N	-
PACKS DONT BLOW COLD AIR IN FLIGHT, (ALL PHASES)			CLEANED AND VERIFIED COMPRESSOR.			
CALL ALTITUDES, ALL THRUST SETTINGS)			DISCHARGE OVERHEAT SWITCH AND ELECTRIC CONNECTOR AND OPS CHECK I.A.W. T3AMM			
			21-51-11. Normal			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE 6/23/21	SIG./EM	DATE 6/23/21	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
PART NAME		P/N OFF	S/N OFF		P/N ON	S/N ON
SIG.		DATE	SIG./EMP #			DATE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08696

Last log page # of previous log book

Continuation Sheet Y



ORIG STA: HNL		DATE: 6/23/21		AIRCRAFT #: N810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	065	810	HNL	810		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		1315	1308	1506	1500		
DEPARTURE		1235	1245	1430	1437		
ELAPSED HOURS		0.7	0.4	0.6	0.4		
DEPARTURE FUEL (LBS)		14000		10500			
ARRIVAL FUEL (LBS)		10500		7600			
LANDING / OPS CODE		CAPT (11) F/O		CAPT (11) F/O		CAPT () F/O	
FUEL UPLIFT / FREIGHT		120919 (LBS)		13989 (LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG -9 -15 -17
Capt	ROGERS	ACM		ACM		
F/O	KREKAN	ACM		ACM		
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR
	Dual / VOT					/
SIGNATURE						NEXT DUE
						7/9/21
CODE: F = FLT CREW						
I = INFO M = MAINT.						

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
 SIGNATURE _____ EMP # _____

AUDIT

Last log page # of previous log book

Continuation Sheet Y ☒ N

ORIG STA:		DATE:		AIRCRAFT #:		A/C TYPE:	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL							
DEPARTURE							
ELAPSED HOURS							
DEPARTURE FUEL (LBS)							
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE							
FUEL UPLIFT / FREIGHT							
OIL ADDED (QTS)							

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	ROGERS	ACM		ACM					
F/O	KPEKAN	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		7/9/21	

CORRECTIVE ACTION

NO. 1	STA HNL	CODE F	#2 Per THRUST	ATA 78	STA HNL	RA N	INSP SIG/EMP #
REVERSER DID NOT DEPLOY				Deployed #2 T/R Cleaned latines			
ON LANDING.				Glatch switches, Repeated deployment			
				4 time ops check good JAW B73			
				AMMch 78-32-01			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
		DATE 1/23/21		DATE 23 Jan 21

NO	STA	CODE	AT	STA	INSP SIG/EMP #
2	ANLN		05	ANLN	
Daily Inspection Due			Daily Check Completed with IAW - Test Card RAI-DLY-01		

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
S [REDACTED]	[REDACTED]	DATE 23 Jun 21	S [REDACTED]	DATE 23 Jun 21

NO	STA	CODE:	ATA	STA	RIL	INSP SIG/EMP #
----	-----	-------	-----	-----	-----	----------------

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE 23 Sep 21 TIME (LOCAL) 2000 STA. HNL TYPE MAINT. Daily

SIGNATURE _____



AIRCRAFT LOG BOOK

AUDIT [REDACTED]LOG PAGE # **08698**

Last log page # of previous log book _____

Continuation Sheet Y / N

ORIG STA: <u>HNL</u>		DATE: <u>6-24-21</u>		AIRCRAFT #: <u>8107A</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>066</u>	<u>810</u>	<u>HNL</u>	<u>810</u>	<u>066</u>	<u>810</u>
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0049</u>	<u>0041</u>	<u>0147</u>	<u>0143</u>	<u>0300</u>	<u>0253</u>
DEPARTURE		<u>0010</u>	<u>0020</u>	<u>0110</u>	<u>0120</u>	<u>0220</u>	<u>0230</u>
ELAPSED HOURS		<u>.7</u>	<u>.3</u>	<u>.7</u>	<u>.4</u>	<u>.7</u>	<u>.4</u>
DEPARTURE FUEL (LBS)		<u>14000</u>		<u>10500</u>		<u>14000</u>	<u>10500</u>
ARRIVAL FUEL (LBS)		<u>10500</u>		<u>7900</u>		<u>10500</u>	<u>6500</u>
LANDING / OPS CODE		CAPT (9) (F/O)		CAPT (9) (F/O)		CAPT (9) (F/O)	CAPT (9) (F/O)
FUEL UPLIFT / FREIGHT		<u>20119</u> (LBS)		<u>8270</u> (LBS)		<u>23782</u> (LBS)	<u>3482</u> (LBS)
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>Anton</u>	ACM		ACM	
F/O	<u>NB</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		<u>7-9-21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT [REDACTED]

LOG PAGE # **08699**

Last log page # of previous log book _____

Continuation Sheet **Y** ☒ **N** ☐

ORIG STA: HNL		DATE: 6-24-21		AIRCRAFT #: 810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	ITO	810	HNL	810	OGG	810
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		530	525	650	645	0800	755
DEPARTURE		445	555	605	615	710	725
ELAPSED HOURS		.8	.5	.8	.5	.4	.5
DEPARTURE FUEL (LBS)		18000		15000		14000	
ARRIVAL FUEL (LBS)		15000		10200		10200	
LANDING / OPS CODE		CAPT (9)	F/O	CAPT (9)	F/O	CAPT (9)	F/O
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng
				0	2		

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

ENG **(9)** -15 -17

POS	NAME	POS	NAME	POS	NAME
Capt	A. Datozi	ACM		ACM	
F/O	N. Yvola	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		7-9-21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON

SIG.	DATE	SIG./EMP #	DATE

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON

SIG.	DATE	SIG./EMP #	DATE

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON

SIG.	DATE	SIG./EMP #	DATE

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT [REDACTED]LOG PAGE # **08700**Last log page # of previous log book _____ Continuation Sheet Y / N

ORIG STA: <u>HNL</u>		DATE: <u>6/24/24</u>		AIRCRAFT #: <u>810TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>ITO</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>1020</u>	<u>1016</u>	<u>1124</u>	<u>1120</u>		
DEPARTURE		<u>0923</u>	<u>0933</u>	<u>1037</u>	<u>1043</u>		
ELAPSED HOURS		<u>1.0</u>	<u>.7</u>	<u>0.8</u>	<u>.6</u>		
DEPARTURE FUEL (LBS)		<u>18,000</u>		<u>13,000</u>			
ARRIVAL FUEL (LBS)		<u>13,000</u>		<u>8,000</u>			
LANDING / OPS CODE		CAPT (<u>9</u>) F/O	CAPT (<u>9</u>) F/O	CAPT () F/O	CAPT () F/O		
FUEL UPLIFT / FREIGHT		(LBS)	(LBS)	(LBS)	(LBS)		
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>Dean</u>	ACM		ACM	
F/O	<u>Light holder</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>/</u>		<u>7/9/21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08851

Last log page # of previous log book 08700

Continuation Sheet Y / N

ORIG STA: HNL		DATE: 6/24/21		AIRCRAFT #: N810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	066	810	HNL	810		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		1235	1230	1438	1435		
DEPARTURE		1150	1205	1405	1410		
ELAPSED HOURS		0.7	0.4	0.5	0.4		
DEPARTURE FUEL (LBS)		14000		10100			
ARRIVAL FUEL (LBS)		10100		7300			
LANDING / OPS CODE		CAPT (11) F/O		CAPT (11) F/O		CAPT () F/O	CAPT () F/O
FUEL UPLIFT / FREIGHT		117454 (LBS)		18379 (LBS)		(LBS)	(LBS)
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS						FULL POWER T/O ☐			
POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	ROGERS	ACM		ACM					
F/O	KREKAN	ACM		ACM					

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		7/9/21	

DISCREPANCY				CORRECTIVE ACTION			
NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

[illegible]

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	Rll	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT [REDACTED]LOG PAGE # **08852**Last log page # of previous log book _____ Continuation Sheet Y **(N)**

ORIG STA: HNL		DATE: 6/24/21		AIRCRAFT #: N810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	ITO	810	066	810	HNL	810
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		1628	1625	1908	1905	2013	2010
DEPARTURE		1538	1545	1827	1830	1940	1943
ELAPSED HOURS		0.8	0.7	0.8	0.6	0.5	0.4
DEPARTURE FUEL (LBS)		20400		16600		12500	
ARRIVAL FUEL (LBS)		16600		12500		9200	
LANDING / OPS CODE		CAPT (11) F/O		CAPT (11) F/O		CAPT (11) F/O	
FUEL UPLIFT / FREIGHT		120283 (LBS)		120563 (LBS)		114127 (LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	ROGERS	ACM		ACM	
F/O	KREKAN	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		7/9/21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	DISCREPANCY	ATA	STA	RIR	INSP SIG./EMP #
1	HNL	M	DAILY CHECK DUE	S	HNL	N	COMPLIED W/ DAILY CHECK 1AW RA1-DLY-Q1

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON

NO	STA	CODE	DISCREPANCY	ATA	STA	RIR	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON

SIG.	DATE	SIG./EMP #	DATE

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON

SIG.	DATE	SIG./EMP #	DATE

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE **06/24/21** TIME (LOCAL) **22:00** STA. **HNL** TYPE MAINT. **DAILY**SIGNATURE [REDACTED]

AUDIT

Last log page # of previous log book

Continuation Sheet Y ~~(N)~~

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

CODE: F = FLT CREW
I = INFO M = MAINT.

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSTRIG/EMP #
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PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
----	-----	-------	-----	-----	-----	-----------------

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08854

Last log page # of previous log book Continuation Sheet Y (N)

ORIG STA: <u>HNL</u>		DATE: <u>6-25-21</u>		AIRCRAFT #: <u>810TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>ITO</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>653</u>	<u>648</u>	<u>804</u>	<u>755</u>		
DEPARTURE		<u>605</u>	<u>615</u>	<u>710</u>	<u>720</u>		
ELAPSED HOURS		<u>.8</u>	<u>.5</u>	<u>.9</u>	<u>.6</u>		
DEPARTURE FUEL (LBS)		<u>18000</u>		<u>13500</u>			
ARRIVAL FUEL (LBS)		<u>13500</u>		<u>8600</u>			
LANDING / OPS CODE		<u>CAPT (9) F/O</u>		<u>CAPT (9) F/O</u>		<u>CAPT () F/O</u>	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng
				<u>2</u>	<u>3</u>		

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>A. Datosi</u>	ACM		ACM	
F/O	<u>R. Storm</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>/</u>		<u>7-9-21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #
<u>1</u>	<u>HNL</u>	<u>M</u>	<u>DAILY CHECK REQ</u>	<u>RS</u>	<u>HNL</u>	<u>N</u>	<u>INSP SIG./EMP #</u>

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON

NO	STA	CODE:	DATE	SIG./EMP #	DATE
			<u>6/25/21</u>		<u>6/25/21</u>

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON

NO	STA	CODE:	DATE	SIG./EMP #	DATE

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08855

Last log page # of previous log book

Continuation Sheet Y (N)

ORIG STA: <u>HNL</u>		DATE: <u>6/25/21</u>		AIRCRAFT #: <u>N810TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>LH</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>1220</u>	<u>1215</u>	<u>1425</u>	<u>1417</u>		
DEPARTURE		<u>1140</u>	<u>1152</u>	<u>1345</u>	<u>1355</u>		
ELAPSED HOURS		<u>0.7</u>	<u>0.4</u>	<u>0.7</u>	<u>0.4</u>		
DEPARTURE FUEL (LBS)		<u>14000</u>		<u>10000</u>			
ARRIVAL FUEL (LBS)		<u>10000</u>		<u>7000</u>			
LANDING / OPS CODE		CAPT (11) <u>F/O</u>		CAPT (11) <u>F/O</u>		CAPT () F/O	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	<u>OKAI</u>	ACM		ACM					
F/O	<u>MERCADO</u>	ACM		ACM					

VOR	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
CHECK	Dual / VOT					/		<u>7/9/21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	RII	INSP SIG/EMP #
<u>1</u>	<u>HNL</u>	<u>F</u>	<u>27</u>	<u>HNL</u>	<u>N</u>	
<u>STALL WARNING SYSTEM DOES NOT TEST (WHEEL DOES NOT TURN)</u>			<u>R+R STALL WARNING MODULE IAW AMM</u>			
<u>IT-31-21. OPS CHECK GOOD</u>						

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
<u>STALL WARNING SYSTEM</u>	<u>3052600-2</u>	<u>003-05</u>	<u>3052600-2</u>	<u>830-01</u>
DATE	DATE	DATE	DATE	DATE
<u>6/25/21</u>	<u>6/25/21</u>	<u>6/25/21</u>	<u>6/25/21</u>	<u>6/25/21</u>

NO	STA	CODE	ATA	STA	RII	INSP SIG/EMP #
<u>2</u>	<u>HNL</u>	<u>M</u>	<u>22</u>	<u>HNL</u>	<u>N</u>	
<u>REF MEL 810062121-1</u>			<u>PERFORMED YAW DAMPER COMPLEX</u>			
<u>YAW DAMPER SWITCH WILL NOT ENGAGE 22-03-01-02B</u>			<u>SELF BITE TEST AND GROUND CHECK</u>			
			<u>PER 22-12-00. OPS CKS GOOD. MEL</u>			
			<u>LIST UPDATED & PLACARDS REMOVED.</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
<u>YAW DAMPER SWITCH</u>	<u>7</u>	<u>7</u>	<u>7</u>	<u>7</u>
DATE	DATE	DATE	DATE	DATE
<u>06-25-21</u>	<u>06-25-21</u>	<u>06-25-21</u>	<u>06-25-21</u>	<u>06-25-21</u>

NO	STA	CODE	ATA	STA	RII	INSP SIG/EMP #
<u>3</u>	<u>HNL</u>	<u>M</u>	<u>22</u>	<u>HNL</u>	<u>N</u>	
<u>DURING OPS CKS OF YAW DAMPER SYSTEM (ITEM 2) MIX DISCOVERED.</u>			<u>R+R PITCH CONTROL CHANNEL</u>			
<u>WITH A/P ENGAGED THE YOLK N HARD TO MOVE PITCH UP & DOWN</u>			<u>OPS CKS GOOD PER BMM</u>			
			<u>22-11-00.</u>			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
<u>PITCH CHANNEL</u>	<u>2588810-903</u>	<u>10770869</u>	<u>2588810-903</u>	<u>12801279</u>
DATE	DATE	DATE	DATE	DATE
<u>06-25-21</u>	<u>06-25-21</u>	<u>06-25-21</u>	<u>06-25-21</u>	<u>06-25-21</u>

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 6/25/21 TIME (LOCAL) 2000 STA. HNL TYPE MAINT. DAILY

AUDIT

LOG PAGE # 08856

Last log page # of previous log book

Continuation Sheet Y N

ORIG STA: <u>HNL</u>			DATE: <u>6-26-21</u>			AIRCRAFT #: <u>810TA</u>			A/C TYPE: B737-200		
ARR STA	FLIGHT #		<u>ITO</u>	<u>810</u>	<u>OGG</u>	<u>810</u>	<u>OGG</u>	<u>810</u>	<u>HNL</u>	<u>810</u>	
TIMES			BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT	
ARRIVAL			<u>326</u>	<u>320</u>	<u>440</u>	<u>435</u>	<u>540</u>	<u>535</u>	<u>710</u>	<u>705</u>	
DEPARTURE			<u>235</u>	<u>240</u>	<u>405</u>	<u>415</u>	<u>510</u>	<u>515</u>	<u>625</u>	<u>630</u>	
ELAPSED HOURS			<u>.9</u>	<u>.7</u>	<u>.6</u>	<u>.4</u> <u>03</u>	<u>.5</u>	<u>.3</u>	<u>.8</u>	<u>.6</u>	
DEPARTURE FUEL (LBS)			<u>18000</u>		<u>12500</u>		<u>14000</u>		<u>10500</u>		
ARRIVAL FUEL (LBS)			<u>12500</u>		<u>7600</u>		<u>10500</u>		<u>7800</u>		
LANDING / OPS CODE			<u>CAPT (9)</u> F/0		<u>CAPT (9)</u> <u>F/0</u>		<u>CAPT (9)</u> F/0		<u>CAPT (9)</u> <u>F/0</u>		
FUEL UPLIFT / FREIGHT			(LBS)		(LBS)		(LBS)		(LBS)		
OIL ADDED (QTS)			#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	

FLIGHT CREW & OBSERVERS						FULL POWER T/O ☐	
POS	NAME	POS	NAME	POS	NAME	ENG	-9 -15 -17
Capt	A. Dato	ACM		ACM			
F/O	Lightfoot	ACM		ACM			

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		7-9-21	

DISCREPANCY				CORRECTIVE ACTION			
NO	STA	CODE		ATA	STA	RIR	INSP SIG./EMP #
1	HNL	F-		78	HNL	N	
#2 TR did not deploy during landing in HNL				CLEANED #2 REVERSER PROXIMITY SENSORS IAW AMM 78-36-01 OPS CHECK GOOD			

PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG. [REDACTED]		DATE 6-26-21		SIG./EMP # [REDACTED]		DATE 6/26/21			
NO 2	STA HNL	CODE: M	WEEKLY CHECK REQ		ATA 05	STA HNL	RII N	INSP SIG./EMP #	
					CUD WEEKLY CHECK IAW RA-1-WKLY-01				

PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
S/N [REDACTED]		DATE 6/24/21		S/N [REDACTED]		DATE 6/24/21			
NO 31	STA HNL	CODE M	AD99-24-08	PUE	ATA 24	STA HNL	RII N	INSP SIG./EMP #	
					CW AD 99-24-08 IAW DIODE				
					CR910 OF THE GENERATOR CONTROL				
					UNITS. NO DEFECTS NOTED				

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SI [REDACTED]		DATE 6/26/21	SI [REDACTED]	DATE 6/26/21

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 6-26-21 TIME (LOCAL) 2000 STA. HNL TYPE MAINT. WEEKLY

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08857

Last log page # of previous log book

Continuation Sheet Y ☒ N

ORIG STA: <u>HNL</u>		DATE: <u>6/27/21</u>		AIRCRAFT #: <u>810TA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	<u>170</u>	<u>810</u>	<u>HNL</u>	<u>810</u>	<u>170</u>	<u>810</u>
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>340</u>	<u>335</u>	<u>530</u>	<u>525</u>		
DEPARTURE		<u>240</u>	<u>255</u>	<u>430</u>	<u>435</u>		
ELAPSED HOURS		<u>1.0</u>	<u>.7</u>	<u>1.0</u>	<u>.8</u>		
DEPARTURE FUEL (LBS)		<u>18,000</u>		<u>13,200</u>			
ARRIVAL FUEL (LBS)		<u>13,200</u>		<u>9,000</u>			
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT (9) F/O	CAPT (9) F/O
FUEL UPLIFT / FREIGHT		<u>20,125</u> (LBS)		<u>4,332</u> (LBS)			
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng
FLIGHT CREW & OBSERVERS							FULL POWER T/O ☐
POS	NAME		POS	NAME		POS	NAME
Capt	<u>HOSHIAI</u>		ACM	<u>RABITON, J.</u>		ACM	
F/O	<u>YUKA</u>		ACM			ACM	
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE
	Dual / VOT					/	<u>7/9/21</u>
							CODE: F = FLT CREW I = INFO M = MAINT.

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.	DATE	SIG./EMP #	DATE			
NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.	DATE	SIG./EMP #	DATE			
NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.	DATE	SIG./EMP #	DATE			

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT [REDACTED]LOG PAGE # **08858**Last log page # of previous log book _____ Continuation Sheet Y ☒ 10

ORIG STA: <u>HNL</u>		DATE: <u>6/27/21</u>		AIRCRAFT #: <u>810(A)</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	<u>065</u>	<u>810</u>	<u>110</u>	<u>810</u>	<u>HNL</u>	<u>810</u>
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>635</u>	<u>630</u>	<u>746</u>	<u>735</u>	<u>845</u>	<u>840</u>
DEPARTURE		<u>550</u>	<u>0600</u>	<u>655</u>	<u>705</u>	<u>745</u>	<u>750</u>
ELAPSED HOURS		<u>.8</u>	<u>.5</u>	<u>.8</u>	<u>.5</u>	<u>1.0</u>	<u>.9</u> 08
DEPARTURE FUEL (LBS)		<u>19.300</u>		<u>17.400</u>		<u>13.900</u>	
ARRIVAL FUEL (LBS)		<u>17.400</u>		<u>13.900</u>		<u>9.600</u>	
LANDING / OPS CODE		<u>CAPT (9)</u>	F/O	<u>CAPT (9)</u>	F/O	<u>CAPT (9)</u>	F/O
FUEL UPLIFT / FREIGHT		<u>19,057</u> (LBS)		<u>8927</u> (LBS)		<u>4,463</u> (LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>HOSHAK</u>	ACM	<u>J. PABITON</u>	ACM	
F/O	<u>YUDA</u>	ACM	<u>S. RYBAKOV</u>	ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>/</u>		<u>7/9/21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT [REDACTED]LOG PAGE # **08859**

Last log page # of previous log book _____

Continuation Sheet Y **(N)**

ORIG STA: WJ		DATE: 6/27/21		AIRCRAFT #: 3107A		A/C TYPE: B737-200	
ARR STA	FLIGHT #	066	810	170	810	WJL	810
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		1010	1005	1100	1035	1215	1210
DEPARTURE		925	935	1030	1035	1115	1120
ELAPSED HOURS		.8	.5	.5	.3	1.0	1.0.8
DEPARTURE FUEL (LBS)		20,000		16,700		13,300	
ARRIVAL FUEL (LBS)		16,700		13,300		9,200	
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT (9) F/O	
FUEL UPLIFT / FREIGHT		17.748 (LBS)					
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng
						0	1

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	HOSHORN	ACM		ACM	
F/O	YUON	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		7/9/21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	RIL	INSP SIG./EMP #
1	WJL	M	03	WJL	2	
DAIRY CUL 1200'D			DAIRY CUL C/W FOR REM TASK CARRI			
			RE-1. BY. 01.			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE 6/27/21	SIG.	DATE 6/27/21

NO	STA	CODE	ATA	STA	RIL	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #	DATE

NO	STA	CODE	ATA	STA	RIL	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.		DATE	SIG./EMP #	DATE

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE **6/27/21** TIME (LOCAL) **1900** STA. **WJL** TYPE MAINT. **DAIRY**

SIGNATURE [REDACTED]



AIRCRAFT LOG BOOK

AUDIT [REDACTED]LOG PAGE # **08860**Last log page # of previous log book _____ Continuation Sheet ☒ N

ORIG STA: <u>HNL</u>		DATE: <u>6/28/21</u>		AIRCRAFT #: <u>N810TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>066</u>	<u>810</u>	<u>HNL</u>	<u>810</u>	<u>ITO</u>	<u>810</u>
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0155</u>	<u>0152</u>	<u>0245</u>	<u>0242</u>	<u>0604</u>	<u>0600</u>
DEPARTURE		<u>0125</u>	<u>0130</u>	<u>0215</u>	<u>0220</u>	<u>0520</u>	<u>0525</u>
ELAPSED HOURS		<u>0.5</u>	<u>0.3</u>	<u>0.5</u>	<u>0.4</u>	<u>0.7</u>	<u>0.6</u>
DEPARTURE FUEL (LBS)		<u>14000</u>		<u>10500</u>		<u>18000</u>	<u>13000</u>
ARRIVAL FUEL (LBS)		<u>10500</u>		<u>8000</u>		<u>13000</u>	<u>8700</u>
LANDING / OPS CODE		<u>CAPT (9) F/O</u>		<u>CAPT (9) F/O</u>		<u>CAPT (9) F/O</u>	<u>CAPT (9) F/O</u>
FUEL UPLIFT / FREIGHT		<u>15516</u> (LBS)		<u>14080</u> (LBS)		<u>116085</u> (LBS)	<u>13522</u> (LBS)
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng
				<u>0</u>	<u>2</u>		

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>ROGERS</u>	ACM		ACM	
F/O	<u>KREKAN</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>/</u>		<u>7/9/21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:		ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08861

Last log page # of previous log book

Continuation Sheet Y N

ORIG STA: <u>HNL</u>		DATE: <u>6/28/21</u>		AIRCRAFT #: <u>810TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>066</u>	<u>810</u>	<u>HNL</u>	<u>810</u>		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>1205</u>	<u>1201</u>	<u>0254</u>	<u>0249</u>		
DEPARTURE		<u>1124</u>	<u>1138</u>	<u>0209</u>	<u>0229</u>		
ELAPSED HOURS		<u>.7</u>	<u>.4</u>	<u>0.8</u>	<u>.4</u>		
DEPARTURE FUEL (LBS)		<u>14,000</u>		<u>10,000</u>			
ARRIVAL FUEL (LBS)		<u>10,600</u>		<u>6,800</u>			
LANDING / OPS CODE		CAPT (<u>9</u>)	F/O	CAPT (<u>9</u>)	F/O	CAPT ()	F/O
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng
				<u>0</u>	<u>2</u>		

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	<u>Dem</u>	ACM		ACM					
F/O	<u>Light holder</u>	ACM		ACM					
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>/</u>		<u>7/9/21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #
<u>1</u>	<u>HNL</u>	<u>M</u>	<u>DAILY CHECK DUE</u>	<u>5</u>	<u>HNL</u>	<u>N</u>	<u>COMPLIED W/ DAILY CHECK IAW RAI-DLY-01</u>

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
<u>[REDACTED]</u>				
DATE	<u>28 JUN 21</u>	DATE	<u>28 JUN 21</u>	

NO	STA	CODE	DISCREPANCY	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 28 Jun 2021 TIME (LOCAL) 2000 STA HNL TYPE MAINT. Daily

SIGNATURE [REDACTED]



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08862

Last log page # of previous log book

Continuation Sheet Y/N

ORIG STA: <u>HNL</u>		DATE: <u>6/29/21</u>		AIRCRAFT #: <u>N810TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>044</u>	<u>810</u>	<u>HNL</u>	<u>810</u>	<u>044</u>	<u>810</u>
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0201</u>	<u>0155</u>	<u>0254</u>	<u>0250</u>	<u>0430</u>	<u>0424</u>
DEPARTURE		<u>0122</u>	<u>0132</u>	<u>0220</u>	<u>0226</u>	<u>0348</u>	<u>0400</u>
ELAPSED HOURS		<u>0.7</u>	<u>0.4</u>	<u>0.5</u>	<u>0.4</u>	<u>0.7</u>	<u>0.4</u>
DEPARTURE FUEL (LBS)		<u>14000</u>		<u>10000</u>		<u>14000</u>	<u>10000</u>
ARRIVAL FUEL (LBS)		<u>10000</u>		<u>8000</u>		<u>10000</u>	<u>8000</u>
LANDING / OPS CODE		CAPT (9) <u>F/O</u>		CAPT (9) <u>F/O</u>		CAPT (9) <u>F/O</u>	CAPT (9) <u>F/O</u>
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	(LBS)
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>OKA1</u>	ACM		ACM	
F/O	<u>MERCADO</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>/</u>		<u>7/9/21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT [REDACTED]LOG PAGE # **08863**Last log page # of previous log book _____ Continuation Sheet **Y/N**

ORIG STA: HNL		DATE: 6/29/21		AIRCRAFT #: N810TA		A/C TYPE: B737-200	
ARR STA	FLIGHT #	064	810	HNL	810		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		0639	0633	0732	0729		
DEPARTURE		0600	0611	0655	0705		
ELAPSED HOURS	0.7	0.6	0.4	0.6	0.4		
DEPARTURE FUEL (LBS)		14000		10000			
ARRIVAL FUEL (LBS)		10000		8000			
LANDING / OPS CODE		CAPT (9) F/O		CAPT (9) F/O		CAPT () F/O	CAPT () F/O
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	(LBS)
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	OKAI	ACM		ACM	
F/O	MERCADO	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		7/9/21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08864

Last log page # of previous log book Continuation Sheet Y (N)

ORIG STA: <u>HNL</u>		DATE: <u>6/29/21</u>		AIRCRAFT #: <u>810TA</u>		A/C TYPE: B737-200	
ARR STA	FLIGHT #	OGG	810	HNL	810		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		1203	1158	0242	0239		
DEPARTURE		1120	1134	0205	0216		
ELAPSED HOURS		1.7	.4	0.6	.7		
DEPARTURE FUEL (LBS)		14,000		10,300			
ARRIVAL FUEL (LBS)		10,300		7,000			
LANDING / OPS CODE		CAPT (11)	F/O	CAPT (11)	F/O	CAPT ()	F/O
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	-9	-15	-17
Capt	Dean	ACM		ACM					
F/O	Light holder	ACM		ACM					
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		7/9/21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #
1	HNL	M	5	HNL	N	
Daily check Done			Accomplished DAILY check I Am w/c IZAI-DLY-01			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	
	06/29/21		06/29/21	

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 06/29/21 TIME (LOCAL) 1735 STA. HNL TYPE MAINT. DAILY CHECK

SIGNATURE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08865

Last log page # of previous log book Continuation Sheet Y / N

ORIG STA: <u>HNL</u>	DATE: <u>06/30/21</u> <u>HNL</u>	AIRCRAFT #: <u>N 810TA</u>	A/C TYPE: <u>B737-200</u>
ARR STA	FLIGHT #	BLK	FLT
TIMES	BLK	FLT	BLK
ARRIVAL	0155	0150	0300
DEPARTURE	0110	0120	0215
ELAPSED HOURS	0.8	0.5	0.8
DEPARTURE FUEL (LBS)	14000	10000	14000
ARRIVAL FUEL (LBS)	10000	8000	10000
LANDING / OPS CODE	CAPT (9) F/O	CAPT (9) F/O	CAPT (9) F/O
FUEL UPLIFT / FREIGHT	(LBS)	(LBS)	(LBS)
OIL ADDED (QTS)	#1 Eng	#2 Eng	#1 Eng

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>OKA1</u>	ACM		ACM	
F/O	<u>YUDA</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		7/9/21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.	DATE	SIG./EMP #	DATE			
NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.	DATE	SIG./EMP #	DATE			
NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #
PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON		
SIG.	DATE	SIG./EMP #	DATE			

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____
SIGNATURE _____ EMP # _____

AUDIT XXXXXXXXXX

LOG PAGE # 08866

Last log page # of previous log book

Continuation Sheet ~~Y~~N

ORIG STA:		DATE:		AIRCRAFT #:		A/C TYPE:	
ARR STA	FLIGHT #	BLK	FLT	BLK	FLT	BLK	FLT
TIMES							
ARRIVAL							
DEPARTURE							
ELAPSED HOURS							
DEPARTURE FUEL (LBS)							
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE							
FUEL UPLIFT / FREIGHT							
OIL ADDED (QTS)							

FLIGHT CREW & OBSERVERS

POS	NAME	POS	NAME	POS	NAME	ENG	-15	-17
Capt	OKAI	ACM		ACM				
F/O	YUDA	ACM		ACM				

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		7/9/21	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	COMP	ATA	STA	Rm	INSP SIG./EMP #
1	HAK	M	35	HAK	M	
Observer Mask missing Smoke Clearance Valve			Removed & Replaced O mask. Observed ops ok good IAW B737 HMM Ch 35-00-00			

PART NAME Or Mask 1		P/N OFF 114427-29		S/N OFF 6282		P/N ON 114420-21		S/N ON 54786	
S [REDACTED]				DATE 30 Jun 2021		S [REDACTED]			
DATE 30 Jun 2021				DATE 30 Jun 2021					
NO	S/N	CODE	ATA		ATA	R/I	INSP SIG/EMP #		
2	HNL	F	34		HNL	N			
- COI ON HSI # 1 STICKS WITHIN AT FULL SCALE DEFLECTION.					REMOVED & REPLACED HSI PER AMM 34-76-21, SPS OPS CHECK GOOD PER AMM 34-26-00 & 34-21-00				

PART NAME COURSE (INDICATE)		P/N OFF 522-2782-004		S/N OFF 2863		P/N ON 522-2782-004		S/N ON 366	
S [REDACTED]				DATE 6/30/21		SIG [REDACTED]			
NO 11		STA [REDACTED]		CODE M		ATA 05			
						STA ANL N			
						RI INSP SIG/EMP #			
DAILY CHECK REQUIRED.						Daily check complied with TAW Task Card RAI-DLY-01			

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG	DATE	SIG	DATE	

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 30 Jun 2021 TIME (LOCAL) 2000

STA. HNL

TYPE MAINT. Daily

SIGNATURE



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

FORM S-5B

11/01/2016

A/C NO 107A

DATE 01/30/21

SERVICE DAILY

STA HNL

PAGE 2 OF 2

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO 4 STA HNL # 4 MLG BRAKE WORN

ATA 32 STA HNL RII Y [REDACTED]

TO LIMITS

R + R # 4 MLG BRAKE 1A4 AMM

32-41-41. LEAK CHECK GOOD

PART NAME BRAKE

P/N OFF 2001042-5

S/N OFF 0177

P/N ON 2001042-5

S/N ON BC-1720

SIG. [REDACTED] DATE 01/30/21

SIG. [REDACTED] DATE 01/30/21

NO STA

ATA STA RII INSP SIG./EMP #

PART NAME

P/N OFF

S/N OFF

P/N ON

S/N ON

SIG.

DATE

SIG./EMP #

DATE

NO STA

ATA STA RII INSP SIG./EMP #

PART NAME

P/N OFF

S/N OFF

P/N ON

S/N ON

SIG.

DATE

SIG./EMP #

DATE

NO STA

ATA STA RII INSP SIG./EMP #

PART NAME

P/N OFF

S/N OFF

P/N ON

S/N ON

SIG.

DATE

SIG./EMP #

DATE

MAINTENANCE



AIRCRAFT LOG BOOK

AUDIT

LOG PAGE # 08867

Last log page # of previous log book

Continuation Sheet Y ☒ N

ORIG STA: <u>HNL</u>		DATE: <u>7/1/21</u>		AIRCRAFT #: <u>N810TA</u>		A/C TYPE: <u>B737-200</u>	
ARR STA	FLIGHT #	<u>09G</u>	<u>810</u>	<u>HNL</u>	<u>810</u>	<u>09G</u>	<u>810</u>
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL		<u>0143</u>	<u>0139</u>	<u>0240</u>	<u>0237</u>	<u>0406</u>	<u>0402</u>
DEPARTURE		<u>0106</u>	<u>0113</u>	<u>0204</u>	<u>0214</u>	<u>0326</u>	<u>0336</u>
ELAPSED HOURS		<u>0.6</u>	<u>0.4</u>	<u>0.6</u>	<u>0.4</u>	<u>0.7</u>	<u>0.4</u>
DEPARTURE FUEL (LBS)		<u>14000</u>		<u>10000</u>		<u>14000</u>	
ARRIVAL FUEL (LBS)		<u>10000</u>		<u>8000</u>		<u>8000</u>	
LANDING / OPS CODE		<u>CAPT (9) F/O</u>		<u>CAPT (9) F/O</u>		<u>CAPT (9) F/O</u>	
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng
				<u>0</u>	<u>0</u>		

FLIGHT CREW & OBSERVERS

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME
Capt	<u>OKAI</u>	ACM		ACM	
F/O	<u>MOORE</u>	ACM		ACM	

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					<u>/</u>		<u>7/9/21</u>	

DISCREPANCY

CORRECTIVE ACTION

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

NO	STA	CODE:	ATA	STA	RII	INSP SIG./EMP #

PART NAME	P/N OFF	S/N OFF	P/N ON	S/N ON
SIG.	DATE	SIG./EMP #	DATE	

AIRWORTHINESS RELEASE

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE _____ TIME (LOCAL) _____ STA. _____ TYPE MAINT. _____

SIGNATURE _____ EMP # _____

AUDIT

Last log page # of previous log book _____ Continuation Sheet Y / N

ORIG STA:		DATE:		AIRCRAFT #:		A/C TYPE:	
ARR STA	FLIGHT #						
TIMES		BLK	FLT	BLK	FLT	BLK	FLT
ARRIVAL							
DEPARTURE							
ELAPSED HOURS							
DEPARTURE FUEL (LBS)							
ARRIVAL FUEL (LBS)							
LANDING / OPS CODE		CAPT ()	F/O	CAPT ()	F/O	CAPT ()	F/O
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)	
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng

FULL POWER T/O ☐

POS	NAME	POS	NAME	POS	NAME	ENG	-15	-17
Capt	OKAI	ACM		ACM				
F/O	MERCALLO	ACM		ACM				

VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.
	Dual / VOT					/		7/9/21	

CORRECTIVE ACTION

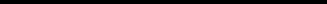
NO	1	STA	HNL	CODE	M	L/H pack blows	ATA	21	STA	HNL	RII	N	INSP SIG./EMP #	
Warm.							R/R left hand side temp control							
							machine 1AW AMM 21-61-11. Ops check							
							good							

PART NAME Temp Control		P/N OFF 007510-2		S/N OFF 118C-1059		P/N ON 007510-2		S/N ON 123C-2205	
SI [REDACTED]		DATE 7/1/21		SI [REDACTED]		DATE 7/1/21			
NO 2	STA HNL	CODE M	L/H pack blows		ATA 21	STA HNL	RIL N	INSP SIG/EMP #	
Warm. 207 ARW, 15EM 41.					R/R butterfly shut-off valve.				
					1AW AMM 21-51-51. ops check good.				

PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
Shut off valve		321942-1-1		P4159		321942-1-1		P-4446	
[REDACTED]				DATE		DATE			
[REDACTED]				7/1/21		[REDACTED] 7/1/21			
NO	STA	CODE	APU GCU disconnects			ATA	STA	RI	INSPIG/EMP #
5	HNL	N	from power while under load.			24	21	N	G.C.U. [REDACTED]
						R/R APU AC Generator 1AW			
						AMM 24-21-21 [REDACTED] Ops check good.			
						24-21-81 [REDACTED]			

PART NAME Generator CNTRL Unit	P/N OFF 915F212-5	S/N OFF ZY2156AH	P/N ON 915P212-5	S/N ON ZY2158ADK
SIG [REDACTED]	DATE 7/1/21	SIG [REDACTED]	DATE 7/1/21	

The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.

DATE 7/1/21 TIME (LOCAL) 1200 STA. WMA TYPE MAINT. daily
SIGNATURE 



FLIGHT LOG CONTINUATION SHEET

LOG PAGE #

08808.

FORM S-5B

11/01/2016

A/C N810TA DATE 7/1/21 SERVICE DAVY STA HLK PAGE 2 OF 2

NOTE: Staple together all pages pertaining to the aircraft log page or check package. If work accomplished requires an airworthiness release, sign-off airworthiness release on log page only.

DISCREPANCY

CORRECTIVE ACTION

NO 4	STA HLK		ATA OF	STA HLK	RII U	INSP SIG./EMP # —
DAVY CLK REQ'D.			DAVY CLK c/w per RTR TASK CARD RTR. 047.01.			

PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG. [REDACTED]		DATE 7/1/21		[REDACTED]		DATE 7/1/21			
NO	STA				ATA	STA	RII	INSP SIG./EMP #	

PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA				ATA	STA	RII	INSP SIG./EMP #	

PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			
NO	STA				ATA	STA	RII	INSP SIG./EMP #	

PART NAME		P/N OFF		S/N OFF		P/N ON		S/N ON	
SIG.		DATE		SIG./EMP #		DATE			

MAINTENANCE