

**AIRCRAFT LOG
AND MAINTENANCE RECORD**

Airborne 1J4-4

Air Filter Change Reminder

Changed at: 000.0 Hrs. 7-21-93 Date
Next Change: 500.0 Hrs.



AIRCRAFT LOG AND MAINTENANCE RECORD

Type AP-12 registration No. N 238 B

190 changed 4.14.55

Record of Cessna ~~195H~~ 7019 ~~N4386N~~

Make Model Serial Certificate

With Engine Jacobus ~~LHAB~~ 90218-3-23

Make Model Serial

Continental W670-23

From 19 To 19

Detailing Time From To

Hours—Minutes Hours—Minutes

Owner

Address

EXCERPT FROM THE CIVIL AIR REGULATIONS

CAR-01.730 AIRCRAFT LOG: The registered owner of a certificated aircraft shall maintain an aircraft log book therefor, and shall be responsible for recording in such log book current reports of line and periodic inspections, the flight time of the aircraft, rigging changes in the aircraft, and repairs and alterations of the aircraft structure and of the propeller.

CAR-01.732 The log books required in CAR-01.730 and CAR-01.731 shall be carried in such aircraft at all times when it is away from the landing area regularly used as its base of operations, provided, however, that log books for certificated airline aircraft may be maintained and kept at terminals.

INSTRUCTIONS FOR THE USE OF THIS LOG BOOK

All required data must be entered in the proper columns regularly. The column headed REMARKS is particularly important, for in that column must be entered the following information:

1. A record of all Line and Periodic inspections and results.
2. A record of all accidents in which the aircraft is involved, whether major or minor. All entries covering alterations or repairs to aircraft or propeller shall be endorsed by the certificated mechanic responsible for same, including his rating and certificate number.
3. A record of rigging changes; all repairs and alterations to aircraft or propeller; changes in engines or propellers; and a record of operation of both—installed, and also prior to installation.
4. When repairs or alterations to aircraft or propeller necessitate submission of Form AC-18-1 (Repairs and Alterations) the duplicate of this form shall be incorporated in the back of this book, and become a part hereof; and each such incorporated form shall be noted in the REMARKS column.
5. A record of all repairs to instruments used on certificated airline aircraft.

MAKE ALL ENTRIES WITH PEN AND INK—MAKE NO ERASURES

DATE

REMARKS

ENTER HERE GENERAL DATA WITH REFERENCE TO "LINE" AND "PERIODIC" INSPECTIONS - RIGGING CHANGES - ALTERATIONS - REPAIRS - AND CHANGES IN PROPELLER OR ENGINE - AS OUTLINED IN THE FRONT OF THIS BOOK, UNDER THE HEADING: "INSTRUCTIONS FOR USE OF THIS LOG BOOK."

19

ALL DATA MUST BEAR THE ENDORSEMENT OF A CERTIFICATED MECHANIC, AND HIS RATING AND CERTIFICATE NUMBER MUST BE SHOWN.

1-4-54 Annual Inspection Completed this date All Repairs were minor, All R. W. Complied with. Repaired R.H. outboard Elevator hinge at SPPR.
 This Inspection was in accordance with the CFR. & Certified Airworthy.
 R. Woodson AF 1101763

1-4-54 RCH. 1362 Issued this date.
 R. Woodson AFMI 5596

DATE

19 55

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6-17-55 Aircraft was changed to a Model 190 Cessna, by installing a zero time, factory overhauled Continental engine, model W670-23, serial No 90218-3-23. Propeller was completely overhauled by Air Power Overhaul, Oakland Airport, a CAA approved prop station. Registration No. of plane was changed to N238B.

All damage was repaired in accordance with CAA Manual 18, using factory new parts. See attached Form 337 dated July 16, 1955.

Crosswind landing gear was installed.

Bendix radio compass was removed and Lear radio equipment installed, consisting of

DATE

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ADF-12, and JTH-6 VHF receiver, transmitter and Omni and ILS. Installed 3 1/2 minute parachute flares. Installed remote indicating Kollsman compass.

Airworthiness certificate was issued to EXP. DATE 1353 on 7-9-55 by DAMI (257) July 14, 1955

W.T. Livingston
A9C 31103-2

7-9-1955

Aircraft test flown and found airworthy
Pete Gulkmann 1153193

All A.D. Components with a date.

It is certified that this aircraft has been thoroughly inspected as required by C.A.R. 9 found to be air worthy.
W.F. Burroughs 7-16-55
A9C 31103-2

DATE

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Nov 5th 1955, 100 hr inspection.
 at, 441 hrs. Cables, Controls, Hinges &
 BEARING CHECKED, RILERON, HINGE
 Support FOUND DAMAGED, BY WIND,
 REPAIRED IN ACCORDANCE WITH MANUAL 18 -
 AND CAR. Sumps CHECKED + DRAINED.
 IT IS CERTIFIED THAT THIS AIRCRAFT HAS BEEN
 INSPECTED IN ACCORDANCE WITH CAR. 43D
 FOUND AIRWORTHY, BY Leon S Cook ^{ATE} 312037

REMARKS

DATE

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S-B-38

inspect plane, new O rings in left gear & tail strut 15

7-16-56

100 hours inspection at Total airframe
time of 718:-. Extra tanks removed
and fuel system returned to standard.
It is certified that this aircraft has been
thoroughly inspected as required by C.A.R. and
found airworthy. All D.P.s complied with
Mr. Clark A & E 173737 - DAMJ 6257 1362 issued to engine 7/16/57

DATE

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19 58

8-2-57

Recording Tach Time = 6 00:00

This aircraft was inspected and found to be in airworthy condition according to CAP. ADS notes thru 57-15 checked & found to be complied with.

Earl Madler APP 368969

8-18-58

Rec. Tach Time = 7 16:00 T.T = 10 13:00

This aircraft was inspected & found to be in airworthy condition according to CAP. ADS notes thru #58-15 checked & found complied with.

Earl Madler APP 368969

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
19 <u>59</u>					1162	108	(149.8)
					⤴		
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

~~1013.00
 149.8
 1162.8~~

DATE

19 59

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10 23

100 hr inspection completed as follows
 for recertification of this aircraft
 checked all cables, pulleys, control hinges,
 checked all shes for cracks or damage
 checked all A.P.'s and found they had been complied
 with this aircraft has not been this date
 ground all wheel bearings, and found this aircraft to
 be in excellent condition and is recommended
 for recertification TAC time 865.8 hours 149.8 last
 year C. S. P. McBratton A7C 1286838
 I certify this aircraft has been inspected in
 accordance with a Periodic and was determined
 to be worth AF 362424 10-24-59
 Edw. J. ...

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
19 <u>59</u>					1162	.8	
1-7-1965	I certify that this aircraft has inspected for Ferry flight from station Kansas to Dallas Texas.						
					C.S. MOB. Inc. 1-A1286050		
1-15-65	Left and right lower cap of inboard forest						
	board spar carry through						
1-15-1965	Lower cap of front spar carry through member of both left and right sides of the fuselage in the area of the two most important steel rivets, was seen through and found no cracks						
	I S. Mostly Magnesium Corp						

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

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4-22-65

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED

IN ACCORDANCE WITH A 100hr INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

PT 1166 hr

all AD notes complied with up to this date in accordance with all bulletins thru 63-40-2

Russell H. Harris SR/AF 402421

4-22-65

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED

IN ACCORDANCE WITH A 100hr INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

Russell H. Harris AT 402421

DATE 19__	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME	SIGNATURE OF PILOT
1-14-67			REPAIRS TO L SPROT ASSY INSTALLED NEW TAIL WHEEL	TIME + TUBE	CLEANED ALL WHEEL BEARINGS. INSTALLED NEW BRAKE DISK ON R+LEFT.	all AD's to date accomplished
<p>CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100hr INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p>Russell H. O'Hara IA P 422921</p>						
<p>CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A PERIODIC INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p>Russell H. O'Hara IA 422921</p> <p>1-14-67</p>						

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

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19 68

I CERTIFY THIS AC TO BE INSPECTED PER 100 HR. INSPECTION PROCEDURE AND HAS BEEN FOUND TO BE AIRWORTHY.

Marshall R. Winblood
MARSHALL R. WINBLOOD
A & P 181714

TRAC. TIME 956.5
TOTAL TIME 1202.4

12-29-68 Total Time 1202.4

Continental W-670-23 S/N 90218-3-23 in A/c.

I CERTIFY THIS Aircraft TO BE INSPECTED PER Annual INSPECTION PROCEDURE AND HAS BEEN FOUND TO BE AIRWORTHY. condition.

~~MECHANIC'S SIGNATURE~~
~~A & P 181714~~

Shelby J. Lane
TRAC. TIME 956.5
TOTAL TIME 1202.4

AJ 722216

DATE 19 _____	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT	
11-9-70			Replaced all exhaust gaskets and changed oil and checked sumps & screens, no foreign metal in sumps. Replaced front fan speed plugs in cycle "++5" etc.					
			(This information transferred to Eng. Log)					
11-4-70			This aircraft inspected and found to be satisfactory. All AM's complied with.					

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

REMARKS

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12-6-70 I certify that this aircraft has been inspected in accordance with a 100 hr. inspection and was determined to be in airworthy condition.

Russell H. Otterbein # 7422921

12-6-70 I certify that this aircraft has been inspected in accordance with a Periodic inspection and was determined to be in airworthy condition.

Russell H. Otterbein IP# 7422921

DATE

19

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O.K. for Jerry under permit issued by
Luis Suffer Little Rock office dated April 11/72

Ben Wark

AIC689855

~~TAC 1344
T.T.~~

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Aero Products Corporation
St. Louis
1946

ADS Bulletins Completed By Whom

~~FOR AIRCRAFT OWNER~~

FROM: "INSPECTION AUTHORIZATION" MECHANIC

AIRCRAFT MAKE & MODEL Cessna 190

Identification Number N. 228B

I have conducted a Periodic Inspection on your aircraft and did not approve it because of the following discrepancies and/or unworthy items:

ADS-No.	Date	By Whom	How Completed	Worth
50-39-1	8-18-58	Earl Mediler A&P 268969	I checked & Found Major Problems instructed.	
51-10-4	8-18-58	Earl Mediler A&P 268969	I inspected & Found	
51-11-2	8-18-58	Earl Mediler A&P 268969	Could in excellent condition. Elevator serv has been replaced as per bulletin on Right Side - Left Side No. 2. Back next to Mrs.	

You may have your local certificated A & P mechanic make the necessary corrections. After this is properly completed, and within the A & P mechanic's extent of authority, the aircraft can be returned to service.

Since the contents of CAM 10.23-1 require me to advise the local CAA office of these discrepancies and/or unworthy items, you should give consideration to notifying them when the items listed above have been corrected.

Date _____ Signed _____

