



Date		Time in Air		Passengers Carried	NATURE OF FLIGHT
Year	Mo. Day	Hrs.	Min.		
1-7-75		11	47		Installed middle balance weight installation Kit 760 705 in accordance with Piper Kit instructions and sketched Edwin K. Roala ASP 267 3055
1/8/75		11	47		Replaced altimeter - serial # 07447 Replaced airspeed - serial # 7181 Replaced Rate of Climb - serial # AF-43- 1048916 Static system checks O.K. per part # SFF Book of logs for yellow tags. Kenneth S. Minick ASP 1002691
Total Forward					

Place of Last Airplane Overhaul .....

Date of Last Overhaul .....

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

AIRCRAFT LOG

REMARKS	SIGNATURE
<p>Feb 21/1975 Tack 1166</p> <p>Aircraft inspected per 100 hrs, Replaced Nose wheel Tire Retraction Test, greased gear, Checked ADS for compliance Installed stainless bolts in Stab per AD</p>	<p><i>[Signature]</i> ASP 718-782</p>
<p>July 3 1975</p> <p>I certify that this Aircraft has been inspected in accordance with the Annual inspection procedure and has been de- termined to be in airworthy condition.</p>	<p>Tack Time 1292</p> <p>Installed EGT as STC and mfg instructions</p> <p><i>[Signature]</i> AF 718-782</p>

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Date		Time in Air		Passengers Carried	NATURE OF FLIGHT
Year	Mo. Day	Hrs.	Min.		
9-9-75		75	1337.00		
a/w A.D. 75-12-06, Replaced ruptured vertical stabilizer support plate, Rebrake elevator trim drum. Aircraft ground checked okay & may be returned to service following test flight & log book entry by qualified pilot.					
				total	Richard Leese 9/9/75
Total Forward					

Place of Last Airplane Overhaul .....

Date of Last Overhaul .....

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AIRCRAFT LOG

REMARKS	SIGNATURE
10/5/75 Installed and adjusted summit Gear transmission. Retraction Test OK	Joy M. Norman A-718-782
TT 1419 AVEC Lycoming Major installed RL 9114-40	Joy M. Norman
3/25/76	TT 1419 New AD hist complete
I certify that this Aircraft has been inspected in accordance with the inspection procedure and has been determined to be in airworthy condition.	Joy M. Norman IA-718-782

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AIRCRAFT NO. N9937P MFG. PIPER MODEL PA-24-250  
 GROSS WT. 2900 LBS. SER. NO. 24-373

ITEM	WEIGHT	ARM	MOMENT
AIRCRAFT PREVIOUS	1827.12	86.79	15399.68
<del>Removed</del>			
<del>1 KING KX130</del>	<del>-6.8</del>	<del>59.0</del>	<del>-383.50</del>
<del>1 KING KI210</del>	<del>-2.0</del>	<del>63.0</del>	<del>-126.00</del>
<del>1 KING KS-501</del>	<del>-3.2</del>	<del>163.0</del>	<del>-521.60</del>
Installed			
1 Collins VHF 257	3.4	59	200.60
1 Collins VIF-357	3.1	59	182.90
1 Collins INB 357	1.3	63	81.90
1 Collins GLS-350	2.0	163	326.00
			153679.98

AIRCRAFT NEW EMPTY WT. 1824.92 LBS.  
 AIRCRAFT NEW C.G. 84.21 INCHES NORM. CAT. USEFUL 4075.08 LBS.

Equipment Installed was installed in accordance with FAR part 43-13.2 Chapters 2 & 3 and mfg. drawing.

AUGUST AVIONICS FAA REPAIR STATION E-15-11

Total Forw  
 Place of  
 Date of  
 NOTICE:

DATE 7-25-76 SIG. [Signature]

AIRCRAFT LOG

REMARKS	SIGNATURE
<u>1/28/77</u>	<u>TT 1608</u>
<div style="border: 1px solid black; padding: 5px; width: fit-content;">           I certify that this Aircraft has been inspected in accordance with the inspection procedures and terminated to be         </div> <u>[Signature]</u>	<u>AI 718-782</u>

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AIRCRAFT NO. N7937P MFG. PIPER MODEL PA-24-300  
 GROSS WT. 2900 LBS. SER. NO. 24-3175  
 ITEM WEIGHT ARM MOMENT

AIRCRAFT PREVIOUS	WEIGHT	ARM	MOMENT
<u>Removed</u>	<u>1824.92</u>	<u>84.21</u>	<u>153679.98</u>
<u>NAECO VDI-2 SYS</u>	<u>-15.8</u>	<u>107.5</u>	<u>-1698.5</u>
<u>Installed</u>	<u>6.6</u>	<u>59.0</u>	<u>389.4</u>
<u>NAECO DME 190</u>			
	<u>1815.72</u>		<u>152370.88</u>

AIRCRAFT NEW EMPTY WT. 1815.72 LBS.  
 AIRCRAFT NEW C.G. 83.92 INCHES NORM. CAT. USEFUL 1084.28 BS.  
 Equipment Installed was installed in accordance with FAR part 43-13.2 Chapters 2, & 3 and mfg. drawing.  
 AUGUST AVIONICS FAA REPAIR STATION E-15-11  
 DATE 2-10-77 SIG. August Avionics

Date \_\_\_\_\_  
 Year \_\_\_\_\_ Mo. \_\_\_\_\_ Day \_\_\_\_\_  
 Total Forward \_\_\_\_\_  
 Place of L \_\_\_\_\_  
 Date of L \_\_\_\_\_  
 NOTICE:—M

AIRCRAFT LOG

REMARKS	SIGNATURE
<u>new ELT Battery installed</u> <u>3/31/77</u>	<u>R. Liso</u>
<u>8/6/77 - installed new BATTERY</u> <u>(Rehott) AT 1701.26</u>	
<u>Replace bungee cords on gear AD77-13-21 (b)</u>	
<u>Replace outboard aileron hinge 760-914 77-F-1 a+b</u>	
<u>Thick Argentinoch AYE12566/</u>	
<u>6/15/78</u> <u>Took</u> <u>1789</u>	
<div style="border: 1px solid black; padding: 5px;">           I hereby certify that this Aircraft has been inspected in accordance with the <u>Actual</u> inspection procedure and has been determined to be in <u>airworthy</u> condition.         </div>	<u>"AD Copied to date and listed"</u>
<u>[Signature]</u> AT <u>718785</u>	

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AIRCRAFT NO. N7937P MFG. PIPER MODEL PA-24-250  
 GROSS WT. 2900 LBS. SER. NO. 24-3173

ITEM	WEIGHT	ARM	MOMENT
AIRCRAFT PREVIOUS	1806.5	84.0	157802.3
Removed			
1 Motorola ADF 125 installed	-27.0	121.6	-3283.2
1 KING KR-87 Rev	3.2	59.0	188.8
1 KING KI-227 IND	.7	63.0	44.1
1 KING KA-44 LOOP	2.0	75.0	150.0
			148902.0

AIRCRAFT NEW G.W. 1785.4 LBS.  
 AIRCRAFT NEW C.G. 83.4 INCHES FROM MAIN WING LEADING EDGE

Equipment in default must comply in accordance with FAR part. 43-13.2 Chapters 2 & 3 and milg. airway.

AUGUST AVIONICS FAA REPAIR STATION E-15-11

DATE 9-9-80 SIG. [Signature]

This book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

NC .....

Date Year ..... Mo. Day	Time in Air		Passengers Carried	NATURE OF FLIGHT
	Hrs.	Min.		
				Sept, 9, 1980 Remove aileron install kit 267- AD79-30-10 C.W. 77-13-21 brungs Cords O.K. replace EBC batt, replace brake flex hoses, overall visual inspection AD's three to
			Took 1868	CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A Annual INSPECTION AND WAS DETER- MINED TO BE IN AIRWORTHY CONDITION Nick Arguentero ATC
Total Forward				

Place of Last Airplane Overhaul .....

Date of Last Overhaul .....

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**AIRCRAFT LOG**

REMARKS	SIGNATURE
10/15/81 Tack Time 2050 I certify that this Aircraft has been inspected in accordance with the inspection procedure and has been determined to be in airworthy condition.	AD's <i>John W. Pliginsk</i> 80-26-04 NA 81-0405 NA
[Signature] IA 718-782	
1/8/83 Tack Time 2108.07 I certify that this Aircraft has been inspected in accordance with the inspection procedure and has been determined to be in airworthy condition.	AD's <i>John W. Pliginsk</i> 82-23-01 NA 82-19-01 CW
[Signature] AJ 718-782	

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NC .....

Date	Time in Air Hrs. Min.	Passengers Carried	NATURE OF FLIGHT
Year ..... Mo. Day			I certify that the altimeter <del>system</del> system tests required by FAR Part 91.170 have been performed. The altimeter was tested to 20K feet on 8/30/82. Signature <i>Sam W Pliginsk</i> Date 8/30/82 MURRAY AVIONICS INC. C.R.S. 101-16
			Transponder <i>NAVCO AT 150 SN 17157</i> meets the Requirements of FAR Part 43 Appendix "E" <i>Sam W Pliginsk</i> Date 8/30/82 MURRAY AVIONICS INC. C.R.S. 101-16
11-16-82	2105, 57	11-16-82	Replaced Airspeed and Leak Checked static system, static system meets the Requirements of 91.170 <i>R. Murray</i> MURRAY AVIONICS CRS 101-16
Total Forward			
Place of Last Airplane Overhaul .....			<i>Murray Avionics</i>
Date of Last Overhaul .....			<i>8/30/82</i>

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.



AIRCRAFT LOG

REMARKS	SIGNATURE
Feb 2/84 Tech 2140	AD's list
I certify that this Aircraft has been inspected in accordance with the inspection procedure and has been determined to be in airworthy condition.	Boards Log
<i>[Signature]</i> AT 718-782	
3/29/85 Tech time 2150	AD Spar checked, recurring AD's ✓
I certify that this Aircraft has been inspected in accordance with the inspection procedure and has been determined to be in airworthy condition.	
<i>[Signature]</i> AT 718-782	

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Date			Time in Air		Passengers Carried	NATURE OF FLIGHT
Year	Mo.	Day	Hrs.	Min.		
4/18/84					2160	I certify that this Aircraft has been inspected in accordance with the inspection procedure and has been determined to be in airworthy condition.
						<i>[Signature]</i> IA 718-782
5/29/87					2170	I certify that this Aircraft has been inspected in accordance with the inspection procedure and has been determined to be in airworthy condition.
						AD Spar AD Boards Listed Recor
Total Forward						FLT Panel on Serial
Place of Last Airplane Overhaul						<i>[Signature]</i> IA 718-782
Date of Last Overhaul						

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AIRCRAFT LOG

REMARKS

SIGNATURE

Sept 19-88 Tail 2173

I certify that this Aircraft has been inspected in accordance with the inspection procedure and has been determined to be in airworthy condition.

AD [unclear] checked 8/21/01  
Listed rear of log

[Signature] IA 718-782

Nov 14 89

TT 2182

I certify that this Aircraft has been inspected in accordance with the inspection procedure and has been determined to be in airworthy condition.

AD's listed rear of log  
retractors etc

[Signature] IA 718-782

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NO.....

Date		Time in Air		Passengers Carried	NATURE OF FLIGHT
Year Mo. Day	Hrs.	Min.			
June 28					Replaced Tail Fin with Servicable unit due to baggage damage. [Signature] IA 718-782
Oct 17/91			2189:00		Replaced propeller after overhaul by Sensenich. See prop log book. [Signature] ADP 718-782
Oct 18/91			2189:00		[Signature] AD's listed stay etc
Total Forward					

I certify that this Aircraft has been inspected in accordance with the inspection procedure and has been determined to be in airworthy condition.

[Signature] IA 718-782

Place of Last Airplane Overhaul .....  
Date of Last Overhaul .....  
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**AIRCRAFT LOG**

12/91

LOG BOOK ENTRY

N7937P

Removed two Marco MK V Nav/Com systems. Installed two King KX-155/KI-200 Nav/Com systems. The KX-155 unit was mounted in the center radio stack and the KI-200 Nav Ind was installed in the instrument panel. The existing antenna systems were used for the King KX-155 Nav/Com. Installed two Northstar Loran C Receiver Model M1A S/N N24943, ACU #2010 Preamp and CI 121SP Antenna. The Loran C Rec. was mounted in the center radio stack, the Marco CS-38 Nav Ind in the instrument panel, the ACU #2010 and the Antenna were mounted on top rear of aircraft. The structural mounting of the Loran C Equipment is sufficient to ensure the emergency landing loads appropriate to the aircraft category. All work was accomplished in accordance with the Manufacturer's specifications in the installation Manuals, for the Northstar M1 P/N GM295 Revision M, 05/10/69, the King KX-24 marker/audio panel P/N 006-0180-10 January 1979, the King KX-155/165 Manual P/N 006-0179-05 Rev # 5 February 1968 and conforms to the acceptable methods, techniques, and practices in AC 43.13-1A, Chapters 11 Section 2 paragraphs 424, 428, 429, 436, Section 3 paragraphs 442 through 452, Section 7 paragraphs 514 through 519, Chapter 15 Section 6 paragraphs 840, AC 43.13-2A Chapter 1 paragraphs 1 through 12, Chapter 2 paragraphs 21, 22, 23, 24, 27, Chapter 3 paragraphs 36, 38 and AC 28-121A.

2. Ground and Flight checks were done to verify that Loran C equipment is not a source of objectional electromagnetic interference (EMI) and is functioning properly and safely, and operates in accordance with manufacturer's specifications.

**CONTINUED NEXT PAGE**

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**CONTINUED FROM PREVIOUS PAGE**

11/22/91

N7937P

3. The Loran C is coupled to the Nav function of the Century IIB Auto Pilot by means of switch selecting Nav 1, Nav 2 and Loran C.
  4. Weight and Balance, equipment list and log book entries were made to reflect the change. Compass was checked for accuracy and found ok. The electrical load was computed and found to be less than 80% of alternator capacity.
  5. Loran C is VFR approved only, and a placard is in clear view of pilot which indicates "LORAN-C NOT APPROVED FOR IFR".
- Pilot's Operating Hand Books were provided to the aircraft owner.

NEW EMPTY WEIGHT <u>1766.78</u> LBS.	CG <u>63.21</u> INCHES	MOMENT <u>14085.14</u> INCH/LBS	USEFULL LOAD NORM. CAT. <u>1119.22</u> LBS.
AUGUST AVIONICS CBS # R65R176N	SIG. <u>[Signature]</u>		# <u>2379108</u>

Place of Last Airplane Overhaul .....

Date of Last Overhaul .....

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