

N-30AW Log #2



Aircraft Flight and Maintenance Log

Aircraft Description

CESSNA	414A	A0077	30AW
Aircraft Mfr.	Model	Serial	Registration

General Instructions

1. This aircraft log is provided to assist owners and operators in maintaining an accurate record of flight time, maintenance, alterations, and inspections on the aircraft, which is required as part of Federal Aviation Regulations part 91.173.
2. By filling in the information called for, a complete record of flight time, maintenance, and inspections will be developed which will not only satisfy the FAA requirements but will also prove to be useful reference information for the owner/operator in the operation of the aircraft.
3. The column headed "Remarks" is particularly important, for in this column all the details concerning the following are to be entered.
 - a) Line and Periodic Inspections, Airworthiness Directives, Service Bulletins, Rigging changes, and all repairs and alternations.
 - b) Accidents in which the aircraft is involved, whether major or minor.
 - c) When repairs or alterations necessitate submission of FAA Form 337, an entry is to be made in this column and the original of the Form 337 stapled at the back of this book.
 - d) All entries must be endorsed with the name, rating, and certificate number of either the FAA Repair Station or the mechanic.
4. Make all entries with pen and ink.

Engine & Propeller

1. The maintenance logs for engine and propeller have been provided as separate log books. Upon the removal of the engine or propeller from the aircraft, the complete Maintenance Log Book can be transferred with the removed item. Replacement aircraft log books (P/N D5060-13), engine log books (P/N D5061-13), and propeller log books (P/N D5062-13), are available from Cessna Supply Division (SPA).

Federal Air Regulations—Special Checks

1. The following special checks are required by the Federal Aviation Regulations.
 - a) VOR ACCURACY CHECK—For IFR flights, VOR accuracy checks are required to be recorded within the preceding 30 days prior to the flight to comply with FAR 91.25. This check can be performed by the pilot.
 - b) TRANSPONDER CHECK—As of January 1, 1976, to comply with FAR Part 91.177, prior to use, all transponders must have been inspected or checked within the preceding 24 calendar months.
 - c) ALTIMETER AND STATIC SYSTEM CHECK—Altimeter checks for IFR flights must be made within the preceding 24 calendar months prior to flight to comply with FAR Part 91.170.
2. The first VOR Accuracy, Transponder Check, and Altimeter and Static System entries are the dates that these checks were performed by the Cessna Aircraft Company in compliance with the appropriate regulations. Because these tests are accomplished during instrument and aircraft assembly, the dates may be prior to the date on the Airworthiness Certificate. Cessna recommends that these special checks be repeated at the first annual inspection.

A schedule will thereby be established where subsequent test and inspection periods will coincide with an Annual Inspection to minimize aircraft down time.

Since the Federal Aviation Regulations are subject to change, a periodic review of the appropriate FAR's should be made to insure that aircraft maintenance and records are in compliance.

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 84							
10-4			Resealed Both Main gear Struts, serviced with fluid & Air Replaced LH nav light lens. Replaced Deice light bulb Replaced A/c hi-press line under co-pilot's seat. Evacuated System serviced with Freon. Replaced vacuum reg. filters. Replaced hydraulic filters. Replaced upper & center rudder bearings & brackets. CW ME\$1 82-62 by installing insulators. CW ME\$1 83-4 Repositioned door extender. CW ME\$1 84-12, Carry thru star insp. OK. by insp. CW ME\$1 83-3) main gear scissors. installed washer Kit. CW ME\$1 84-25 master cyl. ck OK by insp. AD 84-03.04 PCW. Removed Cabin Differential Press. gauge. Sent to R# 3812. CAI. for Overhaul. Reinstalled ck'd OK. Retracted gear performed Emergency gear extension ck. OK. CK'd ELT batt date & operation. Greased landing gear. Serviced brakes & batteries.				
			Cont. next page.				
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

AIRCRAFT LOG

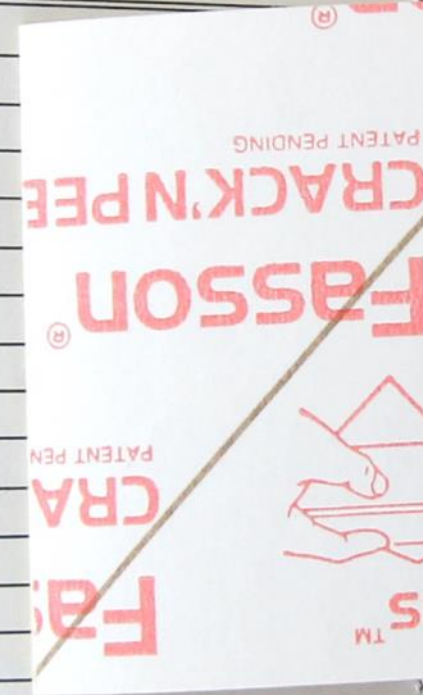
VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
VOR 1	VOR 2			19	Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
12-28				84	<p>Replaced Relay & press switch, RH Aux pump. Replaced vacuum Reg. Filters. Replaced RH main tire. Replaced RH prop control cable. Replaced bath drain hose. Replaced LH nose baggage door stop bracket. Installed new pulley, RH side to Rudder trim cable. Replaced missing placards: "fuel cell" as needed. Greased landing gear fittings. CK'd cabin heater operation. Reglued static wicks, pilots windshield. cleaned Press. valves. cleaned fuel selector valve screen.</p> <p style="text-align: right;">Date <u>12-28-84</u> Hourmeter <u>2172⁹</u> Total Time <u>2172⁹</u>. AD notes found complied with thru <u>84-23</u>. Routine maintenance and minor repairs as necessary.</p> <p>I certify that this <u>airplane</u> and/or engine has been inspected in accordance with a <u>LO²HR</u> inspection and was determined to be in airworthy condition.</p> <p>Signed <u>William T. Slem</u> For Ragsdale Aviation, Inc. FAA Approved Municipal Airport Repair Station Austin, Texas No. 4458</p>

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
12/28/84			Installed Exchange Pilot's Attitude Gyro G550A SN 1-2895D				
			Holds 2122.9				
<p>DESCRIBED MAINTENANCE, REPAIRS AND/OR ALTERATIONS PERFORMED BY PERSONNEL OF RAGSDALE AVIATION, INC. UNDER THE SUPERVISION OF</p> <p style="text-align: center;"><i>John D. Penberry, Sr.</i></p> <p>FOR FAA APPROVED REPAIR STATION NO. 4458 MUNICIPAL AIRPORT AUSTIN, TEXAS</p>							
<p>CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE</p>							

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 10-29-85	2377.0 HM		I certify that the Altimeter System, Altitude Reporting Equipment and Static System Test required by FAR Part 91.171 have been performed. A/C Hour Meter 2377.0 Static System Date 7835 W.O. No. _____ Altimeters: LHS/N <u>8465</u> Date <u>10-29-85</u> Tested to <u>35K</u> RHS/N <u>M6938</u> Date <u>10-29-85</u> Tested to <u>35K</u> Automatic Pressure Reporting System, Type <u>P/A LH ALT</u> S/N _____ Date _____ Tested to _____ Signature <u>Stephen C. Cook</u> Certificate No. <u>2339161</u> Castleberry Instruments and Avionics, Inc. FAA Repair Station No. 3312				
			I certify that the ATC Transponder #1 <u>RT 459A</u> #2 <u>N/A</u> Has been tested and inspected in accordance with FAR 91.411 Hour Meter <u>2377.0</u> Signature <u>Stephen C. Cook</u> Certificate No. <u>2339161</u> Date <u>10-29-85</u> Work Order No. <u>7835</u> Castleberry Instruments and Avionics, Inc. FAA Repair Station No. 3312				
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							



AIRCRAFT LOG

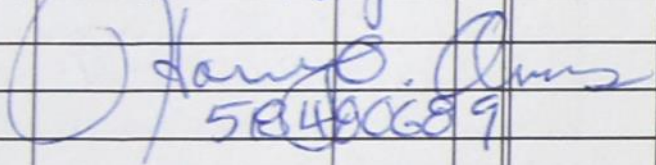
DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 86 2/27/86	Hobbs 2473.8 G11-246	battery	Replaced battery. Installed new serial # 60848660. Eud				
			Carlos B. Romero A#P 457.088766				
6-25-86	2533.1		Changed fake discs both wheels. R. crown Prop for overhaul and installed. See prop log. Performed 50 hr inspection. David MacDowell A#P 2225018				
7-25-86	2561		Replaced RT magnetos with new. Olanoff and ground wheel bearings. David MacDowell A#P 2225018				

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Place	Signature		
8/5/86		Hobbs	2571.7	86	<p>Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.</p> <p>Checked all cables & pulleys, checked all tires, changed & packed wheel bearings, performed retraction test & found OK, AD 85-13-03 inspect for cracks due 3976, AD 82-07-03 pressure decay test due hovers holls 300 hrs, AD 84-26-02 induction air due 2462.0, C/W AD 76-02-07 alt. bearings due 100 hr. Completed 100 hr. annual inspection IAW Cessna service manual.</p> <p>Date <u>8/5/86</u> Tach Time <u>2571.7</u> AC TT <u>2570.2</u></p> <p>I certify this aircraft has been inspected in accordance with a <u>Annual</u> inspection and was determined to be in airworthy condition.</p> <p style="text-align: right;"><u>H. Bunnell</u> IA A&P 519524030</p>
		see AC log	↑		
AC TT			<u>2570.2</u>		
Engine TT		L	<u>1215.3</u>		
Engine TT		R	<u>215.2</u>		
Annual Due			<u>8/87</u>		
Prop TT		L	<u>38.6</u>		
Prop TT		R	<u>38.6</u>		
Elt Due			<u>Sept 87</u>		
O ² Bottle Due			<u>11/88</u>		
Pitot Static Due			<u>10/87</u>		
Transp Alt. Due			<u>10/87</u>		
8/17/89		Hobbs	2582.6		<p>Remove & replace gear lubrication bottles after test & repairs</p> <p style="text-align: right;"><u>H. Bunnell</u> IA A&P 519534030</p>

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 8-18-86			Removed Sperry Radar altimeter Indicator and Black Box for Sperry Service. Replaced after Sperry service - Sperry Serviceable Tags in back of log.				 Harry O. Ames 58490689
			8-27-86 Hobbs 2596 Replaced left hydraulic flow warning switch with new part run good				David MacDuckett APR 222508
			11-5-86 Hobbs 2622 Replaced EGT indicator gauge with overhauled unit. David MacDuckett 222508AP				

WOOD RIVER AVIONICS
 HARRY O. AMES, OWNER

INVOICE/W.O. NO. _____

P.O. BOX 338

AIRPORT WAY

HAILEY, ID 83333

OFFICE: (208) 788-4336

HOME: (208) 788-4823

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

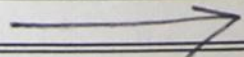
AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19 ____	Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
AC TT		<u>2664.5</u>	<u>Hobbs</u>	<u>2666.0</u>	<p>Checked all cables & pulleys, checked all control surfaces, cleaned & packed wheel bearings, performed retreating test & found OK, C/W AD 76-02-07 alternator bearing due each 100 hrs, AD 82-07-03 generator heater due heater Hobbs 300 hrs, AD 85-13-03 R2 propial mount inspection due 3225.1, installed bracket air filters, Completed 100 hr inspection IAW Cessna service manual.</p> <p style="text-align: right;">Date <u>11/13/87</u> <u>Hobbs</u> Exp Time <u>2666.0</u> TT</p> <p style="text-align: center;">I certify this aircraft has been inspected in accordance with a <u>100 hr Annual</u> inspection and was determined to be in airworthy condition.</p> <p style="text-align: right;"><u>G. Bunell</u> IA <u>519524030</u></p>
Engine TT	L	<u>1309.6</u>			
Engine TT	R	<u>309.5</u>			
Annual Due		<u>1/88</u>			
Prop TT	L	<u>132.9</u>			
Prop TT	R	<u>132.9</u>			
Elt Due		<u>9/87</u>			
O ² Bottle Due		<u>11/88</u>			
Pitot Static Due		<u>10/87</u>			
Transp Alt. Due		<u>10/87</u>			

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 <u>87</u>							
<u>2-13</u>	<u>2707</u>		<u>Installed Overhaul HSI</u>				<u>David McDonald HP 2225018</u>
<u>ACTT</u>	<u>2765.0</u>		<u>5/11/87 Hobbs</u>	<u>2765.0</u>			
<u>Engine TT</u>	<u>L -0-</u>		<u>Checked all control surfaces adjust all control cable tensions, checked all lites, cleaned & packed wheel bearings, checked all tire PSI installed</u>				
<u>Engine TT</u>	<u>R 408.5</u>		<u>Cessna service hit # 5141200202 right main gear</u>				
<u>Annual Due</u>	<u>5/88</u>		<u>replock, performed retraction test & found OK, AD 82-07-03 final Saturday test Due at heater</u>				
<u>Prop TT</u>	<u>L 231.9</u>		<u>hubbs 484.6, Engine Continental T510-520-N5,</u>				
<u>Prop TT</u>	<u>R 231.9</u>		<u>ser. # 509446-H was installed in the LH position</u>				
<u>Elc Due</u>	<u>9/87</u>		<u>in Cessna N30AW) C414A Ser # A0077, AC was</u>				
<u>Oil Bottle Due</u>	<u>11/88</u>		<u>found ser. minor adjustments were made,</u>				
<u>Pitot Static Due</u>	<u>10/87</u>		<u>all indications were normal, completed</u>				
<u>Transp-Alt. Due</u>	<u>10/87</u>		<u>100 hr/annual inspection IAW Cessna</u>				

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE



AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25			DATE	REMARKS
Date	Bearing error	Place		
VOR 1	VOR 2			
AC TT	<u>2865.4</u>		8/21/87	<p>Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.</p> <p><i>Hobbs 2865.4 checked all control surfaces, cables, & lines. Checked all pulleys. Checked all tire PST. performed struts test & found OK. AD87-07-03</i></p> <p><i>Vertical heater being test due heater hobbs 484.0 - Current hobbs 404.2. Replaced ELT Battery due 5/90, completed 100 hr inspection - TMJ, Cassin, service manual. Replaced LH fuel P/N 287-27 S/N 06ACD00274</i></p> <p>Date <u>8/21/87</u> Tach Time <u>2865.4</u></p> <p>I certify this aircraft has been inspected in accordance with a <u>technical manual</u> inspection and was determined to be in airworthy condition.</p> <p style="text-align: right;"><i>[Signature]</i> A & P <u>519524050</u></p>
Engine TT	L <u>100.4</u>			
Engine TT	R <u>561.9</u>			
Annual Due	<u>8/88</u>			
Prop TT	L <u>332.3</u>			
Prop TT	R <u>332.3</u>			
Elt Due	<u>5/90</u>			
O ² Bottle Due	<u>11/88</u>			
Pitot Static Due	<u>10/87</u>			
Transp. Alt. Due	<u>10/87</u>			

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 87							
	Ait SW 61288						Ait SW m6938
I certify that the altimeter & static system tests required by F.A.R. Part 91.171 have been performed. The altimeter was tested to <u>35,000</u> feet on date <u>10-13-87</u>				I certify that the altimeter & static system tests required by F.A.R. Part 91.171 have been performed. The altimeter was tested to <u>35,000</u> feet on date <u>10-13-87</u>			
Signature <u>[Signature]</u>				Signature <u>[Signature]</u>			
Date <u>10/27/87</u>				Date <u>10/27/87</u>			
Certificate Number <u>CAS 201-23</u>				Certificate Number <u>CAS 201-23</u>			
10/27/87	Transponder Biannual check ok. This unit has been tested and inspected IAW FAR 91.172 and ok IAW FAR 43. App F						<u>[Signature]</u> CAS 201-23 Robertson Aircraft

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25			DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Place Signature		
			19 ____	Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
AC IT	2973.7			11/2/87 Hobbs 2973.7
Engine TT	L 208.7			Checked all cables pulleys, control surfaces & bits. OH left brake wheel cylinder replaced left main tire. Repaired structure pitot & found OK, sprayed hyd. sys. Replaced prop de-pit. part BH engine. Checked & packed wheel bearings. Completed 100 hr inspection FAA Cessna, found satisfactory.
Engine TT	R 719.9			
Annual Due	11/88			Pitot static - transp - alt. Check performed at Robertson AC. 10/13/87
Prop TT	I 440.6			
Prop TT	R 440.6			
Elt Due	5/90			
O ² Bottle Due	11/88			
Pitot Static Due	10/89			Date 11/1/87 Tach Time 2973.7
Transp-Alt. Due	10/89			I certify this aircraft has been inspected in
Weight Due	5/90			accordance with a <u>100 hr/annual</u> inspection
				and was determined to be in airworthy condition.
				<u>L. Burnett</u> FAA A&P 519524030
11/2/87, Hobbs 2976.7 Replaced flight director w/ OH unit Model # C550A P/N 44670-0008, 5/11-1797B see yellow log this book L Burnett A&P 519524030				

MEMORANDA

Date

12-15-87 3010 Hrs. H102 removed HSI SN 10594C
 and installed overhauled unit Model IG 832A
 SN ~~0~~ 1-W7007B. Serial No. 0668 AP 2225018

1/30/88

Units 3068.1 removed & replaced HSI Model # IG-832A,
 P/N 44690-0000, Mfg. ARC, S/N 1-10602C, see yellow tag
 this book. Serial # AP 519524030

