

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS
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DATE
19 98

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ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)

N9661B, S/N 32958, Has been in storage from 1978 until June 6, 1998, Tach Time : 2172.0 The aircraft was disassembled, inspected, cleaned, repaired and reassembled as follows:

I AIRFRAME: Both wings were repaired at Williams Airmotive. Wings were reskinned for cosmetic reasons only because of dents and dings from long term storage. Once the R/H wing was deskinning the decision was made to replace the spars that were repaired at an earlier date. See log book entry dated 3/24/76. Yellow tags issued with repair. See work order description No. 3933 & 3934 for all P/N's.

Both elevators was disassembled, cleaned, inspected, primed with green epoxy primer 483-900 and reassembled with new corrugated 2024-T3-020 Aluminum skins. New horizontal stabilizer inboard skin replaced, P/N 0732600-6. Horizontal stabilizer leading edge boots installed P/N S1938-3. Installed new bushings, P/N 0732101-7, into horizontal stabilizer hinge point.

All pulley's in the aircraft were removed, cleaned, inspected, replaced as necessary, lubricated, and re-assembled with all appropriate guards. The following new control cables were installed:
Aileron Cable L/H P/N 0510105-6; Flap Return Cable P/N 0510105-63; Tailwheel Steering Cable P/N 0510105-153; Center Flap Return Cable P/N 0510105-21; R/H Flap Return Cable P/N 0510105-64; Direct Forward Flap Cable P/N 0510105-22; L/H Direct Flap Cable P/N 0510105-61; R/H Direct Flap Cable P/N 05010105-62; Aileron Cable P/N 05010105-16; Aileron Carry Through Cable P/N 05010105-13.

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Installed new Cessna Rudder Control Horn Bushings P/N 0733103. Cleaned & Inspected, painted Flap Handle, and installed new flap angle placard P/N 0705004-1. Installed new R/H cowl flap assembly P/N 07520000-142. Replaced R/H co-pilot seat track P/N 0511000-14 with new McFarlane PMA approved part. Installed new main cabin door seals P/N S2249-2 and new rear baggage door seal. Replaced rubber air seal in cabin air control valve on the R/H side of firewall. All rubber hose for vacuum and static lines was replaced using new Aeroquip 306 hose as required. Installed all new scat hose on engine, defrost duct, heat duct, and radio cooling as required.

II LANDING GEAR Installed new P-Ponk landing gear "beef up" casting in the main landing gear-box as per STC SA 2918NM. P/N PSK 1101-1 S/N 2647. See log for Form 337. Installed new gear shims P/N 0741022-1 with wedges. Torqued wedge bolts. Brake master cylinder were removed, cleaned, inspected, and re-assembled using all new o-rings and lock-o-seals. Installed new brake master cylinder hoses. Installed new brake hoses at main gear wheel cylinders. Installed the following new parts into the Scott Tail Wheel assembly: 3257 pin; 3222 shim; 3258-1 spacer; 1863 greased retainer (3 ea.); 3258 spacer; 3219 pawl; 3233 compression spring (3 ea.); 3226 pin; 3227 wheel spacers; A4050 TW roller bearings; and 06-15400 Control cable connectors. Installed new McCreary tail wheel tire and tube 280/250-4. Installed new Condor 800X6 main gear tires and tubes. Aligned main landing gear I/A/W Cessna Service Manual.

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III FUEL SYSTEM Installed repaired fuel cells from Hartwig Fuel Cells. L/H tank P/N 0726001-9 S/N F69 and R/H tank P/N 0726001-10 S/N F44. Installed overhauled Keystone Instruments, Lock Haven PA, fuel transmitters P/N 0726110-1 in L/H & R/H sides. See yellow tags this log book work order No. 398 & No. 400. Fuel strainer was removed, cleaned, inspected and re-installed. Lubricated control cable from cockpit. Tested for operation and leaks. Fuel selector valve was removed, cleaned and inspected. Re-assembled using all new o-rings, installed in aircraft and checked for leaks and operation. Installed new fuel selector valve placard P/N 0716167. Installed Monarch Air & Development, Inc. Fuel Cap & Inlet as per installation drawings FC-100-WW and STC# SA2382CE. Fuel system checked for leaks.

IV ELECTRICAL SYSTEM Installed new battery cable from battery box to started relay. Cable was MS 22759-16-2 with Amp swedges p/n 321600. Installed new battery box cables. Installed new terminal nipples as required. All aircraft wiring was replaced with like gage of new aircraft quality wire as per Cessna wiring schematic's and was clamped and tied as necessary. Installed new rheostat for radio light & instrument light dimming p/n 0413126-7. Installed a terminal strip for use with radio grounds, PTT, and remote ident in the bottom portion of L/H center radio rack opening. Marked terminals accordingly. Installed new Aviall aircraft battery s/n 076085. Cleaned and serviced battery box. Installed new Alcor EGT leads p/n 42525. Installed new Alcor CHT probe adapter p/n 28202 and CHT leads p/n 10-10900. Installed new Bayonet Thermocouple AN 5541-1 with threaded fitting p/n AN 4076. Installed new switches for overhead courtesy light and map light. Installed factory overhauled Whelen Strobe Light unit p/n HR DF-14, s/n R-14-18634 on vertical stabilizer. Installed serviceable aircraft master switch, landing light switch, and nav light switch. Installed new starter relay.

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V AVIONICS An avionics master relay was installed on R/H upper portion of interior firewall. Installed Potter & Brumfield W31-X2MIG-35 Circuit breaker switch for an Auxiliary Avionics Master switch. This switch was installed in the far right circuit breaker hole on the R/H side of the panel. The avionics bus was separated from the main battery bus and uses the Avionics Master (relay) and the Aux Master CB switch as a source of power for the avionics bus. Installed new 4 ohm aircraft speaker. Removed existing ELT mount. Installed new Ameri-King AK-450, S/N 452465 and remote unit on instrument panel. Installed new ELT antenna in existing antenna location. Installed an additional doubler for ELT mount of 2024-T3-063. Functionally tested ELT unit. Installed the following new antenna's: CI-121 (2 ea.) VHF Com antenna, CI-102 Marker Beacon antenna, CI-105 Transponder antenna. Apollo GPS antenna. All antenna have additional backing doublers as required.

VI INSTRUMENTS Installed a central air filter unit with mounting bracket on interior upper L/H portion of firewall. Installed new filter assembly with all new vacuum and static lines assembled form Aeroquip 306 hose. The following new or overhauled instruments installed: Airspeed indicator; Overhauled Garmin A895 0-2000 FPM Vertical Speed indicator; Overhauled Sigma-Tek Attitude indicator; New Instrument Services quartz electric clock; Overhauled Manifold Pressure gage P/N 07130062-2; Installed new L/H and R/H fuel gages; Installed overhauled oil temp gage from Air Parts of Lockhaven.

VII PAINT & INTERIOR The aircraft was painted using an etch and alodine process, followed with Pratt & Lambert green epoxy corrosion resistant primer No. 483-900 or 483-675. Primer was top coated with Alumi-Grip Vestal White No. 6400 base. Trimmed in Jet Glo Deep Red No. TR-10038 and Alumi-Grip Castle Tan No. 4145. Interior of Aircraft passenger compartment painted with Randoff Epibond Epoxy primer Off-White No. W-2248. Interior and exterior decals replaced as necessary. Interior compartment, roof, and side walls of aircraft was covered with approved aircraft quality sound insulating material. Interior completely recovered by Trim Air, Inc. of Niagara Falls, NY to include side panels, carpet, headliner, and wind lace for cabin doors. Installed new Airtex Firewall Pad. Windshield and all side windows removed and replaced with new Great Lakes solar gray plexi-glass. Rear windows p/n: WG-1007-125; Forward side windows p/n: WG-1001; Windshield (one piece windshield) p/n: WG-2072. One piece windshield was installed as per STC # SA471GL

VIII ENGINE Removed Continental 0-470-K-R s/n 49186-5-K-R and installed Continental 0-470-R s/n 194748-8-R with 224 hours SMOH. Installed 0-470-R engine in accordance with Cessna maintenance & overhaul manual. See engine log for complete details. See Form 337 for engine installation approval.

Rodney A. Hill
AIP 406968587

N9661B Serial Number 32958 July 11, 1998

Aircraft Weighed This Date:

Dimension A = 22"
Dimension B = 238"

L/H MAIN 808
R/H MAIN 762
Tail Wheel 155

$(\text{Tail WT}) \times (\text{B}) + \text{A} = \text{Arm of Empty}$
Total Net Empty WT. WT. CG

Total 1725

$(155) \times (238) + 22 = 43.39$
1725

AIRCRAFT EMPTY WEIGHT 1725 ARM 43.39 MOMENT 74847.75

AIRCRAFT GROSS WEIGHT 2650 AIRCRAFT USEFUL LOAD 925#

Rodney A. Hill
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