

YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				



N1828Q

Tach Time: 5400.81

ELT due: July 2020

Cessna 177RG

TTAF: 5400.81

XPDR Due: Aug 2019

Date: 6/14/2019

TTVac Pump: Unk

Performed **Annual Inspection** in accordance with manf. checklist and FAR 43 Appx. D. Compressions checked. Oil and oil filter changed. Spark plugs cleaned, gapped and rotated, and resistance checked. Replaced vacuum system and engine air filters. Serviced brake system. Checked magneto to engine timing. Tested/inspected ELT and battery. Lubricated landing gear, flight, and engine controls. Performed gear swing and emergency gear check. Dressed and painted face of propeller. Complied with **Airworthiness Directives: 2017-16-01** by inspection of ELT IAW section 3.4 of Ameriking installation and operation manual. Repeat every 12 months, **2015-19-07** by visually inspecting fuel injection lines, clamps and nuts, repeat every 110 hours or clamp removal, **2011-10-09** by visual and dimensional inspection of seat tracks and rollers, repeat every 100 hours or 12 months. Replaced landing/taxi light and beacon light switches p/n S1846-2-3 and S1846-1-3. Replaced rudder cap. Riggged nose gear doors. Removed and reinstalled repaired hydraulic powerpack valve assembly p/n 2080029-1 by Aerospace Turbine Rotables WO#133805. Replaced o-rings in emergency gear hand pump and pressure relief valve. Performed 15 cycles of landing gear using power pack and hand pump, purged system, IAW Cessna Service Manual. Adjusted aileron control stops per Cessna Maintenance Manual. Treated wing root areas with Corrosion X. Replaced fuel strainer plunger with new p/n MC0756010-11.

Removed Lycoming IO-360-A1B6 S/N: L-14769-51A, TSN:5400.81, TSMOH: 1050.81 and installed Lycoming IO-360-A1B6 S/N: L-7494-51A, TSN: 3563.7, TSMOH: 467 in accordance with Cessna Maintenance Manual, with new shock mounts, alternator belt, intake and exhaust gaskets. Replaced alternator with serviceable. Replaced Cyl #2 and #3 oil return line. Replaced Cyl #3 exhaust stud. Adjusted idle speed and mixture rise. Engine run-up performed. Returned to service. Details on QMX #19054 and 19062. ***I certify this aircraft has been inspected in accordance with an annual inspection and determined to be in airworthy condition.***

Lin L. Holdeman II A&P

IAZ

Martin Moore A&P