

Cessna®



AIRCRAFT LOG AND MAINTENANCE RECORD

N 726PM SERIAL NO. 15078218

Book #1

IMPORTANT NOTICE

AIRCRAFT SERIAL No.

15078218

DOES THIS

DAY OF

19

HEREBY SELL, GRANT, TRANSFER AND
DELIVER ALL RIGHTS, TITLE, AND INTERESTS
IN AND TO SUCH AIRCRAFT UNTO:

Do Not Write In This Block
FOR FAA USE ONLY

NAME AND ADDRESS

(IF INDIVIDUAL(S), GIVE LAST NAME, FIRST NAME, AND MIDDLE INITIAL.)

Air Forces Korea Aero Club
OSAN AFB
APO San Francisco 96570

PURCHASER

DEALER CERTIFICATE NUMBER

AND TO EXECUTORS, ADMINISTRATORS, AND ASSIGNS TO HAVE AND TO HOLD
SINGULARLY THE SAID AIRCRAFT FOREVER, AND WARRANTS THE TITLE THEREOF.

IN TESTIMONY WHEREOF HAVE SET HAND AND SEAL THIS DAY OF 19

NAME (S) OF SELLER
(TYPED OR PRINTED)

SIGNATURE (S)
(IN INK) (IF EXECUTED
FOR CO-OWNERSHIP, ALL MUST
SIGN.)

TITLE
(TYPED OR PRINTED)

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AIRCRAFT LOG AND MAINTENANCE RECORD

Record of Cessna 150M 15078218 N92684
Make Model Serial Certificate

With Engine Continental O-300-A 354377-48
Make Model Serial

From _____ 19____ to _____ 19____

Detailing Time From _____ Hours To _____ Hours

Owner _____

Address _____

AIRCRAFT LOG

[illegible]

AIRCRAFT LOG

[illegible]

AIRCRAFT LOG

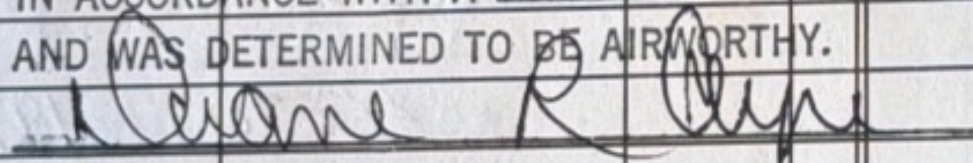
DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
6-77 19 76							
6-17	Completed 100 hr Inspection. A Private list in back of log book. E.L.T. Battery date 2-81 - drained fuel pumps and fuel selector. Checked tires and brakes. O.K.						
			YINGLING AIRCRAFT, INC.	WICHITA, KANS.			
			FAA APPROVED REPAIR STATION #3923				
			CHANGED OIL, KIND	WT.			
			CLEANED SCREENS & WASHED ENGINE				
			CHECK BATTERY & TIRE PRESSURE				
			TO TACK				
			YINGLING AIRCRAFT, INC.	WICHITA, KANS.			
			FAA APPROVED REPAIR STATION #3923				
			I CERTIFY THIS <u>a/f</u> HAS BEEN INSPECTED				
			IN ACCORDANCE WITH A <u>100 hr</u> INSPECTION				
			AND WAS DETERMINED TO BE AIRWORTHY.				
			<u>Bruce L. Hagan</u>				
			W.O. <u>22572</u>	TACK <u>1030</u>	DATE <u>6-17-76</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	Signature	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.
	VOR 1	VOR 2			
					Replace landing lite bulb and carb. heat control YINGLING AIRCRAFT, INC. WICHITA, KANS. FAA APPROVED REPAIR STATION #3923 <u>David L. Scott</u> W.O. <u>22692</u> TACK <u>166.5</u> DATE <u>7-14-76</u> 7/29/76 Bleed R/H brake Ground checked OK. YINGLING AIRCRAFT, INC. WICHITA, KANS. FAA APPROVED REPAIR STATION #3923 <u>Chane R. Dyer</u> W.O. <u>22830</u> TACK <u>197.4</u> DATE <u>7/29/76</u>

AIRCRAFT LOG

AIRCRAFT LOG							
DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19			COMPLETED ANNUAL INSP. PER CESSNA SERVICE MANUAL. DRAINED WING SUMPS & FUEL SELECTOR. CHANGED BOTH MAIN TIRES & ALL BRAKE PADS. REPACKED ALL WHEEL BEARINGS. MADE NEW AD NOTE LIST & PLACED IN BACK OF THIS LOG. REPLACED WING SUMP O'RINGS. Right & Left gear strut fairings replaced.				
			YARLING AIRCRAFT, INC. Wichita, Kan. Mo.				
			FAA APPROVED REPAIR STATION #3923				
			I CERTIFY THIS A/F HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL INSPECTION AND WAS DETERMINED TO BE AIRWORTHY.				
							
			W.O. 22962 TACK 247.5 DATE 8-23-76				

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	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.
1976	VOR 1 VOR 2				
11/9					TOTAL Tach. Reads. 293.00 HRS. I CERTIFY This A/c has been Insp. IAW 100 HR. Insp. & Found IN AN Airworthy Condition. Serviced nose strut with fluid & INFLATED TO specified press. WASHED A/c & CLEANED INTERIOR - D.E. Bunn A/P 1765002
11 March 1977					
Tach time 428.4					Replaced Lt. main tire & tube. greased Bearings & Re-installed. Serviced tire with air. Also Re-charged Battery & Re-installed
hour meter 511.0					
					SOUTHERN AVIATION CORP.
					DOWNTOWN MUNICIPAL
					AIRPORT
					STA. 1374 SHREVEPORT, LA.
					Walter P. Ransom
					Rep. Cert. 2260844

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 8-4-77	TACH	441.0 HR					
	I certify this aircraft was inspected per a 100 hour and found it to be in an airworthy condition						
			James A. Hopkins				
			AP 48329828				
9-4-77	TOTAL TACH.	929.6					
	I certify this Alc has been Inspected per 100 HR Inspected and found in an airworthy condition. Steam cleaned Alc Exterior & lubed all Controls.						
			D.E. Bennett				
			AP 1765002				
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.
I certify that this <u>airplane</u> has been inspected in accordance with <u>100 hr.</u> inspection and was determined to be in airworthy condition. TACH TIME <u>812.7</u> hrs. DATE <u>10-10-77</u> TOTAL TIME <u>812.7</u> hrs. Signed <u>[Signature]</u> A&P 434324122 <u>End</u> Changed A main tire - checked Both Brakes for wear - lubricated all hinges and bearing - Rod ends					
I certify that this <u>aircraft</u> has been inspected in accordance with <u>100 hr.</u> inspection and was determined to be in airworthy condition. TACH TIME <u>892.7</u> hrs. DATE <u>12-8-77</u> TOTAL TIME <u>892.7</u> hrs.					

MSH

A4368562244

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	IOths	
1-6-78		950.0 TT					
Bleed L. brake - check batt. - Lubricate controls - checker times - completed 50 hr. check - M E Mull					AP 36856	2244	
					End		
3-9-78		949.2 TT					
Repacked wheel bearings - bleed brakes - Lubricated all control hinges and bearings.							
I certify that this aircraft has been inspected in accordance with a 100 hr. inspection and has been determined to be in airworthy condition.							
							M E Mull AP 36856 2244

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.					
I certify that this aircraft has been inspected in accordance with a <u>ANNUAL</u> inspection and was determined to be in airworthy condition.					
<u>3-9-78</u> Date				<u>999.2</u> Total time	
<u>Lee R. Koon, Sr.</u> Lee R. Koon, Sr.				A & P <u>AI 1571125</u>	
<u>AUG. 6, 1978</u>		<u>TACH TIME 1026.7</u>	<u>AIRCRAFT ASSEMBLED I/A/W CESSNA SERVICE MANUAL FOLLOWING SHIPMENT. FLIGHT CONTROL TENSION AND TRAVEL AND WING, STRUT & LANDING GEAR ATTACH POINTS TORQUED I/A/W CESSNA SERVICE MANUAL. INSTALLED EQUIPMENT REMAINS SAME AS PRIOR TO SHIPMENT AFFECTING NO WEIGHT & BALANCE CHANGE. AIRCRAFT RELEASED FOR TEST FLIGHT.</u>		
					<u>AJP 1825839</u>
<u>SEP. 7, 1978</u>		<u>TACH TIME 1099.1</u>	<u>I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED I/A/W REQUIREMENTS FOR A 100 HOUR INSPECTION AND FOUND AIRWORTHY.</u>		
					<u>AJP 1825839</u>

[illegible]

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 78	
Tach time 1198.6				9 Oct	I certify that This Aircraft has been inspected in accordance with an 100 hr inspection and determined to be in Airworthy Condition. AEP 2019599 <i>Ken Lued Goss</i>
T. T. 1296.6				4 Dec	I certify that this aircraft has been inspected in accordance with an 100 hr inspection and found to be in an Airworthy Condition. AEP 2019599 <i>Ken Lued Goss</i>
Tach time 1396.1				20 Jan 79	I certify that This Aircraft has been inspected in accordance with an 100 hr inspection and determined to be in Airworthy Condition. AEP 2019599 <i>Ken Lued Goss</i>
T. T. 1396.1					

AIRCRAFT LOG

[illegible]

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2			
				1979	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.
A/C	T. T.	1571.3	19 Apr		I certify that This Aircraft has been inspected in accordance with an 100 Hours inspection and found to be in Airworthy Condition AIP 20195-99 / <i>Len Ches Jan</i>
	Tach	1571.3			
A/C	T T	1670.8	26 MAY		I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION AIP 514349907 <i>Delbert R. Suggins</i>
	TACH	1670.8			
A/C	T T	1769.5	6 JULY		I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION AIP 514349907 <i>Delbert R. Suggins</i>
	TACH	1769.5			

AIRCRAFT LOG

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AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Place	Signature		
Jul 31		1979		1979	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. JUL 31, 1979. TOTAL A/C TIME. 1811.8 Hrs TACH READING. 1811.8 Hrs "The A/c was repaired and in Accordance with current FAR and is approved for return to Service." "pertinent details of the repair are on FAA Form 337 dated Jul 31, 1979 attached in the back of this A/c Logbook OSAN AIR BASE, KOREA. MOONSOON JIM AEP 18890731A. 16 Aug Removed Engine O-200-A. SN 254377-A48 From This aircraft. AEP 2019599 Ben Chai Gor 22 Aug Installed Engine O-200-A SN 213349-70A To This aircraft. Ground Run 1.5 hrs. and found to be in airworthy condition AEP 2019599 Ben Chai Gor

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	IOths	
19 79							
5-PT 15					1869	2	
0-CT 25					1969	0	
0-CT 25					1969	0	
Dec 18							
Dec 18					2068	3	
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 <u>79</u>	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.
				SEP 15	TACH TIME 1869.2 TOTAL TIME 1869.2 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A 100 HR INSPECTION I/A/W A 100 HR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION ATP 514 34 9907 <i>Delbert R. Dyer</i>
				OCT 25	TACH TIME 1969.0 TOTAL TIME 1969.0 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A 100 HR INSPECTION AND HAS BEEN FOUND IN AIRWORTHY CONDITION ATP 514 34 9907 <i>Delbert R. Dyer</i>
				OCT 25	INSPECTED EMPINAGE ATACH BOLTS AS PER A-D 78-07-10 ALL NUT PLATES FOUND OK ^{ATP 514 34 9907} <i>Delbert R. Dyer</i>
				DEC 18	TACH TIME 2068.3 TIME THIS INSP 99.3 I CERTIFY THAT THIS ACFT WAS INSPECTED IAW A 100 HR INSPECTION AND WAS FOUND TO BE IN A AIRWORTHY CONDITION <i>Delbert R. Dyer</i> 514 34 9907

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT		ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
						HOURS	IO THS	
19								
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 <u>80</u>	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.
Total Time <u>2122.0</u> Tach <u>2122.0</u>					This aircraft was disassembled due to rough field landing, near RKJK. Bob Ched GOR, AEP 2019599
Total Time <u>2122.0</u> Tach <u>2122.0</u>				20 May 81	Installed Engine Continental O-200-A SN 21320-70A to this aircraft with new Engine mount including new bolts and new mufflers.
Travels: Flap RH 0~40° LH 0~41				23 May 81	Bob Ched GOR, AEP 2019599 This aircraft was assembled, 1/18/81
Aileron RH up 20 Down 13 LH up 20 Down 14					Cessna 150 Service Manual and.
Elevator up 24 Down 16				23 May 81	I CERTIFY THAT THIS Aircraft HAS BEEN INSPECTED IN ACCORDANCE WITH AN annual INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.
Trim Tab up 10 Down 19					Bob Ched GOR, 18 2019599

[illegible]

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		1981	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.
T T	2122.0			23 May	Repaired lower bottom skin, RH Elap, RW wing Tip and Replaced beacon light, Flashing with strobe light. See 337s. dated 23 May 81 for details. Ben Sher GPO, AEP 2019599
T T	2220.5			10 Aug 81	I certify that This aircraft has been inspected in accordance with an 100 hours inspection and found to be in an airworthy condition. Ben Sher GPO, AEP 2019599
T T	2320.5			5 NOV 81	I certify that this aircraft has been inspected in accordance with an 100 hour inspection and found to be in an airworthy condition. Carl A. DeRamus ATP 424466981
TACH	2320.5				

AIRCRAFT LOG

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AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Place	Signature		
				19 <u>82</u>	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.
	A/C Total Time	17 Jan			I certify that this aircraft has been inspected in accordance with an 100 hours inspection and found to be in an airworthy condition
	2420.1				Chuntaek Poe AEP
	Tach time	2420.1			
	A/C TOTAL TIME	23 Apr			CERTIFY THAT THIS aircraft HAS BEEN INSPECTED IN ACCORDANCE WITH AN 100 HRS INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION
	2518.6				23 APR 1982 Chuntaek Poe AEP 2324360
	TACH	2518.6			
	T. T.	2564.2			
	Tach	2564.2	1 Jun 82		Reviewed all ADs up to date and
					I CERTIFY THAT THIS aircraft HAS BEEN INSPECTED IN ACCORDANCE WITH AN Annual INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION
					Barney Fox IA 2019599

AIRCRAFT LOG

[illegible]

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Place	Signature	19 <u>82</u>	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.
A/C	TOTAL TIME			2 AUG	Complied with AD 78-07-10 by inspecting nutplates
	2663.9				on vertical fin attach Bracket for cracks found
	TACH 2663.9				no cracks and
					I CERTIFY THAT THIS A/C HAS BEEN INSPECTED
					IN ACCORDANCE WITH AN 100 HRS INSPECTION AND
					WAS DETERMINED TO BE IN AIRWORTHY CONDITION
					Chuntao Poe AEP 2324360
A/C	T T.	2750.0		12 Oct	Complied with AD 80-11-04 by inspecting nutplates
	TACH	2750.0			on vertical fin attach Bracket for cracks found
					no cracks
					I CERTIFY THAT THIS A/C HAS BEEN INSPECTED
					IN ACCORDANCE WITH AN 100 HRS INSPECTION AND
					WAS DETERMINED TO BE IN AIRWORTHY CONDITION
					Chuntao Poe AEP 2324360

AIRCRAFT LOG

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AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Place	Signature		
				19 <u>83</u>	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.
A/C	T. T.	2849.9		15 FEB	Complied with AD 80-11-04 by visually inspecting 8 nutplates on vertical fin attachment for cracks found okay and
	TACH	2849.9			I CERTIFY THAT THIS A/C HAS BEEN INSPECTED
					IN ACCORDANCE WITH AN <u>100 HR</u> INSPECTION AND
					WAS DETERMINED TO BE IN AIRWORTHY CONDITION
					Chuntaero Joe AEP 2324360
A/C	T. T.	2923.3		24 May 83	Complied with AD 80-11-04 by visually inspecting nutplates on Fin attachment for cracks. found okay and
	Tach	2923.3			I certify that This aircraft has been inspected in accordance with an Annual inspection and found to be in an Airworthy condition
					Dem Chai 922, IA 2019599

AIRCRAFT LOG

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AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Place	Signature		
				19 <u>84</u>	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.
A/C	T. T.	3023.3		25 JAN	Complied with AD 80-11-04 by visually inspecting 8 nut plates on vertical fin attachment for cracks found okay and I CERTIFY THAT THIS A/C HAS BEEN INSPECTED IN ACCORDANCE WITH AN <u>100 HRS</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION <i>Chuntaek Jae AEP 2324360</i>
	TACH	3023.3			
A/C	TOTAL TIME	3043.1		11 APR	Replaced SHARC-7 BATTERY FOR E.L.T. P/N 00-04-006 DUE MARCH 87. <i>Chuntaek Jae AEP 2324360</i>
	TACH TIME	3043.1			
A/C	T. T.	3072.6		1 Jun	Complied with AD 80-11-04 by visually inspecting Nut plates on vertical fin, no cracks and I CERTIFY THAT THIS A/C HAS BEEN INSPECTED IN ACCORDANCE WITH AN <u>Annual</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION <i>Diap Ched Goy. IA 2019599</i>
	Tach	3072.6			

AIRCRAFT LOG

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AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19 <u>85</u>	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.
A/C TOTAL TIME				20 Feb	I CERTIFY THAT THIS A/C HAS BEEN INSPECTED
TACH TIME					IN ACCORDANCE WITH AN <u>ANNUAL</u> INSPECTION AND
					WAS DETERMINED TO BE IN AIRWORTHY CONDITION
					<u>Chuntuck Poe A&P 2324360</u>
A/c T.T. 3209.0				3 July 85	Complied with AD 80-11-54 by visually inspecting
Tach 3209.0					Nut plates on Finn. Found no cracks and
					I CERTIFY THAT THIS Aircraft HAS
					BEEN INSPECTED IN ACCORDANCE WITH AN
					<u>Annual</u> INSPECTION AND WAS DETERMINED
					TO BE IN AN AIRWORTHY' CONDITION.
					<u>Birchard Jr, IA 2019599</u>

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	IOths	
8-25-85	TACH 7408	3258.9	I certify that this AIRCRAFT has been inspected in accordance with a 50 Hr. inspection and was determined to be in airworthy condition.				
			29 AUG 85		Hours	3258.9	
			Frank Lee				AP 1496683 FA
			AIRCRAFT				
10-15-85	TACH 7408	3309.4	I certify that this AIRCRAFT has been inspected in accordance with a 100 Hr. inspection and was determined to be in airworthy condition.				
			15 OCT 1985				
					Hours	3309.4	
			B. N. B.				AP 1496683 FA

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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			
					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.
					AIRCRAFT
					I certify that this
11/19/85 Tach 3361.2					inspected in accordance with a <u>50 HR</u> inspection and was determined to be in airworthy condition.
					1 NOV 1985
					Hours <u>3361.2</u>
					B. J. Boe ACP N4440 873d
					I certify that this AIRCRAFT has been
12-26-85 Tach 3409.1					inspected in accordance with a <u>100 HR</u> inspection and was determined to be in airworthy condition.
					26 DEC 1985
					Hours <u>3409.1</u>
					B. J. Boe
					ACP N4440 8230

MEMORANDA

Date	
17 JAN 82	AD 80-11-04 CRACKED NUT PLATES A/C TIME 2420.1
	VISUALLY INSPECTED FOUND NO CRACKS Chuntaeta Pan AEP 2324360

MEMORANDA

Date

I certify that this AIRCRAFT has been
 inspected in accordance with a 50 HR inspection
 and was determined to be in airworthy condition.

DATE 5 Dec 86 Hours 3865.2

Jack Lee AIP 1496683

I certify that this Droptail has been
 inspected in accordance with a 100 HR inspection
 and was determined to be in a airworthy condition.

DATE 25 JAN 1992 Hours 5370.4

Jack Lee AIP 409-30364

1. *Chrysomelidae*

[illegible]

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060,1

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

FOR FAA USE ONLY

OFFICE IDENTIFICATION

I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE

31 July 1979

SIGNATURE OF AUTHORIZED INDIVIDUAL

Moonsoon IM

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY

FAA FLT. STANDARDS
INSPECTOR

MANUFACTURER

☒

INSPECTION AUTHORIZATION

OTHER (Specify)

FAA DESIGNEE

REPAIR STATION

CANADIAN DEPARTMENT
OF TRANSPORT INSPECTOR
OF AIRCRAFT

DATE OF APPROVAL OR
REJECTION

31 July 1979

CERTIFICATE OR
DESIGNATION NO.

A&P 1889073 IA

SIGNATURE OF AUTHORIZED INDIVIDUAL

MOON-SOON IM

Moonsoon IM

FAA Form 337 (7-67)

GPO : 1972 O - 475-509

(8320)

Elevator - 25° +1°, -1° Up Deflection

150 #10 - 10 Down Deflection

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

FOR FAA USE ONLY
OFFICE IDENTIFICATION

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE CESSNA	MODEL 150M
	SERIAL NO. 15078218	NATIONALITY AND REGISTRATION MARK USA N9268U
2. OWNER	NAME (As shown on registration certificate) Department of the Air Force Air Forces Korea Aero Club	ADDRESS (As shown on registration certificate) Osan Air Base, Korea APO San Francisco 96570

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION			5. TYPE	
UNIT	MAKE - MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)		X	
POWERPLANT				
PROPELLER				
APPLIANCE				

6. CONFORMITY STATEMENT		
A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Mr. Moon-Soon Im #646-59 Bang-Whe Dong, Kang-Seo-Ku, Seoul, Korea	☒ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☐ CERTIFICATED REPAIR STATION ☐ MANUFACTURER	A&P 1889073 IA

I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE 31 July 1979	SIGNATURE OF AUTHORIZED INDIVIDUAL MOONSOON IM		
7. APPROVAL FOR RETURN TO SERVICE			
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED			
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	
DATE OF APPROVAL OR REJECTION 31 July 1979	CERTIFICATE OR DESIGNATION NO. A&P 1889073 IA	SIGNATURE OF AUTHORIZED INDIVIDUAL MOON-SOON IM	

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Aircraft was taxied nose high over a BAC-13 arresting gear cable and subsequent damage was experienced to the lower aft tail section, bulkhead assembly - sta. 200.35, bracket assembly - mooring ring, eye bolt - mooring, and but - rudder.

Aircraft was repaired by removing fin and rudder assembly. Damaged sheet metal was cut away and replaced with new .032 alclad 2024 - T3. The bulkhead assembly, sta. 200.35, was repaired by drilling stop-crack points where cracked and installing stiffener/bracing material (2024-T4 Alclad), cut to conform to the bulkhead design, to both sides of the bulkhead with rivets. The bracket assembly - mooring ring, was replaced with a new part and attached to the bulkhead per instructions found in the aircraft service manual No. D971-3-13, dated 1 July 1972 w/changes dated 15 June 1975. The fuselage skin, after having been cut to shape, was then attached to the fuselage and bulkhead assembly with rivets using approved methods in accordance with AC 43.13-1A dated 17 April 1972, w/changes dated 22 December 1976, and Aircraft Specification Sheet No. 3A19, Revision 26.

The entire empannage was visually inspected, both internally and externally, for evidence of torsion or shear stress/damage. No discrepancies were found.

Installation of the fin and rudder assembly was accomplished utilizing approved methods.

Upon completion of work, the aircraft was inspected and all control surface cables were reattached and travel limits were measured (control surface):

Rudder - $23^{\circ} +0^{\circ}$, -2° Right and Left Deflection
Elevator - $25^{\circ} +1^{\circ}$, -1° Up Deflection
 $15^{\circ} +1^{\circ}$, -1° Down Deflection
Elevator Trim Tab - $10^{\circ} +1^{\circ}$, -1° Up Deflection
 $20^{\circ} +1^{\circ}$, -1° Down Deflection

The aircraft was painted on all surfaces requiring painting utilizing approved methods and materials.

END

MOONSOON IM

MOON-SOON IM
A&P 1889073 IA

VTL 100000 10000 1000 0110
DEPARTMENT OF THE AIR FORCE

END

1200000

012000

1000 100000

1000

INGLING AIRCRAFT INC. WO 22962 DATE 8-20-76 JACK 247.5

AIRWORTHINESS DIRECTIVE COMPLIANCE RECORD

Aircraft, Engine, Propeller, or Appliance/Comp. Make 150A

Model 150-150A

Ser. No. 150 7A218

AIRWORTHINESS DIRECTIVE COMPLIANCE RECORD

Aircraft, Engine, Propeller, or Appliance / Comp. Make 150M

Model 150-150A

Ser. No. 15078218

AD Number	Subject	Date and Hours at Compliance	Method of Compliance	ONE-TIME	RECURRING	Next Comp. Due Date/Hours	Authorized Signature and Number
62-22-1	vacuum pump (airborne)	N/A	BY S/N				
64-1-1	vacuum pump (airborne)	N/A	BY S/N				
66-5-4	carburetor-carb. rubber float	N/A	BY S/N				
67-3-1	mufflers-serials 17001 thru 61328	N/A	BY S/N				
67-26-4	Altimeters	N/A	BY S/N				
67-31-4	glove box	N/A	BY S/N				
68-17-4	stall warning reed & screens	N/A	BY S/N				
69-24-3	carb drain plug	N/A	BY S/N				
71-22-2	nose gear fork replacement	N/A	BY S/N				
72-3-3	flap actuators	N/A	BY S/N				
72-6-5	Marvel Scheb. carb arm	N/A	BY S/N				
73-7-4	Bendix mags	N/A	NOT INSTL'D				
73-23-7	wing spar attachment fitting	N/A	BY S/N				
74-06-02	modified muffler inspection	N/A	BY S/N				
74-08-05	slick mags	N/A	BY S/N				
74-18-05	slick mags-revision of 74-08-05	N/A	BY S/N				
74-18-15	Leigh share 7 ELT	N/A	BY S/N				
74-19-02	Pathfinder ELT	N/A	NOT INSTL'D				
74-20-10	Leigh share 7 ELT	N/A	BY S/N				
74-24-67	CHROMALLOY RESCUE LOCATOR BEACON	N/A	NOT INSTL'D				
74-24-13	UNITED INSTRUMENT INC. ALTIMETER	N/A	BY S/N				
74-26-09	BENDIX MAGS	N/A	NOT INSTL'D				
75-05-04	WHELEN STROBE	N/A	NOT INSTL'D				
75-05-14	Kollsman ALTIMETERS	N/A	BY S/N				
75-05-07	RING RADIO CORP.	N/A	NOT INSTL'D				
75-15-08	BERYL AVIATION AIR OIL SEPARATOR STC SA 2214WE	N/A	BY S/N				
76-01-01	FLINT AERO AUX FUEL TANK STC SA 1809 WE	N/A	BY S/N				
76-07-12	BENDIX IGNITION SWITCHES	103 HRS 6-17-76	OPER. CHECK				
76-07-09	COLLINS RADIO MAGNETIC INDICATOR	N/A	NOT INSTL'D				
77-62-9	WING FLAP BRACKETS	N/A	BY S/N				
77-13-3	ING. TIMING 24° BTC	P/C/W	MAGS RESET & DATA PLATE OVERSTAMPED				
78-07-10	FIN ATTACH NUT PLATES	N/A	BY S/N				
78-25-05	Filter Model BA 410 B	N/A	Not installed				
78-26-9	Vented Fuel Caps	N/A	Installed by Passena				
79-04-3	DISCONNECT Cigarette Lighter	N/A	Removed by Inc			NA	

KINGLING AIRCRAFT INC. WICHITA, KANSAS
 FAA APPROVED STATION #3923
 01-22962 DATE 247.5 DATE 8-20-76
 J. K. Kain

5839 1528
 AUG 25, 1976
 Rem the 902
 SEP 26 1976
 314 349807
 Delco Remy



"LOOK FOR THE RED AND BLUE
CESSNA PENNANTS FOR THAT
EXTRA SERVICE WHERE IT COUNTS
WHEN YOU NEED IT."

CESSNA AIRCRAFT COMPANY WICHITA, KANSAS