

# AIRCRAFT LOG AND MAINTENANCE RECORD

N 92684 SERIAL NO. 15078218

BOOK #/

#### IMPORTANT NOTICE

AIRCRAFT SERIAL No. 15078218 Dear O 19 DAY OF **DOES THIS** HEREBY SELL, GRANT, TRANSFER AND Federa DELIVER ALL RIGHTS, TITLE, AND INTERESTS Do Not Write In This Block system IN AND TO SUCH AIRCRAFT UNTO: FOR FAA USE ONLY years i NAME AND ADDRESS erated (IF INDIVIDUAL(S), GIVE LAST NAME, FIRST NAME, AND MIDDLE INITIAL.) Air Forces Korea Aero Club The en OSAN AFB formed R APO San Francisco 96570 PURCHASE accomp maximu Certific Because the stat DEALER CERTIFICATE NUMBER In follor EXECUTORS, ADMINISTRATORS, AND ASSIGNS TO HAVE AND TO HOL AND TO subsequ SINGULARLY THE SAID AIRCRAFT FOREVER, AND WARRANTS THE TITLE THEREOF. Inspecti DAY OF IN TESTIMONY WHEREOF HAVE SET HAND AND SEAL THIS 19 NAME (S) OF SELLER SIGNATURE (S) TITLE (TYPED OR PRINTED) (IN INK) (IF EXECUTED (TYPED OR PRINTED)

FOR CO-OWNERSHIP, ALL MUST



# AIRCRAFT LOG AND MAINTENANCE RECORD

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I have inspected this aircraft and found it to comply with FAR 21.138. All mandatory changes have been incorporated. The static pressure system and altimeter instrument were inspected and tested 2.26.76 to an altitude of were inspected and found to comply with FAR 91.170. The ATC thousand feet and found to comply with FAR 91.170 and found transponder was tested and inspected 4-5-76 and found to comply with FAR 91.177(a). Automatic altitude reporting to comply with FAR 91.170(a) and compliance equipment was tested and calibrated with FAR 91.36 (b). Standard airworthiness certificate dated with FAR 91.36 (b). Standard airworthiness certificate dated 5-17-16 was issued by me.	Date Bearing error Place Signature		Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters -
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REMARKS

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	in accordance wi	th FAR 91.	. 25	DATE	REMARKS
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30	tal	Time	2/22.0	18.4	This aircraft was disassembled due to
90	ch		2122.0		rough field landing new RKJK.
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9	To l	Tem	2/22,0	20 Mai	181. Installed Engine Continental 0-200-A
9	sel	2	21220	0	SN 2/3120-70p to the aircraft with
				1	new Engine mount including new
	3	are	lo:	-3 W.	bolt and new mufflers.
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A	lero		up 20		Ceura 150 Service Manual
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	3 May A	Regained lower bottom skin, RH Flap, Ruwing Tip and Replaced beacon light, Flashing with strobe light see 3375, dated
0		2) May 8) for details. AFF 2019599
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		hours inspection and found to be in an ginworthy Condition.
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TACH 23 20.5		low inspection and found to be in
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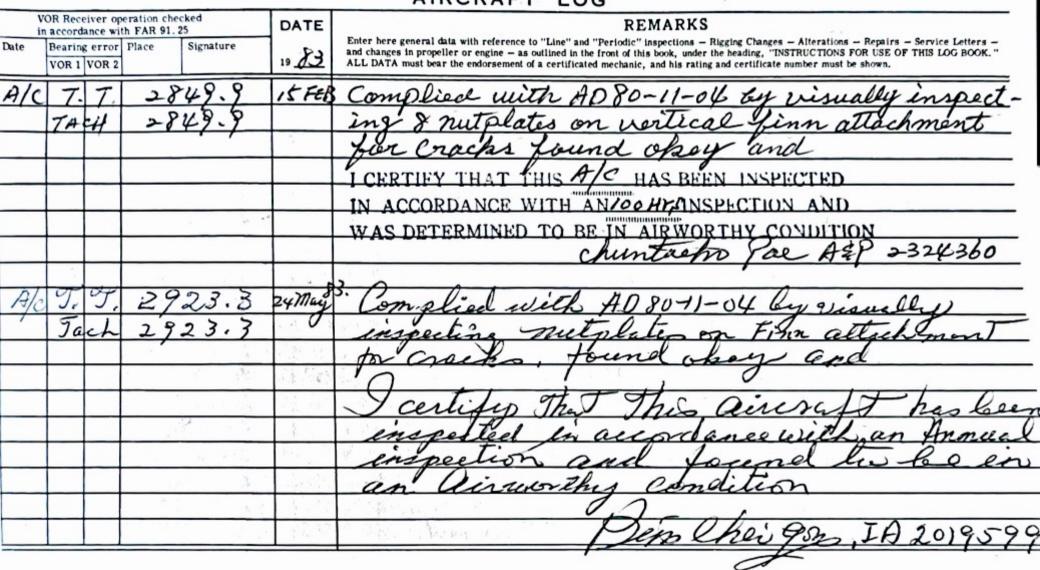
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nt	6	0	-	2000	Byu	185 Complied with AD 80-11-64 by visually inspection Matplates on Finn Found no cracks and
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## DEL CENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

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Form Approved Budget Bureau No. 04-R060,1

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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

contact 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 SIGNATURE OF AUTHORIZED INDIVIDUAL DIE 31 July 1979 - DOCKTING LIKE CLG OCTO - NO dentile wes executenced to the tever sin TECTOTO AND PORTO WORD WAR 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 OTHER (Specify) FAA FLT. STANDARDS INSPECTION AUTHORIZATION MANUFACTURER INSPECTOR BY CANADIAN DEPARTMENT FAA DESIGNEE REPAIR STATION OF TRANSPORT INSPECTOR OF AIRCRAFT DATE OF APPROVAL OR CERTIFICATE OR SIGNATURE OF AUTHORIZED INDIVIDUAL REJECTION DESIGNATION NO. MOON-SOON IM A&P 1889073 IA 31 July 1979

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or

FAA Form 337 (7-67)

GPO: 1972 O - 475-509

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#### DEI C 'ENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

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

Form Approved Budget Bureau No. 04-R060,1

FOR FAA USE ONLY

OFFICE IDENTIFICATION

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EJECTION	APPROVAL OR  y 1979	CERTIFICATE OR DESIGNATION NO A&P 1889073		SIGNATURE OF		MANUSON TO THE PROPERTY OF THE	W .1	An	

#### 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 taxled 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 stiffner/bracing material (2024-T4 Alelad), 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 43.13-11 dated 17 April 1972, w/changes dated 22 December 1976, and Aircraft Specification Sheet No. 3419, Revision 26.

The entire empannage was visually inspected, both internally and externally, for evidence of torsion or shear stress/damage. No discrepencies 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° +0°, -2° Right and Left Deflection.

Elevator - 25° +1°, -1° Up Deflection

Elevator Trim Tab -

15° 41°, -1° Down Deflection - 10° +1°, -1° Up Deflection 20° +1°, -1° Down Deflection

The aircraft was painted on all surfaces requiring painting utilizing approved method and materials. END-

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NGLING AIRCRAFT INC. WO 22962 DATE 8-20-7 TACK 247.5

AIRWORTHINESS DIRECTIVE COMPLIANCE RECORD Model 150-150A Aircraft, Engine, Propeller, or Appliance/Comp. Make\_ 1505A

	AIRWORTHI aft, Engine, Propeller, or Appliance			T.,,	U		1
AD Number	Subject	Date and Hours at Compliance	Method of Compliance	ONE-TIME	RECURRIN	Next Comp. Due Date/Hours	Authorized Signatur and Number
52-22-1	Vacuum pump (airborne)	IN/A	RY S/N		_		
94-1-1	Vacuum pump (airborne)	N/A	BY S/N	1_	_		FIE
56-5-4	carburetor-carb.	N/A	BY 5/14		_		
7-3-1	mufflers-serials 17001 thru 61328	N/A	BY 5/N				7 3 8
7-26-4	Altimeters	NA	BY 5/14 .			17.	E 2 1 P
7-31-4	glove box	ALH	BY SIN				The state of the s
8-17-4	stall warning reed & screens	NA	BY 5/11				THE BE
9-24-3	carb drain plug	N/A	BY S/N	47			N SO
1-22-2	nose gear fork replacement	NA	BY SIN				1 200
2-3-3	flap actuators	NA	BY S/N			· paradicina	5 00 =
2-6-5	Marvel Scheb, carb	N/A	BY S/N				# E
	Bendix mags	N/A	NOT INSTL'D	-	-		60 8 P
3-23-7	wing spar attachment	NA	BY S/N	1.			Zi P
-00-02	modified muffler inspection	ALN	34 5/N				2 0
-08-05	slick mags	N/A	BY S/N	N.	. 60	To challent	1
-18-05	slick mags-revision of 74-08-05	ALM	BY SIN				
-18-15	Leigh share 7 ELT	NA	BY SIN				
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CESSNA PENNANTS FOR THAT
EXTRA SERVICE WHERE IT COUNTS
WHEN YOU NEED IT."

CESSNA AIRCRAFT COMPANY WICHITA, KANSAS