

AIRCRAFT LOG
AF5-1

MAINTENANCE RECORD F.A.R. 43.9

MAINTENANCE RECORD F.A.R. 43.9

F.A.R. 43.9			
DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE

N89585
Butler Avionics, Inc.

Date - 08/05/2024
Station #TF2R185L

The aircraft and/or component identified were repaired in accordance with current Federal air regulations and were found airworthy for return to service. Pertinent details of the repair are on file at this agency.

Replaced Encoder with ACK Technologies P/N: A-30.5 S/N: 165466. FTOK

Signature Gary Morris WO#MS26220/84773 Gary Morris

Repairman #2347550

MAINTENANCE RECORD
F.A.R. 43.9

DATE NO. ED TO SERVICE DATE OF COMPLETION AIRCRAFT TIME IN SERVICE DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE

August 29, 2024. Sensenich 72CK86-0-52 serial K11053 mounted on Cessna 152 N89585

Each 6495.2 TTprop since new 1558.6

inspected propeller for nicks, scratch and security. Checked prop track and dressed the propeller. I certify i have inspected this propeller during an annual inspection of the aircraft it is mounted on and determine it to be airworthy on this date. James Reeder  mechanic A/p 3757148 August 29, 2024.

N89585
Butler Avionics, Inc.

Date - 09/18/2024
Station #TF2R185L

The aircraft and/or component identified were repaired in accordance with current Federal air regulations and were found airworthy for return to service. Pertinent details of the repair are on file at this agency.

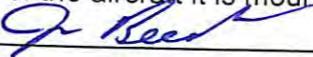
Pin 19 on Narco connector 165 found defective. Replaced, operational check good no defect noted.

Signature Gary Morris Repairman #234/550
WO#MS26720/84922 Gary Morris



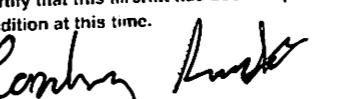
MAINTENANCE RECORD
F.A.R. 43.9

MAINTENANCE RECORD
F.A.R. 43.9

DATE OF COMPLETI	FLIGHT TIME	DESCRIPTION OF WORK PERFORMED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
		June 3, 2024 Lycoming O-235 L2C serial RL-22146-15 tach 6447.0 TTE 1242 since new Completed an inspection on this engine while doing a one hundred hour inspection of the aircraft it is mounted on. Drained the engine oil and cut open the filter finding no abnormal contaminants. Installed a new oil filter and 6 quarts of aeroshell W100 oil. Cleaned, inspected and tested spark plugs and installed with new gaskets. Adjusted valve tappets. Engine was run up to check for leaks and operation. I certify I have inspected this engine during a one hundred hour inspection of the aircraft it is mounted on and determined it to be airworthy on this date. James Reeder 	
		mechanic A/P 3757148 June 3, 2024.	

**MAINTENANCE RECORD
F.A.R. 43.9**

RADIO & ELECTRONIC CHECKS

DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEXT CHECK DUE	CHECKED BY: SIGNATURE — CERT. NO.	DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE																				
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">N89585</td> <td style="width: 20%;">Total time 6310.8</td> <td style="width: 10%;">19 January 2024</td> <td colspan="7"></td> </tr> <tr> <td colspan="8"> <p>Performed all work referencing McFarlane Drawing: 7927 or Cessna Service Manual D2064-1-13 as applicable.</p> <ol style="list-style-type: none"> 1. Marked vertical fin angle and removed vertical fin fittings. Disconnected lower elevator cable at elevator bellcrank and rudder cables at rudder bellcrank. Disconnected tail navigation light wire and removed rudder. 2. Installed MC0431148-1 vertical fin fittings on horizontal stabilizer. Aligned fitting legs to fin by installing AN525-832R12 in top and bottom holes of fitting legs. Match drilled middle three leg holes in fin with piloted .186" counterbore bit centering on alignment bushings placed in vertical fin bolt holes, reamed holes to .191", and deburred holes. 3. Removed fittings and reinstalled with NAS464P3A7 bolts in center three holes of fitting legs and alignment bushings in top and bottom holes. Repeated match drill, reaming, and deburring procedure as above. 4. Installed bolts, nuts, and washers as specified in McFarlane ICA Figure 3. Torqued AN4 bolts to 100 in-lbs and MS21043-3 nuts to 46 in-lbs. 5. CW AD 80-11-04 by removal of nutplates and installation of MS21042L4 nuts. IAW AD paragraph B, AD repeating inspection no longer necessary. 6. Torqued horizontal stabilizer to fuselage attach bolts to 110 in-lbs. Reinstalled rudder, all control cables, and wires previously disconnected. Checked controls for travel, cable tension, and freedom of movement. No discrepancies noted at this time. 7. Removed instrument and dome light console cover. Replaced overhead instrument light with new GE 308 lamp. Reinstalled cover and adjusted shield for proper light distribution. 8. Removed panel section with ELT remote, copilot PTT switch, and intercom. Replaced low voltage light with new S2519-2 light and connected wires with 32446 knife disconnects and installed insulating cover. Reinstalled panel section. </td> <td colspan="2"></td> </tr> </table>											N89585	Total time 6310.8	19 January 2024								<p>Performed all work referencing McFarlane Drawing: 7927 or Cessna Service Manual D2064-1-13 as applicable.</p> <ol style="list-style-type: none"> 1. Marked vertical fin angle and removed vertical fin fittings. Disconnected lower elevator cable at elevator bellcrank and rudder cables at rudder bellcrank. Disconnected tail navigation light wire and removed rudder. 2. Installed MC0431148-1 vertical fin fittings on horizontal stabilizer. Aligned fitting legs to fin by installing AN525-832R12 in top and bottom holes of fitting legs. Match drilled middle three leg holes in fin with piloted .186" counterbore bit centering on alignment bushings placed in vertical fin bolt holes, reamed holes to .191", and deburred holes. 3. Removed fittings and reinstalled with NAS464P3A7 bolts in center three holes of fitting legs and alignment bushings in top and bottom holes. Repeated match drill, reaming, and deburring procedure as above. 4. Installed bolts, nuts, and washers as specified in McFarlane ICA Figure 3. Torqued AN4 bolts to 100 in-lbs and MS21043-3 nuts to 46 in-lbs. 5. CW AD 80-11-04 by removal of nutplates and installation of MS21042L4 nuts. IAW AD paragraph B, AD repeating inspection no longer necessary. 6. Torqued horizontal stabilizer to fuselage attach bolts to 110 in-lbs. Reinstalled rudder, all control cables, and wires previously disconnected. Checked controls for travel, cable tension, and freedom of movement. No discrepancies noted at this time. 7. Removed instrument and dome light console cover. Replaced overhead instrument light with new GE 308 lamp. Reinstalled cover and adjusted shield for proper light distribution. 8. Removed panel section with ELT remote, copilot PTT switch, and intercom. Replaced low voltage light with new S2519-2 light and connected wires with 32446 knife disconnects and installed insulating cover. Reinstalled panel section. 									
N89585	Total time 6310.8	19 January 2024																												
<p>Performed all work referencing McFarlane Drawing: 7927 or Cessna Service Manual D2064-1-13 as applicable.</p> <ol style="list-style-type: none"> 1. Marked vertical fin angle and removed vertical fin fittings. Disconnected lower elevator cable at elevator bellcrank and rudder cables at rudder bellcrank. Disconnected tail navigation light wire and removed rudder. 2. Installed MC0431148-1 vertical fin fittings on horizontal stabilizer. Aligned fitting legs to fin by installing AN525-832R12 in top and bottom holes of fitting legs. Match drilled middle three leg holes in fin with piloted .186" counterbore bit centering on alignment bushings placed in vertical fin bolt holes, reamed holes to .191", and deburred holes. 3. Removed fittings and reinstalled with NAS464P3A7 bolts in center three holes of fitting legs and alignment bushings in top and bottom holes. Repeated match drill, reaming, and deburring procedure as above. 4. Installed bolts, nuts, and washers as specified in McFarlane ICA Figure 3. Torqued AN4 bolts to 100 in-lbs and MS21043-3 nuts to 46 in-lbs. 5. CW AD 80-11-04 by removal of nutplates and installation of MS21042L4 nuts. IAW AD paragraph B, AD repeating inspection no longer necessary. 6. Torqued horizontal stabilizer to fuselage attach bolts to 110 in-lbs. Reinstalled rudder, all control cables, and wires previously disconnected. Checked controls for travel, cable tension, and freedom of movement. No discrepancies noted at this time. 7. Removed instrument and dome light console cover. Replaced overhead instrument light with new GE 308 lamp. Reinstalled cover and adjusted shield for proper light distribution. 8. Removed panel section with ELT remote, copilot PTT switch, and intercom. Replaced low voltage light with new S2519-2 light and connected wires with 32446 knife disconnects and installed insulating cover. Reinstalled panel section. 																														
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">N89585</td> <td style="width: 20%;">Total time 6310.8</td> <td style="width: 10%;">26 January 2024</td> <td colspan="7"></td> </tr> <tr> <td colspan="8"> <p>Performed all work referencing Cessna Service Manual D2064-1-13.</p> <ol style="list-style-type: none"> 1. Flap up limit and down limit switches on flap motor and transmission assembly replaced with new V7-1C17E9-201 switches. Flap motor assembly removed and reinstalled to facilitate access IAW Service Manual 7-6 instructions referencing figure 7-2. Lubricated IAW Service Manual 2-44 instructions. Operation check OK; no rigging adjustments necessary. 2. Removed cowling. Removed hose between instrument air pump and instrument air regulator. Cut new Cessna 306-10 hose to length and installed. Reinstalled cowling. </td> <td colspan="2"></td> </tr> </table>											N89585	Total time 6310.8	26 January 2024								<p>Performed all work referencing Cessna Service Manual D2064-1-13.</p> <ol style="list-style-type: none"> 1. Flap up limit and down limit switches on flap motor and transmission assembly replaced with new V7-1C17E9-201 switches. Flap motor assembly removed and reinstalled to facilitate access IAW Service Manual 7-6 instructions referencing figure 7-2. Lubricated IAW Service Manual 2-44 instructions. Operation check OK; no rigging adjustments necessary. 2. Removed cowling. Removed hose between instrument air pump and instrument air regulator. Cut new Cessna 306-10 hose to length and installed. Reinstalled cowling. 									
N89585	Total time 6310.8	26 January 2024																												
<p>Performed all work referencing Cessna Service Manual D2064-1-13.</p> <ol style="list-style-type: none"> 1. Flap up limit and down limit switches on flap motor and transmission assembly replaced with new V7-1C17E9-201 switches. Flap motor assembly removed and reinstalled to facilitate access IAW Service Manual 7-6 instructions referencing figure 7-2. Lubricated IAW Service Manual 2-44 instructions. Operation check OK; no rigging adjustments necessary. 2. Removed cowling. Removed hose between instrument air pump and instrument air regulator. Cut new Cessna 306-10 hose to length and installed. Reinstalled cowling. 																														
<p>E Russell Booher A&P 3809270 </p>																														
<p>N89585 Tech time 0345.8 Total time 6310.8 3-4-2024</p> <p>Performed 100hr inspection IAW FAR 13 app. D with reference to Cessna 152 service manual inspection chart. Lubricated airframe wear points in accordance with Cessna lubrication chart. Removed, cleaned, inspected, repacked, and reinstalled wheel bearings. CW AD 2011-10-09 by inspection IAW AD paragraphs (g)(1) through (g)(10). Next due 6443.8 Tech time or March 2025. Removed broken 31 degree bearing connector bracket located forward of #2 cylinder rocker box cover and used as guide to fabricate new bracket from aluminum 1-stock. I certify that this aircraft has been inspected in accordance with a 100hr inspection and was determined to be in airworthy condition at this time.</p> <p>Landon Reeder A&P Pending </p>																														
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">E Russell Booher A&P 3809270</td> <td style="width: 20%;">E Russell Booher</td> <td colspan="9"></td> </tr> </table>											E Russell Booher A&P 3809270	E Russell Booher																		
E Russell Booher A&P 3809270	E Russell Booher																													

RADIO & ELECTRONIC CHECKS

DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEXT CHECK DUE	CHECKED BY: SIGNATURE — CERT. NO.
13 July 23	6129.2			Intermittent sparking at #6 coil pack breaker bottom terminal. Screw found missing washer and bottomed out. Replaced #6 screw and washer. No damage noted on ring terminal or breaker terminal. ERM Book A&P 3809270 - END -		

N89585

Total time 6144.7

3 August 2023

Performed Annual inspection in accordance with Cessna 152 service manual inspection chart. Repaired the following discrepancies:

1. Replaced instrument air regulator filter with new ARB3-5-1, from Aircraft Spruce lot 30-17287.
2. Replaced gascolator seals with o-rings and gasket from FS-KT-1 kit from lot 76760.
3. Replaced alternator belt with new MCS1597-1-37.5 lot 75383. Set belt torque per Lycoming SI1129D to 5/16 deflection at 14 lbs pull. See engine logs for additional details.
4. Found aileron travel and cable tension out of tolerance. No discrepancies found in pulleys, cables, or turnbuckles. Reset travel and cable tension per manual and safetied turnbuckles with MC21256-1 locking clips from McFarlane lot PO45228-1.
5. Adjusted routing of primer line to avoid chafing against carb heat cable.
6. Exhaust tailpipe had crack at outlet. Weld repair adding patch plate performed by Dave McFarlane to meet AC 43.13-1B CHG 1, Chapter 4, Section 5 requirements.
7. Lubricated wear points in accordance with Cessna lubrication chart.
8. CW AD 80-11-04 by inspection IAW AD paragraph A. Next due at 6244.7 hours tach time.
9. CW AD 2011-10-09 by inspection IAW AD paragraphs (g)(1) to (g)(10). Next due at 6244.7 hours tach time or August 2024, whichever comes first.
10. CW AD 2017-16-01 by inspection IAW AD paragraph (g). Next due August 2024. (AMERI-ING) (FLT AD JAP)

I certify that this aircraft has been inspected in accordance with an Annual inspection and was determined to be in airworthy condition at this time.

E Russell Booher A&P/IA 3809270

E Russell Booher

RADIO & ELECTRONIC CHECKS

DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEXT CHECK DUE	CHECKED BY: SIGNATURE — CERT. NO.
	N89585			Total time 6243.5	11 October 2023	

Performed 100 hour inspection in accordance with Cessna 152 service manual inspection chart. Repaired the following discrepancies:

1. Replaced instrument air regulator filter with new ARB3-5-1 from Aircraft Spruce PO: 1035452.
2. Replaced induction air filter with new Donaldson P10-7150 from Job Order # KN36603024.
3. Serviced shimmy damper 5606 fluid IAW applicable ICA, McFarlane Drawing: 7106 Rev. C.
4. Replaced gascolator seals with o-rings and gasket from FS-KT-1 kit, lot number 77893.
5. Replaced pilot and copilot Cabin Air Vent Elbows PN 0422014-4 with owner produced parts. Replaced pilot and copilot Cabin Air Vent Scoop PN 0413157-0 with owner produced part. Replaced felt seals with felt cut to fit. Replaced attaching hardware as necessary for installation.
6. Replaced pilot door draw bar (Cessna PN 0413406-8) with owner produced part fabricated to match OEM dimensions by John A Pritchard A&P 3560018.
7. Cracked baffle forward of #2 cylinder repaired by John A Pritchard A&P 3560018.
8. Lubricated wear points in accordance with Cessna lubrication chart.
9. CW AD 2000-06-01 by inspection IAW AD paragraph (a) instructions and Cessna SEB97-09 Detail A and found to be 1.62". No further action needed.
10. CW AD 80-11-04 by inspection IAW AD paragraph A. Next due at 6343.5 hours tach time.
11. CW AD 2011-10-09 by inspection IAW AD paragraphs (g)(1) to (g)(10). Next due at 6343.5 hours tach time or October 2024, whichever comes first.

I certify that this aircraft has been inspected in accordance with a 100 hour inspection and was determined to be in airworthy condition at this time.

E Russell Booher A&P 3809270

E Russell Booher



Aviation Products

23 Dec 2022

Tach time 6017.8

Removed Alcor EGT gauge and installed Alcor CHT/EGT part number 46126. Installed Alcor CHT bayonet probe adapter part number 28202, owner supplied used Alcor CHT probe, and Alcor 90" CHT thermocouple leads part number 42535. Verified operation by dipping CHT probe in boiling water and watching for temperature indication.

E. Russell Bowles

P38092
809270

E Russell Booher



Aviation Products

23 Dec 2022

Tach time 6017.8

Total time 6017.8

Installed 0450080-1 and -2 LH and RH nose bowl cover plates. Installed Nas680A3 nutplates on the nosebowl to attach the cover plates.

John A Pritchard
John A Pritchard A&P3560018

C CHECKS

RADIO & ELECTRONIC CHECKS

N89585

Total time 6042.8

2 March 2023

Performed Annual inspection in accordance with Cessna 152 service manual inspection chart. Repaired the following discrepancies: **100 hr ERB 2 M_{AT} 29**

1. Replaced instrument air regulator filter with new ARB3-5-1.
2. Cleaned induction air filter. One more cleaning permitted per care instructions.
3. Replaced shimmy damper reservoir plunger o-ring with new ms28775-008 and serviced shimmy damper fluid IAW applicable ICA, McFarlane Drawing: 7106 Rev. B.
4. Replaced gascolator seals with o-rings and gasket from FS-KT-1 kit.
5. Replaced left and right main tires with owner supplied Desser Monster retread 6.00-6 6ply tires and replaced left tube with new Michelin Airstop 6.00-6. Balanced tires and reinstalled.
6. Lubricated wear points in accordance with Cessna lubrication chart.
7. CW AD 80-11-04 by inspection IAW AD paragraph A. Next due at 6142.8 hours tach time.
8. CW AD 2011-10-09 by inspection IAW AD paragraphs (g)(1) to (g)(10). Next due at 6142.8 hours tach time or March 2024, whichever comes first.

I certify that this aircraft has been inspected in accordance with an 100 hour inspection and was determined to be in airworthy condition at this time.

E Russell Booher A&P 3809270

inspected in accordance with an 100 hour inspection

E. D. M. Baskin

N89585

Total time 5944.3

7 September 2022

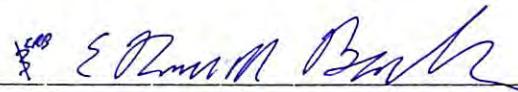
DAI

Performed Annual inspection in accordance with Cessna 152 service manual inspection chart. Repaired the following discrepancies:

1. Removed trim cable pulleys in horizontal stabilizer. Smoothed out deformation in lower pulley bracket that was dragging on lower pulley. Installed two new MCS378-1 from lot PO40381-6. Set trim cable tension to 10 lbs.
2. Installed new fuel primer o-rings from FPS-KT-1 seal kit. Added lubriplate grease between o-rings to improve operation. Function tested OK.
3. Replaced instrument air regulator filter with new ARB3-5-1.
4. Serviced shimmy damper fluid IAW applicable ICA, McFarlane Drawing: 7106 Rev. B.
5. Replaced gascolator seals with o-rings and gasket from FS-KT-1 kit from lot 73260.
6. Lubricated wear points in accordance with Cessna lubrication chart.
7. CW AD 80-11-04 by inspection IAW AD paragraph A. Next due at 6044.3 hours tach time.
8. CW AD 2011-10-09 by inspection IAW AD paragraphs (g)(1) to (g)(10). Next due at 6044.3 hours tach time or September 2023, whichever comes first.
9. CW AD 2017-16-01 by inspection IAW AD paragraph (g). Next due September 2023.

I certify that this aircraft has been inspected in accordance with an Annual inspection and was determined to be in airworthy condition at this time.

E Russell Booher A&P 3809270 IA



N89585

Total time 5889.9

12 May 2022

Performed 100 hour inspection in accordance with Cessna 152 service manual inspection chart. Repaired the following discrepancies:

1. Both brake disks below service limits. Replaced with used serviceable Cleveland 164-04000. Rotated tires, inspected tubes, cleaned and inspected wheel bearings, greased bearings, and reassembled with new nuts torqued to 90 in-lbs.
2. Loose bolt found on horizontal stabilizer attachment. Replaced bolt, washers, and nut, and checked other attaching hardware for proper installation and torque.
3. Vacuum regulator filter and central filter beyond time limits in ICA's. Replaced central instrument air filter with new AAD9-18-1. Replaced instrument air regulator filter with new ARB3-5-1.
4. Vacuum pump vanes worn beyond limits. Replaced with overhauled AA3215CC serial number 0W6815 using new gasket.
5. Avionics master switch problems reported by pilot. Replaced with new MS35058-22.
6. Rudder pedals neutral rigging out of spec. Adjusted both pedals to 6" from firewall to toe brake pivot centerline. Adjusted nose gear bungee tubes to neutral.
7. Flaps not rigged to reach up limit switch. Adjusted rigging of flap follow up cable to allow flaps to fully retract and have correct distance between motor assembly and actuating collar when in up position.
8. Found left aileron 5° too far up travel and cable tension too low. Adjusted both aileron rod lengths for correct stop to stop travel and neutral rigging per TCDS and adjusted aileron cable tension to 30 lbs.
1. Serviced shimmy damper fluid IAW applicable ICA, McFarlane Drawing: 7106 Rev. B.
2. CW AD 80-11-14 by inspection IAW AD paragraph A. Next due at 5989.9 hours tach time.
3. CW AD 2011-10-09 by inspection IAW AD paragraphs (g)(1) to (g)(10). Next due at 5989.9 hours tach time or May 2023, whichever comes first.

I certify that this aircraft has been inspected in accordance with an 100 hour inspection and was determined to be in airworthy condition at this time.

E Russell Booher A&P 3809270

RADIO & ELECTRONIC CHECKS

ALTIMETER & STATIC SYSTEM CHECKS

DATE	MANUFACTURER	MODEL	SERIAL NO.	LOCATION	MAX. ALT.	RECHECK REQUIRED	APPROVED BY: AGENCY	CERT. NO.	DATE
2 DEC 2021	TALK 5792.8	REPAIRED BROKEN MIC KEY SWITCH & MIC TACK ON PILOT'S SIDE		REPAIRED BROKEN WIRING ON PILOT'S SIDE FOR A PHILCO AND ATP 3560018					
 <p>McFarlane Aviation Products</p> <p>Date: <u>2 Feb 2022</u> N Number: <u>N89585</u> Tach time: <u>5837.3 hrs.</u> Serial Number: <u>15282796</u></p> <p>Installed Orion 360 beacon OR36R2N P/N:01-0772010-10 STC SA615EA IAW Whelen Aerospace Technologies instructions. FAA form 337 completed in duplicate; see said form for further details.</p> <p>E. Russell Booher  A&P 3809270</p>									

RADIO & ELECTRONIC CHECKS

Aircraft Registration Number: N89585
Butler Work Order Number: MS20750
Repair Station Work Order Number: 8328

25 January 2022
Repair Station #TF2R185L

The aircraft identified in this entry has been repaired in accordance with current FAA regulations and has been found airworthy and may be returned to service with respect to the work performed. Additional details of the repair are on file with this agency.

Aircraft transponder certified in accordance with FAR 91.413 and part 43 Appendix F.
Transponder Narco AT165 S/N: 80243.

Signature

Signature _____
Repairman #43

E. Russell Boggs

Edward Parker A&P 3809270

A&P 3809270

AIRWORTHINESS DIRECTIVE/FACTORY BULLETIN COMPLIANCE RECORD

ALTIMETER & STATIC SYSTEM CHECKS E A R 91-411

AIRWORTHINESS DIRECTIVE/FACTORY BULLETIN COMPLIANCE RECORD

AIRWORTHINESS DIRECTIVE/FACTORY BULLETIN COMPLIANCE RECORD

A.D./BULL. NUMBER	ITEM AFFECTED	DATE & HRS. AT COMP.	METHOD OF COMPLIANCE	TYPE OF A.D. 1 TIME/RECUR.	NEXT COMP. DATE/HRS./CYCLE	AUTHORIZED SIGNATURE CERTIFICATE NO.	A.D./BULL. NUMBER	ITEM AFFECTED	DATE & HRS. AT COMP.	METHOD OF COMPLIANCE	TYPE OF A.D. 1 TIME/RECUR.	NEXT COMP. DATE/HRS./CYCLE	AUTHORIZED SIGNATURE CERTIFICATE NO.
1-12-21	TACH 5512.2		R+R Dome light Switch Alan J. Winkler A&P 3930814				6-18-21	TACH 5649.6		Oil changed, and ignition Switch fixed by installing + complying with the ACS, A-3650-2, Service kit, w/ serv. bull. SB 92-01, diode not installed from kit Alan J. Winkler A&P 3930814			
3-2-21	TACH 5539.4		R+R RH Nav. light bulb Alan J. Winkler A&P 3930814										Ops check ok
2-8-21	TACH 5547.1		Oil change (5W-50) Removed TACH drive cable, cleaned, lubricated and reinstalled, ops check okay. Aircraft approved for return to service for work done Alan J. Winkler A&P 3930814				07-16-21	TACH 5690.8		Serviced nose gear strut with owner supplied parts, and seal kit MCSk172-1FL lot 67311, added 1 shin from Serviceable used stock, filled w/ fluid, 40psi added to air, ops check okay Alan J. Winkler A&P 3930814			
4-30-21	TACH 5592.6		I certify this aircraft was inspected I.A.W. the 100hr insp. and found to be airworthy on the At time of insp. ① replaced TACH. Cable with owner supplied part ② serviced Nose strut w/ fluid + air ③ R+R turn coordinator, Removed S/N 845-181, Replaced w/ S.N.: M07-11274 ④ Replaced both main tires with recapped replacements + New tubes Alan J. Winkler A&P 3930814							I hereby certify that this Aircraft Airframe has been inspected within the parameters of a 100hr inspection and found to be airworthy. The following items were fixed on the airframe. 1. Right rear exhaust tube replaced 2. New exhaust flange gaskets installed. 3. New Tempest Air Filter Installed. 4. Brakes serviced with fluid 5. New brake linings installed. Ops check on all listed fixes were okay. Alan J. Winkler A&P 3930814			

AIRWORTHINESS DIRECTIVE/FACTORY BULLETIN COMPLIANCE RECORD

A.D./BULL. NUMBER	ITEM AFFECTED	DATE & HRS. AT COMP.	METHOD OF COMPLIANCE	TYPE OF A.D. 1 TIME/RECUR.	NEXT COMP. DATE/HRS./CYCLE	AUTHORIZED SIGNATURE CERTIFICATE NO.
22 Oct 2020 5451.6	REPLACED	Dec. A.I.W.			18 Dec 2020 ATP 3560B/8	Terry Coordinator John A. Pachack
1 Oct 2020 TACH 5485.9	Fixed					GE Radio Jack (came loose), Retightened
	Replaced					GFCI Plugs for life tool.
	Tightened					Floorplate pilots side Care loose due to wear from pilot feet (reflattened) from place it folded up
ASW 12 th Dec-2020 TACH 5487.5						Alon J. Winkler ATP 3930 814
						Overhauled Master bridle cylinders Serviced with new Fluid, Installed New B&W Flexible Brake Hoses with O.S.P. and appropriate fittings. Installed two new Rudder pedal shafts P/N AD0411778-7 on Pilots Side (L/H & R/H) Alon J. Winkler ATP 3930 814

AIRWORTHINESS DIRECTIVE/FACTORY BULLETIN COMPLIANCE RECORD

A.D./BULL. NUMBER	ITEM AFFECTED	DATE & HRS. AT COMP.	METHOD OF COMPLIANCE	TYPE OF A.D. 1 TIME/RECUR.	NEXT COMP. DATE/HRS./CYCLE	AUTHORIZED SIGNATURE CERTIFICATE NO.
9-Dec-2020 TACH 5489.4						Repaired PTT switch on pilots side by resoldering broken wire ops check ok.
						Alon J. Winkler ATP 3930 814
						I Certify this Aircraft was inspected I.A.W. the 100 Hr insp and found to be airworthy Alon J. Winkler ATP 3930 814
						Replaced lower central baffle seal with McFarlane unit
						Alon J. Winkler ATP 3930 814
						Replaced lower left two baffle seals + Right lower baffle seal with McFarlane units
						Alon J. Winkler ATP 3930 814

LIFE LIMITED PARTS OR OVERHAUL REQUIREMENTS

AIRWORTHINESS DIRECTIVE/FACTORY BULLETIN COMPLIANCE RECORD

LIFE LIMITED PARTS OR OVERHAUL REQUIREMENTS

THIS TRANSPONDER MAKE Marco
MODEL AT165 S/N 80243 HAS BEEN TESTED AND
INSPECTED AND FOUND TO COMPLY WITH APPENDIX F OF
PART 43 IN ACCORDANCE WITH FAR 91.413. C/W PARAGRAPH
(C) APPENDIX E OF PART 43 BY CHECKING CORROLATION
BETWEEN THE ENCODER AND THE ALTIMETER.

DATE 12-4-19 SIGNATURE Long Hieber
HETRICK AIR SERVICES, INC. FAA REPAIR STATION #VKDR861

20 DEC 2019 ADJUSTED VACUUM PRESSURE TO $5\frac{1}{2}$ " Hg
Tach 52324 John A. Pritchard
APT P.356.0018

LIFE LIMITED PARTS OR OVERHAUL REQUIREMENTS

NUMBER	NUMBER	DATE/HOURS	AT INSTALL	OR T.O.O.	DATE/HOURS	CERT. NO.
3 JAN 2020 TAG# 5234.1	REPLACED HORIZON, WITH P/N 5000F SN A19595 MANUFACTURED BY "EDO-AIRES" AND OVERHAULED BY "AIRCRAFT QUALITY INSTRUMENTS" J.071590 SET VACUUM REGULATOR TO 5" HG. REPLACED LEAKING HORSE METER, OIL PRESSURE SWITCH. P/N \$3010-1		INOPERATIVE "ARTIFICIAL MANUFACTURED BY "EDO-AIRES" AND OVERHAULED BY "AIRCRAFT QUALITY INSTRUMENTS" J.071590 SET VACUUM REGULATOR TO 5" HG. REPLACED LEAKING HORSE METER, OIL PRESSURE SWITCH. P/N \$3010-1			

23 JAN 2020 REMOVED RH AILERON TO INSPECT
TACH 54443 HINGE KNUCKLES INSTALLED 3 NEW
MC0523876-1C 1056564 HINGE PINS.
John A. Pritchard
MFP 3560008

MAJOR ALTERATIONS

LIFE LIMITED PARTS OR OVERHAUL REQUIREMENTS

INSTALLED EQUIPMENT

MAJOR ALTERATIONS

ITEM	MANUFACTURER	MODEL	SERIAL NO.	DATE	DESCRIPTION OF ALTERATION
ENGINE	24 Aug 2019	REPAIRED BROKEN ALTERNATOR		30 Oct 2019	REPAIRED L/H & RH CRACKED FWD
ENGINE	TACM 5126.7	NOISE FILTER LEAD.		TACM 5186.9	HORIZONTAL STABILIZER - ATTACH POINTS
PROPELLER	TT 5126.7	INSTALLED NEW GE 308 RUB IN		TT 5186.9	BY REPLACING THE INBOARD NOSE RIBS
PROPELLER		INSTRUMENT LIGHT. INSTALLED NEW			PN 06 P/5 0432001-46 LH & 0432001-6
ENGINE	TRICRAFT T28 V1500	BUBBLE AEROFASH			RH SIDES. IN ADDITION THE LH & RH RIBS
ENGINE		BEACON. REPLACED LH MOUNTING.			WERE REINFORCED TAU AC4313-1B PARAGRAPH 4-58,
PROPELLER		PACKED WHEEL BEARINGS.			FIGURE 4-14, ITEM D TO PREVENT FUTURE CRACKING.
PROPELLER		John A. Paulkard			INSTALLED NEW ELEVATOR - TRIM CABLES P/N 517
ENGINE		ATP 35600018		LOT MC0400107-27/57294, MC0400107-30/53479,	
ENGINE				MC0400107-55/57428 & MC0400107-56/58139. INSTALLED	
PROPELLER	30 Aug 2019	TIGHTENED LOOSE ATTACH			NEW TRIM CHAINS MC52295 P25-63/56926 &
PROPELLER	TACM 5129	LINES John A. Paulkard			MC52295 P25-69/56668 & PULLEYS MC53281/297-2.
ENGINE		ATP 35600018			INSTALLED NEW RUDDER CABLES MC0400107-49/5722
ENGINE					& MC0400107-50/57612 & ELEVATOR CABLES MC040007511
PROPELLER					53864, MC0400107-63/58141 & MC0400107-66/56191.
PROPELLER					John A. Paulkard
PROPELLER					CONTINUED ATP 35600018

5 Jul 2019
TACH 5076.4
T.I. 5076.4

INSTALLED UNIONIX SKYBEACON TSD
SOFTWARE UPDATE 1.3.1.

John A. Patchard
ATP 3560018

15 Jul 2019
TACH 5084.5

INSTALLED NEW TRIMCRAFT BEACON
PN T28V150 W IN THE TAIL

BEACON
John A. Patchard
ATP 3560018

INSTALLED EQUIPMENT

ITEM	MANUFACTURER	MODEL	SERIAL NO.
ENGINE	6 Aug 2019 INSTALLED NEW M ^R FARLANE		
ENGINE	TACH 5103.0 AVIATION PRODUCTS, SHIAMY ^R		
PROPELLER	II 5103.0 DAMPENER P/N MC0442512-1		
PROPELLER	JO-52885. COMPLETED WITH AD 2011-10-09		
ENGINE	"SEAT RAILS & ROLLERS" + AD 80-11-04		
ENGINE	"CRACKED NUT PLATES" BY INSPECTION.		
PROPELLER	REPLACED RH MAIN TIRE. SERVICED LH		
PROPELLER	+ RH BRAKES WITH MIL-H-5606 HYDRAULIC		
ENGINE	FLUID. COMPLETED AD 2017-16-01 "AMERI-		
ENGINE	KING FIT" BY INSPECTION. John A. Patchard		
PROPELLER	ATP 3560018		
PROPELLER	6 Aug 2019 I CERTIFY THIS ACFT WAS		
ENGINE	TACH 5103.0 INSPECTED LHW AN ANNUAL		
ENGINE	INSPECTION + WAS FOUND TO BE AIRWORTHY		
PROPELLER	John A. Patchard		
PROPELLER	ATP 3560018 II		

AIRCRAFT DESCRIPTION

MANUFACTURER CESSNAMODEL C152

DATE OF MFG. _____

SERIAL NUMBER 1528276REGISTRATION NUMBER N88685

REGISTERED OWNER _____

STREET ADDRESS _____

CITY, STATE, ZIP _____

OPERATOR _____

STREET ADDRESS _____

CITY, STATE, ZIP _____

REGISTERED OWNER _____

STREET ADDRESS _____

CITY, STATE, ZIP _____

OPERATOR _____

STREET ADDRESS _____

CITY, STATE, ZIP _____

Inspection Status (Check one)

F.A.R. 91.409 ANNUAL/100 HOUR

F.A.R. 91.409 PROGRESSIVE

F.A.R. 135.419 A.T.C.O.

OTHER

DATE ENTERED _____

MAINTENANCE RESPONSIBILITY _____