THE **adlog**™ AIRCRAFT MAINTENANCE RECORDKEEPING SYSTEM

AIRFRAME MAINTENANCE RECORDS

THE adlog™ AIRCRAFT MAINTENANCE RECORDKEEPING SYSTEM

AIRFRAME MAINTENANCE RECORDS

Log No. _____

Aircraft Registration No. _____

Aircraft Mfg. Cessna Model C-172P Serial No. 17274768

Engine Mfg. Lycoming Model O-360 A4M Serial No. L-32127-36A

Engine Mfg. _____ Model _____ Serial No. _____

Propeller Mfg. Sensenich Model 76EM8SPY-0-60 Serial No. 34378K

Hub Design No. _____ Hub Serial No. _____

Blade Design No. _____ Blade Serial No's. _____

_____

_____

Propeller Mfg. _____ Model _____ Serial No. _____

Hub Design No. _____ Hub Serial No. _____

Blade Design No. _____ Blade Serial No's. _____

_____

_____

(All applicable information must be filled in)

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Page No._____

PTION OF WORK PERFORMED—
FICATE NO. OF PERSON PERFORMING WORK

3/19/2021 C-172P N3KV S/N:17274768
ATT: 4965.50 TACH: 4965.50
Removed nose landing gear assembly. Removed oleo shock strut. Overhauled oleo shock strut using PSA strut kit P/N: TCNS1. Reinstalled nose landing gear assembly and serviced. Installed new Mcfarlane fuel cap gaskets P/N: FC-KT-1. The complete interior was removed. The Interior was primed and painted. The complete interior was then Sound- proofed with super-soundproofing foam P/N: 09-42725-PSA. Installed all new Texas aeroplastic interior kit assemblies. All cabin seats were removed and recovered with customer supplied Gray Leather(See attached KTC flammability test results). All work was accomplished in accordance with C-172 service manual section 2, 3, 5, 11A,18 and 19.
[redacted] A+P [redacted]

3/19/2021 C-172N N3KV S/N:17274768
AFTT: 4965.50 TACH: 4965.50
Installed Soros, Inc ventube overhead fresh air valves P/N: SI 1-1, SI 1-2 on pilot and co-pilot side per STC SA8150SW. I have supervised the installation of a customer supplied Aircraftpanel.com Lower Metal panel overlay Kit for this C-172P and determined that the installation was performed according to the guideline stipulated in CFR 43. I supervised the customer installation of new Rosen sunvisor P/N: R1180001-0 and P/N: R1180002-0 per STC: SA00871SE as per the Rosen system PMM/IPC installation guide. Installed two(2) new Wingate vent tube assemblies P/N: CW172001 as per the instructions Chris Wingate CW-172001 installation instructions Rev: IR dated 9/12/08. See attach applicable form 337. All work was accomplished as per each component installation doc, AC43.13-1B section 4 and C-172 service manual section 3, 4 and 18. [redacted] A+P [redacted] IA

SUB-TOTAL this page

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3/19/2021 C-172N N3KV S/N:17274768
AFTT: 4965.50 TACH: 4965.50
It was determine through a conformity inspection that a Horton Stall kit was installed in this aircraft around 11/2006. The work appeared to have been performed by Tong aircraft services Inc. However, it was not documented in the aircraft logbook. I inspected the aircraft installation and determined that the installation of the Horton stall Kit was performed as per the Horton Stol-Craft, Inc STC: SA910CE per Per the STOL-Craft Drawing List#1, dated 5/7/1973 and current AC 43.13-1B section 4. Also, supervised the installation of landing lights with Aero-lites assembly PAR36L204 inaccordance Aero lites instruction Doc ALSSIV-001, Rev.1.111, dated 08/19. Also, upgraded Navigation lights to Aero-lites Stellar Gold series LED per Aero-lites Doc ALII-003 Rev. 1 dated 04/19 See attached FAA for 337 for specific details. [redacted] AFP [redacted] IA

3/19/2021 C-172N N3KV S/N:17274768
AFTT: 4965.50 TACH: 4965.50
Installed PS engineering PM 1000 II intercom system in the Co-pilot side of the instrument panel. The installation was accomplished IAW PS engineering installation manual Doc number: 200-123-0003 Rev 5, dated 2/29/2012. Installed Bendix/King KLN90B GPS in radio center stack per Honeywell installation manual number: 006-10521-0005 Rev 5, dated 4/2003. Installed Appero Stratus ES transponder unit in the co-pilot side of the instrument panel per Stratus ES/ESG installation instructions Document number: 600840-000031, Revision 2.2, dated 2/20/2018. A Brackett air filter assembly was previously installed. However, no record was found. Inspected installation and determined that the installation was made as per STC SA71GL in accord with the installation instructions. See all attached FAA form 337 for specific details. [redacted] IA

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8/23/2022 C-172N N3KV S/N:17274768
AFTT: 4970.40 TACH: 4970.4 HOBBS: 624.4
Removed nosed wheel assembly, disassemble nose wheel and replace both wheel half bearing races and cup assembly with Temkin bearing assemblies LM 67010 and LM67048. Re-Installed tire using new Good Year Flt custom II P/N: 505C61-8 5.00-5, with new inner tube P/N: GL-5067B. Replaced LH main wheel with McCauley P/N: C163006-0101.The bearings were removed, cleaned, inspected, no defects were noted repacked. Replaced both main wheel tires with AirHawk 6.00-6 P/N: AB3E4. Reassembled and reinstalled. Replaced all brake lining using Rapco RA 066-30026. R/H brake caliper was disassembled, cleaned, inspected, and a new o'ring was installed. Reinstalled R/H brake caliper. All brakes assemblies were re-installed and the R/H brake was bleed. All work IAW with Cessna C-172 service manual section 2, and 5. A+P [redacted]

9/19/2022 C-172N N3KV S/N:17274768
AFTT: 4970.40 TACH: 4970.4 HOBBS: 624.4
Lubricate all flight control cables. Performed functional test of ELT in accordance with FAR 91-207. ELt functional check was good. Elt battery due 10/23. Installed two (2) new fuel tank transmitters P/N: MC0523557-1. Serviced both brake master cylinders with MIL-H-5606. I Certify that this aircraft was inspected in accordance with an **ANNUAL** inspection and was determined to be in airworthy condition. All applicable AD's were complied with thru this bi-weekly period including AD 2011-10-09. All work was accomplished in accordance with the C-172 service manual section 2, 12 and FAR 43 Appendix D [redacted] A+P [redacted] IA

9/19/2022 C-172N N3KV S/N:17274768
AFTT: 4970.40 TACH: 4970.4 HOBBS: 624.4
Removed nosed wheel assembly, disassemble nose wheel and replace both wheel half bearing races and cup assembly with Temkin bearing assemblies LM 67010 and LM67048. Re-Installed tire using new McCreary Tube assembly P/N: TR-67A, 5.00-5. All main wheel assemblies were removed. The bearings were removed, cleaned, inspected, no defects were noted repacked. Replaced both main wheel tire with AirHawk 6.00-6 P/N: reassembled and reinstalled. Replaced all brake lining using Rapco RA 066-30026. R/H brake caliper was disassembled, cleaned, inspected, and a new o'ring was installed. Reinstalled R/H brake caliper. All brakes assemblies were re-installed and the R/H brake was bleed. All work was accomplished in accordance with Cessna service manual section 2, and 5. [redacted] A+P [redacted]

TOTAL-Carry forward to next page

~~4/1/2021~~ 5/1/2023 C-172P N3KV S/N:17274768
ATT: 4972.20 TACH: 4972.20
Removed transponder assembly. Tighten tray backing plate. Reinstalled Transponder assembly and reprogrammed it brightness setting. Replaced ELT battery with new MERL BP-1020. Battery now due for replacement on 7/2025. Performed functional test of ELT in accordance with FAR 91-207. ELt functional check was good. Replace nose landing gear oleo shock strut valve assembly P/N: S1827-1 and service oleo shock strut with Nitrogen. Removed engine cowling. Found BAT connection was loose on the Alternator assembly. Tighten connection and performed operational check. Engine functional check was good. Reinstalled engine cowling. All work was accomplished in accordance with C-172 service manual section 2, 3, 5, 11A.
[redacted] A+P [redacted]

TION OF WORK PERFORMED—
ICATE NO. OF PERSON PERFORMING WORK

5-9-23 ACTIMES 4990.1
HOBBS 0000.1
PILOT REPORTS HOBBS METER IS INOP. REMOVED AND REPLACED P/N 15000 H/08
OPS CHECKED GOOD. PER CESSNA MM. & FAA 43.13.
OLD HOBBS METER 06250.0
[redacted] A+P [redacted]

5-19-23. ACTIMES 4990.1
HOBBS 0000.1
PILOT REPORT FLAT NOSE WHEEL TIRE WHILE TAXING.
JACKED A/C REMOVED NOSE TIRE, REMOVED INNER TUBE REPLACED P/N 5.00.-5 SECURED HOBBS INSTALLED PER CESSNA MM + 43.13. PART.
OPS CHECKED NORMAL.—
[redacted] A+P [redacted]

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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
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AVIONICS MAINTENANCE RECORDS

(including transponder biennial checks)

Log No. _____

Aircraft Registration No. N3KV

Aircraft Manufacturer Cessna

Model C-172P

Serial No. 17274768

EQUIPMENT LISTING

List all installed avionics, autopilot and flight director equipment.

	Mfg.	Model	Serial No.
1.			
2.			
3.			
4.			
5.			
6.			
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20.			

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DATE	AIRFRAME TIME IN SERVICE	AVIONICS TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK

C-172 N3KV TACH 4968.3

LOGBOOK ENTRY:
THE STATIC PRESSURE SYSTEM, TRANSPONDER WITH ALTITUDE REPORTING WAS IDENTIFIED TESTED AND INSPECTED I/A/W FAR43 APPENDIX E, PAR A & C, APPENDIX F (FAR91.413) AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THIS TEST IS ON FILE AT THIS REPAIR STATION UNDER W.O. 71221A DATE JULY 12, 2021

SIGNATURE [redacted] INSP. [redacted]

TROPIC RADIO INC. 2695 N.W. 56th ST. HANGER 53-A
FT. LAUDERDALE FL. 33309 FAA APPROVED REPAIR STATION # RZ4R510M
FT. LAUDERDALE EXECUTIVE AIRPORT*ARCHER RAMP*
TELEPHONE # 954-776-4030 WWW.TROPICRADIO.COM

STRATUS ESG S/N 080574

A/C FOUND ADS-B COMPLIANT.

CERTIFICATION EXPIRES ON JULY 31, 2023

5-9-23	TACH	HOBBS	PILOT REPORT HOBBS METER IS INOP.
	4984.9	.1	REMOVED + REPLACED HOBBS METER P/N DAT-102033. OPS CHECK AND METER FOUND TO BE WORKING. NOTHING FOLLOWS [redacted] ATP [redacted]

SAT

8/20/2022

1981 C-172P

172 74768 C-172P N3KV TACH: 4970.4

Hobbs: 624.4

Email: [redacted]

Avionics: Cessna Audio panel

MX 385 Radio Comm 1

RT-385A Comm 2

KLN 90B GPS

300A Auto pilot

PM 1000 II Intercom

Stratus by Appareo 3SG

Rosen Sun visors

EIT (Oct 22) Battery Replacement due

10/20 OPS Check good

ENG Runup: Idle: 750

Amp meter charging oil pres: 50

1700

Suction in the Green

LH 100

RH 100

Max static: 2350

Oil press 70 psi

Fuel Gauges inaccurate

Radios are poor.

PENN YAN AERO SERVICE, INC.
2499 BATH ROAD
AIRPORT
PENN YAN, N.Y. 14527-9599
(315) 536-2333

180 H.P. SUPERHAWK

The Engine People

FAA APPROVED SUPPLEMENT

TO THE

PILOT'S OPERATING HANDBOOK AND

FAA APPROVED AIRPLANE FLIGHT MANUAL

FOR

CESSNA MODELS 172N or P

REG. NO. N53506 (N3KV)

SER. NO. 17274768

This Supplement must be attached to the "Pilot's Operating Handbook and FAA Approved Airplane Flight Manual when the aircraft is modified by the installation of a 180 HP engine and the gross weight is increased in accordance with STC SA703GL. The information contained herein supplements or supersedes the basic manual only in those areas listed. For limitations, procedures and performance information not contained in this Supplement, consult the basic "Pilot's Operating Handbook and FAA Approved Airplane Flight Manual."

FAA APPROVED: [redacted]

FOR W. F. Horn, Manager
Chicago Aircraft
Certification Office
FAA Central Region

DATE: June 11, 1985

Serving the Aviation Industry Since 1945

Affidavit

I, Donna Raney, the wife of Victor B. Kieffer III now deceased, do hereby represent and affirm the following:

My husband, Victor B. Kieffer III, gave the logbooks/maintenance records (original logbooks) for his 1981 Cessna 172P, Aircraft Registration No. N3KV (formerly N53506), Aircraft Serial No. 17274768 (Aircraft) to his mechanic, who misplaced said original logbooks and has advised that he has not been able to locate them. The mechanic has provided a set of new logbooks containing recent entries (new logbooks). At this time, we believe the total time the Aircraft has been flown since July 19, 1989 to be less than that initially shown in the entries in the new logbooks and that such entries are in need of correction. We believe the corrected flight time as shown in the new logbooks should be less than 650 hours. This correction is needed as a result of an extensive review and calculation of my husband's pilot logbooks since Penn Yan installed a new engine in the Aircraft and my husband's first flight with the new engine on July 19, 1989, and takes into account not only his flight time as shown in his pilot logbooks but also the representations of Jay Gardner, a pilot who also flew my husband's Aircraft. He has advised that he logged in his personal pilot logbooks 108 hours of flight time piloting the Aircraft from January 5, 1990 to February 19, 2002, and approximately another 50 unlogged hours thereafter. The need for a corrected calculation is based upon the information he has provided and my husband's pilot logbooks from July 19, 1989, the date the Aircraft left Penn Yan after installation of the new engine and propeller. See also FAA Form 337 filed by Penn Yan Aero Service, Inc. with the FAA and dated on or about July 13, 1989.

Further Affiant sayeth naught.

I do hereby affirm that the foregoing is a true and correct statement to the best of my knowledge and belief.

[redacted]

Affiant's Signature

Address: [redacted] Palm Beach Gardens, FL 33410

Acknowledgment

State of Florida)
County of Palm Beach)

The foregoing instrument was acknowledged before me by means of X physical presence or ___ online notarization, this 4th day of May, 2023.

X Personally known OR ____ Produced Identification

Type of Identification Produced _____

[redacted]

Signature

Notary Seal

NOTARY PUBLIC STATE OF FLORIDA
SHERRY WEBBER
Commission # [redacted]
Expires July 26, 2023
Bonded Thru Budget Notary Services

Sherry Webber

Name of Notary

Notary Public State of Florida

My Commission Expires: 07-26-23

Ny Commission Number is: [redacted]

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SYSTEM

ENGINE MAINTENANCE RECORDS

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ENGINE MAINTENANCE RECORDS

Log No. _____

Aircraft Registration No. N3KV

Engine Manufacturer Lycoming

Model O-360-A4M

Serial No. S/N: L-32127-36A

Date installed on aircraft July 17, 1989

Time Between Overhauls (TBO) _____ Hours

If used on multi-engine aircraft:

☐ Right ☐ Left

☐ Front ☐ Rear

(All applicable information must be filled in)

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RIPTION OF WORK PERFORMED —
TIFICATE NO. OF PERSON PERFORMING WORK

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3/19/2020 C-172N N3KV S/N:17274768
AFTT: 4970.40 TACH: 4970.4 HOBBS: 624.4
ENG LYC: O-360-A4M S/N: L-32127-36A
Removed Carburetor. Reinstalled overhauled carburetor Model: 4-5, P/N: 10-3878, S/N: G5512211. Installed new McFarlane Mixture control cable P/N: MC600-72 rigged all engine controls as required. Removed and replaced all engine hoses with new Textron supplied engine hoses. Flushed engine oil cooler. Remove and replaced Alternator belt with new belt P/N: 37A19773-376. Removed engine starter assembly. Disassembled, cleaned, and inspected. No defects were found. Replace brushes. Reassemble and painted. Reinstalled starter assembly. All work was accomplished in accordance with C-172 service manual section 2, 11A, 16 and 19. [redacted]

9/19/2022 C-172N N3KV S/N:17274768
AFTT: 4970.40 TACH: 4970.4 HOBBS: 624.4
ENG LYC: O-360-A4M S/N: L-32127-36A
ETT: UNK SMOH: 644.20
Performed Compression Check: Cyl#1 78/80, CLY#2 75/80, CLY#3 70/80, and CLY#4 74/80. Replaced induction air filter with BA-6108. All sparkplugs were removed, cleaned, gapped, and reinstalled. Drained engine oil. Replaced oil filter with Tempest AA48110-2 and serviced with 8qts of Aeroshell W100 oil. The oil filters were checked for metallic particles. No metallic particles denoted. Performed ops check. Ops Check was good. I certify that this engine was inspected in accordance with an **ANNUAL** inspection and was determined to be in airworthy condition. All applicable AD's were complied thru this bi-weekly period. All work was I/A/W section 2 of the service manual and current FAR 43 appendix D. [redacted] A+P [redacted] IA

Note: It was determined after a comprehensive research of the owners flight logbooks and that of Mr.Jay Gardner who also flew this aircraft, that upon completion of the engine modification that was performed by Penn Yan Aero that the corrected and Total Engine time was approximately ESMOH: 644.20 hr instead of the 1518.00 listed in the Annual Signoff. See attach affidavit to reflect this error. [redacted] A+P [redacted] IA

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DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED — SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
	TACH	HOBBS		**TOTALS** brought forward from previous page
5-9-23	4984.9	.1		PILOT REPORTS ENG. RONNING ROUGH. AND
				MAG CHECK WAS BEYOND. 100 RPM DROP:
				REMOVED ALL 8 SPARK PLUGS. FOUND TO BE
				DIRTY, CLEANED AND GAPPED ALL 8 PLUGS
				RAN ENG. NO ROUGHS FOUND. AND MAG
				CHECK CHECK WITHIN 50 RMP DROP. —
				ALL WORK WAS PERFORM PER MFG MAINT. —
				MANUAL. + FFA 43.13. GLIDELINES —
				[redacted] — A+P [redacted] —
				SUB-TOTALS this page
				TOTALS-Carry forward to next page

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PROPELLER MAINTENANCE RECORDS

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PROPELLER MAINTENANCE RECORDS

Log No. _____

Aircraft Registration No. N3KV

Propeller Manufacturer SENSENICH

Hub Model 76EM8SPY-0-60

Blade Design No. .

Hub Serial No. 34378K

Blade Serial No's.

1. N/A
2. _____
3. _____
4. _____

Pitch Range:

High _____ Low _____

Feather _____ Reverse _____

Governor Manufacturer _____

Model No. _____

Serial No. _____

Date installed on aircraft _____

Time Between Overhauls (TBO) _____ Hours

If used on multi-engine aircraft:

☐ Right ☐ Left

☐ Front ☐ Rear

(All applicable information must be filled in)

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9/19/2022 C-172P N3KV S/N:17274768
AFTT: 4970.40 TACH: 4970.4 HOBBS: 624.4
SENSENICH: 76EM8SPY-0-60 S/N: 34378K
PTT: UNK PTSMO: 1518.0
Removed propeller spinner. Inspected propeller, Spinner bulkheads, and no defects were found. Reinstalled, propeller spinner assembly. I certify that this propeller was inspected in accordance with an **ANNUAL** inspection and was determined to be in airworthy condition. All AD's thru this bi-weekly period were checked and complied with. All work was accomplished in accordance with C-172 service manual section 2 and FAR 43 Appendix D.

[redacted] [redacted]

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[redacted]