

2409E 3762 3795-76 2409E

AN-13NU Model

N2203R

**GRUMMAN AMERICAN AVIATION
CORPORATION**

318 BISHOP ROAD, CLEVELAND, OHIO 44143

216 449-2200

TELEX U.C. 980-245

Page # 2

AIRCRAFT LOG

THE VOR NAVIGATION SYSTEM OF THIS
AIRCRAFT WAS CHECKED FOR ACCURACY AS
SPECIFIED UNDER FAR PART 91.25.

DATE 6-2-75 PLACE CGF
BEARING ERROR \pm -3 °

PILOT M. J. [Signature]

I certify that the altimeter and static system tests
required by FAR Part 91.170 have been performed.

The altimeter was tested to 20,000
feet on 2-7-75 AG

Signature [Signature]

Date (S. S. Test) 6-1-75

Prod. Cert. # (PC 112) 002244

Book # "1"

AIRCRAFT LOG

NC

N2203R
AN-B104

DESCRIPTION

L-20210-36A

AIRCRAFT MFG. Grumman American MOD. AA-5B SER. NO. AA5B-007
AIRCRAFT COLOR _____ SPAN _____ LENGTH _____ DATE MFG. _____
ENGINE MFG. Lycoming MOD. O-360-A4K SER. NO. L-20210-36
ENGINE MFG. _____ MOD. _____ SER. NO. _____
PROP. MFG. McClellan HUB MOD. _____ SER. NO. _____
BLADE MOD. 1A170 FFA 2523 SER. NO. P-77350 SER. NO. _____ SER. NO. _____
SEAT CAP. _____ EMPTY WT. _____ GROSS WT. 2400 BAG. WT. _____
FUEL CAP. _____ OIL CAP. _____

LEFT TANK

RIGHT TANK

TOTAL USABLE

GALLONS

**GRUMMAN AMERICAN AVIATION
CORPORATION**

315 BISHOP ROAD, CLEVELAND, OHIO 44143

216 449-2200

TELEX NO. 980-245

ENG. SER.

AIRCRAFT LOG

NC

OWNERSHIP RECORD

ORIGINAL OWNER	Carlos Montenegro M.		ADDRESS	Chinandega. (Carmen)
DATE	Feb. 75	CITY	Chinandega	STATE
TRANSFER TO	Eduardo R. Barberena		ADDRESS	P.O. Box A-161
DATE	Aug 12, 1977	CITY	Managua	STATE
TRANSFER TO			ADDRESS	
DATE		CITY		STATE
TRANSFER TO			ADDRESS	
DATE		CITY		STATE
TRANSFER TO			ADDRESS	
DATE		CITY		STATE
TRANSFER TO			ADDRESS	
DATE		CITY		STATE
TRANSFER TO			ADDRESS	
DATE		CITY		STATE

ENG. SER.

A NO BNU.

[illegible]

AIRCRAFT LOG

DATE
19

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS
EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

We have inspected this aircraft and found it
complies with the airworthiness standards and
requirements applicable to U.S. certification.

All mandatory changes have been complied with.

An Export Certificate of Airworthiness dated
JUNE 5, 1975 was issued.

Grumman American Aviation Corp. DCA-EA4

AIRCRAFT LOG

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
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DAY
10/5

15. de Agosto -

Chequeo de 50 hrs. - Se cambio aceite
sin detergente - y se le puso aceite
con detergente - Chequeo visual al arion

ACEITE- PREMIUM-FIDELSAZOL

J.C. A-#183 -

AIRCRAFT LOG

DATE

19__

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS
EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
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Febrero 9. de 1976 Este Avion al acciden-
ter se sufrio 1: al Tren derecho Quebrado.
parte inferior soporte de Rueda.
2: soporte o Tren de nariz. Quebrado. Asi
como sus Guarda barro de dichas Ruedas.
Todo esto fue Removido y cambiado por
partes nuevas. a excepcion de los Guarda barro

Attest A 227:

AIRCRAFT LOG

DATE

19

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
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*Esta aeronave fue
inspeccionada para
renovación de tarjeta
de aeronavegabilidad.*

F. J. J. J. J.



Febrero 18 de 1976

AIRCRAFT LOG

DATE
19

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS
EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

14 Julio. 76

Se cambio mag ~~directo~~ Izquierda;
y Harness de Inyección

Thyrotat
"A" 227-

AIRCRAFT LOG

DATE

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

19

Oct. 19 de 1976 con: T.T. de 250:56 Hrs. se hizo
Check de 50 Hrs. OK. certificado por *[Signature]*
Lic. #357 "A"

ENG. SER.

A. NO BNU

DATE 1976	TACH. TIME	THIS FLIGHT	TOTAL TIME 264:12	REMARKS	SIGNATURE AND CERTIFICATE NO.
Nov. 15	265:14	1:02		Nov. 28 de 1976 - con T.T.	
" 16	266:11	0:97		de 278:38 Hrs. Se hizo check	
" 17	267:20	1:15		de 75 Hrs. O. certificado por	
" 19	269:56	2:30		<i>Paula Argüez</i> Lic. #357 "A"	
" 22	273:36	3:80			
" 24	276:26	2:90			
" 28	278:38	2:12			
" 30	279:48	1:10			
Die 1 ^o	—	—			
" 6	280:66	1:18			
" 9	283:70				
FORWARD TOTALS TO TOP OF NEXT LEFT PAGE					

AIRCRAFT LOG

DATE

19

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

23-1-77 Se la instal Bolevia. Guerra.
Mosca Robot S-2.5

8-2-77 Fue Depurado del sistema
los pas por que no estaba

2-1-77 12.6

ENG. SER.

NC

DATE 1977	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
Feb 1	798:31	1:85			
10	799:12	0:81			
FORWARD TOTALS TO TOP OF NEXT LEFT PAGE					

Este vuelo fue accidentado el día 10 de febrero de 1977 en la pista de la Agropescaquia de Rio

[Signature]
Lic. A. H.
213

Chindaga 13 febrero de 1977

AIRCRAFT LOG

DATE

1977

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS
EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

con fecha 22. Junio. Se le efectua-
ron reparaciones y cambios de partes
dañados, y poniendose en condicio-
nes de vuelo -

OK. J. Lafont

Lic. A-#183-



AIRCRAFT LOG

DATE

19

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
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Se efectuó inspección de 25 horas en el taxímetro marcando
305.19 HRS encontrándose la nave en buenas condiciones
de vuelo. - Montague 18 de Enero de 1978
Pedro Arzoo - A - # 136 *[Signature]*

AIRCRAFT LOG

DATE
19

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS
EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
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AL AVION AN-BN4 SE LE HIZO SERVICIO 100 HR

TACOMETRO 313.85 FECHA 10/2/82

LIMPIESA FILTROS DE ACEITE Y GASOLINA

8 QTS. DE ACEITE W-100

AERODINAMICA HARRISON

RODOLFO FLORES POGGIO

LIC. No. 219 AERONAUTICA CIVIL

Guatemala, C. A.

[Signature]



[Signature]
Feb 12/82

ENG. SER.

NC

DATE 1982	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
30/5/	315:00	328.75	13:78	FERRY GUATEMALA TO LAFFAYETTE	<i>[Signature]</i> 1571.
6/12	328.15	5	333.52	LFT - Pensula flc	<i>[Signature]</i>
7/3-7	333.52	4	337.96	LFT - Pensula - Lft 9.00	<i>[Signature]</i>
7-12-	337.96	1.30	338.70	Lft 10.00	<i>[Signature]</i>
7-16	338.98	9.15	348.41	Lft - Pensula - Lft	<i>[Signature]</i>
7-20	343.41	4.30	348.02	Lft - Pensula - Lft	<i>[Signature]</i>
8-10	348.02	2.10	350.52	Lft - Pensula - Lft	<i>[Signature]</i>
8-29-22	350.52	4.10	358.55	Lft - Pensula - Lft	<i>[Signature]</i>
9-6/10-2	358.55		368.04	Lft - Pensula - Lft	<i>[Signature]</i>
10/5-9	368.04	4.20	372.2	Lft - Pensula - Lft	<i>[Signature]</i>
11/24	372.2	5.00	379.2	Lft - Pensula - Lft	<i>[Signature]</i>
10/31	379.2	1.35	381.37	Lft - Pensula - Lft	<i>[Signature]</i>
FORWARD TOTALS TO TOP OF NEXT LEFT PAGE					

AIRCRAFT LOG

DATE

1989

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS

EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY WITH NAME, RATING AND CERTIFICATE NUMBER

8-8 ~~CHANGE~~ REPLACED BEACON BULD + FLASHER UNIT.
 11-10-82 REPLACED BURNT LANDING LIGHT. ADJUSTED PARKING BRAKE
 RESEALED RH FUEL CAP ASSY TO WING ADJUSTED
 CANOPY LATCH MECHANISM. REPLACED MAIN GEAR
 STRUT PAILING. REPLACED LH POSITION LIGHT
 LENS. ~~FILE~~ ~~ALPHAM~~

1-14-82 Installed new vertical fin fairing, all
 work done I.A.W. manf. specs.
 303.5 Tach Time

Douglas Rancin ACP 64454263

AIRCRAFT LOG

DATE

1983

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS
EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

- 1 Apr AD 75-07-04 inspected for missing welds on Ruckler torque tube and found no missing welds Michael Delagney AIP 505743030
- 1 Apr AD 76-04-05 found that replacement and modification of the carb mixture control cable has been complied with previously. Michael Delagney AIP 50574-3030
- 1 Apr AD 76-13-03 inspected for possible delamination in bonded skins according to service bulletin #155 July 29, 76
Michael Delagney AIP 505743030
- 1 Apr AD 76-22-04, inspected oiler drum tabs, bearings & stops for wear, damage, secure mounting, inspected rigging cable tension, inspected oiler torque tubes for wear & loose joints, found oiler systems conditions to be airworthy Michael Delagney AIP 505743030

AIRCRAFT LOG

DATE
1983

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS
EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

1-Apr AD 81-24-03 inspection of the carb airbox for damage, during inspection repaired loose rivets and installed a patch in accordance to manufacture specs. installed a placard on the box reading "Warning" AIR FILTER Deterioration can cause engine power loss. Consult Aircraft Maintenance Manual for AIR FILTER Servicing and replacement requirements
Michael Velazquez A&P 505743030

ENG. SER.

NC

DATE 19	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
5-6-83				Tach time 411.7 total time airframe 411.7 total time engine + prop 411.7	
				Installed Emergency Beacon Corp. Model EBC-102A ELT in baggage compartment Due date 7-1-84. For more information see 337 in aircraft records. Also found King KT 78 transponder installed. Inspected installation and found to be in accordance with 43.13-2. For more information see 337 in aircraft records. Weight +	
FORWARD TOTALS TO TOP OF NEXT LEFT PAGE				(cont. next page)	

AIRCRAFT LOG

DATE

19

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS
EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

balance and equipment list are updated.

Ante Fisher
FA494689909

MAJOR REPAIR AND MAJOR ALTERATION RECORD NC

DATE 19 <u>83</u>	TOTAL TIME	WORK ORDER NO.	DESCRIPTION OF REPAIR OR ALTERATION (ACA-337) OR MAINTENANCE RELEASE	SIGNATURE AND CERTIFICATE NO. OF MECHANIC OR REPAIR FACILITY
5-17-83			Tech time 411.7 total time airframe, engine, and prop 411.7	
			Replaced spinner and bulkhead assy. Jeweled battery box area and installed proper battery box. Repaired crack in air box. Painted on U.S. registra- tion numbers ^{N2203R} and removed Nicaraguan registration. Changed radio call placard Repaired crack and replaced loose rivets in bottom of lower engine cowl. Changed LH main tire. Rotated RH main tire. Installed missing Belleville wash (cont next page)	

MAJOR REPAIR AND MAJOR ALTERATION RECORD NC

DATE 19__	TOTAL TIME	WORK ORDER NO.	DESCRIPTION OF REPAIR OR ALTERATION (ACA-337) OR MAINTENANCE RELEASE	SIGNATURE AND CERTIFICATE NO. OF MECHANIC OR REPAIR FACILITY
			<p>er on nose gear yoke. Replaced all valve cover gaskets. Replaced carb heat duct hose. Complied with AD 82-27-01 on the propeller by dye penetrant inst inspection. Ground run and ground ops checked. Found okay for return to service. All work done in accor- dance with manufacturers specifications. I certify that this aircraft has been inspected in accordance with an 100 hr inspection and was determined to be in an airworthy condition.</p>	
			<p>Ante R. L. Hester</p>	<p>A2P494689909</p>

ENG. SER.

MANDATORY SERVICE BULLETINS

NC

[illegible]

ING. SER.

MANDATORY SERVICE BULLETINS

NC

DATE 19__	TOTAL TIME	GIVE A BRIEF DESCRIPTION OF COMPLIANCE	SIGNATURE AND CERTIFICATE NO. OF MECHANIC OR REPAIR FACILITY
		<p>ATC TRANSPONDER TESTS & INSPECTIONS REQD. BY FAR 91.172 HAS BEEN TESTED & INSPECTED & FOUND TO COMPLY WITH FAR 43, APPX F.</p> <p>DATE <u>06/16/83</u> TECH <u><i>[Signature]</i></u></p> <p>S/N <u>9246/KT78</u> S/N <u> </u></p> <p>AIRCRAFT RADIO SERVICES, INC FAA REPAIR STA 208-5 NEW IBERIA, LA</p>	

ENG. SER.

AIRWORTHINESS DIRECTIVES

NC

DATE 19	DIRECTIVE NUMBER	GIVE A BRIEF DESCRIPTION OF COMPLIANCE	SIGNATURE AND CERTIFICATE NO. OF MECHANIC OR REPAIR FACILITY
		ALTIMETER SYSTEM/ALT RPT SYSTEM TESTS & INSPECTIONS REQD BY FAR 91.171 HAS BEEN TESTED & INSPECTED AND FOUND TO COMPLY WITH FAR 43, APPX E,F. SYSTEM TESTED TO <u>20,000</u> FEET	
DATE	<u>06/16/83</u>	TECH <u>J. J. McElwain</u>	
S/N	<u>D 7851</u>	S/N	
		AIRCRAFT RADIO SERVICES, INC FAA REPAIR STA 208-5 NEW IBERIA, LA	

ENG. SER.

AIRWORTHINESS DIRECTIVES

NC

DATE 19__	DIRECTIVE NUMBER	GIVE A BRIEF DESCRIPTION OF COMPLIANCE	SIGNATURE AND CERTIFICATE NO. OF MECHANIC OR REPAIR FACILITY
6-30-83		Tech 423.4	
		total time airframe, engine + prop	423.4
		Removed tow bar and wheel pants	
		from equipment list. Aircraft reweighed	
		with these items removed.	
		J. P. Wilson	
		AP 494689909	

WEIGHT AND BALANCE RECORD

NC

DATE 19	TOTAL TIME	EMPTY C.G.	EMPTY WEIGHT	USEFUL LOAD	GROSS WEIGHT	BAGGAGE ALLOWABLE	SIGNATURE AND CERTIFICATE NO. OF MECHANIC OR REPAIR FACILITY
9-16-1983	Tech 447.0						Removed tach due poor indications and replaced with New Tach. Flashed New tach I/AW Bramman Specs. New Tach Reads 000 hours Total time eng and air frame 447.0 Mark Baker ATP 485802547
8/6/84							This A/C has been inspected IAW an annual inspection and was determined to be airworthy. Tach 61. TTAC 508 Vincent W. Tave 1A2133925

EQUIPMENT RECORD

NC

DATE 1985	MFG. NAME	MFG. MODEL	MFG. SER.	DESCRIPTION OF EQUIPMENT	OPTIONAL INSTALLED	REQUIRED INSTALLED	REPLACEMENT	REMOVAL	ADD.
11/16/85	Tol.	Time	582.0	Tech Time 135.0					
<p>All controls lubricated, pulleys & cables inspected. Hose line replaced & LTH main line replaced, all brake pads replaced. Wheel assembly checked & lubricated. Hoses, struts removed & inspected. Both rear wipers replaced. Wind shield replaced. Service filter 152A cowl hinge easily replaced for compliance. Replaced air filter. Aft. belt replaced. OAT gauge replaced. Trailing edges of flap riveted in accordance with AD 76-17-03. Propeller hub checked for cracks using dye penetrant insp method - for compliance with AD 82-27-01. All lights checked for operation. Gyro filter replaced. Performed 500 Hr. insp on both magnetos. All washer - connected mixer shell metal disconnector. Engine oil changed - serviced with Amsoil.</p>									

EQUIPMENT RECORD

NC

DATE 19__	MFG. NAME	MFG. MODEL	MFG. SER.	DESCRIPTION OF EQUIPMENT	OPTIONAL INSTALLED	REQUIRED INSTALLED	REPLACEMENT	REMOVAL ADD
50 wt Leaking oil - oil filter inspected, found O.K. All cylinders removed & reworked - by Dave Tars. 11/6/85 cylinder work done by Larry K. Brown ADP1875666. Cylinders resealed with new rings & gaskets. All ground run in accordance with break-in procedure as outlined in Lys overhead manual. Ground run O.K. - no leaks noted. I certify that this Air helicopter inspected is accordance with a 100hr inspection Tool Jockey ADP2228811								
21 NOV 85 TOTAL TIME: 582 HR REPLACED ALL FUEL + OIL HOSES WITH NEW HOSE, STRATOFLEX P/N 111-4 + -6. I certify that this aircraft has been inspected in accordance with an ANNUAL inspection and found to be in airworthy condition. KM lkh 1A 1756578								

ENG. SER.

PERIODIC INSPECTION RECORD

NC

[illegible]

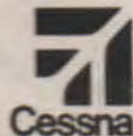
A.D's

ENG. SER.

PERIODIC INSPECTION RECORD

NC

DATE 19	TOTAL TIME	COMPLIANCE CONDITION, REPAIR, REPLACEMENT, ETC.	SIGNATURE AND CERTIFICATE NO. OF MECHANIC OR REPAIR FACILITY
75-07-04		Amendment 39-2135 - inspection for missing welds on the rudder control Bar assemblies P# 601031-501 Yw 1-April-83 Michael Velazquez A/P 505743030	
76-01-02		Amendment 39-2485 - Visually check upper cowling hinge assembly adjacent to the forward EAP at Hatch Brackets for cracks Yw 1-April-83 Michael Velazquez A/P 505743030	
76-04-05		Amendment 39-2520 - carburetor mixture control Failure. Replace cable and modify in accordance with Service Bulletin #150 A Jan 12, 1976 Yw 1-April-83 Michael Velazquez A/P 505743030	
76-17-03		Amendment 39-2699 - to detect delamination in Bonded skins inspect according to Service Bulletin #155 over	



Log Book #2 For N2203R model ~~AA5B~~ AA5B

AIRFRAME MAINTENANCE RECORD

Prop MFG McCauley S/n. P-77350 Model Blade-1A17DFFA-7563

AIRCRAFT SERIAL AND REGISTRATION AA5B-0071- N2203R

RECORD NUMBER #2

INSTRUCTIONS

This record should be completed and maintained in accordance with FAA Federal Aviation Regulations 43.9, 43.11 and 91.173 and/or other prevailing government regulations.

Note: Record Service Letters and Airworthiness Directives in the back of this record as well as the appropriate Engine/Propeller/Avionics Maintenance Record.

Copyright © 1984

MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	MIN		
11/7/86	625	3	<p>W/ TACH = 305:3 hrs. X Propeller was Re-certified by the Rodin Shop. See entry in log Book "No 2". Replaced the ELT Battery. New Date change due "August-1988" altimeter not Re-certified.</p> <p>runner says not TFR required Acc. c/w AD note 84-26-02 by inspection of engine air filter ok, c/w AD note 82-27-01.</p> <p>found this prop. not due inspection this time period - due at 200 hrs. internal next inspection due TT of 782 hrs. all times ok all Brakes ok, all wheel Bearings ok Except replace one Bearing on the No 2 wheel - inspect the control cables - push pull rods - and control surface travel - found ok.</p> <p>"continued on the next Page"</p> <p>Whitney J. Sarney 145283P</p>	
<p>I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>General</u> INSPECTION AND WAS DETERMINED TO BE IN AIR-WORTHY CONDITION. TT of = 425:3 hrs</p> <p>TOTAL TIME AIR TACH = 305:3</p> <p>FRAME 625:3</p> <p>WORK ORDER 4932 & 4933</p> <p>DATE 11-7-86</p> <p>Authorized Signature <u>Whitney J. Sarney</u></p> <p>PAUL FOURNET AIR SERVICE, INC. CERTIFICATE REPAIR STATION NUMBER 2225 MUNICIPAL AIRPORT, LAFAYETTE, LA.</p>				

MAINTENANCE RECORD

DATE 19	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	MIN		
14 DEC 88			TACH TIME 391 TOT. TIME 811 - REPAIRED FUEL LEAKS ^{ON} IN L&R WINGS. REPLACE AIRCRAFT MIDDLE BEARINGS, REPLACE L&R NAV. LIGHT COVERS REPAIRED LOWER RUDDER BEARINGS. INSTALL COMPLETE WHEEL FAIRING ASSEMBLYS. RESEALED CANOPY & WINDSHIELD. REPLACED RADIO SPEAKER C/W A.D 82-27-01 ON PROP. C/W A.D 76-04-05 ON MIXTURE CONTROL CABLE Rachel M. Hammerly A+P 230686680 IA	

MAINTENANCE RECORD

DATE 19	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	MIN		
12/24/88			Tach Reading 393.3 hr. Installed new Battery - P/W - 50-981184 2nd P/W - 5-25-1- Whitney J. Savoy A+P 1652858	

MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE CERTIFICATE TYPE & NUMBER
	MOORE	1989		
			ATC Transponder tests & instructions as required by FAR 91.172 law FAR 43, Appendix P, have been performed. Transponder Model <u>KT-78 289246</u> <u>RC Mendenhall 3/1/89</u> Signature & Date THE RADIO SHOP FAA APPROVED ICR #120-14 LAFAYETTE, LOUISIANA 70505	

MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE CERTIFICATE TYPE & NUMBER
	MOORE	1989		
3/17/89			<u>Inspected Tach - 398.8 hrs</u> <u>Time since aircraft - 818.8 hrs</u> <u>Time since log - 818.8 hrs</u> I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>Annual</u> INSPECTION AND WAS DETERMINED TO BE IN AIR-WORTHY CONDITION. Tach - 398.8 hrs TOTAL TIME AIRFRAME <u>818.8 hrs</u> WORK ORDER <u>7475 & 7476</u> DATE <u>3-17-89</u> <u>William T. Loney</u> Authorized Signature PAUL FOURNET AIR SERVICE, INC. CERTIFICATE REPAIR STATION NUMBER 2225 MUNICIPAL AIRPORT, LAFAYETTE, LA	Replaced the ELT Battery it was overdue charge. New DATE due on ELT Battery is July-90. A/c Not 1st altimeter ok. x-Airframe due Recombination in 3-1-90 See log entry dated 3-1-89. all airframe bearings ok by inspection. Replaced one worn Brake lining on the 1/4 main. Checked all aircraft lights. Inspect control cables and run the operation mechanism. Turn ok travel ok checked wing flaps - HAD to replace the 1/4 wing flap support. Bracket assembly installed. Also Part from Greenman PA 560400 6-501.

Continued on the next page 560400 6-501

MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	MIN		
3/17/69	8:18	8	<p>Descroft ^{Hubb} TACB-2 ^{252.12} "continued from ltr</p> <p>Total time descroft = 8:18-00</p> <p>Total time Prop - 8:18-00</p> <p>checked control surface hand on seat + seat belts</p> <p>ok by inspection. V-belly inject instrument And ok</p> <p>Final Cps. ok Replace the baby fuel pump drain</p> <p>Pushon 7 1/2 lb wing tank. Overhaul and fill with oil ok by inspection</p> <p>STALL warn ok. AC Battery ok. Again check min tail cone -</p> <p>Found Rudder trim tab loose - to reset ltr tab as needed -</p> <p>marked static ports with locals. Plane perfect to ltr Pass</p> <p>of aircraft by A-16 and then by B-1 for the 100 note compliance</p> <p>and compliance record. End</p>	<p>Heerman Page A-10</p> <p>Whitney J. Sany 1452558</p>
1-20-89	8:18	8	<p>INSTALLED TAYLOR G12BCU HORANC WITH A-16 ANT. USED MFG</p> <p>INSTALLATION MANUAL AS A GUIDELINE. ALL WORK WAS DONE IN ACCORDANCE</p> <p>WITH AC 43.13-1A (PART II, SEC 2 PARA- 424(A), 429. PROPER CKT. PROTECTION</p> <p>PROVIDED AND LABELED. PLACARD CODED "HORANC NOT APPROVED FOR IFR"</p> <p>WT. CHANGE NEGLIGIBLE.</p>	

MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	ENGINE	WING		
11/3/59				
10/5/59	4:00	0:00	Installed Mitchell Automatic Flight System Model 22 SW, consisting of a Century I Autopilot with optional Own Tracker system, in accordance with STC # SA3031SW-D. See 337 form this date for further information.	
			Brian Wixey AEP 460719916	

MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	MIN.		
90			TACH 521.5 TOTAL TIME 968.5	
APRIL 28 1950			REMOVED WHEELS, CLEANED AND REPACKED BEARINGS. REPLACED ALL BRAKE PADS. INSPECTED AIRLECONS, FLAPS, RUDDER, ELEVATOR, WING ATTACH POINTS, LANDING GEAR, CABLES & PULLEYS, REMOVED WING TANK COVERS AND INSPECTED FUEL STRAINERS AND TANKS FOR CONTAMINATION PER SAC 5B (7). REPLACED OIL FILTERS, INSTALLED NEW PLACARDS (SEE LIST OF RD NOTES IN BACK OF THIS AIRFRAME LOG) I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR INSPECTION AND WAS FOUND TO BE AIRWORTHY. J. H. [Signature] NP 9512950	
			I hereby certify that the aircraft was inspected by me in accordance with the requirements of the Federal Aviation Regulations, Part 43, Appendix B, Section 1.	
			Total Time 968.5 Tach 521.5	
			Date 4-28-50 JH [Signature]	

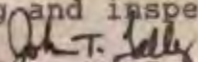
MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10ths		
9/1				
March 17 1991	0525.6		<p>Installed New windshield new canopy windows from L P Aero Plastics FAA ADAT</p> <p>Sealed L/H main fuel tank and covers</p> <p>Installed new instrument panel cover made from like ATIS material as original</p> <p>Installed PM 1000 intercom as per installation manual and Fair</p> <p>all work done I/A/c Fair</p> <p>weight and C/G change negligible</p> <p>Robert J. Marshall</p> <p>AP 172207C</p>	

MAINTENANCE RECORD

DATE 19__	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10ths		
			I certify that this aircraft <u>N7293R</u> AD <u>19-22-04</u> AIL SCS C/A OK.	
			has been inspected in accordance with a <u>ANNUAL</u> inspection and was	
			determined to be in <u>compliance</u> Date <u>6-11-91</u> by <u>[Signature]</u>	
			Tach <u>S25.6</u> ALP	
			<u>Edu H. Knight</u> IA 28063 ALP	

MAINTENANCE RECORD

DATE 19__	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	MINS		
			<p>N22038 July 29, 1992 Tech Time 525.6 Total Time Removed all interior and exterior insp. plates for annual insp. Performed Annual in accordance with AAIE Shop Manual. Installed Hawkins Aircraft 6.00- 5 Spl. recap tires on mains. Adjusted nose gear swivel tension to 22lbs. per shop manual. Repaired broken ground strap on Rt. flap. Repaired landing light. Repaired leaking fuel vent hose at Rt. fuel tank collector tank. I certify that this aircraft has been inspected in accordance with an annual insp. and was determined to be in airworthy condition. C/W AD Note 79-22-04 by removing and inspecting aileron system per AD instructions.</p> <p style="text-align: right;">  John T. Talley A&P460064627 </p>	

MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10ths		
1972 12-6	TACH: 572.6 FUEL TIME: 10:26		REMOVED & REPAIRED BOTH BRAKE DISCS AND INSTALLED NEW BRAKE LININGS. REMOVED CORROSION FROM FLOOR BOARDS AND TREATED WITH ALUMINUM. SECURED WIRE BUNDLE OVER COPILOT'S YOKE. REMOVED AND REPLACED AIR FILTER WITH BRADYOTT UNIT. 300 FORM 337 THIS DATE. CLEANED AND LUBED ALL WHEEL BEARINGS. FOUND AIRCRAFT TO BE MODIFIED IN ACCORDANCE WITH FLETCHER AIR INC. STC SA1195NW BY INSTALLATION OF JOHNSON 765MB \$10-0-60 PROPELLER AND SK 143-2 PROPELLER SPINNER ASSY. SEE FORM 337 THIS DATE. I CERTIFY THIS AIRCRAFT HAS BEEN MAINTAINED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION. <i>[Signature]</i> APP 2149566 1A	

MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10ths		
1974 3-1	581.	8	Installed New RT Fuel Gage P/N P-441346	<i>[Signature]</i> APP 309385543
3-11	582.	6	Installed New Coil RT Mag P/N A-13009 Installed New Coil LT Mag P/N A-13009 Set Timing Rev Eng. Return Aircraft to Service	<i>[Signature]</i> APP 309385543

MAINTENANCE RECORD

DATE 19 <u>95</u>	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10ths		
June 17	1046.0 1046.0		Tach 586.0	
			I CERTIFY THAT THIS <u>Aircraft</u> HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.	
			<u>Alan K. Clark FA 309385543</u>	

MAINTENANCE RECORD

DATE 19 <u>96</u>	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10ths		
OCT 14	1071.5		Tach 611.5 T.T. 1071.5	
1996 14 OCT.	1071.5		I CERTIFY THAT THIS <u>Aircraft</u> HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.	
			<u>Alan K. Clark FA 309385543</u>	
			AD list in back of book. AD 95-19-15 C/W	

MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	100ms		
1997 3-25			Replace Voltage Regulator For VR600 Repair Alternator	Alan K Clark 309385543
			GRUMMAN TIGER N2203R (VFR Cert) April 14th, 1997 Repaired the United Altimeter and Matched the Narco Encoder to 20,000 ft. to FAAs. Performed the Data Correspondence Tests between the Automatically Reported Pressure Altitude Data and the Pilot's Altitude Reference to comply with FAR 91.117. The Aircraft VFR Configuration by STANL AIR INSTRUMENTS, INC. C.R.S. #MMR5494. A.O. #A-7655.	
			By <u>[Signature]</u>	

MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	100ms		
1998 Jan 4	Tach 620.0	0	Lubed Pulleys and Cables - Service Brake Master Cyl. with 5606- Forelax Test ELT Built OUG. Greased Flap Jack Screw SB 187 e/w Hose already on aircraft.	
	Total Time 1080.0		I CERTIFY THAT THIS Aircraft HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.	
			Jan. 4, 1998 Alan K Clark IA 309385543	Don K. Clark 309385543
Sept 99	Tach 1091.631	77	Removed all inspection panels. Lubed all pulleys in control system. Functional tested ELT. Greased Flap Jack Screw. Checked all AD notes for compliance. Replaced all inspection panels	May L Plett AEP1821677

MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10ths		
9-15-97			<p>DATE 9-15-97 TOTAL TIME 1091.7 HOURS</p> <p>I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH FAR 43.11</p> <p>AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION</p> <p>LA 1821637</p>	
9-23-00			<p>REPAIRED KILBOG NAVCOM AND INSTALLED PTT SW ON PILOT CONTROL Yoke SOG WO# 99521</p> <p>NOVA AVIONICS CO# #N2SR863J</p> <p>Bill Campbell</p>	
8 Dec 2000	Tach 641.0 TT 1101.0		<p>Replaced BEARINGS FF AND FILTER ELEMENT, Replaced Electric Boost pump fly tee and FLEX fuel from Elct Pump to Carburetor. Vms. cleaned fuel from Right main tank and flushed tank and lines with fuel. Installed new ACT V belt motor on DAPC/6280703</p>	

MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10ths		
6 May 01	Tach 642.00 TT 1102.00		<p>Removed all inspection panels. Lubricated control system. Functional test performed on ELT. Greased Flap Jack screw. checked all AD notes for compliance. Replaced all inspection panels.</p> <p>DATE 5-6-01 TOTAL TIME 1102 HOURS</p> <p>I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH FAR 43.11</p> <p>AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION</p> <p>LA 1821637</p>	<p>Way L Phly</p> <p>ASP1821637</p>
2 Oct 02	Tach 646.80 TT 1106.80		<p>Removed all inspection panels. Functional test performed on ELT. Checked AD notes thru September 02 for compliance. Complied with all recurring AD notes. Airframe is in an airworthy condition</p>	<p>Way L Phly</p> <p>ASP1821637</p>

[illegible]

DATE	TOT. IN E	Barrett Aircraft Maintenance, Inc.		AUTHORIZED SIGNATURE.
Q	HOUP	4855 Sabre Lane Denton, Texas 76207		CERTIFICATE TYPE
		(940) 383-9700		& NUMBER
		A/C: N2283R	TACH: 649.8	ACTT:
				Date: 12-30-03
		<p>Performed annual inspection per Grumman AA5B maintenance manual and inspection guide. Jacked aircraft. Repacked wheel bearings. Installed new brake linings on both mains. Installed new ELT battery. ELT battery next due Nov 2005. Performed FAR 91.207 ELT function test. Charged and serviced battery. Washed engine. Performed ground run and leak check. No leaks found. I certify that this aircraft has been inspected in accordance with a annual inspection and has been determined to be in an airworthy condition.</p>		
		<p><i>Thomas B. Barrett</i></p> <p>Thomas B. Barrett A&P 4624974461A</p>		

TOTAL TIME IN SERVICE	
7-8-04	C
This aircraft and paint may be reinstalled in Paint Brand; Base Matterh Trim: Blue O For Goodner	
Rodger Cride	
A&P 431330	

BLAIR-AIR INTERIORS
120 AVIATION LANE MENA ARK.71953
1-479-243-9995 www.menaircraftpainting.com

A/C: TIGER NW2203R SR# AA5B-0071
DATE: 6/30/04 TACH/HRS.:
THE ABOVE MENTIONED AIRCRAFT WAS HERE FOR INTERIOR.
LEATHER/VINYL: GBS ECLIPSE GREY MOON
FABRIC: DOUGLAS DOT PEWTER
FLOORING: JAYHAWK SPIN CITY #6945 BANKERS GREY
OTHER:
FILED UNDER FILE # 394

AUTHORIZED SIGNATURE: DOUG BLAIR

Doug Blair A#451041859

MAINTENANCE RECORD

DATE	TOTAL T IN SERV
	HOURS

August 16, 2004 Tach Time: 683.40

AUTHORIZED SIGNATURE
CERTIFICATE TYPE
& NUMBER

Removed interior front plastic panels and carpet side panels. Removed bottom rowling and nose fork from nose strut. Removed nose strut from torque tube. Removed nose torque tube assembly. Installed reconditioned nose torque tube P/N 702065-502J S/N F0301. This improved Torque Tube is approved under the authority of STC #SA3565SW owned by Frank B. Johnston. See 337 form for details. Reinstalled all interior panels. Reinstalled original nose strut and nose wheel fork and fairing. In process installed missing bronze weather inside fork assembly, one conical washer, and new rubber seal on nose fairing. Rebuilt left copilot brake actuator with new "o" rings and bled brakes. Replaced clevis bolts that attach rudder cables to rudder bars. Replaced springs with new springs. Due again in 1000 hours. Adjusted and checked rigging of ailerons, flaps, elevator and rudder.

Service Manual: I do hereby certify the above work was done in accordance with the FAA AD and is fit for further flight.

TORQUE TUBE ASSEMBLY
P/N 702065-502J FAA-PMA STC

F0301
REPLACEMENT FOR GA & AGS P/N 702065-502
THIRD PER SA3565SW & SA3565SW

DATE 9	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10ths		
Goodner-Crider Aircraft Painting, Inc. 104 Airport Lane * M39 P.O. Box 318 Mesa, Ar 71953				
7-8-04			Grumman Tiger N2203R WO#1223 This aircraft stripped and repainted according to aircraft manufacturer's specifications and paint manufacture's recommendations. Flight controls removed, balanced and reinstalled in accordance with Aircraft Manufacturer's Maintenance Manual. Paint Brand, Sherwin-Williams Jet-Glo & US Paint Alum-Grip. Base Matterhorn White G8003 Trim: Blue 00412, Med Grey Met 10568 For Goodner-Crider Aircraft Painting, Inc. <i>Rodger Crider</i> Rodger Crider A&P 431330896	

MAINTENANCE RECORD

DATE 9	TOTAL T IN SERV		AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS		
			August 16, 2004 Tach Time: 683.40 Removed interior front plastic panels and carpet side panels. Removed bottom cowl and nose fork from nose strut. Removed nose strut from torque tube. Removed nose torque tube assembly. Installed reconditioned nose torque tube P/N 702065-502J S/N F0301. This improved Torque Tube is approved under the authority of STC #SA3565SW owned by Frank B. Johnston. See 337 form this date for details. Reinstalled all interior panels. Reinstalled original nose strut and nose wheel fork and fairing. In process installed missing bronze washer inside fork assembly, one conical washer, and new rubber seal on nose fairing. Rebuilt left copilot brake actuator with new "o" rings and bled brakes. Replaced clevis bolts that attach rudder cables to rudder bars. Replaced rudder springs with new springs. <u>Due again in 1000 hours.</u> Adjusted cable tension and checked rigging of ailerons, flaps, elevator and rudder in accordance with Service Manual. I do hereby certify the above work done in accordance with FAR 43 and is found airworthy and is fit for further service. John Sjaardema A&P 2100539 IA <i>John Sjaardema</i>

MAINTENANCE RECORD

TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
HOURS	10ths		
Grumman American	AA5B	SER# 71	
11/17/2004	Tach: 702	Total Time: 1162	
<p>On this date performed an annual inspection using Grumman check list. Inspected all controls, systems, attach points and structures. Lubricated in accordance with Grumman Lube charts and service manual. Made the following repairs: Performed major overhaul on engine see engine log for details, repaired alternator bracket, repaired flap and trim indicators, made repairs to engine baffling as needed. Complied with the following AD's; 79-22-04 by inspection. for a complete listing of all AD's see compliance record attached to aircraft records in folder labeled AD compliance record. Test ran in accordance with annual inspection and Grumman check list. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.</p>			

DR 20134X

MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10ths		
2005				
-20	714	2 THS	<p>CLEARED + REPAIRED WHEEL BEARINGS REMOVED + REPLACED LEFT WHEEL BEARINGS + RACE. Installed NEW TIMKEN BEARINGS + RACE P/N 2EA 13589 2 629 + 2EA 13836 2 629. REMOVED + REPLACED NOSE WHEEL TIRE Installed new 500-5-6ply F11 Custom III Goodyear TIRE with new 500-5 Aero Classic TUBE. REMOVED + REPLACED LEFT + RIGHT MAIN TIRE Installed new 600 6-6ply F11 Custom III Goodyear TIRE with new 600-6 Aero Classic TUBE</p> <p>REPLACED NOSE WHEEL AXLE Rod P/N 702053-2. REMOVED + REPLACED Mixture Control CABLE P/N 507001-3 REMOVED + REPLACED CARB HEAT Control CABLE P/N 507008-2</p>	
			<p><i>Small Brad Gustafson</i> A+P 277762751</p>	

MAINTENANCE RECORD

TOTAL TIME IN SERVICE	DESCRIPTION OF THE WORK PERFORMED		AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
HOURE	DATE		
725 1135	5 MAY 5 MAY	Checked + Serviced Battery. Checked ALL LITES Inspected + Lubed Controls, cables + Pulleys. CLEAN FUEL SCREEN REPLACED ELT BATTERY ELT BATTERY DUE JAN 08. Inspected + TESTED ELT I/A/N FAR 91.207(d) REPLACED P/N B3-5-1 + D9-18-1 VACUUM FILTERS REMOVED + REPLACED BRACKET + AIR FILTER ELEMENT P/N BA-20 REMOVED + REPLACED P. 1st + CO-Pilot Seat Belts Installed new Seat Belts By SCHROTH SAFETY PRODUCTS CORP P/N P. 1st 5-01-640701 CO-P. 1st P/N 5-01-640701 Checked ALL ADS THRU 2005-24 I certify that this AIRCRAFT has been Inspected in accordance with A Annual Inspection (FAR PART 43 Appendix D) and was found to be IN AIRWORTHY CONDITION	
		Donald Brad Gussman A/P 27762751 IA	

Steiner Aviation International, Inc.

MFG Tiger
MODEL AA-5B
A/C S/N AA5B-0071
A/C N# N2203R

1600 Triplett Boulevard
Akron, Ohio 44306
CRS V4NR896Y
Airframe Logbook Entry

DATE KT 78
WO #
T.T.
T.L. N/A

REMARKS: One (1) Narco ADF Loop antenna, One (1) IF Morrow Apollo Loran P/N 066-400E-00, One (1) Loran antenna P/N 403-0035-00 and all associated hardware.

One (1) Garmin GPS-400 (Nav/Com/GPS unit) P/N 011-00280-10 S/N 97131527, One Garmin GMA340 audio panel P/N 011-00101-10 S/N 10216325, One (1) Garmin G1106A P/N 013-00049-00 S/N 105-11612. The GNS430 is interfaced to the G1106A for Nav/GPS data. One (1) Garmin GNS430 & G1106A were installed I.A.W. Garmin publication # 190-00140-02 Rev. Q, dated 10/2005, the GMA 340 was installed I.A.W. Garmin publication # 190-00140-02 Rev. Q, dated 10/2005, the GMA 340 was installed I.A.W. Garmin publication # 190-00140-02 Rev. Q, dated 10/2005. The GMA 340 audio panel is interfaced to the GNS430 as #1 system and the existing KX1700 as the #2 system. A Diamond K2102 marker beacon antenna was installed on the bottom of the aircraft in the vicinity of removed loop antenna. A Comant CTC-1000 marker beacon was installed in the exact location of the removed Loran antenna. All work was accomplished I.A.W. guidance in AC43.13-1B & 43.13-2A as well as "Standard Aircraft Inspection" The equipment was ground tested to ensure its intended function(s) and that it does not adversely affect other systems on board. All tests were successful. Steiner Aviation International, Inc. in conjunction with the guidance contained in FAA Order 8300.10, Change 21 dated 3/25/05 has determined that this modification is acceptable. The aircraft weight and balance was recalculated to reflect the above actions. All applicable operators manuals were placed in the aircraft. The aircraft is now ready for use ONLY.

MAINTENANCE RELEASE

The aircraft as applicable described above was repaired and/or inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on File at this repair station under

Work Order Number 302

DATE 1/29/2006 Time 725.0

Signed *Don Gussman*
Steiner Aviation International, Inc. CRS V4NR896Y
1600 Triplett Boulevard Akron, Ohio 44306

MAINTENANCE RECORD

TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER	
MAKE	TYPE			
<p align="center">Steiner Aviation International, Inc.</p> <p>MFG <u>Tiger</u> 1600 Triplett Boulevard DATE <u>1/13/2006</u> MODEL <u>AA-5B</u> Akron, Ohio 44306 WO # <u>3025</u> A/C S/N <u>AA5B-0071</u> CRS V4NR896Y T.T. <u>725.0</u> A/C N# <u>N2203R</u> Airframe Logbook Entry T.L. <u>N/A</u></p>				
<p>INSTALLED: One (1) AeroEnhancements UV250-1 Supplemental Instrument Panel Lighting system I.A.W. STC# SA01158WT. Guidance in AC 43.13, 1/2, A/B as well as "Standard Shop Practices". This equipment was ground tested to ensure its intended function and that it does not affect other systems on board. All tests were NORMAL. The weight and Balance was recalculated and a 337 was filed to reflect the above actions.</p>				
<p align="center">MAINTENANCE RELEASE</p> <p>The aircraft or appliance identified above was repaired and/or inspected in accordance with current regulations of the Federal Aviation agency and is approved for return to service. Pertinent details of the repair are on File at this repair station under</p> <p>Work Order Number <u>3025</u></p> <p>DATE <u>1/13/2006</u> Time <u>725.0</u></p> <p>Signed <u>[Signature]</u> Steiner Aviation International, Inc. CRS# V4NR896Y 1600 Triplett Boulevard Akron, Ohio 44306</p>				

MAINTENANCE RECORD

TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER	
MAKE	TYPE			
<p><u>United</u> STEINER AVIATION INTERNATIONAL, INC. DATE <u>1/23/06</u> <u>AA-5B</u> 1600 Triplett Boulevard WO # <u>3025</u> <u>AA5B-0071E</u> Akron, Ohio 44306 T.T. <u>725.0</u> <u>AA5B-3303R</u> CRS V4NR896Y T.L. <u>N/A</u></p>				
<p>THE ALTITUDE ENCODER AND STATIC SYSTEM TESTS REQUIRED BY FAR 91.411 HAVE BEEN PERFORMED AND FOUND TO BE SATISFACTORY IN ACCORDANCE WITH FAR 43 APPENDIX "E".</p> <p>STATIC SYSTEMS LEAK CHECKED <u>✓</u> <u>1-1</u></p> <p>ALTITUDE ENCODER IDENTIFIED BY CRS <u>V4NR896Y</u></p> <p>ALTITUDE ENCODER RELEASE ALTITUDE ENCODING SYSTEM</p> <p>CONTROLLED BY STEINER AVIATION INTERNATIONAL, INC.</p> <p>DATE <u>1/23/06</u> CRF NO. <u>34NR896Y</u></p> <p><u>Approved/Controlled by Metro Instruments, CRS # JVOR749K</u></p> <p align="center">MAINTENANCE RELEASE</p> <p>The aircraft or appliance identified above was repaired and inspected in accordance with current regulations of the Federal Aviation agency and is approved for return to service. Pertinent details of the repair are on File at this repair station under</p> <p>Work Order Number <u>3025</u></p> <p>Date <u>1/23/06</u> Time <u>725.0</u></p> <p>Signed <u>[Signature]</u></p> <p>STEINER AVIATION INTERNATIONAL, INC. V4NR896Y 1600 TRIPLETT BOULEVARD AKRON, OHIO 44306</p>				
<p>THE TRANSPONDER TEST REQUIRED BY FAR 91.413 HAS BEEN PERFORMED AND FOUND TO MEET THE REQUIREMENTS OF FAR 43 APPENDIX "F" AND "E" PARAGRAPH C, IF APPLICABLE</p> <p>#1 TXP MAKE <u>Harmon</u> MODEL <u>KT78</u> SERIAL NO. <u>9246</u> TSO <u>CT-1B</u></p> <p>#2 TXP MAKE <u>Harmon</u> MODEL <u>KT78</u> SERIAL NO. <u>9246</u> TSO <u>CT-1B</u></p> <p>STEINER AVIATION INTERNATIONAL, INC. CRS V4NR896Y</p> <p align="center">MAINTENANCE RELEASE</p> <p>CERTIFIED AIR DATA COMPUTER (S) AS PER F.A.R. 43 APPENDIX "E", (2)</p> <p>MAKE <u>Harmon</u> MOD. <u>KT78</u> #1 S/N <u>9246</u> #2 S/N <u>9246</u></p>				

KT 78

MAINTENANCE RECORD

TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
HOURS	MIN		
		<p align="center">Steiner Aviation International, Inc.</p> <p>MFG _____ <u>Tiger</u> 1600 Triplett Boulevard DATE <u>5/4/2006</u> MODEL _____ <u>AA-5B</u> Akron, Ohio 44306 WO # <u>3209</u> A/C S/N _____ <u>AA5B-0071</u> CRS V4NR896Y Tach T <u>740.0</u> A/C N# _____ <u>N2203R</u> Airframe Logbook Entry T.L. <u>N/A</u></p> <p align="center">GARMIN GNS430 IFR CERT. w/Terrain function</p> <p>Removed "GPS for VFR Use Only" label from GNS430. Verified GNS430 Main S/W 5.01as compliant with Garmin S.I.L-0532. Reactivated "TERRAIN" function of GNS430 as a result of S.I.L-0532 compliance. Filed "IFR Enroute, Terminal, and NOE Precision Approach", "APPROVED" Form 337 & "Terrain function re-activation" form 137. Placed "APPROVED" GNS430 AFMS dated May 02, 2006 and "APPROVED" AFMS /SAFM "Terrain addendum", dated April 10, 2006 as well as the "Accepted" ICA in aircraft, for immediate pilot use. Weight and balance was not affected.</p> <p align="center">MAINTENANCE RELEASE</p> <p>The aircraft or appliance identified above was repaired and / or inspected in accordance with current regulations of the Federal Aviation agency and is approved for return to service. Pertinent details of the repair are on File at this repair station under Work Order Number <u>3209</u> DATE <u>5/4/2006</u> Time <u>742.0</u> Signed <u>Timothy R. Mason</u> Steiner Aviation International, Inc. V4NR896Y 1600 Triplett Boulevard Akron, Ohio 44306</p>	

MAINTENANCE RECORD

KT76A

TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
HOURS	MIN		
		<p align="center">Steiner Aviation International, Inc.</p> <p>MFG _____ <u>Tiger</u> 1600 Triplett Boulevard DATE <u>6/14/2006</u> MODEL _____ <u>AA-5B</u> Akron, Ohio 44306 WO # <u>3279</u> A/C S/N _____ <u>AA5B-0071</u> CRS V4NR896Y Tach T <u>761.3</u> A/C N# _____ <u>N2203R</u> Airframe Logbook Entry T.L. <u>N/A</u></p> <p align="center">Transponder Replacement</p> <p>Transponder (Timothy King) KT78 transponder P/N 066-1034-02, S/N 9246 and installed in its place a Transponder (Timothy King) KT76A transponder, P/N 066-1062-00, S/N 30378 to include the coas from the tray to the mounting bracket. The unit was operationally tested with TIC TTR220 test set and instrumented. The altitude correlation checks required by FAR 91.411, (a), (5) & 91.413 (b) I.A.W. Part 43 Appendix "F" performed. The Aircraft Weight and balance was not affected.</p> <p align="center">MAINTENANCE RELEASE</p> <p>The aircraft or appliance identified above was repaired and / or inspected in accordance with current regulations of the Federal Aviation agency and is approved for return to service. Pertinent details of the repair are on File at this repair station under Work Order Number <u>3279</u> DATE <u>6/14/2006</u> Time <u>1015.0</u> Signed <u>Timothy R. Mason</u> Steiner Aviation International, Inc. V4NR896Y 1600 Triplett Boulevard Akron, Ohio 44306</p>	

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE CERTIFICATE TYPE & NUMBER
	HOURS	MIN		
18			<p>STEINER AVIATION INTERNATIONAL, INC.</p> <p>MFG. <u>Grumman</u> 1800 Triplett Boulevard DATE <u>June 13, 2006</u></p> <p>MODEL <u>AA5B</u> Akron, Ohio 44306 WO# <u>3279</u></p> <p>AC# <u>AA5B0071</u> ORS VAMR304V TT <u>0760.1</u></p> <p>ACN# <u>N2203R</u> TL <u>N/A</u></p> <p>Aligned the Compass using master compass RSC-107 & 215 Due July 2006. Installed a new correction card holder P/N C23-805 and a new correction card. 102, 071, 061, 041, 121, 151, 177, 211, 239, 272 301, and 371, Ramp tests Okay at this time.</p> <p><u>MAINTENANCE RELEASE</u></p> <p>The Aircraft or appliance identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at this repair station under:</p> <p>Work Order Number <u>3279</u></p> <p>Date <u>June 13, 2006</u> Time <u>0760.1</u></p> <p>Signed <u>Dale Hase</u></p> <p>STEINER AVIATION INTERNATIONAL, INC. 1800 TRIPLETT BOULEVARD AKRON, OHIO 44306</p>	

Robert Grant A/P 297687575

MAINTENANCE RECORD

TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
WORK	TIME		
<p align="center">Steiner Aviation International, Inc.</p> <p>MFG <u>Grumman American</u> 1600 Triplett Boulevard DATE <u>9/06/07</u> MODEL <u>AA5B Tiger</u> Akron, Ohio 44306 WO # <u>4006</u> S/N <u>AA5B-0071</u> CRS V4NR896Y T.T. <u>798.6</u> A/C N# <u>N2203R</u> Airframe Logbook Entry T.L. <u>N/A</u></p> <p align="center">Garmin GNS430 WAAS Upgrade</p> <p>Removed the existing Garmin GA56 antenna P/N 011-00134-00, S/N 59077986 and replaced it with a Garmin GA 35 WAAS antenna P/N 013-00235-00 S/N 24759 using the provisions left behind from the standard antenna. Removed the existing Garmin GNS430 P/N 011-00280-10 S/N 97130974 unit and installed Garmin WAAS upgraded unit P/N 011-01060-40, S/N 97130974, using provisions left behind from the standard GNS430 unit. Installation was done I.A.W. Garmin upgrade installation manual P/N190-00357-06 Rev. B, dated Jan. 2007 and STC # SA01933LA. The Garmin GNS430W was configured identical to the original GNS430 unit. Each interface was tested I.A.W. the Garmin GNS430W installation manual P/N 190-00356-02 Rev. C, dated April 2007, section 5 as required. Updated aircraft weight & balance and equipment list as required to reflect the GNS430 WAAS upgrade as stated above. A 337 dated 9/06/2007 was filed to reflect the above actions. All work was performed I.A.W. AC43.13. The system was tested I.A.W. manufacturers instructions. All tests were NORMAL.</p> <p align="center">MAINTENANCE RELEASE</p> <p>The aircraft or appliance identified above was repaired and / or inspected in accordance with current regulations of the Federal Aviation agency and is approved for return to service. Permanent details of the repair are on file at this repair station under Work Order Number 4006 DATE 9/06/2007 Time <u>798.6</u> Signed <u>Smalley E. Thon</u> Steiner Aviation International, Inc. V4NR896Y 1600 Triplett Boulevard Akron, Ohio 44306</p>			

MAINTENANCE RECORD

TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
WORK	TIME		
789	3	<p>REMOVED + REPLACED AIRCRAFT BATTERY. Installed NEW P/N G-25 Gill BATTERY S/N 602248641 Branded Brand <u>Johnson</u> A/P 2777627SI</p> <p>February 19, 2008 Tech Time 799.90</p> <p>All future log book entries Sound in</p> <p>log book #3</p> <p align="right"><u>John Johnson</u> A/P 2100539 FA</p>	

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The Standard
AIRCRAFT LOG

ASA-SA-2

Aircraft Record General Information

Manufacturer Grumman American Model AA5B
Serial AA5B-0071 Registration Number N2203R
Date of Manufacture June 5, 1975

Engine(s) currently installed:

Manufacturer Lycoming Model 0360-A4K Serial L-20210-36A
Manufacturer _____ Model _____ Serial _____

Propeller(s) currently installed:

Manufacturer Sensenich Model 76EM8S10-0-60
HUB Model _____ Serial 27155K Serial _____
Blade Model _____ Serial _____ Serial _____ Serial _____
Blade Model _____ Serial _____ Serial _____ Serial _____

YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				
				<p>February 19, 2008 Tach Time: 799.90 Total Time: 1246.9</p> <p>In addition to a normal annual inspection the following was accomplished:</p> <p>Removed both wing tips, ailerons, flaps wing walks, landing gear assemblies from through spar, interior side panels and the carry through spar assembly. Removed flap inner torque tube assy. Replaced bearings on inner flap torque tube unit both sides. Replaced female heim rod end bearing on left flap system. Removed flap motor bracket. Had welded and reinstalled motor. Due to corrosion the carry through spar was replaced with a serviceable spar. P/N 5102310-502 removed from N28764; an AA5B Tiger Serial # AA5B-0797 with a Total Time in service of 2197.89 hours. This is a life limited part. <u>Remaining time in service is 9802.11 hours out of 12,000 hours.</u> Installed carry through spar after etching, alodining, painting black externally and applied Boeing T-9 internally. Installed new P/N 701063-504 landing gear bracket R.H. and P/N 5701064-2 landing gear bracket R.H. after etching, alodining and applying zinc chromate epoxy primer. Installed serviceable fiberglass struts on both main gear. Installed serviceable landing gear brackets on left main gear after etching, alodining and painting zinc chromate epoxy paint on all parts. Installed new rubber strut covers on both main gear after assembly. Prior to installing both wings, repaired minor dent and de-bonding issue on right wing</p>

YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				<p>inboard rib by bonding and riveting as per chapter 20 of service manual. Applied Boeing T-9 inside both wings, vertical fin, horizontal stabilizer and fuselage as needed. Removed both fuel sender units. Replaced right sender unit with overhauled unit by Air Parts of Lock Haven. Replaced gaskets under both units prior to installation. Opened access plates to both tanks at outboard forward location. Resealed both doubler plates by caps as well as scupper drain fitting at bottom location. Sealed access plates and closed with new screws. Replaced all four drain valves in fuel system with new valves. Filled both tanks with fuel and no leaks found. Repaired minor de-lamination of trailing edges of flaps and elevators by adding "C" channel on all trailing edges of both flaps, elevators and elevator trim tabs. Painted white as needed. Installed flaps with new bearings through out system. Installed ailerons with new bearings throughout system. This included oversize bearings and sleeves on outboard location of ailerons. Replaced right hand balance weight with serviceable weight due to corrosion. Replaced rudder top and bottom bearing inserts. Replaced elevator trim arm bushings and rollers as well as jack screw rollers and bushings at elevator jack screw location. Adjusted cable tension and travel of flaps, aileron, elevator and rudder system. Installed new cable guards under carry through spar as needed. Removed multiple minor spots of corrosion on</p>

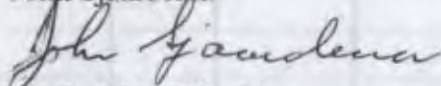
YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				<p>interior floorboards. Etched, alodined and primed floor surface areas with zinc chromate primer. Removed nose strut from nose torque tube. Cleaned minor corrosion from strut. Reinstalled after zinc chromate applied. Sealed all joints with sealant. <u>Due again in 4 years.</u> Replaced boot around nose strut/torque tube where it attached by firewall. Replaced "Vee" fairing on aft side of nose strut. Dismantled nose fairing "hat" channels from fiberglass. Reassembled with new rivets and sealant to secure in location. Replaced seal in right pilot master cylinder. Filled both reservoirs with fluid and bled brake system. Removed windshield bow and windshield from aircraft. Cleaned all components-reinstalled with new 732 silicone rubber. Replaced double bead seal on bow. Replaced fuselage seal around canopy opening. Adjusted canopy latch. Re-glued canopy front seal. Cleaned canopy nylon runners and lubricated as needed. Replaced top cowl attach brackets on firewall as needed. Replaced multiple loose rivets in bottom cowling as required. Removed fuel selector valve. Replaced "O" rings and lubricated shaft as needed. Lubricated primer pump. Lubricated throttle shaft, carb heat and mixture cables as needed. Replaced defroster flex duct from air box to glare shield. Replaced defroster ducts on glare shield with new design. This considered a minor alteration. Replaced interior plastic components on fuel gauges, top center console, left</p>

YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				<p>and right side console and rear console sections with new plastic from "Vantage" Plastics. Replaced plastic right step fairing. Repaired inoperative navigation lights by replacing defective switch. Replaced one bulb by right fuel gauge, both map and dome light on headliner with new cover plate installed. Replaced vacuum pressure regulator filter element. <u>Due again in 100 hours.</u> Replaced vacuum inlet filter element. <u>Due again in 500 hours.</u> Replaced induction air filter element. Replaced ELT Battery. <u>ELT Battery Due April 2010.</u> ELT system inspected visually/functionally as per FAR 91.207 para "D"; all aspects found good. <u>Due again in one year.</u> Complied with A.D. 79-22-04 by compliance with AMOC SI-06-01. Found both ailerons conform to profile contour inspection. Found all four joints on torque tube to be bonded which meets the correct criteria of this AMOC. This hereby terminates an further repetitive inspections of this A.D. Complied with A.D. 95-19-15 R1 by visual inspection of bolts, holes and spar clearances as the wings were reinstalled. All aspects found good. <u>Due again in 500 hours.</u> All A.D.'s checked through T-Data Revision 2008-02; see listing for specific details. Installed overhauled alternator P/N DOFF10300J S/N D103438. Unit overhauled by Aerotech of Louisville Inc. (W.O. 88861 dated 11-06-077). Installed with new belt. Replaced throttle rod end bearing. Replaced all baffle seal around perimeter of</p>


YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				

engine baffle with new silicone fiber reinforced baffling. Installed Electronics International SR-8A-4 S/N 99256 EGT/CHT system. See 337 form this date for details of this alteration. This alteration approved under the authority of STC #SA 4302 NM owned by Electronics International Inc. No significant weight change. I do hereby certify this airframe has been inspected in accordance with an annual inspection and has been found to be in airworthy condition and is fit for further service.

John Sjaardema



A&P 2100539 IA

RAPCO , inc. 	
Air Filter P/N <u>D9-18-1</u>	
Changed at:	Next Change:
<u>799.9</u> Hrs.	<u>1299.9</u> Hrs.
Date: <u>1-08</u>	Date: _____

YEAR: DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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I certify the tests and inspections required by FAR 91.411 and 91.413 were performed in accordance with FAR 43 Appendix E and F. WO # 08-36719

Altimeter #1 Make United Model JA-71-11 S/N 27916
 Altimeter #2 Make Model S/N
 Encoder Make 11A260 Model AR-850 S/N 43913
 Transponder #1 Make King Model KT76A S/N 30378
 Transponder #2 Make Model S/N

Test Alt.	#1	#2	Test Alt.	#1	#2	Test Alt.	#1	#2
-1000	<u>+10</u>		4000	<u>-20</u>		18,000	<u>-40</u>	
0	<u>+10</u>		6000	<u>-25</u>		20,000	<u>-65</u>	
500	<u>-10</u>		8000	<u>-30</u>		22,000		
1000	<u>-10</u>		10,000	<u>-30</u>		25,000		
1500	<u>-10</u>		12,000	<u>-40</u>		30,000		
2000	<u>-15</u>		14,000	<u>-30</u>		35,000		
3000	<u>-20</u>		16,000	<u>-30</u>				

Date 3-12-08 By [Signature] Indianapolis Aviation Inc. CRS A1HR109C

TOTAL
TIME IN
SERVICE

Description of Inspections, Tests, Repairs and Alterations

Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

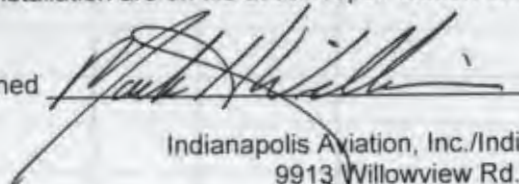
Date: 03-26-08 Aircraft: N2203R Type: AA5-B Tach: 809.6

****Avionics****

Removed defective C-I autopilot/turn coordinator P/N 52D75-4M-14, S/N 2208E. Installed overhauled C-I autopilot/turn coordinator P/N 52D75-4M-14, S/N 11992E. Performed autopilot and turn coordinator operational checks.

The aircraft, engine, propeller, or appliance identified above was repaired/installed and inspected in accordance with current regulations of the Federal Aviation Administration and was determined airworthy and approved for return to service. Pertinent details of the installation are on file at this repair station under W.O. # 08-36748 dated March 26, 2008.

Signed



Indianapolis Aviation, Inc./Indianapolis Metropolitan Airport
9913 Willowview Rd. Fishers, IN 46038
FAA Approved Repair Station # AIHR109C

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YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE	<p>March 23, 2009 N2203R Tach Time: 838.4 Total Time: 1285.4</p> <p>In addition to a normal annual inspection the following was accomplished:</p> <p>Serviced both brake reservoirs with fluid. Adjusted flap rigging to factory specifications. Drained fuel from right wing tank. Opened rear inboard access plate. Removed original fuel drain valve. Installed doubler plate inside tank due to excessive hole size of rivets on nutplate. Repositioned nutplate holes. Installed new nutplate for drain valve. Resealed access plate and filled with fuel no leaks found. Removed tail cone, rudder, vertical fin, top pan plate below fin. Straightened vertical support brackets for horizontal stabilizer. Installed doubler plate on vertical support brackets as well as a doubler angle plate on bottom aligned with horizontal support. Installed with structural adhesive as well as rivets. Installed with structural adhesive as well as rivets. Installed pan with solid rivets. Reinstalled vertical fin and rudder. See 337 form this date for details of this repair. Replaced clevis bolts for rudder cables at rudder location. Riveted wing root seals to stop from "creeping". Inspected ELT system as per FAR 91.207 para "D"; found ELT to be inoperative. Remove ELT for purpose of maintenance. Placarded instrument panel "This ELT removed for maintenance purposes for maximum of 90 days from this date March 23, 2009!" All A.D.'s checked through T-Data Revision 2009-06; see listing for</p>			

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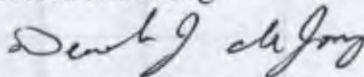
YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				
	March 15, 2010	N2203R	Tach Time: 857.0 Total Time: 1304.00	
	In addition to a normal annual inspection the following was accomplished: Removed nose pant and repaired some damage to the fiberglass and repainted. Replaced nose fork with the newer design nose fork. Reinstalled nose pant and fork. Installed new bolt and bushing in the right main gear wheel pant assembly at the outboard location. Installed two cowl springs in the top cowl on the right side. Re-secured co-pilot air box vent as needed. Replaced both the pilot and co-pilot side plastic down by the feet with new plastic. Replaced both the pilot and co-pilot upper plastic pieces by the windshield with new plastic. Replaced the eyebrow plastic with a used piece that was in better condition. Replaced the 9 volt battery for the panel back-up lighting. Replaced vacuum regulator filter. <u>Next due in 100 hours.</u> Reinstalled Directional Gyro after being overhauled by Century Instruments Corp. see W.O. #K136167 dated 2-25-10. Reinstalled tachometer after being repaired by Century Instruments Corp. see W.O. #NC7942 dated 2-25-10. Installed Davtron OAT Model #307FC S/N D13538. No significant weight change. This installation is			

YEAR:

DATE

considered a minor alteration and no 337 needed. ELT found to be inoperative. Removed ELT for purpose of maintenance. Placard instrument panel "This ELT removed for maintenance purposes for maximum of 90 days from the date: March 15, 2010!". All A.D.'s checked through T-Data Revision 2010-05; see listing for details. I do hereby certify this airframe has been inspected in accordance with an annual inspection and has been found to be in airworthy condition and is fit for further service.

Derek J. de Jong



A&P 366069153

*****MUNCIE AVIATION COMPANY C.R.S. # AJVR135C*****

Removed King KT-76A transponder
s/n 30378, resoldered connector,
reassembled, and reinstalled in
aircraft. Ramp checked good.

Make: GRUMMAN Ser. No.: AA5B-0071Model: AA-5B Reg. Mark: N2203R

The aircraft / component identified above was repaired and
inspected in accordance with current Regulations of the
Federal Aviation Administration and found airworthy, and
is approved for return to service for work performed.

Pertinent details of the repair are on file at the Agency.

Work Order No. F8072 Date: 11-19-10Signed:  Inspector for

MUNCIE AVIATION COMPANY C.R.S. #AJVR135C

MUNCIE, IN 47303-9778 (765) 289-7141

Aircraft Time: 677.6

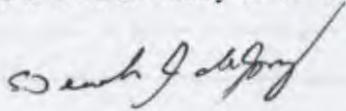
PLEASE PLACE IN AIRCRAFT LOGBOOK



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3.)

YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				
March 3, 2011	N2203R	W.O. 11-021	Tach Time: 879.2	Total Time: 1326.20
<p>In addition to a normal annual inspection the following was accomplished: Serviced both brake reservoirs with MIL-H-5606A fluid as needed. Tightened the bolts on both fuel sender units as needed. Re-glued the top left horizontal about 4" at forward inboard spar with CS3204 B2 sealant. Moved circuit breaker for engine monitoring gauge from under panel over to other circuit breakers and the fuses. Replaced the flashing beacon switch with new switch. Installed Avionics Master Switch (Kit No. 767-391). This is considered a minor alteration. Removed airbox. Opened box to gain access to baffle inside and reattached baffle. Rebuilt butterfly with new baffle seal. Closed box back up and installed doubler on top by door due to a crack. Riveted bracket into inside of door to keep filter from falling down in airbox. Stop drilled cracks on face of airbox where it attaches to carburetor and riveted 0.041 AL doubler onto face. Reinstalled airbox with longer bolts and a screen epoxied between two 0.041 AL plates. Removed ELT for purpose of maintenance. Placarded instrument panel "ELT removed for maintenance purposes for maximum of 90 days from this date: March 3, 2011". All A.D.'s checked through T-Data Revision 2011-05; see listing for details. I do hereby certify this airframe has been inspected in accordance with an annual inspection and has been found to be in airworthy condition and is fit for further service.</p>				
<p>Derek J. de Jong A&P 366069153 IA </p>				

YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				<p>*****MUNCIE AVIATION COMPANY C.R.S. # AJVR135C*****</p> <p>I certify that the altimeter / static system, transponder, and encoder have been tested as required by FAR 91.217, 91.411, and 91.413. Units were found to comply with the limits set in FAR 43, Appendices E & F and AC 43.6B to <u>20K</u> ft. Aircraft Tach: <u>880.7</u></p> <p>Altimeter #1: Mfg <u>United</u> P/N <u>JA-71-11</u> S/N <u>D7916</u></p> <p>Altimeter #2: Mfg <u>N/A</u> P/N <u>N/A</u> S/N <u>N/A</u></p> <p>Encoder #1: Mfg <u>Narco</u> Model <u>AR850</u> S/N <u>43913</u></p> <p>Encoder #2: Mfg <u>N/A</u> Model <u>N/A</u> S/N <u>N/A</u></p> <p>Trans #1: Mfg <u>King</u> Model <u>KT76A</u> S/N <u>30378</u></p> <p>Trans #2: Mfg <u>N/A</u> Model <u>N/A</u> S/N <u>N/A</u></p> <p>Details of the inspection are on file at this C.R.S. under W.O. No.: <u>F8425</u></p> <p>Date: <u>3-11-11</u> Signature: <u>CLM301</u></p> <p>CERTIFIED REPAIR STATION # AJVR135C</p> <p>MUNCIE AVIATION COMPANY MUNCIE, INDIANA 47303-9778</p> <p>PLEASE PLACE IN AIRFRAME LOGBOOK.</p>

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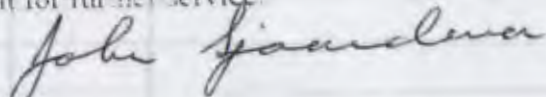
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YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				

June 1, 2011 W.O. 11-067 N2203R Tach Time: 884.4

Gained access to Avionics Master Contactor Assy. Replaced defective
 contactor P/N 78-112222-3 with new contactor P/N 24115. Additionally
 installed a toggle circuit breaker 35 amp as an alternate power supply for
 emergency use for avionics buss bar. These two items considered to be minor
 alterations. I do hereby certify this above work done in accordance with current
 FARs and is found fit for further service.

John Spardema

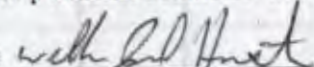


A&P 2100539 IA

Date: 6-1-11 N# 2203R Tach Time: 884.41 W.O.#: 11-067

I do hereby certify this aircraft has been repaired under the above W.O.# ; all work
 accomplished in accordance with current FARs and is found fit for further service. See
 files for pertinent details of this work.

Name

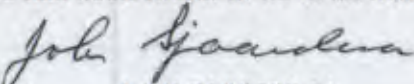


Certificate#

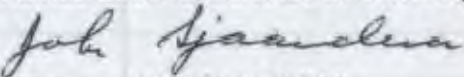
A+P 2711657

YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				
				<p>April 3, 2012 N2203R W.O. 12-014 Tach Time: 905.60 Total Time: 1352.60</p> <p>In addition to a normal annual inspection the following was accomplished: Removed nose fairing, fork and nose strut from torque tube. Cleaned minor corrosion from mating surfaces. Zinc Phosphate paint applied. Reinstalled components, torqued bolts and sealed all joints with silicone rubber. <u>Due again in four years.</u> Replaced "O" ring on fork upon assembly. Lubricated and adjusted tension torque to 18lbs. Removed nose tire; rotated inner tube inside tire 180 degrees and balanced wheel assembly with 2 oz. of weight. Serviced both brake reservoirs with fluid as needed. Repaired right aileron balance weight as needed for proper flight configurations. Removed right navigation lens cover. Installed new rivnuts around perimeter of lens. Reinstalled lens with correct hardware. Replaced rivnut on left vertical fin cuff. Removed co pilot air vent. Adjusted door latching mechanism; reinstalled with new silicone rubber around perimeter of housing. Removed old foam from bottom seat cushions on pilot and co pilot seats. Installed AFLX 30/40 and</p>

YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				<p>AFLX40/50 foam into original seat envelopes. This foam meets flammability requirements of FAR 25.823. Owner supplied with certificates of conformance. No weight change incurred. Removed all old plastic from interior for canopy and rear window moldings. Installed new plastic for both sides of canopy molding, new center section for canopy and latchcover on canopy. Replaced rear left and right window moldings. Prior to installation painted all the appropriate plastic with Sherwin Williams "Jetflex" Subtle White BAC7106. Removed headliner material on canopy as well as rear section. Installed new wool headliner with new foam as insulation above headliner in rear section. All foam and headliner meet Flammability requirements; owner supplied with correct documentation. Removed canopy from airframe for the above mentioned work. Replaced nylon runners top and bottom both sides for canopy track. Reinstalled canopy with existing hardware. Replaced bulb in flashing beacon socket. Repaired defective connection for flashing beacon near forward molex by removing wires from molex and splicing in new wire as needed. Repaired OAT indicator by rerouting supply wire to circuit breaker protector on Eyebrow light circuitry.</p>

YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				
	<p>Installed Aero Fresh "Red" LED instrument lighting strip on eyebrow and LED light strip above fuel qty. gauges. This is considered a minor alteration with no weight change. Replaced vacuum pressure regulator filter element. <u>Due again in 100 hours.</u> Removed defective aircraft battery model G-25 S/N G02248641. Installed new Gill Battery Model G-25 Serial Number G02687687. ELT system inspected visually / functionally as per FAR 91.207 Para. "D"; all aspects found good. <u>Due again in one year.</u> All A.D.s checked through T-Data Revision 2012-03; see listing for specific details. I do hereby certify this airframe has been inspected in accordance with an annual inspection and has been found to be in airworthy condition and is fit for further service.</p> <p style="text-align: center;">  John Sjaardema A&P 2100539 IA </p>			

YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				
June 1, 2013	N2203R	W.O. 13-034	Tach Time: 921.00 Total Time: 1368.00	In addition to a normal annual inspection the following was accomplished: Replaced outboard snap ring on wheel bearing on left main due to failure of the ring. Serviced brake reservoirs with fluid as needed. Drained fuel from right fuel tank. Opened rear outboard access plate. Removed all old fuel tank sealant from rear spar top and bottom in outboard section of the tank. Resealed spar with CS3204 B2 sealant and resealed access plate with CS3330-B1/2 sealant. Leak tested and none detected. Removed both elevators, horizontal stabilizer, and fairings of horizontal stabilizer. Installed serviceable used horizontal stabilizer on aircraft due to minor crack in leading edge of old stabilizer. Prior to installation painted new horizontal with Sherwin Williams "Jet Glo" Matterhown White paint. Prior to installation of elevators installed aluminum plugs into the torque tubes of both elevators to enhance grip

YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				
	<p>on torque tube to bell crank fit. Removed old aircraft battery Model G-25 S/N: G02687687. Installed new Gill battery model G-25 S/N: G02765987. Made see through pocket for Aircraft Registration/Airworthiness Certificate and installed pocket in back of hatshelf. ELT system inspected visually/functionally as per FAR 91.207 Para. "D"; all aspects found good other than battery is due. Replaced ELT battery . <u>ELT Battery due July 2015 and inspection due again in one year.</u> Complied with Airworthiness Alert CE-04-34 concerning Vertical Supports on tail supports and all aspects found good. Complied with Airworthiness Alert CE-05-56 concerning corrosion on propeller; all aspects found good. <u>Both Airworthiness Alerts due next Annual.</u> All A.D.s checked through T-Data Revision 2013-09; see listings for specific details. I do hereby certify this airframe has been inspected in accordance with an annual inspection and has been found to be in airworthy condition and is fit for further service.</p> <p style="text-align: center;">  John Sjaardema A&P 2100539 IA </p>			

YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				
	June 25, 2014	N2203R	W.O. 14-072	Tach / Total Time: 1384.40
	<p>In addition to a normal annual inspection the following was accomplished: Due to failure of the hour meter aspect of the mechanical tachometer this tachometer was removed. Installed FAA Approved Horizon Instruments Inc. Digital tachometer P/N P100-231-151-00 Serial Number 1425402. This airframe has been altered by installation of a Sensenich propeller under STC SA1195NW owned by Fletcher Inc. With this alteration the yellow arc of the tachometer operational range has been removed. Therefore this Horizon tachometer has been installed under the TSO requirements and will not require the STC. This alteration can be found on a 337 form dated this date. (The Tach / Total Time reflects the correct aircraft Total Time). Removed nose wheel fairing. Repaired broken fiberglass as needed. Repainted the white portion of the wheel fairing. Reinstalled and adjusted drag tension on the fork to 19 lbs. Serviced both brake reservoirs with fluid. Repaired leaking sender unit on left wing by tightening bolts on sender unit. Repaired left sump fairing by adding fiberglass patch on inside of fairing. Repaired pilot seat</p>			

YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				
				<p>seat adjustment pin engagement by elongating seat bracket as needed where they attach to the carry through spar. Removed primer pump plunger from body; lubricated shaft and piston with fuel lube and reinstalled. ELT system inspected visually / functionally as per FAR 91.207 Para. "D"; all aspects found good. <u>Due again in one year.</u> Complied with Airworthiness Alert CE-04-34 concerning vertical supports; all aspects found good. <u>Due again next annual.</u> Complied with Airworthiness Alert CE05-56 concerning corrosion on propeller face; all aspects found good. <u>Due again next annual.</u> All A.D.s checked through T-Data Revision 2014-12; see listings for specific details. I do hereby certify this airframe has been inspected in accordance with an annual inspection and has been found to be in airworthy condition and is fit for further service.</p> <p>John Sjaardema A&P 2100539 IA</p> 

June 11, 2015

N2203R

W.O. 15-081

Tach / Total Time: 1400.00

YEAR:

DATE

In addition to a normal annual inspection the following was accomplished:
Removed and replaced all six brake lines from the individual brake actuators and to parking valve for both left and right brake system. Bled brakes and filled reservoirs with fluid. Tightened bolts that secure left fuel tank sender unit to the tank.
Removed carpet and rear baggage closure panel. Removed minor corrosion from the floor of the baggage compartment area. Etched aluminum and applied alodine after cleaning. Reinstalled all removed components. Lubricated both carb heat control cables and mixture control cable assemblies as needed. Removed and replaced exhaust riser on #3 cylinder with serviceable used riser. Complied with Airworthiness Alert CE-04-34 by visual inspection of the vertical supports on the horizontal stabilizer; all aspects found good. Due again next annual. Complied with Continued Airworthiness Alert CE-05-56 concerning corrosion on front face of the propeller; all aspects found good. Due again next annual. ELT system inspected visually / functionally as per FAR 91.207 Para. "D"; all aspects found good except battery is due. Replaced ELT Battery. ELT Battery Due September 2017; inspection due again in one year. All A.D.s checked through T-Data Revision 2015-11; see listings for specific details. I do hereby certify this airframe has been inspected in accordance with an annual inspection and has been found to be in airworthy condition and is fit for further service.

John Sjaardema
A&P 2100539 IA



YEAR:

July 8, 2016

N2203R

W.O. 16-085

Tach / Total Time: 1418.32

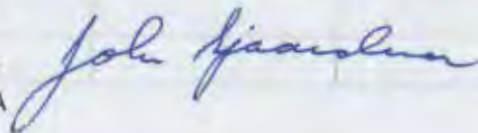
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S.)

DATE

Removed nose wheel, fork, fairing and strut from the torque tube. Cleaned minor corrosion from mating surfaces; applied zinc phosphate paint and reinstalled nose strut. Lubricated and reinstalled fork and associated parts. Adjusted drag tension to 18 lbs. Due again in four years. Removed primer pump; rebuilt with new "O" rings and lubed with fuel lube. Removed Edo-Aire Model 4000B Directional Gyro P/N IU262-001 S/N 34003C. Installed overhauled Sigma-Tek Model 4000B P/N IU262-001-9 S/N T27001-E. This work accomplished by Century Instruments Corp (W.O. K151976 dated June 28, 20160). Removed Turn Coordinator; had repaired by Muncie Aviation. Reinstalled both Directional Gyro and Turn Coordinator and operational tests found good. Replaced vacuum pressure regulator filter element. Due in 100 hours. Replaced landing Light with FAA/PMA Approved Whelen LED lamp. This considered a minor alteration. Complied with Airworthiness Alerts CE-04-34 concerning vertical supports of horizontal stabilizer; all aspects found good. CE-05-56 concerning corrosion on front face of the propeller; all aspects found good. Both Alerts due again next annual. ELT system inspected visually / functionally as per FAR 91.207 Para. "D" all aspects found good. Due again in one year. All A.D.s checked through T-Data Revision 2016-13; see listings for specific details. I do hereby certify this airframe has been inspected in accordance with an annual inspection and has been found to be in airworthy condition and is fit for further service.

John Sjaardema
A&P 2100539 IA



YEAR:

DATE

06 FEB 2017 Grumman AA5B N2203R HOURS: 1432.7
Performed preliminary inspection. Performed Garmin SSB 1315 Rev A and STC SB 1618 Rev A on existing GNS430W#97130974. MAIN SW v.5.30 and GPS SW v.5.0 have been installed. ICA and AFMS have been given to the aircraft owner. Removed Bendix/King KT76A Transponder and Narco AR850 Altitude Encoder. Installed ACK A30.9 Altitude Encoder. Installation completed with reference to current manufacturer's installation instructions, AC43.13-1B and 2B. Analysis of this installation has determined it to be minor. Installed Garmin GTX345 Mode S Transponder with ADS-B In/Out in accordance with STC#SA01714W1. The installed ADS-B Out system was shown to meet the equipment performance requirements of 14 CFR 91.227. See FAA Form 337 and ICA for details. Weight and balance revised. Electrical load analysis performed. Checks required by FAR 91.215, 91.217, 91.411 and 91.413 were performed in accordance with FAR 43 Appendix E and F. Altimeter tested to maximum altitude of 20,000 feet. Found to be airworthy as per work performed. WO#19847 5934#D7916 GTX345#3EG004177 A30 9#140878 Lafayette Avionics, Inc. CRS KH2R952K
Joshua D Wright

Tests, Repairs and Alterations
(ne, Rating and Certificate Number of back pages for other specific entries.)

La Porte Aviation Services

June 8, 2017
1438.50 Tach

- Replaced dry air pump P/N 211CC with serviceable unit.
Run up / leak check OK

Kurt Boehlke A&P 3278361

Airframe
N2203R



YEAR:

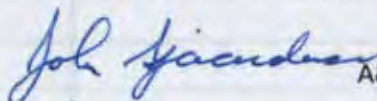
July 14, 2019 N2203R W.O. 17-087 Tach / Total Time: 1440.30

15


DATE

In addition to a normal annual inspection the following was accomplished: Serviced brake reservoirs with fluid; reseated brake linings to discs. Gained access to autopilot servo. Spun commutator both directions electrically to help clean the commutator. Operations appeared good. Reglued Fresh Aero LED lights to glare shield as needed. Removed old vacuum pump Model: 211 CC S/N 12AF. Installed new designed pump Model AA3215CC S/N: 0BYA21. Blew out vacuum lines and replaced vacuum pressure regulator filter element. Due again 100 hours. Removed all fluid hoses in engine compartment. Installed new FAA PMA Approved Teflon Type "D" hoses in "brown" silicone wrap. These hoses are TSO'd and have no life limit. Complied with Airworthiness Alert CE-04-34 concerning vertical supports of the horizontal stabilizer; all aspects found good. Complied with CE-05-56 concerning corrosion on front face of propeller; all aspects found good. Both Alerts are due again next annual. ELT system inspected visually / functionally as per FAR 91.207 Para. "D"; all aspect found good except battery is due. Replaced ELT Battery. ELT Battery due October 2019; inspection due again in one year. All A.D.s checked through T-Data Revision 2017-14; see listings for specific details. I do hereby certify this airframe has been inspected in accordance with an annual inspection and has been found to be in airworthy condition and is fit for further service.

John Sjaardema



A&P 2100539 IA

YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				
				<p>August 3, 2018 N2203R W.O. 18-108 Tach / Total Time: 1450.48</p> <p>In addition to a normal annual inspection the following was accomplished: Drained fluid from brake system. Removed both master cylinders from the airframe. Rebuilt both cylinders with new "O" rings throughout. Bled brake systems and filled reservoirs with fluid. Replaced induction air filter element. Complied with Airworthiness Alert CE-04-34 concerning vertical supports of the horizontal stabilizer; all aspects found good. <u>Alert due again next annual.</u> ELT system inspected visually / functionally as per FAR 91.207 Para. "D"; all aspect found good. <u>Inspection due again in one year.</u> All A.D.s checked through T-Data Revision 2018-15; see listings for specific details. I do hereby certify this airframe has been inspected in accordance with an annual inspection and has been found to be in airworthy condition and is fit for further service.</p> <p> John Sjaardema A&P 2100539 IA</p>

YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				
				<p>November 1, 2019 N2203R W.O. 19-129 Tach / Total Time: 1457.25</p> <p>In addition to a normal annual inspection the following was accomplished: Removed both main tires from wheels. Rotated tires on wheels and reinstalled on airframe. Serviced brakes with fluid as needed. Removed and replaced top rudder bearing insert. Repaired both pilot and co-pilot seats by installation of correct bushings and clevis bolts for the seat attachment points as needed. Drained fuel from left fuel tank. Removed defective fuel sender unit. Resealed all five nutplates for sender unit prior to installing new unit. Installed overhauled sender unit P/N 5901009-1 S/N 181995. Unit overhauled by Air Parts of Lock Haven. (W.O. 181995 dated 06/22/2018). Installed with new gasket. Removed minor corrosion from under baggage compartment on structure near inspection hole. Applied Boeing T-9 to area affected. Lubricated the canopy nylon runners and rails. Tightened screw securing striker plate roller. Removed dimmer rheostat from the instrument subpanel light system to repair inoperative light system. Repaired left and right cowl doors by replacing small section of hinge segment at front and rear position as needed. Replaced front spinner bulkhead with new aluminum bulkhead. Complied</p>

YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (<i>See</i> back pages for other specific entries.)
DATE				

with Airworthiness Alert CE-04-34 concerning vertical supports for horizontal stabilizer; all aspects found good. Due again next annual. ELT system inspected visually / functionally as per FAR 91.207 Para. "D"; all aspects found good except battery is due. Replaced ELT battery. ELT Battery Due November 2021; inspection due again in one year. All A.D.s checked through T-Data Revision 2019-20; see listings for specific details. I do hereby certify this airframe has been found to be in airworthy condition and is found fit for further service.

John Sjaardema

John Sjaardema

A&P 2100539 IA

November 9, 2019 N2203R W.O. 2019-201 Tach / Total Time: 1457.40

Removed defective Aircraft Battery P/N 7025-20 S/N G02905959. Installed new Gill Battery P/N G-25 S/N G03058231. Serviced with distilled water and charged @ 2 amps to obtain full charge at 12.70 volts. I do hereby certify the above work done in accordance with current FARs and is found fit for further service.

John Sjaardema

John Sjaardema

A&P 2100539 IA

YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				
				November 11, 2019, N2203R, AA-5B, SN AA5B-0071, TACH/TOTAL TIME 1457.43
				I certify that the altimeter and static system tests required by FAR 91.411 and
				transponder tests, including data correspondence, required by FAR 91.413, have been
				performed and found to comply with FAR 43, Appendices E and F. Details of work
				accomplished on file Reference WO#W0107
				Altimeter Model 5934 Serial No. D7916
				Transponder Model GTX 345 Serial No. 3EG004177
				Encoder Model ACK A-30.9 Serial No. 140878
				Signature <u>Robert D Von Behrens</u> Date November 11, 2019
				Robert D VonBehrens
				Von's Aircraft Service LLC FAA Repair Station 2VOR146C
				Limited Airframe, Limited Instrument, Limited Radio

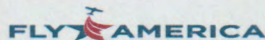


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YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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3232 Pleasant Street DeKalb IL 60115

May 20, 2020 N2203R Grumman AA5-B snAA5B-0071 ,1480.87 Tach

Installed the following items on the brake system:

- 063-01200 Pressure Plates Both Sides
- 064-01500 Back Plate Left Side Only.
- 066-105 All 4 Brake Linings.

This aircraft was taxi tested prior to return to the customer.

Jeffrey Kohlert
2810786AP



3232 Pleasant Street DeKalb IL 60115

June 30, 2020 N2203R Grumman AA5-B snAA5B-0071 , 1489.11 Tach

Replaced the right-side fuel sender pn. 5901009-1

Jeffrey Kohlert
2810786AP

[illegible]

YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				
				<p>December 17, 2020 N2203R W.O. 20-157 Tach / Total Time: 1518.13</p> <p>In addition to a normal annual inspection the following was accomplished: Removed nose wheel, fork, fairing and strut from the torque tube. Cleaned minor corrosion from mating surfaces. Applied zinc phosphate paint. Reinstalled strut with original bolts. Torque applied to 110 in. lbs. Sealed all joints, bolt heads and nuts. <u>Due again in four years.</u> Tightened bolts securing seat bracket to spar on pilot seat inboard location. Serviced brake reservoirs with fluid. Removed primer pump, cleaned, replaced "O" rings and lubricated with fuel lube. Replaced vacuum pressure regulator filter element. <u>Due in 100 hours.</u> Aircraft was weighed full of fuel. Fuel weight was subtracted. Aircraft had 7 Qts. Of oil in crankcase at time of weighing. See results at end of this logbook entry. Complied with Airworthiness Alert CE-04-34 concerning vertical supports for horizontal stabilizer; all aspects found good. <u>Due again next annual.</u> ELT system inspected visually / functionally as per FAR 91.207 Para. "D"; all aspects found good. <u>Inspection due again in one year.</u> All A.D.s checked through T-Data Revision 2020-24; see listings for specific details. I</p>

YEAR:

DATE

do hereby certify this airframe has been inspected in accordance with an annual inspection and found to be in airworthy condition.

Gross Weight: 2400.00

Empty Weight: 1526.00

Useful load: 874.00

E.W.C.G.: 83.04

Moment: 126,732.00

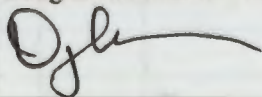
John Sjaardema
A&P 2100539 IA



4/13/2021 N2203R Tach / Total Time 1532.80 SMOH 383.80 STOH 75.55

Drained engine oil and refilled crankcase with 7 Qts. Of Phillips X/C 20W50 and 1 pint of camguard. Ran engine and checked for leaks / none found.

Douglas Graham 3242635



YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				

DeKalb Avionics LLC.
Aircraft logbook entry

Aircraft: N2203R
Aircraft TT: 1,532.8

S/N:AA5B-0071
Aircraft TC: N/A

WO# 2021-009AV
Date: 4/23/2021
Hobbs: N/A

- 1 Installed new RG 400 coax cable for VHF#1 , VHF#2 & VOR Antannas.
- 2 Fitted new BNC connectors on each end of newly installed RG 400 coax cable.
- 3 Connected Nav/Beacon light.
- 4 System function checks performed with Sun Avionics AV-17 Ramp test set.
- 5 Work was performed in accordance with 14CFR Part 43 acceptable methods , techniques & practices .referenced AC43.13-1B Chapter 11, paragraphs 11-2, 7 & 8 , 11-30 through 33 , 11-35 , 11-36 , 11-47 through 50 , 11-66 through 69 ,11-76 through 78 , 11-85 Through 11-89 , 11-96 through 108 , 11-115 through 126 , 11-135 through 139 , 11-146 & 11- 147 , 11-155 through 159 , 11-185 through 11-197 & 11-205 through 208 & AC43.13-2A Chapter 3.

This aircraft, aircraft engine, or appliance identified above was inspected IAW current regulations of the FAA and is approved for return to service. Pertinent details on file at principal business office

W.J Pieterse
A&P 3651352 IA

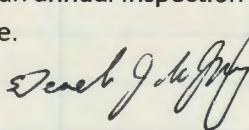
YEAR:

December 1, 2021 N2203R W.O. 21-161 Tach / Total Time: 1567.21

DATE

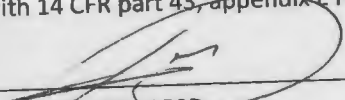
In addition to a normal annual inspection the following was accomplished: Drained left wing, opened up aft outboard fuel access plate. Removed old fuel tank sealant from the rear corner of the tank. Cleaned area with acetone and applied CS3204 B2 sealant to that area. Sloshed area with CS3600 after sealant had cured. Cleaned of access plate and doubler. Installed plate with CS3330 B1/2 sealant. Resecured the left wing root seal. Tightened the Nav Antennas as needed on the vertical fin. Adjusted elevator to keep the yoke from hitting the firewall. Reconnected the speaker wires. Installed correct screw for the fuel selector handle. Removed the ignition switch and cleaned the contacts; reinstalled ignition switch. Readjusted the throttle control, mixture control, and carb heat control to get proper cushion at panel. Complied with Airworthiness Alert CE-04-34 concerning vertical supports for horizontal stabilizer; all aspects found good. Due again next annual. Replaced the ELT Battery. ELT Battery Due Jan. 2024. ELT system inspected visually / functionally as per FAR 91.207 Para. "D"; all aspects found good. Inspection due again in one year. All A.D.s checked through T-Data Revision 2021-24; see listings for specific details. I do hereby certify this airframe has been inspected in accordance with an annual inspection and found to be in airworthy condition and fit for further service.

Derek J de Jong



A&P 366069153 IA

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YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries)
DATE				
				<p>DeKalb Avionics (815)981-8284</p> <p>Date: <u>5-3-22</u> N# <u>2203R</u> Work order no: <u>2022-091</u></p> <p>I certify that the static system checks required by 14 CFR Part 91.411 have been performed this date and filed to comply with 14 CFR part 43, appendix E Para A</p> <p> Signed for CRS2WWR159D</p>

YEAR:

DATE

RECORDING
TACH
TIMETODAYS
FLIGHTTOTAL
TIME IN
SERVICE

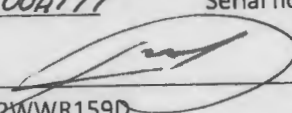
Description of Inspections, Tests, Repairs and Alterations
 Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

DeKalb Avionics
 (815)981-8284

I Certify that the ATC Transponder Test and Inspections required by 14 CFR 91.413 were performed this date and found to comply with 14 CFR part 43 Appendix E para F

Transponder #1

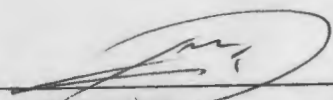
Transponder #2

Make: GarminMake: N/AModel: 97X 345Model: N/ASerial no: 3EG004177Serial no: N/A

 Signed for CRS2WWR159D

I certify that the automatic pressure altitude reporting system checks required by 14 CFR part 91.217 and 14 CFR part 91.411 have been performed and filed to comply with 14 CFR part 43 appendix E, para C

Encoder #1

Encoder #2

Make: ACK.Make: N/AModel: A30Model: N/ASerial no: 140875Serial no: N/ATXP SN: 3EG004177TXP SN: N/A

 Signed for CRS2WWR159D

DeKalb Avionics

(815)981-8284

DATE

YEAR:

RECORDING
TACH
TIMETODAYS
FLIGHTTOTAL
TIME IN
SERVICE

Description of Inspections, Tests, Repairs and Alterations
 Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries)

Alt Model: LA-71-11N# 2203PAlt Serial: 07916WO# 2022-091Alt Tested to: 20000ftDate: 5-3-22

I certify that the altimeter checks required by 14 CFR 91.411 Have been performed this date and found to comply with with FAR part 43, Appendix E, Paragraph B


 Signed for CRS2WWR159D

Location: <u>PL07</u>					
Alt Reads	Tol	Error	Alt Reads	Tol	Error
-1000	20	0	14000	100	-40
0	20	-5	15000	105	N/A
500	20	0	16000	110	-15
1000	20	0	18000	120	-40
1500	25	-10	20000	130	-20
2000	30	-20	22000	140	
3000	30	-20	25000	155	
4000	35	-20	30000	180	
6000	40	-25	35000	205	
8000	60	-40	40000	230	
10000	80	-35	45000	255	
12000	90	-30	50000	280	
HY 50%	75	5	HY 40%	75	10
After Effect	30	0			
Scale Error			Pass		
Hysteresis			Pass		
After Effect			Pass		
Friction			Pass		
Case Leak			Pass		
Barometric Time			Pass		

[illegible]

3232 Pleasant Street DeKalb IL.60115

September 15, 2022 N2203R Grumman AA5-B snAA5B-0071, 1585.59 Tach

Re-Installed Turn and Bank pn 52D75-4Msn 11992E after repair by Porter -Strait Instrument Company FAA/CRS E12R795K ref. wo. 109862

Dated 9-1-2022. Unit tested IAW overhaul shop instructions.

Jeffrey Kohlert
2810786AP

4. Organization of the United States

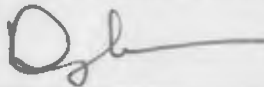
YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries)
DATE				
				<p>October 12, 2022 N2203R W.O. 22-135 Tach / Total Time: 1594.75</p> <p>In addition to a normal annual inspection the following was accomplished: Serviced brake reservoirs as needed. Repaired delamination of honeycomb wafer on top cowl door on right side by adding adhesive to mating surfaces. Repaired small delamination of rib on right wing on third rib from the outboard end by adding CR3242-4-1 cherry max rivets as per Service Kit 125A guidelines. Repaired very minor delamination on doubler plate for fuel cap on the right wing by adding adhesive to the perimeter edge. Replaced latch handle on bottom cowl rear right side with serviceable used latch assembly. Complied with Airworthiness Alert CE-04-34 concerning vertical supports for horizontal stabilizer; all aspects found good. <u>Due again next annual.</u> Inspected ELT as per FAR 91.207 Para. "D"; found ELT inoperative. Removed ELT for repairs. Aircraft can be flown for 90 days without this ELT until repairs accomplished. All A.D.s checked through T-Data Revision 2022-20; see listings for specific details. I do hereby certify this airframe has been inspected in accordance with an annual inspection and found to be in airworthy condition and fit for further service.</p> <p>John Sjaardema <i>John Sjaardema</i> A&P 2100539 IA</p>

YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				

November 7, 2022 N2203R Tach/Total Time: 1595.75

Secured overhauled Emergency Beacon Corp. model 102a ELT serial number 60558
in holder in baggage compartment. Unit overhauled by MERL, INC 1777 N. Colony Road, Meriden
CT 06450 FAA C.R.S. # SF5R195N. Work order 2210R-13516 dated 10-27-2022, 8130-3 return to
service per 14 CFR 43.9 issued. Ops check normal. Next inspection due 10/2023. Battery replacement
due 11/2024.

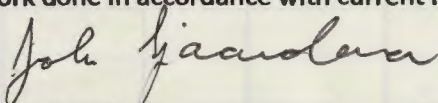
Douglas Graham 3242635



YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries)
DATE				

January 9, 2023 N2203R Tach Time: 1604.20

Removed the original lens cover and two lamps positioned in the headliner rear seat position. Installed "Fresh Aero" Easy Light assembly into this location by installing wire socket connection into the original light sockets. Tested operations and found good. This is considered a minor alteration to the airframe. I do hereby certify the above work done in accordance with current FARs and is found fit for further service.



John Sjaardema
A&P 2100539 IA

YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				

wo: 23-144

Airframe - page 1 of 2



Excel-Air Services, Inc. - 2326 W. Clark St. - Rensselaer, IN 47978 - 219-866-5587

N2203R
TACH: 1638.4

Grumman American Avn. Corp., AA-5B, S/N: AA5B-0071
Total Time: 1638.4

October 13, 2023

In addition to a normal annual inspection of this airframe in accordance with Grumman AA5 Series Maintenance Manual Rev. 5 the following was accomplished:

1. Removed left brake caliper and cleaned, removed and replaced o-ring. Reassembled and reinstalled caliper onto airplane and bled brakes. Installed P/N MS28775-224 - O-Ring. Serviced reservoir with fluid.
2. Serviced right brake reservoir with 5606 fluid.
3. Removed right elevator as needed and replaced bonding strap with new wire loom. Installed P/N 35110 - Ring Tongue, Installed P/N 32442 - Ring Tongue, Installed (7 Inch) P/N 863-1/4 - Tinned Copper Braid.
4. Replaced right hand elevator trim tab arm roller and bushing. Installed P/N 607012-2 - Bushing. Installed P/N 607012-1 - Roller.
5. Lubricated selector valve and replaced "O" rings. Installed P/N MS29513-012 - O-Ring, Installed P/N MS29513-018 - O-Ring.
6. Removed and replaced vacuum regulator filter with new P/N B3-5-1. Due again in 100 hours
7. Created placard stating "Fire Extinguisher Located Under Front Passenger Seat" and installed onto glove box cover.
8. Applied double sided adhesive tape to instrument LED strip light above co-pilot seat on right side.
9. Temporarily removed bottom half of left wing root seal from wing to gain access to wing-wing walk gap. Installed strips of foam rubber onto edge of wing walk to push wing root seal into wing. Reinstalled half of wing root seal and installed new rivet.

