

THE

**adlog**<sup>TM</sup>

AIRCRAFT  
MAINTENANCE  
RECORDKEEPING  
SYSTEM

**AIRFRAME  
MAINTENANCE  
RECORDS**



# AIRFRAME MAINTENANCE RECORDS

Log No. \_\_\_\_\_

Aircraft Registration No. N222AW  
~~N 5806M~~

Aircraft Mfg. Cessna Model 310P Serial No. 310P-0106

Left Engine Mfg. Continental Model I0-470-VO Serial No. 170805-8-V-B

Right Engine Mfg. Continental Model I0-470-VO Serial No. L-148532-VO

Left Propeller Mfg. McCawley Model 310P Serial No. 310P-0106

Hub Design No. D2AF34C71-N Hub Serial No. 735998

Blade Design No. \_\_\_\_\_ Blade Serial No's. \_\_\_\_\_

Right Propeller Mfg. McCawley Model 310P Serial No. 310P-0106

Hub Design No. D2AF34C71-N Hub Serial No. 736815

Blade Design No. \_\_\_\_\_ Blade Serial No's. \_\_\_\_\_

(All applicable information must be filled in)



AERO  
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(201) 462-5330

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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
			TOTAL brought forward from previous page
6-8-90	3769.8 <del>4000.0</del>	264.8 <del>264.8</del>	opened Aircraft for <del>100 Hr</del> Inspection as per FAR 43 App D Inspected all Flight Controls, Checked all cables and there tensions, Serviced Batteries, Jacked Aircraft for Retraction test and Emergency Exit tests, Installed Cleverland wheel and Brakes Bleed Brakes, ops checked all lights and Horns, Inspected Fluid Hoses as per AD 72-14-08 R1  I CERTIFY THAT THIS <u>Aircraft</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100 Hr</u> INSPECTION AND FOUND TO BE IN AIRWORTHY CONDITION.  Kenneth L Harris IA524022841
7-21-90	3869.7	364.7	opened Aircraft for 100 Hr Inspection Serviced Batteries Cleverland Box Serviced Landing Gear performed Retraction tests, Checked all Flight Controls, all work Done EAW Cessna Service manual Inspected Flex Hoses as per AD 72-14-08 R1  I CERTIFY THAT THIS <u>Aircraft</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100 Hr</u> INSPECTION AND FOUND TO BE IN AIRWORTHY CONDITION.  Kenneth L Harris IA524022841
8-13-90		413.	Installed D.G with serviceable Part Kenneth L Harris IA524022841

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9-7-90	3969.9	464.9	opened Aircraft for Inspection, checked all cables pulleys, Bellerucks, Inspected Electrical Systems, serviced Battery, Jacked Aircraft for Gear Retraction and Emergency Ext. Inspected Fly Hoses as per AD 72-14-08 R1 ops checked all lights and Horns  I CERTIFY THAT THIS <u>Aircraft</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100 Hr</u> INSPECTION AND FOUND TO BE IN AIRWORTHY CONDITION.  Kenneth L Harris JA524022841
1-23-91	4076.4	571.4	opened Aircraft for Inspection as per FAR 43 App D. Inspected Flight Controls lubed pulleys and Bearings checked cable tensioners, Jacked Aircraft for Retraction test, serviced struts, checked Brakes, ops checked all lights and Horns, serviced Battery, checked tires, Inspected Fuel System cleaned Screens,  I CERTIFY THAT THIS <u>Aircraft</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100 Hr Annual</u> INSPECTION AND FOUND TO BE IN AIRWORTHY CONDITION.  Kenneth L Harris JA524022841
		83.7	
8-7-91	4160.3	655.1	opened aircraft and inspected IAW FAR 43 APP. D lubed pulleys, performed retraction test serviced brakes and battery. RIVET repaired aft section of both top cowlings, adjusted baggage door (aft Fuselage) replaced bushings in both main gear drag links upper, middle and lower.  CONT.
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4-21-92		828.4	Replaced Rt main tire w/ Retread
7-1-92	4364.4 TOTAL	859.2	opened aircraft and inspected IAW FAR 43 APP. D using a check list. greased landing gear, repacked all wheel bearings, Repaired 6 Post lights mostly Pilots Panel, Repaired chaffing wires in Lt eng Comp. @ #2 cyl CHT Rivet Repaired baffles in both engs. Redrue Rivets in back up plates for inspection covers left wing replaced left main tire w/ Retread, shimmed nose gear forward door. Retaped Heat duct for defrost. ran landing gear checks and emergency in check OK lubed all pulleys and hinges AD'S checked & C/W thru BW 6-29-92 SEE AD LOG
			<div style="border: 1px solid black; padding: 5px;"> <p>"I certify this <u>AIRFRAME</u> has been inspected in accordance with <u>A 100 HR</u> inspection and was determined to be in airworthy condition" TOTAL 4364.4</p> <p>Date <u>7-1-92</u> Tac Time <u>859.2</u> H0665</p> <p>Signature <u>Thomas M. Thomas</u></p> <p>A&amp;P <u>380846747</u></p> </div>
1-20-93	4464.7 H0665	959.5	opened aircraft and inspected IAW FAR 43 APP. D using a check list, greased landing gear, repacked all wheel bearings, Performed gear retraction and emergency extension all functions & indications normal. Blew out oil pressure lines and filled w/ hydraulic fluid for faster response time, cleaned seals and applied DC4 to them at heater access and oxy bottle access, Replaced B3-5-1 filters in wing roots Replaced Lt side intake air EGT hose P/N CM 3211-18A22, Reshimmed both spinners @ lub.
			SUB-TOTAL this page
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CONT →



DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
1-20-73		959.5	TOTAL brought forward from previous page
CONT →			stop drilled small cracks in Rt Horizontal stab leading edge ext. cleaned battery terminals and serviced battery, Replaced ELT Battery and tested both on and inertially Batt PN 00-30-006 new DATE DEC. '94, Removed shunt from Rt wing root cleaned corrosion and reinstalled, Replaced many rivets in LT ENG Exhaust augmentors, Replaced Rivets Both sides fwd wheel well IB of Augmentors, installed <sup>SOME</sup> new nut plates and timmermans in fairings. AD's checked thru BW 1-11-93 OXY Bottle removed for Hydro test, AD <del>82</del> 82-07-03 Janitrol heater Pressure decay test ok.
			<div style="border: 1px solid red; padding: 5px;"> <p>"I certify this AIRFRAME has been inspected in accordance with <u>AN ANNUAL</u> inspection and was determined to be in airworthy condition" <u>TT 4464.7</u> Date <u>1-20-93</u> Tach Time <u>959.5 H0665</u> Signature <u>Thomas M. Thomas</u> AIP <u>380846747 FA</u></p> </div>
1-20-93	959.8	Aircraft Hobbs	Complied with AD 82-7-3 by Heater decay test 325.2 Heater Hobbs. Pull 3. Spru HP 523256332

N# 5806M TACH \_\_\_\_\_ DATE 2-5-73  
 AIRCRAFT INTERIOR REFINISHED BY FLYING COLORS, Inc.  
 LONGMONT, CO 80504. ALL MATERIALS USED WERE IN COMPLIANCE  
 WITH FAR 25.853b

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6-9-93	1045.8	4551 HATT H0665-	C/W AD 90-02-13 Removed struts and had <sup>Bearings</sup> magnaflexed Both Bad Replaced both upper bearings w/ new parts C/N 5041108-1 NEXT INSPECTION DUE 2045.8 H0665 OR 5551 TOTAL TIME AC. <del>filled w/ fluid and AIR</del> Replaced O-rings. <del>Thomas M. Thomas AIP</del> Replaced both main tires w/ Recaps, Performed gear retraction and emergency extension. Removed pit landing light assembly cleaned lubed checked Motor Brushes, replaced bulb P/O 4553. Reinstalled OPS check OK — Thomas M. Thomas AIP 380846747.
7-3-93	4565.3 <del>1060.1</del>	1060.1	opened airframe and inspected IAW FAR 43 Appendix 'D' using a check list. replaced left nav. Bulb P/O T 7512-24, renewed taxi light over nose gear pivot, cleaned ground on Deice light. Rivet repaired R.H. I.B. cowl check, and L.H. O.B. cowl check. Rivet repaired crack in nose former at station -27", skimmed aileron trim Bolt, Rivet repaired all 4 cowl check supports. on engine mount. Replaced Both spinner Bulkheads w/ new P/N D3923 P/O 0855030-3 Replaced Both Plastic Spinner Supports and reskimmed to tight fit. Replaced LT spinner w/ used serviceable unit. <sup>P/N D3923</sup> Run gear retraction & emergency extension. installed missing screws in Pilots Kick plate. AD's checked & C/W thru BW 6-28-93. Cleaned fuel screens, checked brakes and serviced and charged battery.
			<div style="border: 2px solid red; padding: 5px;"> <p>"I certify this <u>AIRFRAME</u> has been inspected in accordance with <u>P. 100 HR</u> inspection and was determined to be in airworthy condition" <span style="float: right;">T.T.# 4565.3</span></p> <p>Date <u>7-3-93</u> Tac Time <u>1060.1</u></p> <p>Signature <u>Thomas M. Thomas</u></p> <p>A&amp;P <u>380846747</u></p> </div>
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	4565.3	1060.1	TOTAL brought forward from previous page
1-17-94	4631.2	1126.0	opened airframe and inspected IAW FAR 43 APP. 'D' using a check list. greased all wheel bearings and landing gear fittings. Lubed controls and hinges, Ran gear retraction and emergency extension performed normal. 5 top drilled cracks in skin under Rt nacelle and installed small patch. Replaced RIVETS in same area. Repaired Nose gear fwd door attach brackets. Heater Hobbs 352.7 Press. Decay test Due @ 425.2 AD's checked & g/w thru BW. 1-10-94
			<div style="border: 1px solid red; padding: 5px; margin: 5px;"> <p>"I certify this <u>AIRFRAME</u> has been inspected in accordance with <u>AN ANNUAL</u> inspection and was determined to be in airworthy condition"</p> <p>T.T.A.F. 4631.2</p> <p>Date 1-17-94 <sup>1066S</sup> Tach Time 1126.0</p> <p>Signature <u>Thomas M. Thomas</u></p> <p>A&amp;P <u>380846747 IA</u></p> </div>
4-14-94		1177.2	Repair LT landing gear down lock switch at gear leg & test ok Thomas M. Thomas <sup>Av P</sup> 380846747
4-28-94	3505.2	1188.4	Installed Troll Avionics, model HV-1 intercom in lower right subpanel IAW Troll Avionics installation manual, <sup>Rev. C</sup> 2000009, dated 1993 & applicable sections of AC 43.13-1A-2A. System ops checked good per Troll Avionics test procedures. Weight & balance change negligible. Equipment list amended. Details on file at this repair station under WO # 2804. <u>John Ferri</u>
			<div style="text-align: right;"> JP Avionics and Communications, Inc.  Garfield County Airport  Rifle, Colorado 81650  FAA C.R.S. #KT8R877N </div>
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6-27-94		1220.1	R+R D.G. w/ exchange unit from TRC county INST. Thomas M. Thomas A&P 380846747
6-27-94		1244.4	opened Airframe & inspected IAW FAR 43 APP'D using a check list. greased landing gear fittings. Ran gear retraction & emergency extension tests; normal, checked tensions of up & down locks, 4 cycles OK. heater hobbs lubed hinges and pulleys. Repaired string RT side front baffle, checked seat belt doors, seals, filled brakes, heater hobbs 379.9 test Due 425.2 ECT Battery due DEC 94. AD's checked & C/w thru BW 6-27-94 SEE AD LOG.
			Replaced Fork Bolt & arm in LT Gear Re Rig ops checks OK
			<div style="border: 1px solid red; padding: 5px;"> <p>"I certify this Airframe has been inspected in accordance with A 100 HR Inspection and was determined to be in airworthy condition"</p> <p>Date 6-27-94 TAF 4749.6</p> <p>Signature Thomas M. Thomas</p> <p>A&amp;P 380846747</p> </div>
8-18-94	4832.0	1326.8	opened airframe and inspected IAW FAR 43 APP'D using a checklist. greased landing gear, ran retraction and emergency extension normal, lubed controls and pulleys. Checked belts & seals, checked brakes. Replaced OB 3 pads RT Brake w/ 66-33, Replaced taxi light bulb. GE 4591 Heater hobbs 381.7 AD's checked thru BW 8894.
			<div style="border: 1px solid red; padding: 5px;"> <p>"I certify this Airframe has been inspected in accordance with A 100 HR Inspection and was determined to be in airworthy condition"</p> <p>Date 8-18-94 TAF 4832.0</p> <p>Signature Thomas M. Thomas</p> <p>A&amp;P 380846747</p> </div>
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11-6-95	1705.3		Replaced both main tires w/ new McCreary 6.50x10 Air Hawk, and nose tire w/ 6.00x6 McCreary. Disassembled heater for access to Nozzle. Removed & cleaned. Repaired solenoid coil. Reassemble ops check OK. Thomas M. Thomas AIP 380846747
11-10-95	1708.3		Repaired cabin door to close properly. Repaired wiring LT ENG CHT. Run ops check OK. Thomas M. Thomas AIP 380846747
11-27-95	5232.8	1727.6	<sup>H0665</sup> opened airframe and inspected IAW FAR 43 App. D using a check list. Replaced LT throttle cable PN 9910267-19, adjusted nose door lock tension tightened flap lever detent Block, replaced 2 rivets in RT wing exhaust trail. Run gear retraction and emergency extension functions normal. Adjusted RT spinner shims AD's checked & c/w thru BW 11-13-95 see AD log
			<div style="border: 1px solid black; padding: 5px;"> <p>"I certify this <u>AIR FRAME</u> has been inspected in accordance with <u>AN AD-101</u> inspection and was determined to be in airworthy condition" AFTT 5232.8</p> <p>Date <u>11-27-95</u> Tach Time <u>1727.6</u></p> <p>Signature <u>Thomas M. Thomas</u></p> <p>AIP <u>380846747</u> IA</p> </div>
2-7-96	1780.3		Replaced Fork bolt RT gear leg PN 5243518-1 and <del>one</del> <sup>1</sup> Rod end PN NM-4N-M completely Reing gear completely Per 310 P Service manual run multiple retraction and emergency extensions functions normal. Thomas M. Thomas AIP 380846747
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3-28-96	(5342.1)	1836.9	opened airframe and inspected IAW FAR 43 APP. 'D' using a check list. lubed pulleys hinges, controls and bearings, filled battery and brakes. Replaced brake lining LT OB + RT ALL with 66-33 OKed RT Brake <del>CALLER</del> cyl. NEW O'Rings Rivet Repair RT OB coal check. tightened and siliconed LT Prop FWD Plastic Bulkhead in place, tightened front weather window hinge screws, replaced belly beacon bulb PN 1939X Repaired RT NAV socket ground, repaired LT side mid seat heat control valve. Greased all landing gear zirks ran gear Retraction and emergency extension functions normal. AD's checked & c/w thru BW 3-18-96 See AD log.
			<div style="border: 1px solid black; padding: 5px;"> <p>"I certify this Airframe has been inspected in accordance with A 100 HR Inspection and was determined to be in airworthy condition" TTAF 5342.1 Date 3-28-96 Tac Time 1836.9 Signature Thomas M. Thomas AIP 380846747</p> </div>
6-10-96	5438.3	1933.1	opened airframe and inspected IAW FAR 43 APP 'D' using a check list. lubed pulley controls and hinges, checked and filled battery and brakes. Replaced Both main tires and brake pads on LT main all 6 Replaced belly beacon bulb, Refushed both main gear scissors, Gear Retraction and emergency extension functions OK. greased gear + main wheel brngs AD's Checked & c/w thru BW 5-27-96 See AD log
			<div style="border: 1px solid black; padding: 5px;"> <p>"I certify this Airframe has been inspected in accordance with A 100 HR Inspection and was determined to be in airworthy condition" TTAF 5438.3 Date 6-10-96 Tac Time 1933.1 Signature Thomas M. Thomas AIP 380846747-IA</p> </div>
			<p>SUB-TOTAL this page Transponder + Altimeter tests Due</p> <p>TOTAL—Carry forward to next page c/w 6/13/96 See AVIONICS LOG</p>















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5 March 1997			Hobbs reads 2299 <sup>5</sup> hours Removed Directional Gyro and replaced with AIM model #G-520A p/n 200-3C s/n 5493 overhauled by Tri County Instruments. See maintenance release form in aircraft records # 11441
10 March 1997			Hobbs reads 2308 <sup>e</sup> hours. Removed and replaced with used servicable unit Flap motor assembly p/n 9910070-1. Operational check found satisfactory. Old unit was inoperative. <i>Daniel R. King ATP 523884251</i>
3-14-97			Hobbs 2316.2 Removed Directional gyro for service-placarded aircraft. Scott Hahn ATP 521452432
3-15-97			Hobbs 2316.2 Re installed Serviced D.G. from Tri County Instruments Model # G-520A P/N 200-3C Sn 5493. Instrument was the same unit removed on 3-14-97. Scott Hahn ATP 521452432
4-1-97			Hobbs 2327.0 Removed gear motor and replaced unit with used motor PN 9910002-3 Sn 3556. Performed gear retraction and extension electrically. Sgs check OK. Complied with service bulletin MEB97-21 Dated Mar 24 1997. Scott Hahn ATP 521452432 (Title of SBB Flight is known being prohibited)
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15 October 1997			<p>Hobbs reads 2549<sup>3</sup> hours Total time in service 6044<sup>2</sup> hours. Performed 100 hour inspection in accordance with FAR 43 appendix D and checklist. Serviced batteries, brakes, tires, oleo struts, fuel screens, fuel strainers, hubes, hinges, rotax, pulleys, bellcranks, engine controls, EHT operational checks "q" switch and AM bleed found satisfactory, battery due replacement July 1998. Installed Cessna service kit SK310-104B1 in accordance with kit instructions. Repaired co pilot seat adjustment mechanism. Replaced vacuum system relief filters p/n B3-5-1 replaced left main brake pads 6 each p/n 66-33, rotated left main tire and serviced wheel bearings. Resealed right main brake caliper with p/n MS28775-222 o-rings, 3 each. Installed new fuel strainer gaskets p/n B3-11-1 both sides. Installed new upper bearing p/n 5141109-1 in both main gear struts in compliance with AD 90-02-13, no further repetitive inspections required, resealed lower main gear struts using new p/n MS28775-330, MS28775-229 o-rings and new p/n MS28774-330 backup rings, struts serviced in accordance with Cessna service manual. Complied with AD's 72-14-08<sup>RI</sup> by pressurization and inspection due each 80 hours, AD 96-12-22 by inspection due each filter change, AD 97-15-1 by records search, AD 94-01-03<sup>RI</sup> by inspection. Further AD compliance may be (cont)</p>
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		TOTAL brought forward from previous page	
(cont)			<p>Found in the aircraft records. Jacked aircraft and performed normal and emergency retraction and extension checks found normal. Run-up check systems performance and leaks found satisfactory. I certify that this aircraft was inspected in accordance with a 100 hour inspection and was determined to be in airworthy condition. <i>[Signature]</i> AIP523884251</p> <p>25 November 1997 Hobbs reads 2570 hours. Removed right engine tach generator and inspected drive coupling, checked generator output, checked wiring continuity, removed tachometer head and reinstalled overhauled exchange unit Garmin p/w CM2636-H1, s/n C146. See maintenance release in the aircraft records. <i>[Signature]</i> AIP523884251</p>
<div style="border: 1px solid black; padding: 5px;"> <p>Aircraft Tach or Hobbs: <u>2583.2</u> Date: <u>12-23-97</u></p> <p>Aircraft refinished by Flight Patterns, Inc.  Aircraft stripped, etched and alodined  2 - Coats of Epoxy Chromate Primer</p> <p>3 - Coats of Jetglo, Base Color: <u>570-535</u>  Trim Colors - Acryglo:  Color 1: <u>COCA COLA TR-10097</u>  Color 2: <u>BLACK TRUCK RED TR10094</u>  Color 3: _____</p> <p>Checked static balance of Flight Controls and reinstalled in accordance with the aircraft maintenance manual.</p> <p>SIGNED: <i>[Signature]</i> AIP522-78-14031A</p> </div>			
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29 December 1997			Hobbs reads 2583 <sup>1</sup> / <sub>2</sub> hours. Removed right engine tach generator and repaired wiring at cannon plug base, bench test found normal reinstalled. Run-up operational check found satisfactory. <i>Daudt Key</i> 523884251 ARP
31 December, 1997			Hobbs Reads 2590. <sup>0</sup> Replaced pilot PTT Switch with P/N 275-1547. Changed Left Main tire with Goodyear Flight Custom II P/N 6.50X10 S/N 62070072. Replaced belly Strobe bulb with P/N U1939X lamp. ops check Satisfactory at this Time. <i>Willard Nichols</i> A#522513900
21 January 1998			Hobbs reads 2624 <sup>1</sup> / <sub>2</sub> hours. Jacked aircraft and performed retraction test. Cleaned all down lock switches. Cycled gear, checked indicator operation, found normal. Dissassembled right landing light assembly to repair lamp power wire, operational check satisfactory. <i>Daudt Key</i> 523884251 ARP
30 January 1998			Hobbs reads 2636 <sup>0</sup> / <sub>2</sub> hours. Installed overhauled tachometer, Inst. Inc. p/n CM2636H, s/n 854. Removed right tach generator and repaired wiring under cannon plug, found bad solder joint, Operational checks found satisfactory. <i>Daudt Key</i> 523884251 FA

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6 February 1998			Hobbs reads 2645 <sup>9</sup> hours. Total time in service 6141 <sup>1</sup> hours. Performed 100 hour inspection in accordance with FAR 43 appendix D using a check list. Opened airframe and interior. Lubed hinges, rod ends, bellcranks, pulleys, landing gear fittings. Serviced batteries, brakes, fuel screens and sumps, tires. EKT operational checks "q" switch and AM bleed found satisfactory. battery due replacement July 1998. Removed oxygen bottle and reinstalled after hydrostatic testing due again February 2003. Installed new brush and holder assembly left engine prop deice Cessna p/n B40046. Replaced lenses in wing tip nav light indicator holes. Repaired wiring and replaced lamps p/n GE327 and one transistor p/n 2N3055 in flight instrument post lamp circuit. Repaired compass light wiring. Replaced 3 each p/n GE307 dome light lamps. Rebuilt right main gear brake 6 each p/n 66-33. Replaced left wing ice light lamp p/n GE1885. Installed new 35.0" belt alternator right engine. Complied with AD 97-21-02 by records search, AD 98-01-08 by records search, AD 96-12-22 by inspection due each 100 hours, or filter change, AD 72-14-08 by pressurization and inspection due each 60 hours, AD 96-20-07 in accordance with manual 24E25-1 due each 100 hours (cont)
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(cont)			or each 24 months. Further AD compliance may be found in the aircraft records. Replaced turn coordinator with overhauled unit p/n 1394T100-72 serial #816-289 see maintenance release in the aircraft records. Installed one new A-25 battery s/n G01746824 Gill. Run-up check systems, performance and leaks found satisfactory. I certify that this aircraft was inspected in accordance with a 100 hour inspection and was determined to be in airworthy condition. Daudithy A+P523884251
13 March 1998			Hobbs reads 2696 <sup>3</sup> hours. Installed new Goodyear Flight Custom II serial #70151521, 6.00x6 in nose wheel position, installed Goodyear Flight Custom II serial #62070289, 6.50x10 in right main gear position, inspected and repacked wheel bearings of respective wheels. Solvent washed gear and gear well/doors. Installed EGT probe left engine p/n 2871 s/n 3043 due to inoperative condition. Repaired "P" leads left and right engines as required. Run-up check leaks, systems, performance found satisfactory. Daudithy 523884251 IA
10 April 1998			Hobbs reads 2714 <sup>2</sup> hours. Installed p/n B40046 propeller deice brush holder assembly on left engine inboard position in accordance with Cessna Service Manual. Operational checks found satisfactory. Daudithy 523884251 IA
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**T. W. SMITH ENGINE CO., INC.**  
**LUNKEN AIRPORT HANGAR #1**  
**CINCINNATI, OHIO 45226**

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22 MAY 1998	TACH 2760 <sup>8</sup>	TOTAL TIME AIRFRAME 6255.99	INSPECTED AIRFRAME IN ACCORDANCE WITH FAR PART 43 APPENDIX D USING A CHECKLIST. COMPLIED WITH AD 72-14-08R1 BY LEAK CHECK AND INSPECTION OF HOSES AND LINES. ALL FOUND SATISFACTORY. DUE AT TACH 2860 <sup>8</sup> . CHECKED AND LUBED ALL CABLES AND PULLEYS. JACKED AIRCRAFT AND PERFORMED GEAR RETRACTION. LUBED GEAR. SERVICED BATTERY. REPLACED GYRO FILTER WITH NEW. P/N RA-D9-14-5. REPLACED VACCUUM GARDERS. REPLACED ELT BATTERIES AND TESTED UNIT. OPS V GOOD. BATTERIES DUE JUN 00. I CERTIFY THIS AIRFRAME HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND IS FOUND AIRWORTHY. - END ENTRY -
			<i>[Signature]</i> ACP507981217 IA
			IN ADDITION TO ABOVE ENTRY, LEFT PROP WAS REMOVED FOR OVERHAUL. (SEE PROP LOGS) REINSTALLED PROP AND PERFORMED LEAK CHECK.
			<i>[Signature]</i> ACP507981217 IA
13 JULY 1998	TACH 2796	REMOVED AND REPLACED ALTIMETER WITH OVERHAULED UNIT P/N 5035 P2-P5 SN 11583. SEE MAINTENANCE TAG ATTACHED. REPLACED ONE SHOCK MOUNT WITH P/N J-6984-8 MOUNT.	

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\* c/w FAR 91.207

*[Signature]* ACP507981217



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29 JULY 1998		TACH 2813 <sup>3</sup>	REMOVED AND REPLACED RT AND LT MIXTURE CONTROL CABLES WITH USED SERVICABLE P/N LT-0850263-9 AND RT. 0850263-10 CABLES. REPLACED RH THROTTLE CABLE WITH SERVICABLE P/N 0850263-8 CABLE. RIGGED ALL CABLES TO MATCH IN ALL POWER SETTINGS. <i>John Sam</i> AOP507981217
19 AUGUST 1998		TACH 28243	REMOVED & REPLACED TURN COORDINATOR. INSTALLED P/N 303770-12 S/N 0382016 (UNIT "OHC" TRI COUNTY INSTRUMENTS W.O. #17891). ALIGNED INCLINOMETER FOR LEVEL & TESTED TURN COORDINATOR FUNCTION IN AIRCRAFT. <i>D. R. For</i> FAA CAS GUGR574N TRI COUNTY INSTRUMENTS, INC.
2 SEPT 98		HOBBS 2868 TOTAL TIME 6363 <sup>12</sup>	PERFORMED 100 HR INSPECTION IN ACCORDANCE WITH AN 100 HR INSPECTION AND FAR PART 43 APPENDIX D BY USING A CHECKLIST. OPENED AIRFRAME FOR INSPECTION AND LUBED ALL PULLEYS, CABLES, BELL CRANKS, HINGES AND ROD ENDS. REPACKED WHEEL BEARINGS. REPLACED INBOARD MAIN WHEEL BEARINGS AND RACES P/N 07100 & 07196. REPLACED LEFT BRAKE LININGS P/N 066-03300 AND RIGHT INBOARD BRAKE LININGS. PERFORMED GEAR RETRACTION AND EMERGENCY OPERATION - ALL SATISFACTORY. SERVICED BATTERY AND BRAKES. ROTATED BOTH MAIN TIRES AND SERVICED. REPLACED BOTH VACUUM RELIEF GARDERS. REPLACED TAIL STROBE BULB P/N ES222-1
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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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(CONT)			REPAIRED RH LANDING LIGHT WIRING. COMPLIED WITH AD 72-14-08 BY PRESSURIZING AND INSPECTING ALL FLEXIBLE HOSES DUE EVERY 50 HRS. COMPLIED WITH AD 96-12-22 BY INSPECTING OIL FILTER ADAPTERS FOR LOOSENESS DUE EVERY 50 HRS OR WHEN FILTER IS REMOVED. CLOSED AIRFRAME AND INSPECTED OVERALL CONDITION AND OPERATION. WASHED AIRCRAFT AND ENGINES. I CERTIFY THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN 100 HR INSPECTION AND IS FOUND TO BE IN AIRWORTHY CONDITION. <i>John</i> APT07981M7
4 SEPT 98	HOBBS 2870 <sup>6</sup>		REPLACED RT REAR COWLING HINGE ON RT ENGINE P/N 0851525-14. MADE MINOR REPAIR ON STIFFENER AND SKIN AROUND HINGE. <i>John</i> APT507981M7
23 SEPT 98	HOBBS 2926		REPLACED RT. ALT. WITH NEW OVERHAULED UNIT P/N ALV 8511RX S/N 960719 SEE ATTACHED PAPERWORK FOR W.O. & YELLOW TAG. OPS CHECK NORMAL. REPLACED LT MAIN TIRE WITH 6.5X10 GOODYEAR FLIGHT CUSTOM. REPLACED LT ALT. WITH SERVICABLE ALTERNATOR. <i>John</i> APT507981M7
6 OCT 98	HOBBS 2926		REPLACED BOTH RT & LT ALTERNATORS WITH NEWLY OVERHAULED ALTERNATORS ALV-8511. REPLACED VOLTAGE REGULATOR P/N VSF 7403. REPLACED ALT CIRCUIT (CONT)
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(CONT)			BREAKERS PDLM 105. TEST RUN OK. SET VOLTAGE TO SPECS IN MANUAL. <i>Johnson</i> A4507581217
17 OCT 98	HOBBS 2964 <sup>2</sup>	TOTAL TIME 6459 <sup>17</sup>	PERFORMED 100 HR IN ACCORDANCE WITH FAR PART 43 APPENDIX D BY USING A CHECKLIST. OPENED AIRFRAME FOR INSPECTION AND LUBRICATED ALL PULLEYS, CABLES, HINGES, ROD ENDS AND BELL CRANKS. REPLACED RH MAIN WITH NEW 6.50X10 8PLY GOODYEAR FLIGHT CUSTOM II. REPACKED WHEEL BEARINGS. PERFORMED GEAR RETRACTION AND FOUND SATISFACTORY. COMPLIED WITH AD 72-14-08 FLEXIBLE HOSE ASSY. DUE EVERY 50 HRS. COMPLIED WITH AD 96-12-22 OIL FILTER AD ON BOTH ENGINES DUE EVERY 50 HRS. REPLACED RT ALTERNATOR WITH OVERHAUL P/N ALU-8402. REPLACED RT FUEL SUMP BOWL P/N A7-3H. CHECKED FOR LEAKS. CLEANED BOTH FUEL SUMP DRAINS. <del>SERVICED</del> SERVICED BATTERY AND BRAKES. CLOSED AIRFRAME AND CHECKED OVERALL CONDITION AND OPERATION. I CERTIFY THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH 100 HR INSPECTION AND IS FOUND TO BE AIRWORTHY. <i>Johnson</i> A4507581217
16 NOV 98	HOBBS 3027		REPLACED RT VACUUM PUMP P/N 212CW BY PRAIRIE AVIATION (OVERHAUL) SEE PAPER WORK IN AIRCRAFT RECORDS. COMPLIED WITH AD 72-14-08 BY PRESSURIZATION AND INSPECTION OF FLEX. HOSE ASSY. DUE EVERY 50 HRS. AD 98-23-01 DOES NOT APPLY. <i>Johnson</i> A4507581217
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19 NOV 98	HOBBS 3031	2	REMOVED RH AUX. FUEL CELL (OPT. EQUIP) FOR REPAIR. FUEL SYSTEM ISOLATED AND PLACARDED IN ACCORDANCE WITH FAR PART 91.213 d. AIRCRAFT SAFE FOR FLIGHT. <i>Johnson</i> AWP507981217
23 NOV 98	HOBBS 3049		REINSTALLED RH AUX. FUEL CELL. FUEL CELL IS NEW FROM AIRCRAFT FUEL CELL REPAIR P/N 0B23362-2 S/N 3204. CHECKED FOR LEAKS AND SECURITY. <i>Johnson</i> AWP507981217
1 DEC 98	HOBBS 3066	9	TOTAL TIME 6562 <sup>09</sup> PERFORMED 100 HR IN ACCORDANCE WITH FAR PART 43 APPENDIX D BY USING A CHECKLIST. OPENED AIRFRAME FOR INSPECTION AND LUBED ALL PULLEYS, HINGES, ROD ENDS AND BELLCRANES. GREASED LANDING GEAR. SERVICED BATTERY AND BRAKES. JACKED AIRCRAFT AND PERFORMED RETRACTION TEST AND EMERGENCY SYSTEM. REPLACED RH GEAR DOOR HINGE PIN. REPLACED BOTH ENGINE AIRFILTERS P/N BA-12. COMPLIED WITH AD 72-14-08 BY PRESSURIZING AND INSPECTING FLEXIBLE HOSE ASSEMBLIES, DUE EVERY 50 HRS. COMPLIED WITH AD 96-12-22 BY INSPECTING OIL FILTER ADAPTERS ON BOTH ENGINES DUE EVERY 50 HRS, OR WHEN FILTERS ARE REMOVED. ALL OTHER ADS CAN BE FOUND IN AIRCRAFT RECORDS. CHECKED OVERALL CONDITION AND OPERATION - CLOSED AIRFRAME. I CERTIFY THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR INSPECTION AND IS FOUND TO BE IN AIRWORTHY CONDITION. <i>Johnson</i> AWP507981217
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12 Dec. 98			Hobbs reads 3091.9 Removed and replaced Both Batteries P/N G-25 S/N G01797859 and S/N G01780043 Serviced and charged Both Batteries checked Specific gravity and Voltage determined to be satisfactory work performed by Brian S. Pichell <i>John Doe</i> AWP507981217
5 JAN 99			HOBBS 3120 <sup>2</sup> COMPLIED WITH AD 72-1408 BY PRESSURIZING AND INSPECTING HOSE ASSEMBLIES DUE EVERY 50 HRS. <i>John Doe</i> AWP507981217
22 JAN 99			HOBBS 3136 <sup>2</sup> REPLACED WINDSHIELD WITH NEW WINDSHIELD FROM GREAT LAKES AERO PRODUCTS. P/N W-2170, USED NEW SEALANT. <i>John Doe</i> AWP507981217
<p><b>GREAT LAKES AERO PRODUCTS</b>            FLINT, MICHIGAN - USA ** FAA / PMA APPROVED PART **            DO NOT loose this tag... It CAN NOT be replaced!!!            ITEM: WINDSHIELD( CLEAR )            PART NUMBER: W-2170            AIRCRAFT MAKE AND MODEL: CESSNA 310L, N, P, Q, 320B, F</p> <p>SERIAL NUMBERS: C-310L, N, P ALL, C-310Q 0001 THRU 0400, C-320B, F ALL</p> <p>MANUFACTURE DATE: 12-17-1998 MANUFACTURE CODE: 1031542</p>			



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18 FEB 99	HOBBS 3165 <sup>2</sup>	TOTAL TIME 6660 <sup>89</sup>	PERFORMED 100 HR INSPECTION IN ACCORDANCE WITH FAR PART 43 APPENDIX D BY USING A CHECKLIST. OPENED AIRFRAME FOR INSPECTION AND LUBRICATED ALL POLLEY'S, HINGES, ROD ENDS AND BELLCKRANKS. SERVICED BATTERY, BRAKES AND TIRES. JACKED AIRCRAFT AND RETRACTED GEAR SEVERAL TIMES AND CHECKED EMERGENCY GEAR DOWN SYSTEM - FOUND SATISFACTORY. COMPLIED WITH AD 72-14-08 BY INSPECTING FLEXIBLE HOSE ASSEMBLIES DUE EVERY 50 HRS. COMPLIED WITH AD 96-12-22 BY INSPECTING BOTH ENGINE OIL FILTER ADAPTERS. DUE EVERY 50 HRS. ALL OTHER AD'S CAN BE FOUND IN AIRCRAFT RECORDS. CHECKED AND CLEANED FUEL SUMPS. CLOSED AIRFRAME AND CHECKED OVER ALL CONDITION AND OPERATION. I CERTIFY THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR INSPECTION AND IS FOUND TO BE IN AIRWORTHY CONDITION. <i>John Doe</i> AWP507981217
29 MAR 99	TACH 3223 <sup>4</sup>		REPLACED RT MAIN TIRE WITH 6.50 X 10 AIR TRAC TIRE. REPLACED INBOARD BRAKE LINES P/N 46-033. ADJUSTED FLAP INDICATOR AND HANDLE. REBUSHED HANDLE BELLCKRANK. <i>John Doe</i> AWP507981217
12 APR 99	HOBBS 3253		REPLACED RH ALTERNATOR P/N ALU-8511 S/N 10H000108. OPS CHECK NORMAL. <i>John Doe</i> AWP507981217
26 APR 99	TACH 3274		COMPLIED WITH AD 72-14-08 BY INSPECTING FLEX HOSE ASSEMBLY DUE EVERY 50 HRS AND FOUND THEM TO BE SATISFACTORY. <i>John Doe</i> AWP507981217
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LOG BOOK  
CLOSED 5-3-99

*John Doe* AWP507981217