

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
15 12 Dec 17 1976 ↓ NEXT PAGE	Pot	Local	test	30	30		J. Chandler, Esq.

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

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
12/17/76	0° 0'	Pot	J. Chandler, Esq.	12-17-76	

I have inspected this aircraft and found it to comply with FAR 21.138. All mandatory changes have been incorporated. The static pressure system and altimeter instrument #4126 were inspected and tested 9-30-75 to an altitude of 20 thousand feet and found to comply with FAR 91.170. The ATC transponder was tested and inspected 12-17-75 and found to comply with FAR 91.177(a). Automatic altitude reporting equipment was tested and calibrated N/A in compliance with FAR 91.36(b). Standard airworthiness certificate dated 12-29-75 was issued by me.

J. Chandler Executive Engineer
 Cessna Aircraft Co., Farnes Div.
 General Union Manufacturing Co., USA
Lester A. Deleo
 Lester A. Deleo

IMPORTANT NOTICE

Dear Owner:

Federal Aviation Regulation Part 91.170 requires that the static pressure system(s) and sensitive altimeter instrument(s) be inspected every two (2) years in accordance with Part 43, Appendix E, if the aircraft is to be operated in controlled airspace under IFR.

The entry in your aircraft log lists the date on which this test was performed on your static system(s) and altimeter(s). Because these tests are accomplished during instrument and aircraft assembly, this date may be a maximum of twelve (12) months prior to the date on your Airworthiness Certificate.

Because of this difference, Cessna recommends that you retest and inspect the static system(s) and altimeter(s) at your first Annual Inspection.

In following this recommendation, a schedule will be established whereby subsequent test and inspection periods will coincide with an Annual Inspection to minimize aircraft down time.

Customer Services Department
Cessna Aircraft Company

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19 76	Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
7/30		ALPINK	[Signature]		installed automatic pitot protector
8/12		MARFA	[Signature]		repaired right wheel strut fairing, damage strip
9/15		MARFA	[Signature]	130.0	installed aluminum foot on leading edge of horizontal stabilizer.
					NEW USEFUL LOAD 1816.4 1133.6
					NEW C.G. 35.2
					NEW EMPTY WT 1816.4
					William R. Stens A+P 2230692
11-8-76		TACH	[Signature]	199.0	NDSR GEAR FAILURE REPAIRED.
					William R. Stens A+P 2230692

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
12-30-76	TACH	184.3	ROUTINE MAINTENANCE PERFORMED ACCORDING TO CESSNA SERVICE MANUAL AND 100 HOUR CHECK LIST.				
<p>I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p>DATED 12-30-76 TOTAL RECORDED TIME 184.3 HOURS.</p> <p>SIGNED <u>William R. Lewis</u> CERT. NO. <u>AJP 2230642</u> KAHL AVIATION, INC. MARFA, TEXAS</p>							
<p>I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p>DATED 12-30-76 TOTAL RECORDED TIME 184.3 HOURS.</p> <p>SIGNED <u>Ralph Jones</u> CERT. NO. <u>JA 1428431</u> KAHL AVIATION, INC. MARFA, TEXAS</p>							

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

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
5-5-77	TACH	298.0	TOTAL AIC TIME 298.0		ROUTINE MAINTENANCE PERFORMED ACCORDING TO CESSNA SERVICE MANUAL AND 100 HR CK LIST. NEW BRAKE LININGS INSTALLED BOTH MAIN GEAR. LEFT DOOR STOP REPAIRED. RT FUEL TANK ADAPTER RE-SEALED; VENT RE-POSITIONED + TESTED ACCORDING TO SERVICE MANUAL. AIC TEST FLOW OK.
<p>I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p>DATED 5-5-77 TOTAL RECORDED TIME 298.0 HOURS.</p> <p>SIGNED <u>William R. Lewis</u> CERT. NO. <u>AJP 2230642</u> KAHL AVIATION, INC. MARFA, TEXAS</p>					

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 7-1-77	TACH 3378	C/W AD	77-12-08 EXTERNAL GROUND POWER RECEPTACLE (1) CK'D FOR USE WITHOUT PROPELLER ROTATION.				Gillian Lewis A+P 2230642
8-26-77	TACH 374.0	C/W AD	77-14-09 HORIZONTAL REAR SPAR UPPER (2) FLANGE RIVET LINE CHECKED O.K.				Gillian Lewis A+P 2230642
<p>22 Sept 1977. Installed Haco VDI-4 DME (SN 17501) in accordance with the manufacturer's installation manual via access provided by the airplane manufacturer. Installation procedure is part of the installation kit. The manual covering load does not exceed 80% of the alternator system's maximum rated output. Equipment list updated weight & balance revised. The compass has been checked & correction card updated as required. Shell Avionic Associates, CE 203-1, El Paso, Tex</p>							

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

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
31 Oct '77				19	Removed AC standard altimeter. Installed Accosonic model 1016 existing altimeter in its place using existing plumbing. Installation accomplished in accordance with the manufacturer's installation manual. Both altimeter & transponder have been functionally checked this date. The altimeter is certified to T.O. C106-C88. Altimeter certification date is 20 Sept 77 by the manufacturer. Static system checked in accordance with FAR 43 App F 91.170. Transponder checked in accordance with FAR 43 App F 91.147. Change in weight & balance negligible. Equipment list updated. The compass has been checked & correction card updated as required. Shell Avionic Associates, CE 203-1, El Paso, Tex
	RT-359A	SN 6657			
	1016	SN C104387			
	W.O. # 13057				

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	MINS	
19 77							77-23-11 PILOT
11-10-77	Total Time: 442.4	(3)	Complied with AD Rtd 10-28-77 by Securing Coaxial Cable with Plastic Cable Clamps				Joe Ross, Adkins AIP 455-80-5500
1-2-78	TACH 445.1		TOTAL AC TIME 445.1 ROUTINE MAINTENANCE PERFORMED ACCORDING TO CESSNA SERVICE MANUAL AND 100 HR CK. LIST. BOTH GAS CAP SEALS REPLACED. A/C TEST FLOWN O.K.				
<p>I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100HR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p>DATED 1-2-78 TOTAL RECORDED TIME 445.1 HOURS.</p> <p>SIGNED <u>William J. Jones</u> CERT. NO. <u>AIP 2230642</u> KATH AVIATION, INC. MARFA, TEXAS</p>							

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

VOR Receiver operation checked in accordance with FAR 91.25				AIRCRAFT LOG		
Date	Bearing error		Place	Signature	DATE	REMARKS
	VOR 1	VOR 2				
						<p>Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.</p> <p>I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p>DATED 1-2-78 TOTAL RECORDED TIME 445.1 HOURS.</p> <p>SIGNED <u>Ralph Jones</u> CERT. NO. <u>JA 1428435</u> KATH AVIATION, INC. MARFA, TEXAS</p> <p>8/15/78 - CHECKED LEFT BATTERY RE-PLACEMENT DAY IN BLOOM'S DUN 11/80.</p> <p><u>RJ Jones</u></p>

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
6-9-78	TACH 523.8		FUEL VENT SYSTEM TESTED ACCORDING TO CESSNA SERVICE MANUAL SECTION 12, PARA 22. FUEL TANK ACCESS COVERS REMOVED, VENT LINES TESTED WITH AIR. AND LINES CH'N FOR PROPER POSITION. ALL CH'N OK.				William E. Shaw A+P 2230692
6/13/78	TACH 524.1 - AD		78-05-06 OVA THIS AIRCRAFT (BTC-39 FUEL TANKS) NOT INSTALLED				William E. Shaw A+P 2230692

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

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2			
				7-28-78 TACH 538.6	TOTAL A/C TIME 538.6 ROUTINE MAINTENANCE PERFORMED ACCORDING TO CESSNA SERVICE MANUAL AND 100 HR CK LIST.
<p>I CERTIFY THAT THIS AIRCRAFT WAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p>DATED 7-28-78 TOTAL RECORDED TIME 538.6 HOURS.</p> <p>SIGNED <i>William E. Shaw</i> CERT. NO. A+P 2230692</p> <p style="text-align: right;">KARL AVIATION, INC. MARFA, TEXAS</p> <p style="text-align: center;"><i>Aircraft test flown for one hour all systems functioning normally. O. M. Karl 465440</i></p>					

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
12-19-79	TAC 635.5 New Bethouy		Replace Battery				-Robert R-35
							JA 1010284
12-28-78	TACH 690.9		ROUTINE MAINTENANCE PERFORMED ACCORDING TO CESSNA SERVICE MANUAL AND 100HR CR LIST.				

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

DATE: 12-28-78 TOTAL RECORDED TIME: 690.9 HOURS.

SIGNED: Ralph Freeman CERT. NO. JA 1428431
RATIL AVIATION, INC. MARFA, TEXAS

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

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS	
Date	Bearing error		Place			Signature
	VOR 1	VOR 2				
3/13/79			TACH 675.7		REMOVED LEFT AS INSTRUCTED BY AD 79-05-02 + MAINTENANCE ALERT NO. 79-1	
3-28-79			TACH 683.9		NEW NOSE GEAR TIRE & TUBE INSTALLED. William P. Davis A+P 2230692	

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10ths	
5 MAR 80	TACH	916.4 HRS.	T.T.	916.4 HRS.			
ALL ROUTINE MAINTENANCE PERFORMED THIS DATE ALL WORK FILED UNDER W.O. # 1662 A.D.'S SPOT-CHECKED THROUGH 80-04 LISTED PAGE OF BOOK LANDING LIGHTS SERVICED, REPLACED, McCALLEY BRACKET LAMPS REPLACED							
I Certify that this <u>Aircraft</u> has been inspected in accordance with an <u>ANNUAL</u> inspection and was determined to be in Airworthy Condition. Dated <u>5 MAR 80</u> Total Recorded Time <u>916.4</u> Signed <u>W.A. Weislander</u> Cert. No. <u>A & P 4714895731A</u>							

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

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2	<u>BNA</u>	<u>18 79</u>	Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
<u>4 SEPT 81</u>				<u>TACH 1185.0 HRS.</u>	
ALL ROUTINE MAINTENANCE PERFORMED THIS DATE WORK UNDER W.O. # 2051 AD'S TRAV 81-17 BRASS LININGS REPLACED, LANDING LIGHTS REPAIRED DEPT 1 EXT BATTERY DUST REPAIRED 9/83					
I Certify that this <u>Aircraft</u> has been inspected in accordance with an <u>ANNUAL</u> inspection and was determined to be in Airworthy Condition. Dated <u>4 SEPT 81</u> Total Recorded Time <u>1185.0</u> hrs. W. A. WEISLANDER A & P 4714895731A <u>W.A. Weislander</u>					

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
15 12/83	1335	3 hrs	100hr Annual Inspection Completed				
			Installed New brake lining Replaced Beacon Bulb				
			↓ lens checked all contacts & Springs. AD note				
			83-13-01 fuel pump replaced. Overhauled prop sea				
			attached list. Replaced right Cond flap -				
<p>I CERTIFY THAT THIS <u>aircraft</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>Annual</u> AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. <u>James Pliska</u> 11/31/94/18 JAMES PLISKA A&P 329458</p>							
<p>Approved by the Pilot <u>1335</u> at <u>1335</u> on <u>12-83</u> <small>WRITE FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE</small></p>							

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
6/10/87	1532.4				Cleanout Kit SK 206-244-SK 306-25 installed new fuel cells - AD 84-10-1C/w T. Lubette & Prop control belt AD 86-24-07C/w. SL SE79-6 Right stabilizer tip replaced with new tip. I certify that this aircraft has been inspected in accordance with <u>11/11/87</u> inspection and was determined to be in airworthy conditions. <u>Jack D. Locke</u> T. It. 1943598
8/1/88	11635.6				Prep for Annual by Pliska, ck, tube fittings, new controls Ph bearings Repl LH inboard seat track, 5' cowling, load mounts, Sec 17 ID Plate per FAR. install eng. cowling, haffle seals, clean fuel steamer, new wing fuel caps, Repl Cabin - heat duct base, Repl Airman seat control ends of A/C. J. Pl.

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10ths	
Aug 3, 1988	Ft. J.	1635	6 hr - 00 min	88-14			
<p>I CERTIFY THAT THIS <u>craft</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100 hr</u> AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p><u>Paul Pishel</u> JAMES PLSIA R&P 1228478</p>							

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

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
3-10-90	1754.3	Lack		90	<p>Total time 1754.3 install CESSNA SK 182-85 ON BOTH FUEL TANKS PER A.D. 84-10-01 & AD 79-10-14R INSPECT SEAT TRACKS, ROLLERS, & SEAT STOP PINS PER AD 87-207 R.I. Replace nose tire & tube. Replace beacon bulb see back of AIRCRAFT Log for A.D. history</p> <p>I certify this airframe has been inspected in accordance with an <u>ANNUAL</u> inspection and was determined to be in airworthy condition.</p> <p><u>Jack W. Ferko</u> I.A. 1943598</p>

Date: 3/31/92

Airborne Dry Air Pump Model# 212CW S/N 4968
 was rebuilt with one or more of the following part no's
 approved under FAA-PMA issued to Aircraft Product Supply
 Co., Inc. Knoxville, TN

#2355, #83-24, #38274-1, #48392, #83-36

by: R. Keating

A&P 1654191

ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
HOURS	10THS	

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Date	Bearing error	Place	Signature	
	VOR 1	VOR 2		19__

REMARKS
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3/1/93 T 2038.5 Service and inspect AC for 100 hr inspection, Ak bays, lube controls, Repl Batt, upr ELT Batt due Aug 95, Repl RH Nav lates.
~~I certify this aircraft has been~~ CW AD 82-13-01 Fuel Caps, by insp. PW AD 87-20-03 R2 Seal lates, by insp. PW AD 75-16-01 Cap and bladder, by insp. CW 76-07-12 Bendix, switc by funct test AD 930506 Under with NAA instr.
 I certify this aircraft has been inspected per 100 hr inspection procedures + is in airworthy condition CW Jpn AP463729361

I CERTIFY THAT THIS aircraft
 HAS BEEN INSPECTED IN ACCORDANCE
 WITH AN ANNUAL INSP. AND WAS
 DETERMINED TO BE IN AIRWORTHY
 CONDITION. FOR RETURN TO SERVICE.

ROBERT J. KEATING, A & P 298288034
Robert J. Keating AP298288034110

Watt cable up, serviceable of house A. Hahle

	<u>Becora power supply</u>	<u>ATP 457 377586</u>	<u>of house A. Hahle</u>
<u>4-2-92</u>	<u>TACT 1967.0</u>	<u>Installed rebuilt Air Pump M# 212CW S# 4968</u>	<u>Ground run up test OK ATP 457 377586</u>
			<u>Thomas A. Hahle</u>

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

AIRCRAFT

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACC	
					FL	HO
8/14/95	Tulsa					
<p>Check of semi aircraft for 100 hr inspection Chk. lube fittings, controls, ch. lites, wiring Install new B35 Batt, test camcorder in battery area repl 3 camc. shock mounts Install new Cleveland brake disk & 4 new pads repl 2 gear leg bearings, repl all bearings & plungers in fuel strainer, PK bearings EWAD per list incl AD 87-20-03 & AD 760-12 I certify this aircraft has been inspected in accordance with 100 hr procedure and is in airworthy condition. <i>W. J. Keating</i> - 88463729366</p>						
<p align="center">I CERTIFY THAT THIS <u>AIRCRAFT</u> HAS BEEN INSPECTED IN ACCORDANCE WITH AN <u>ANNUAL INSP.</u> AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. <u>FOR RETURN TO SERVICE</u></p>						
<p align="center">ROBERT J. KEATING, A & P 298288034 <i>Robert J. Keating</i> 88298288034 LA</p>						

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

AVIATION SUPPLIES, INC.
 10714 S. Young Blvd. Camas, Oregon 97013
 (503) 266-3959 (503) 547-9369
 FAA Parts Manufacturer Approved
 Safety First Only FAA SO-04-0064
 Emp. Cal. CJA/DONALD/XXXXXXXXXXXX
 Aug. 95
 Repair Station

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	VOR 1	VOR 2			

LOGBOOK ENTRY FORM
QUALITY AVIONICS
 9619 WRIGHT DRIVE
 MIDLAND, TEXAS 79711
 FAA REPAIR STATION QA9R719J
 8/26/2014 CESSNA 182P S/N 18264463 N1876M TACH: 2127 HRS
 TESTED ARC RT-359A TRANSPONDER FOR PROPER OPERATION IN ACCORDANCE WITH FAR
 91.413 PART 43 APPENDIX F. SIGNED *Donald Byfner* QUALITY AVIONICS CRS QA9R719J

SPECIAL LOG NOTE

The previous page in this log book shows an entry dated 6/16/1995, at a Tach Time of 2125.8.

The next entry in this log book is dated 8/26/2014, at a Tach Time of 2127 hours. This is a gap of 19 years.

The reason for this gap between entries is that the aircraft was in storage while the owner of the aircraft was in military service in Europe from 1995 through 2013. However, the log book entries all coincide with reported tach times and total times accordingly.

Unfortunately, a log book entry was never made about the aircraft being unused for that period of time. This can be mis-interpreted as a period of missing log books and aircraft history, however the aircraft history is complete. The entries beginning in 2014 all carry forward the existing aircraft total time from the 1995 entries.

The Air Plains Services Engine log entry dated 9-27-2016 shows an airframe total time as 2244.5 hours with a new, zero-time tach now installed.

On 12/18/2024 we conducted a full FAA records search on this aircraft.

We verified that:

- This aircraft has always had the same airworthiness certificate issued to it
- The aircraft was never exported or imported anywhere
- There was no change of registration
- There is no NTSB record of any accident with the aircraft from 6-16-1995 through 8-24-2016.
- The first 337 form issued against the aircraft was dated 10-31-1977.
- The next 337 form issued against the aircraft was dated 02-05-2015 for the installation of the avionics.

A copy of these FAA and NTSB reports are here in the web site for your review.

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 SEPTEMBER 09, 2014	WEST TEXAS AERO 7000 ANDREWS HWY ODESSA TX 79765						
	N1876M CESSNA 182P S/N: 18264463 TACH: 2128.3 ACTT: 2128.3						
	AIRFRAME LOG						
	I CERTIFY THIS AIRCRAFT HAS BEEN INSPECTED IAW AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION. AD RESEARCH COMPLETED THROUGH BIWEEKLY 2014-14.						
	CLEANED LUBED ALL CONTROL CABLES AND CHECKED TRAVEL OF ALL FLIGHT CONTROLS. SERVICED SHIMY DAMPER. RELACED ELT BATTERY WITH NEW EXP DATE OCT 2015. OPENED ALL INSPECTION PANELS AND CLOSED. CLEANED INSPECT ALL ROD ENDS AND LUBED ENGINE CONTROLS. REMOVED AND REPLACED RIGHT HAND MAIN TIRE WITH NEW P/N: 072-314-0 AND TUBE P/N: 302013400. REMOVED AND REPLACED LEFT HAND MAIN TIRE WITH NEW P/N: 072-314-0 AND TUBE P/N: 302013400. REMOVED AND REPLACED NOSE TIRE AND TUBE WITH NEW P/N: 072-312-0 TUBE P/N: 302013400. DRAIN, FILL BLEED BRAKE SYSTEM. DRAINED ALL OLD FLUIDS, CLEANED HOSES OUT FILLED WITH 5606 HYDRAULIC FLUID AND BLEED BRAKE SYSTEM. REMOVED AND REPLACED LEFT HAND AND RIGHT HAND FUEL BLADDERS WITH NEW, NEW HOSES DRAINS ETC. FILLED AND LEAK CHECK GOOD AT THIS TIME. REMOVED AND RESEALED FUEL PRIMER KNOB REINSTALLED OPS CHECK GOOD AT THIS TIME. REPLACE BATTERY/CHARGING RELAYS AND ALL WIRING IN TAIL OF AIRCRAFT. REMOVED WIRING AT BATTERY RELAYS, REPLACED RELAYS AND WIRING AS NEEDED. CHARGING BATTERY SYSTEM OPERATIONAL AS SHOULD. REMOVED AND REPLACED BATTERY WITH NEW G-35 AND SERVICED TO PROPER LEVEL WITH ACID. REPAIR, REPLACE WIRING TO EXTERIOR LIGHTS AS NEEDED, TO MAKE ALL EXTERIOR LIGHTS WORK AS SHOULD. REMOVED AND REPLACED ALL COWLING MOUNTS WITH NEW. REMOVED AND REPLACED NAV LIGHT LENSES WITH NEW. THIS AIRCRAFT WAS REPAIRED AND INSPECTED IAW CURRENT FEDERAL AVIATION REGULATIONS AND IS APPROVED FOR RETURN TO SERVICE.						
	DGLADSTONE AP467877872IA <i>D</i>						

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

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1	Place VOR 2	Signature	19	
					<p>Enter here general data with reference to "Log" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.</p> <p>Make: Cessna Model: 182P S/N: 18264463 N1876M Tach: 2128.3 AFTT: 2128.3</p> <p>West Texas Aero 7000 Andrews Hwy Odessa, TX 79765 432-552-7691</p> <p>9/16/2014</p> <p>AIRFRAME</p> <ol style="list-style-type: none"> Original weight and balance missing from aircraft records. Weighed aircraft and created new weight and balance sheet. Replaced R/H strobe light power supply with new. <p>This aircraft was repaired and inspected IAW current Federal Aviation Regulations and is approved for return to service.</p> <p>Dan Webre Jr AP3501544IA <i>DWB</i></p>



Received from _____ for Propeller Balance
 Number of blades _____ cost per blade _____
 Total cost 110.⁰⁰ paid Cash _____ Check _____

Ch Prop Balance

110.⁰⁰

Thanks Jewel

AIRCRAFT LOG

VOR Receiver operation checked
 in accordance with FAR 91.25

Date	Bearing error		Place	Signature
	VOR 1	VOR 2		

DATE
 18 _____

REMARKS

Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.

N1876M 11/14/2014 tach 2143.2

Replaced mixture cable with new p/n MC600-72. Replaced shimmy damper with new lord shimmy damper. Replaced 1 cowling mount p/n J-7444-24. Replaced EGT probe with new p/n 86255. Installed carb heat temperature probe in carburetor.

John Hooker 3026093 A&P

YEAR	RECORDING TACH	TODAY'S FLIGHT	TOTAL TIME IN	Description of Inspections, Tests, Repairs and Alterations
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Select Avionics, LLC. 1500 E. Industrial Blvd Ste 121 McKinney, TX 75069 5ECR951Y
 LOG ID# 896 05-February-2015 WO# 2668 SA 20 AC TT 2144.0
 N1876M S/N 18264463 CESSNA 182P

Pg 1 / 4

DISCREPANCY: Installation.

ACTION: Removed the following equipment:

ARC Audio Panel P/N 3970130
 ARC RT-328T Nav/Com P/N 43340-1124
 ARC RT-328T Nav/Com P/N 43340-1124
 ARC RT-359A Transponder P/N 41420-1114
 ARC R-546E ADF Receiver P/N 41240-0101
 ARC IN-346A ADF Indicator P/N 40980-1001
 ARC IN-514B Nav Indicator P/N 45010-1000
 ARC IN-525B 45010-2000 P/N 45010-2000
 ARC R-402A Marker Receiver P/N 42410-5114
 ARC R-443B Glide Slope Receiver P/N 42100-0000
 ARC A-109A Antenna P/N 41530-0001
 ARC Filter P/N 41260-0000
 ARC Filter P/N 41260-0000
 Edo-Aire D.G. P/N lu262-001-13
 HF Transceiver P/N 80-10MTR/150
 Narco UDI-4 DME

Installed the following equipment:

Garmin GA 35 WAAS Antenna P/N 013-00235-00

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

Select Avionics, LLC. 1500 E. Industrial Blvd Ste 121 McKinney, TX 75069 5ECR951Y
 LOG ID# 896 05-February-2015 WO# 2668 SA 20 AC TT 2144.0
 N1876M S/N 18264463 CESSNA 182P

Pg 2 / 4

Garmin GMA 340 Audio Panel P/N 011-00401-10
 Garmin GTN 750 Nav/Com/Gps P/N 011-02282-00
 Garmin GDL 88 ADS-B Transceiver P/N 011-02369-00
 Garmin GTX 327 Transponder P/N 011-00490-00
 Garmin GNC 255A Nav/Com P/N 011-02806-00
 Garmin GI 106A VOR/ILS Indicator P/N 013-00049-01
 King KI 525A HSI P/N 066-3046-00
 King KG 102A Directional Gyro P/N 066-0015-00
 King KMT 112 Flux Detector P/N 071-1052-00
 King KA 518 Slaving Accessory P/N 071-1242-06
 MD 93 Clock P/N 6420093-1
 EGT Indicator P/N 46150
 QAT Indicator P/N 301F
 Suction Gage P/N 3-200-12
 Carb Temp Indicator P/N K302A3-1
 Hobbs Meter P/N 15000
 CI 105 Antenna

Garmin GTN 750 installation was done as per STC SA020195E-D. Garmin GDL-88 installation was done as per STC SA021195E. All equipment installed as per Manufacturer's Instructions and in accordance with AC 43.13-1b/2b. The following manuals were used for reference: Garmin GTN 750 Installation P/N 190-01007-A3 Rev 8 November 2014, Garmin GMA 340 Installation Manual P/N 190-00149-01 Rev 2003, Garmin GDL 88 Installation Manual P/N 190-01310-10 Rev 5 December 2014, Garmin GNC 25 Installation Manual P/N 190-01182-02 Rev E August 2014, Garmin GTX 327 Transponder Installat

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S 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 Dennis Enright (See back pages for other specific entries)
<div style="border: 1px solid black; padding: 5px;"> Select Avionics, LLC. 1500 E. Industrial Blvd Ste 121 McKinney, TX 75069 5ECR951Y LOG ID# 896 05-February-2015 WO# 2668 SA 20 AC TT 2144.0 N1876M S/N 18264463 CESSNA 182P </div>				
Manual P/N 190-00187-02 Rev R May 2014, and King KCS 55A Installation Manual P/N 006-00111-0011 Rev 11 April 2007.				
The following items were installed on the Avionics power bus located on the Pilot's sub panel: Garmin GMA 340 Audio panel installed using a 5 AMP circuit breaker, Garmin GTN 750 Com 1 installed using 10 AMP circuit breaker, Garmin GTN 750 GPS 1 installed using a 7.5 AMP circuit breaker, Garmin GTX 327 Transponder installed using a 3 AMP circuit breaker, Garmin GDL-88 installed using a 3 AMP circuit breaker, Garmin Com 2 installed using a 10 AMP circuit breaker, Garmin NAV 2 installed using 5 AMP circuit breaker, and King KCS 55A Heading System installed using a 5 AMP circuit breaker.				
All wiring meets requirements of AC 43.13-18 chapter 11. Wiring was routed and secured as per AC 43.13-18 chapter 11. Circuit protection was used as per AC 43.13-18 chapter 11. Electrical load does not exceed limits as per AC 43.13-18 chapter 11. Wiring also meets requirements of AC 43.13 -28 chapter 2. All installed equipment was checked for EMI interference as per AC 43.13-18 chapter 11. All effected systems were tested accordingly to show compliance with 14 CFR 23.1301.				
Recomputed weight and Balance and entered into aircraft records.				
FAA Approved flight manual supplement for the GTN-750 P/N 190-01007-A2 Rev. 4, November 2014 has been provided to the aircraft owner/operator and must be on board the aircraft for this installation. FAA Approved flight manual supplement for the GDL 88 P/N 190-01310-02 Rev. 2, January 2015 has been provided to the aircraft owner/operator and must be on board the aircraft for this installation.				

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S 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.)
<div style="border: 1px solid black; padding: 5px;"> Select Avionics, LLC. 1500 E. Industrial Blvd Ste 121 McKinney, TX 75069 5ECR951Y LOG ID# 896 05-February-2015 WO# 2668 SA 20 AC TT 2144.0 N1876M S/N 18264463 CESSNA 182P </div>				
Continued Airworthiness for this installation should be performed as per attached Instructions for Continued Airworthiness P/N 190-01310-01 Rev. 2, January 2015 for the Garmin GDL-88 system, and P/N 190-01007-A1 Rev. 7, November 2014 for the GTN-750 system. Copies have been provided to the aircraft owner/operator for inclusion into the aircraft maintenance records.				
The aircraft/appliance identified above was repaired in accordance with current Federal Aviation Agency Regulations and is hereby approved for return to service with respect to work performed.				
<div style="text-align: right;">  Jerry Huntley 2/5/15 Date </div>				


N# 1876M Date 2/26/2015 Tach 2144.7 ACFT 2144.7

YEA
20
DAY

Completed annual inspection this date. Lubed all flight controls. Packed wheel bearings. Replaced battery contactor p/n P52-0034-1. Replaced Alt. belt with new. Replaced vacuum pump with RAP216CW. Replaced muffler with p/n CEM002. Cleaned, painted and wrapped engine mount behind exhaust stacks with aluminum tape. Removed starter and oil filter adapter, replaced o-rings and reinstalled. Replaced clamps on engine mount as necessary. Repaired and fitted nose fairing. Installed interior plastic as needed and carpet from Plane Plastic. Removed and reinstalled seat belts after repair by C&M. Installed Rosen sunvisor system and installed Precise-flow air vents (see 337 form this date).


CW the following AD's. AD's checked thru. 2015-04
 CW AD insp. next due 12 months. CW AD 11-10-09 insp. next due 100 hr/ 12 months.
 CW AD 76-07-12 test next due 100 hr. CW AD 96-12-22 torqued and torq seal added next due 100 hr / oil filter removal.

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

John Hooker 3026093 IA 

I inspected the make / model Airtex Deft 1 ELT system in this aircraft according to applicable FAA guidance and found that it meets the requirement of section 91: 207 (d). Battery replacement due Oct/2015

or

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S 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.)
				N1876M 3/25/2015 tach 2148.0
				Replaced air box seals with new, as per SE76-18. Serviced nose strut with nitrogen. Reinstalled nose and main wheel fairings. Installed new EGT wire from gauge to probe p/n 42525. Replaced 5 cowling mounts p/n J-7444-24.
				John Hooker 3026093 A&P 

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S 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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Select Avionics, LLC. 1500 E. Industrial Blvd Ste 121 McKinney, TX 75069 5ECR951Y
 LOG ID# 946 12-June-2015 WO# 2780 SA 20
 N1876M S/N 18264463 CESSNA 182P TACH 2157.1

Pg 1 / 2

DISCREPANCY: Installation.

ACTION: Removed the following equipment:

ARC Autopilot Computer
 ARC Turn Coordinator
 ARC Roll Servo

Installed the following equipment:

STEC Roll Servo P/N 0105-R1
 STEC Pitch Servo P/N 0108-7-P4
 STEC Trim Servo P/N 0105-T10
 STEC 55X Computer P/N 01192-0-2TF
 STEC Turn Coordinator P/N 1394T00-14RB
 STEC Transducer P/N 0111

STEC System 55X Autopilot installation was done as per STC SA09007AC-D. All equipment installed as per Manufacturer's Instructions and in accordance with AC 43.13-18/28. The following manuals were used for reference: STEC Installation Bulletin ST 587 Rev 6 June 2011.

The following circuit protection was used for this installation; the following items were installed on the Avionics power bus located on the Pilot's sub panel: STEC 55X Autopilot installed using a 5 AMP circuit breaker, STEC Electric Trim installed using a 2 AMP circuit breaker.

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S 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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Select Avionics, LLC. 1500 E. Industrial Blvd Ste 121 McKinney, TX 75069 5ECR951Y
 LOG ID# 946 12-June-2015 WO# 2780 SA 20
 N1876M S/N 18264463 CESSNA 182P TACH 2157.1

Pg 2 / 2

All wiring meets requirements of AC 43.13-18 chapter 11. wiring was routed and secured as per AC 43.13-18 chapter 11. Circuit protection was used as per AC 43.13-18 chapter 11. Electrical load does not exceed limits as per AC 43.13-18 chapter 11. wiring also meets requirements of AC 43.13-28 chapter 2. All installed equipment was checked for EMI interference as per AC 43.13-18 chapter 11. All effected systems were tested accordingly to show compliance with 14 CFR 23.1301.

Recomputed weight and balance and entered into aircraft records.

FAA approved Flight Manual Supplement for the STEC system 55X P/N 891171 Rev 1 February 2001 has been provided to the aircraft owner/operator and must be on board the aircraft for this installation.

Continued Airworthiness for this installation should be performed as per attached Instructions for Continued Airworthiness for the STEC 55X Autopilot P/N 81155 Rev 2. copies have been provided to the aircraft owner/operator for inclusion into the aircraft maintenance records.

The aircraft/appliance identified above was repaired in accordance with current Federal Aviation Agency Regulations and is hereby approved for return to service with respect to work performed.

Jerry Huntley 6/12/15
 5ECR951Y Jerry Huntley Date

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S 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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N1876M 8/24/2015 tach 2160.9

Installed pilot secondary seat stop as per SEB07-5R4, installation J.

John Hooker 3026093 A&P



YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE
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AIRFRAME N1876M 1975 Cessna 182P Date: 9-30-15
S/N: 18264463 Tach: 2161.3 Total Time:

Remove wings Vertical Stab, Horizontal Stab, Rudder and flight controls.
Strip aircraft, prime and painted.
Installed Horton Stol Kit.
Re installed wings, Vertical Stab, Horizontal stab, Rudder and flight controls.
Rigged and test flow.

See WO 619 for details.

Returned this aircraft for service.



David Thibodeaux
Flying T Repair Station, LLC, SJNR1521

Horton
STOL

in or

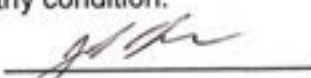
YEAR 20 DATE N# 1876M Date 2/12/2016 Tach 2185.5 ACTT 2185.5

Completed annual inspection this date. Lubed all flight controls. Packed wheel bearings. Replaced ELT battery p/n BS2190, next replacement March/2018. Replaced engine front baffle seal. Replaced alternator adjustment arm bushings p/n J9534-20. Replaced scatt-12 from exhaust shroud. Replaced crush gasket AN900-14.

CW the following AD's. AD's checked thru. 2016-03

CW AD 83-13-01 insp. next due 12 months. CW AD 11-10-09 insp. next due 100 hr / 12 months. CW AD 76-07-12 Test next due 100 hr. CW AD 96-12-22 insp. 100 hr / oil filter removal.

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

John Hooker 3026093 IA 

I inspected the make / model Airtex Deft 1 ELT system in this aircraft according to applicable FAA guidance and found that it meets the requirement of section 91: 207 (d). Battery replacement due Mar/2018

n or

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S 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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AIR PLAINS SERVICES

CRS: MNYR085K

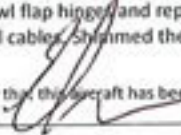
N1876M

WO: 031976

09/27/2016

Aircraft Log, AC TT & Hobbs: 2244.5—Tach: 0.0

Installed Trolltune 3150lb Gross Weight Increase in accordance with STC SA03608AT.
Installed JP Instrument EDM930 Engine Monitor system in accordance with STC SA014355E.
Installed JP Instrument Fuel Flow transducer in accordance with STC SA004325E.
Installed Flint Extended Range fuel tanks in accordance with STC SA1758WE.
Installed Emerging Lifesaving Technologies ELT406GPS (TSO-126a), PN: 51220-042, and Antenna PN: 114-042-600 in accordance with the installation instructions and AC43.13-28 and DO -204 3.1.8.
Installed overhauled fuel senders in both main tanks. Serviced the nose strut with fluid and nitrogen. Replaced the cowl flap hinges and replaced the clips on the induction tunnel. Installed new propeller and cowl flap control cables. Shimmed the nose gear torque links.

I certify that this aircraft has been inspected in accordance with current regulations and is approved for return to service
Signed  Inspector CRS MNYR085K

YEAR
20
DATE



AIR PLAINS SERVICES

N1876M

WO: 031976

09/27/2016

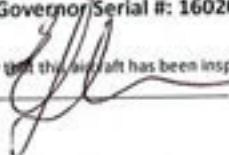
CRS: MNYR085K

Aircraft Log, AC TT & Hobbs: 2244.5—Tach: 0.0

Installed Air Plains Services, Corp. 300HP engine conversion: Teledyne Continental IO-550-D engine, in accordance with Air Plains Services STC SA00152WI. Installed McCauley 3 blade D3A34C401/90DFA-8 propeller in accordance with STC SA00727WI. Installed: new engine isolator mounts, prop governor, gaskets, fittings, seals, clamps as needed, new fuel and oil lines, alternator, electrically driven fuel pump, and scot hoses. Aircraft weighed.
Reference: FAA Form 337, Dated: 09/27/2016

Engine Serial #: 1012431
Propeller Serial #: 160445
Fuel Pump Serial #: 17351
Alternator Serial #: H-Q011549
Prop Governor Serial #: 160205

Gross Weight 3150
Empty Weight 1970
Useful Load 1180
Empty WT C.G. 37.09

I certify that this aircraft has been inspected in accordance with current regulations and is approved for return to service
Signed  Inspector CRS MNYR085K

YEAR
20
DATE

RECORDING
TACH
TIME

TODAY'S
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.)

N1876M 1/31/2017 tach. 36.5

Replaced both mags with new, (supplied by Air Planes Services, under warranty) LH S6RN-1225 / 10-349350-5 s/n F16LA160, RH S6RN-1225 / 10-349350-4 s/n F16LA198. Run and leak checked, all operations normal.

John Hooker 3026093 A&P


YEAR
20
DATE

N# 1876M Date 2/3/2017 Tach 36.5 ACTT 2281.0

Completed annual inspection this date. Lubed all flight controls. Packed wheel bearings. Replaced oil drain valve with new Saf-Air F62 drain valve. Replaced oring p/n ms28775-224 in RH brake caliper and 1 brake pad p/n RA66-109.

CW the following AD's. AD's checked thru. 2017-02
CW AD 83-13-01 para B insp. next due 12 months. CW AD 11-10-09 insp. next due 100 hr/12 months.
CW AD 76-07-12 test next due 100 hr.

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

John Hooker 3026093 IA 

I inspected the make / model E.L.T. 406GPS ELT system in this aircraft according to applicable FAA guidance and found that it meets the requirement of section 91: 207 (d). Battery replacement due 9/2021

an or

Select Avionics, LLC. 1500 E. Industrial Blvd Ste 121 McKinney, TX 75069 5ECR951Y
LOG ID# 1140 23-March-2017 WO# 3251 SA 20
M1876M S/N 18264463 CESSNA 182P

Pg 1 / 3

ician or

DISCREPANCY: Installation.

ACTION:
Removed the following equipment:

- King KI 525A HSI P/N 066-3046-07
- King KG 102A Directional Gyro P/N 060-0015-00
- King KMT 112 Flux Detector P/N 071-1062-00
- King KAS1B Slaving Accessory P/N 071-01242-0006
- Sigma Tek 5000F-6 Attitude Indicator P/N 23-501-017
- Garmin GI 106A VOR/ILS Indicator P/N 013-00049-01
- Aerosonic Altimeter P/N 101627-01344L
- Airspeed Indicator P/N EA-5175-19-CES
- EGT Indicator P/N 46150
- DAT Indicator P/N 301F
- United VSI P/N 7000

Installed the following equipment:

- Garmin GDU 620 PFD P/N 011-01264-50
- Garmin GDC 74A Air Data Computer P/N 011-00882-10
- Garmin GRS 77 MRS P/N 011-00868-10
- Garmin GDU 44 Magnetometer P/N 011-00870-00
- Garmin CTP-59 P/N 011-00978-00



YEAR 20 DATE	RECORDING TACH TIME	TODAY'S 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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Select Avionics, LLC. 1500 E. Industrial Blvd Ste 121 McKinney, TX 75069 5ECR951Y
 LOG ID# 1140 23-March-2017 WO# 3251 SA 20
 N1676M S/N 18264463 CESSNA 182P

Pg 2 / 3

Mid Continent MD 302 Electronic Standby Instrument

Garmin G500 Installation was done as per STC SA021531A-D. Mid Continent MD 302 installation was done as per STC SA019695E. All equipment installed as per Manufacturer's Instructions and in accordance with AC 43.13-18/28. The following manuals were used for reference: Garmin G500 Installation Manual P/N 190-30601-06 Rev P September 2016, and Mid Continent MD 302 Installation Manual P/N 9017782 Rev H January 2015.

Recomputed weight and balance and entered into aircraft records.

All wiring meets requirements of AC 43.13-18 chapter 11. Wiring was routed and secured as per AC 43.13-18 chapter 11. Circuit protection was used as per AC 43.13-18 chapter 11. Electrical load does not exceed limits as per AC 43.13-18 chapter 11. Wiring also meets requirements of AC 43.13-28 chapter 2. All installed equipment was checked for EMI interference as per AC 43.13-18 chapter 11. All effected systems were tested accordingly to show compliance with 14 CFR 23.1301.

FAA approved Flight Manual Supplement for the G500 P/N 190-00601-01 Rev C November 2016 has been provided to the aircraft owner/operator and must be on board the aircraft for this installation. FAA Approved Flight Manual Supplement for the MD 302 P/N AH021-1901-00 Rev D January 2011 has been provided to the aircraft owner/operator and must be on board the aircraft for this installation.

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S 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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Select Avionics, LLC. 1500 E. Industrial Blvd Ste 121 McKinney, TX 75069 5ECR951Y
 LOG ID# 1140 23-March-2017 WO# 3251 SA 20
 N1376M S/N 18264463 CESSNA 182P

Pg 3 / 3

Continued Airworthiness for this installation should be performed as per attached instructions for Continued Airworthiness P/N 190-00601-00 Rev K November 2016 for the Garmin G500 System and P/N Copies have been provided to the aircraft owner/operator for inclusion into the aircraft maintenance records.

The aircraft/appliance identified above was repaired in accordance with current Federal Aviation Agency Regulations and is hereby approved for return to service with respect to work performed.

Jerry Huntley 3/23/17
 5ECR951Y Jerry Huntley Date

Select Avionics, LLC
 certified the altimeter system and altitude reporting equipment in accordance with the inspection required by FAR 91.411 & FAR 43 Appendix E Sub-paragraph (b).

Altimeter/Encoder Model 6DU 620 s/n 165205030
 Tested to 20,000 ft. Date 3/23/17
 Altimeter/Encoder Model 6DL74A s/n 20620929
 Tested to 20,000 ft. Date 3/23/17
 Altimeter/Encoder Model MS 302 s/n 1414-11770
 Tested to 20,000 ft. Date 3/23/17
 Altimeter/Encoder Model _____ s/n _____
 Tested to _____ ft. Date _____

N# 1876M s/n 18264463 Time 2290.0

SELECT AVIONICS McKinney, Texas 75069
 FAA # SECR951Y Jay Whitley 3/23/17
 Signed Date

SA 08

I certify that this aircraft has been inspected in accordance with FAR 91.413 and Appendix F of FAR 43 inspection and was determined to be in airworthy condition.

Transponder #1 Model GTX 327 s/n 83750377

Transponder #2 Model _____ s/n _____

N# 1876M s/n 18264463 Time 2290.0

SELECT AVIONICS McKinney, Texas 75069

FAA # SECR951Y Jay Whitley 3/23/17
 Signed Date

I certify that the static and integration inspection required by FAR 43 Appendix E Sub-Paragraph (a) & (c) have been performed in accordance with FAR 91.411

N# 1876M s/n 18264463 Time 2290.0

SELECT AVIONICS McKinney, Texas 75069

FAA # SECR951Y Jay Whitley 3/23/17
 Signed Date

SA 10

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Repair Facility. (See back pages for other specific entries.)
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AIRFRAME Date: 10-31-17
 Make/Model: 1975 Cessna 182P S/N: 18264463
 Registration: N1876M Tach Time: 111.1

Installed cowlings fairings, STC SA10351SC in accordance with manufacturer's installation instructions and drawing TSFG-100-1.

David Thibodeaux
 Flying T Repair Station, LLC, FAA CRS # SJNR1521

N1876M 10/2/2017 tach 111.1

Installed Texas Skyways Inc. exhaust pipe extension. (see 337 form this date) No significant change to weight and balance.

John Hooker 3026093 A&P

YE
20
DA

N# 1876M Date 2/22/2019 Tach 230.7 ACTT 2475.2

Completed annual inspection this date. Lubed all flight controls. Packed wheel bearings. Replaced air filter element BA 8103-1. Replaced all brake pads.

CW the following AD's. AD's checked thru. 2019-04

CW AD 83-13-01 insp. next due 12 months.
CW AD 11-10-09 insp. next due 100 hr/12 months
CW AD 76-07-12 test next due 100 hr.

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

John Hooker 3026093 IA [Signature]

I inspected the make / model ELT 406 GPS ELT system in this aircraft according to applicable FAA guidance and found that it meets the requirement of section 91: 207 (d). Battery replacement due 08/2021

certified the altimeter system and altitude reporting equipment in accordance with the inspection required by FAR 91.411 & FAR 43 Appendix E Sub-paragraph (h).

Altimeter/Encoder Model GDU620 s/n 165105030
Tested to 20,000 ft. Date 3/2/19
Altimeter/Encoder Model GDC744 s/n 20620929
Tested to 20,000 ft. Date 3/2/19
Altimeter/Encoder Model 410302 s/n 4114-11772
Tested to 20,000 ft. Date 3/2/19
Altimeter/Encoder Model / s/n /
Tested to / ft. Date /

N# 1876M s/n 18264463 Time 232.7

SELECT AVIONICS McKinney, Texas 75069

FAA # SECR951Y [Signature] 3/2/19
Signed Date

SA 08

checked the aircraft has been inspected in accordance with FAR 91.413 and Appendix F of FAR 43 inspection and was determined to be in airworthy condition.

Transponder #1 Model GTX 327 s/n 83750377

Transponder #2 Model / s/n /

N# 1876M s/n 18264463 Time 232.7

SELECT AVIONICS McKinney, Texas 75069

FAA # SECR951Y [Signature] 3/2/19
Signed Date

SA 09

I certify that the static and integration inspection required by FAR 43 Appendix E Sub-Paragraph (a) & (c) have been performed in accordance with FAR 91.411

N# 1876M s/n 18264463 Time 232.7

SELECT AVIONICS McKinney, Texas 75069

FAA # SECR951Y [Signature] 3/2/19
Signed Date

SA 10

Gemco Aviation Services Inc.

10800 Sharrott Rd
North Lima, OH 44452
330-549-0337

N1876M	Make: Cessna	Model: 182P	Serial: 18264463
Date: 11/9/2020	Tach: 306.9		

ATA 21: Installed Tanis cabin heater P/N THP3094-500, S/N CER5956 on R/H flight compartment side wall panel and ran wiring through the firewall and connected to the engine preheat plug per Tanis AV/Cabin heater installation document No. TN03094, Rev. F, dated 2/26/2019. Performed an operational check with no defects noted. Installed operating guide document No. TPG3094, Rev. D, dated 11/02/2018 in POH.

ATA 28: Defueled aircraft and removed interior head liner and trim panels to gain access to fuel sending units. Removed sending units P/N 0726110-1 (L/H) and P/N 072611 S/N 162378 (R/H) and installed new CIES fuel sending units P/N CC284022 0602-0101 (L/H), S/N C 3246 and (R/H), S/N C 3532. Removed JPI resistive 300 OHM fuel quantity boxes P/N 790802 and installed a 2 Amp circuit breaker P/N with power being supplied from EDM breaker. Ran power wires to the L/H and R/H sending units using M27500-22TG3T14 wire. Reconfigured EDM wiring per pages 26-27 of installation manual. Performed the EDM 930 Soft wear update with the update package supplied from JP Instruments, (e-mail from Tim Sullivan), dated 7/8/2020 per the supplied instructions. Removed wing tips to gain access to remove the L/H and R/H Flint tip tanks and removed the Stewart Werner sending units P/N 3858. Installed new CIES sending units P/N


CC284022(0602-0101), RFI S/N C3533 and LFI S/N C3534 using new gaskets and interfaced with JPI 930 with three conductor M27500-22TG3T14 wire and Deutsch connector kit P/N DK. Performed fuel system calibration and leak checked with no defects noted at this time.

Troubleshoot fuel leak at R/H wing root with aircraft full after replacing sending units. Removed and replace Eagle fuel drain valve "O" ring P/N M83248/01-006 and M83248/01-010 per Eagle drain valve document 732, saftied and leak checked with no leaks noted. Defueled aircraft and refueled 5 gallons at a time till the leak was discovered. Discovered leak to be high on tank after 30

N1876M	Make: Cessna	Model: 182P	Serial: 18264463
Date: 11/9/2020	Tach: 306.9		

gallons showed signs of leakage. Defueled R/H wing and removed the inboard fuel tank access panel. Inspected wing butt rib for leaks with none noted. Replaced fuel sending unit inner gasket P/N MSC 1588-2 and outer gasket P/N MCS 1588-1. Found evidence of fuel leaking from outer fuel cell access panel. Reinstalled outboard aft snap-fasteners. Removed outer access panel, cleaned mating surfaces and reinstalled panel with new gasket P/N 0726002-1. Inspected fuel cell for debris and closed inboard access panel using new gasket P/N 0726002-1. Serviced aircraft with fuel verified fuel quantity calibration and leak check with no leaks noted at this time.

ATA 72: Installed Reiff HotBand standard heating system P/N SL6 per Reiff installation instructions CH 2018-06 and located the plug connection in the L/H upper cowling cooling inlet duct. Performed a system operational test with no defects noted. Installed Reiff operating instructions HS 2018-09 in POH.


Robert Grant A/P 3719335



Repair Station #: W6NR985J

November 03, 2020

Registration #: N1876M

Manufacturer: Cessna

Part/Model number: 182P

Work Order No: PST8409

Total AC Time: 312.5
TACH

Total AC Cycles:

Aircraft Serial Number: 182-64463

Date: 11/03/2020

Squawk

1.1

DEFUELED RIGHT WING, REMOVED SENDING UNIT, FOUND RIB ON TANK SIDE STILL HAVING REMNANTS OF OLD GASKET, CLEANED RIB AS NEEDED, REINSTALLED SENDING UNIT WITH ONE NEW GASKET P/N S1588-1 AND ONE NEW GASKET P/N S1588-2, INSTALLED TWO NEW TANK GASKETS P/N 0726001-1, REFUELED AIRCRAFT RH WING AND NO LEAKS FOUND AT THIS DATE AND TIME. REINSTALLED ALL REMOVED INTERIOR TO FACILITATE MAINTENANCE, ALL WORK ACCOMPLISHED IAW CESSNA 182P MM, SECTION 12.

All Work Performed I.A.W. Cessna 182P Appropriate Data.

These items identified above were repaired and/or inspected in accordance with current Federal Aviation Regulations and the repairs are approved for return to service. Pertinent details of these repairs are on file at the repair station under Work Order Number PST8409.

Signature

For Winner Aviation Repair Station #W6NR985J

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations <small>Entries must be endorsed with Name, Rating and Certificate Number of Technician.</small>
				<p>TACH: 322.6 17 DEC 2020 N1876M</p> <p>Removed failed Garmin GDC74A p/n 011-00882-10, s/n 20622050. Installed newly overhauled GDC74A p/n 011-00882-10, s/n 20612903. Verified GDC software loaded was at appropriate version 3.11 for GDU620 main software 7.37. Work done in accordance with Garmin G500 Maintenance Manual p/n 190-00601-05. Repaired pitot leak at union under copilot panel. Leak check done in accordance with FAR 23.1325. Recalibrated SAM MD302 altitude and airspeed in accordance with Mid-Continent MD302 Series Installation Manual p/n 9017782 Revision N. Operational checks satisfactory at this time. I certify that this work has been performed in accordance with applicable manufacturer's data and applicable FAR's and has been determined to be in airworthy condition.</p> <p><i>M.L. Caldwell III</i> 17 DEC 2020 M.L. Caldwell III date</p> <p>ProAv Aircraft Services Ltd. E9TR271N WO#4131</p>

giving Civil Aviation
Authority/Country:
UNITED STA
ion Name and Add

7. Description:
GDC74A HIRF
MARKS: This "C"
5534". This use
complies with Mo
@ software for this
late avionics/line r
has been inspected
ek that was per
1-00882-10 use

YEAR
20
DATE

REG
TAC
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TACH: 322.6 14 DEC 2020 N1876M

Troubleshoot customer's GDU620 AHRS failure. When we test ran the aircraft we could not duplicate the problem. When removing the GRS77 AHRS connector in the tail we found pin 1(configuration module ground) bent. Removed damaged pin and reinstalled new pin. Post engine run was successful with no noted AHRS issues. Recalibrated JPI EDM-930 fuel tanks in accordance with JPI EDM-930 Installation Manual Report No. 908 Rev. L. Troubleshoot fuel data not getting to the GTN750 from incorrect configuration settings in the GTN. Reprogrammed RS232 channel 4 out to Aviation Output 1 and RS232 channel 4 in to FADC Format 1. Verified on post engine run that fuel data was coming in to the GTN. Upgraded Garmin GTN750 Main software from version 6.41 to 6.71. WAAS software from version 5.2 to 5.3, and COM software from version 2.20 to 2.30 in accordance with Garmin SB's 20134 Rev. A and 20122 Rev. A. Upgraded Garmin GDL88 software from version 3.20 to 3.42 in accordance with Garmin SB's 2015 Rev. A and 2055 Rev. A. I certify that this work has been performed in accordance with applicable manufacturer's data and applicable FAR's and has been determined to be in airworthy condition.

M.L. Caldwell III 12/14/2020

M.L. Caldwell III date
ProAv Aircraft Services Ltd. E9TR271N WO#4129

Iterations

Number of Technician or

YEAR
20
DATE

Gemco Aviation Services Inc.

10800 Sharrott Rd
North Lima, OH 44452
330-549-0337

Reg#: N1876M
Date: 04/09/2021

Make: CESSNA
Meter: 334.5

Model: 182P
ATT: 2579.0

Serial: 18264463

Performed an Annual inspection, using the Cessna 182 inspection form as a guide. Serviced and lubricated the aircraft per the AMM.
Installed a new alternator belt PN: 539547-31.19, installed missing balance tube clamp, fabricated right upper engine mount heat shield, installed new fuel strainer standpipe PN: MC0756011-1 and new o-rings, fabricated fuel quantity and type placards as required, performed compass swing and installed new compass card, installed new bracket induction filter, and installed new Timken wheel bearings in the right main wheel.
Complied with the following AD's:
76-07-12 (8/30/1977) Operational check of ignition switch. Next due 4/2022 or 2679.
83-13-01 (8/1/1983) Inspection of placards and fuel caps. Installed new placards. Next due 4/2022
11-10-09 (6/17/2011) Inspection of seats and tracks. Next due 4/2022 or 2679
New AD 2020-18-01 strut inspection is due @ 4000 hrs.
I certify that this aircraft was inspected in accordance with an annual inspection and was determined to be in airworthy condition.

Timothy A. Begeot Sr.
Timothy A. Begeot Sr. A&P 291607729 IA

91.201(1) c/w

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S 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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LEFT Pilot	Aircraft: <u>N1876M</u> S/N: <u>18264463</u>	RIGHT Standby
Alt. Mfg: <u>Garmin</u>	Date: <u>4/13/2021</u> W/O: <u>1781</u>	Alt. Mfg: <u>Mid continent</u>
Alt. P/N: <u>011-01264-50</u>	TAT: <u>2579.3</u> TAC: _____	Alt. P/N: <u>6420302-1</u>
Alt. S/N: <u>185205030</u>		Alt. S/N: <u>M14-11772</u>

The Altimeter/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" to 20000 feet.

Date: 4/13/2021 Cert. No: CRS MVJR120L

GENCO AVIATION SERVICES, INC.

AVIONICS DIVISION

YOUNGSTOWN METRO AIRPORT

CRS, MVJR120L

FORM 128

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.

Transponder #1
 Make: Garmin Model: GTX 327
 S/N: 83750377 TSO: C74c

Transponder #2
 Make: _____ Model: _____
 S/N: _____ TSO: _____

Certified Air Data Computer(s) as per FAR 43 Appendix "E" (2).

Make: Garmin Model: GDC 74a
 #1 S/N: 20820929 #2 S/N: _____
 Signed: Rawson Hunt Cert. No: CRS MVJR120L

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S 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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Altimeter correction Card

Registration: <u>N1876M</u> Ser.No: <u>18264463</u>			
Alt. Pos: <u>Pilot</u> P/N: <u>011-01264-50</u> S/N: <u>185205030</u>			
Standard Altitude Ft.	Altimeter Reading	Standard Altitude Ft	Altimeter Reading
-1000	0	14000	-10
0	0	16000	-10
500	0	18000	-10
1000	-5	20000	-20
1500	-5	22000	
2000	0	25000	
3000	0	30000	
4000	-5	35000	
8000	0	40000	
8000	0	45000	
10000	-10	50000	
12000	-5	55000	

Signed: Rawson Hunt Date: 4/13/2021
 Cert. No: CRS MVJR120L FORM 125A

Altimeter correction Card

Registration: <u>N1876M</u> Ser.No: <u>18264463</u>			
Alt. Pos: <u>STBY</u> P/N: <u>6420302-1</u> S/N: <u>M14-11772</u>			
Standard Altitude Ft.	Altimeter Reading	Standard Altitude Ft	Altimeter Reading
-1000	-10	14000	0
0	0	16000	-20
500	-10	18000	-20
1000	-10	20000	-30
1500	-10	22000	
2000	0	25000	
3000	0	30000	
4000	0	35000	
6000	0	40000	
6000	-20	45000	
10000	-20	50000	
12000	0	55000	

Signed: Rawson Hunt Date: 4/13/2021
 Cert. No: CRS MVJR120L FORM 125A

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S 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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Gemco Aviation Services Inc.

10800 Sharrott Rd
North Lima, OH 44452
330-549-0337

Reg#: N1876M	Make: CESSNA	Model: 182P	Serial: 18264463
Date: 01/07/2022	Meter: 344.4	ATT: 2607.0	

Removed McCauley, 3 bladed constant speed propeller model: D3A34C401/90DFA, S/N 160445 and spinner from Cessna N1876M, S/N 18264463. McCauley propeller time since new: 344.4 hours. Installed new M&T, 2 bladed constant speed propeller model MTV-15-D/210-58, S/N 211314 and new spinner P/N P-271-2-C per STC SA02294CH installation instructions: report ES1027-5 Abridged, Rev B., dated 11/13/2012, see FAA form 337 dated 1/07/2022 for details.

CL TL KSA
Christopher T. Kotch A&P173580771

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Registration #: N1876M	Total AC Time: 2,611.7	Total AC Cycles:
Manufacturer: Cessna		
Part/Model number: 182P	Aircraft Serial Number: 182-64463	
Work Order No: PST9013	Date: 04/08/2022	

- Squawk
- 1.1 CW 50 HR, 100 HR AND ANNUAL INSPECTIONS USING INSPECTION FORM OUTLINED IN SECTION 2 OF CESSNA 182P MM AS A GUIDELINE. CW COMPRESSION CHECK WITH SATISFACTORY RESULTS AS FOLLOWS: #1 - 74/80 #2 - 76/80 #3 - 76/80 #4 - 78/80 #5 - 75/80 #6 - 74/80
 - 1.2 COMPLIED WITH F.A.R. 91.207, PARA (D) OPERATIONAL AND CORROSION CHECK IAW AC43.13.
 - 1.3 COMPLIED WITH BATTERY SERVICE IAW CESSNA 182P MM, SECTION 2.
 - 1.4 REMOVED EXISTING INDUCTION AIR FILTER AND INSTALLED NEW P/N BA8103-1 IAW CESSNA MODEL 182 SERIES (1969-1976) SERVICE MANUAL PAGE 11-19, NO DEFECTS FOUND.
 - 1.5 COMPLIED WITH AD83-13-01 FUEL CAP SEALING IAW 14 CFR PART 39 AMENDMENT 39-4672; AD83-13-01, PARA B.
 - 1.6 COMPLIED WITH AD11-10-09, INSPECTION OF SEATS AND TRACKS IAW 14 CFR PART 39 AMENDMENT 39-16690; AD 11-10-09, NO DEFECTS FOUND
 - 1.7 COMPLIED WITH STC SA1758WE EXTENDED RANGE TANKS PER ICA INSTRUCTIONS.
 - 1.8 COMPLIED WITH ICA RIEFF HOTBAND P/N SLG IAW RIEFF PREHEAT SYSTEMS HOTBAND CYLINDER HEATING SYSTEMS INSTALLATION AND OPERATION INSTRUCTIONS, NO DEFECTS NOTED AT THIS TIME, OPERATIONAL CHECKED GOOD.



Registration #: N1876M

Total AC Time: 2,611.7

Total AC Cycles:

Manufacturer: Cessna

Part/Model number: 182P

Aircraft Serial Number: 182-64463

Work Order No: PST9013

Date: 04/08/2022

Squawk

- 1.9 COMPLIED WITH ICA TANIS CABIN HEATER DOCUMENT TCA1000, REV B DATED AUG 10 2020, NO DEFECTS NOTED, OPERATIONAL CHECKED GOOD.
- 1.10 COMPLIED WITH ICA GARMIN G500 VISUAL PER ICA INSTRUCTIONS.
- 1.11 COMPLIED WITH ICA GARMIN GTN-750 BONDING CHECK PER ICA INSTRUCTIONS.
- 1.12 COMPLIED WITH ICA GARMIN GTN-750 VISUAL INSPECTION IAW ICA INSTRUCTIONS.
- 1.13 COMPLIED WITH ICA ROSEN SUNVISOR INSPECTION IAW STANDARD MAINTENANCE PRACTICES, NO DEFECTS NOTED AT THIS TIME.
- 1.14 RESEALED COCKPIT WINDSHIELD AS NEEDED IAW CESSNA 182P MM.
- 1.15 COMPLIED WITH DYNAMIC PROP BALANCE IAW CHADWICK HELLMUTH 192 A SPECTRUM ANALYZER INSTRUCTIONS. BALANCED TO .08 IPS
- 1.16 REMOVED EXISTING STARTER ADAPTER, FOUND SPRING INSIDE ADAPTER TO BE BROKEN, INSTALLED OVERHAULED STARTER ADAPTER P/N 643259A18 S/N 221030.

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S 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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All Work Performed I.A.W. Cessna 182P Appropriate Data.

These items identified above were repaired and/or inspected in accordance with current Federal Aviation Regulations and the repairs are approved for return to service. Pertinent details of these repairs are on file at the repair station under Work Order Number PST9013.

Signature

For Winner Aviation Repair Station #W6NR985J

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S 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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N1876M	Make: CESSNA	Model: 182P	Serial: 18264463
Date: 04/28/2023	Meter: 418	ATT: 2680.9	

Performed annual inspection in accordance with Cessna 182 inspection form and FAR 43 appendix D. Serviced and lubricated as per the Aircraft Maintenance Manual. Replaced missing hardware on interior panels.

Applicable AD's complied with:

- 76-07-12 Ignition switch Next Due 4/2024 or 2780.9
- 83-13-01 Placards and Fuel caps Next Due 4/2024
- 11-10-09 Seat Tracks Next Due 4/2024 or 2780.9
- 20-18-01 Strut Inspection Next Due 4000

I certify this aircraft has been inspected IAW an annual inspection and was determined to be in airworthy condition.

Sam Serrino AP/IA 3500783

YEAR
20
DATE

Gemco Aviation Services Inc.

10800 Sharrott Rd
North Lima, OH 44452
330-549-0337

Reg#: N1876M	Make: CESSNA	Model: 182P	Serial: 18264463
Date: 7/05/2023	Meter: 400.4	ATT: 22663.0	

Removed ELT from aircraft and removed ELT battery P/N 217-460-001 and installed new Emergency Lifesaving Technologies battery pack P/N 217-406-001, with an expiration date of 6/01/2028. C/W annual ELT inspection per FAR 91.207 (d) with no defects noted. Reinstalled ELT in aircraft and performed the self-test per manual P/N 007111, Rev. 1, dated 12/09/2009, with no defects noted.

CT Kotech
Christopher T Kotch A&P173580771



Registration #: N1876M
 Manufacturer: Cessna
 Part/Model number: 182P
 Work Order No: PST9062

Total AC Time: 2,615.8
 Total IAC Cycles:
 Aircraft Serial Number: 182-64463
 Date: 04/28/2022

Squawk

- 1.1 TROUBLESHOOT OIL LEAK, REMOVED COWLING, CLEANED ENGINE, GROUND RAN AND FOUND SLIGHT LEAK AT STARTER PAD ON ADAPTER AND A PLUG LEAKING SLIGHTLY ON LOWER SIDE OF OIL PUMP HOUSING, INSTALLED A NEW ORING P/N AS3578-038, TIGHTENED PLUG AS NEEDED, GROUND RAN AGAIN AND NO LEAKS FOUND, ALL WORK ACCOMPLISHED IAW CESSNA 182P MM. SECTION 11.
- 1.2 REMOVED BROKEN SHOCK MOUNT FROM TOP COWLING AND INSTALLED A NEW MOUNT P/N J7444-24, ALL WORK ACCOMPLISHED IAW CESSNA 182P MM. SECTION 11.

All Work Performed I.A.W. Cessna 182P Appropriate Data.

These items identified above were repaired and/or inspected in accordance with current Federal Aviation Regulations and the repairs are approved for return to service. Further details of these repairs are on file at the repair station under Work Order Number PST9062.

Signature: 
 For Winner Aviation Repair Station #W6NR985J

YEAR	RECORDING	TODAY'S	TOTAL	Description of Inspections, Tests, Repairs and Alterations	
				Left	Right
				Alt. MFG:Garmin GDC74A Alt. P/N: 011-00882-10 Alt S/N: 20612903	Aircraft: N1876M S/N:18264463 Date: 05-23-2023 W.O.: 2011 TAT: TAC: 396.9 Alt. MFG:Mid Continent Alt. P/N: 6420302-1 Alt. S/N: M14-11772
				The altimeter/encoder and Static system tests required by FAR 91.411, have been performed and found to be satisfactory IAW FAR 43 Appendix E to 20000 feet	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 G if applicable
				Date: 05-23-2023	Cert. No: MVJR120L
				Gemco Aviation Services, INC. Avionics Division Youngstown Metro Airport CRS MVJR120L	
					Make: Garmin S/N: 83750377 Model: GTX327 TSO:C74c Transponder #1
					Make: S/N: Model: TSO: Certified Air Data Computer(s) as per FAR 43 Appendix E #1 S/N: 20612903 #2 S/N: Signed Gary Lee Hutchinson Jr Cert. No: MVJR120L
				Form 126	

Altimeter Correction Card			
YEAR 20 DATE	Registration: N1876M		Ser. No:18264463
	Alt POS-Garmin GDC74A P/N: 011-00882-10 S/N:20612903		
	Standard altitude FT	Altimeter reading	Standard altitude FT
	-1000	-1000	14000
	0	0	16000
	500	500	18000
	1000	1000	20000
	1500	1500	22000
	2000	2000	25000
	3000	3000	30000
	4000	4000	35000
	6000	6000	40000
	8000	8000	45000
	10000	10000	50000
	12000	12000	55000
Signed: Gary LEE Hutchinson JR <i>[Signature]</i> Date: 05-23-2023			
Cert. No: CRS MVJR120L		Form 125A	

Altimeter Correction Card			
Registration: N1876M		Ser. No:18264463	
Alt POS: Mid Continent STBY P/N: 6420302-1 S/N: M14-1772			
	Standard altitude FT	Altimeter reading	Standard altitude FT
	-1000	-990	14000
	0	10	16000
	500	510	18000
	1000	1010	20000
	1500	1510	22000
	2000	2010	25000
	3000	3010	30000
	4000	4010	35000
	6000	6010	40000
	8000	8020	45000
	10000	10020	50000
	12000	12030	55000
Signed: Gary Lee Hutchinson Jr <i>[Signature]</i> Date: 05-23-2023			
Cert. No: CRS MVJR120L		Form 125A	

TACH: 400.4	N1876M	DATE 6/21/2023
<p>Updated G500 IGRF Magnetic Field Model IAW Garmin Service Bulletin No.: 1704 Rev. B dated October 13,2020. C/W G500 ICA Visual inspection IAW G500 ICA manual P/N: 190-00601-00 Rev.M, next due at next annual inspection. C/W GTN750 ICA visual inspection IAW GTN750 maintenance manual P/N: 190-01007-A1 Rev. 12, next due at next annual inspection. C/W GDL88 ICA visual inspection IAW GDL88 ICA manual P/N: 190-01310-01 Rev. 3, next due at next annual inspection. C/W GA35 GPS antenna ICA visual inspection IAW GA35 ICA manual P/N: 005-00638-09 Rev. 3, next due at next annual inspection</p>		
<p>The Aircraft component identified above was repaired and inspected and was Found airworthy for return to service.</p>		
<p>Genco Aviation Services, Inc. Youngstown & Erie Metro Airport Bldg Sharon Road North East, OH 44057 (330) 549-0337</p>		
		<p><i>[Signature]</i> Rawson Hurst AP 4061332</p>

YEAR 20	TOTAL TIME IN SERVICE	Reference of Major Repairs and Major Alterations To FAA Form 337 by Date, or to the Work Order by Number and the Approving Agency
DATE		

Gemco Aviation Services Inc.

10800 Sharrott Rd
North Lima, OH 44452
330-549-0337

Reg#: N1876M	Make: CESSNA	Model: 182P	Serial: 18264463
Date: 12/19/2022	Meter: 380.2	ATT: 2642.8	

Removed vertical fin cap, located, fit, match drilled new mounting holes in new cap P/N SA-1231064-1. Prepped cap for paint, primed and painted cap. Installed onto aircraft. Ops check of beacon light good.

Shawn M Wodogaza
Shawn M Wodogaza A&P 4398786

YEAR 20	AD NUMB		Repair Station #: W6NR985J	December 05, 2022
DATE				

Registration #: N1876M
Manufacturer: Cessna
Part/Model number: 182P
Work Order No: PST9255

Total AC Time: 2642.4 Total AC Cycles:

Aircraft Serial Number: 182-64463
Date: 12/05/2022

Squawk
1.1

TROUBLE SHOT FUEL LEAK ON RH WING. REMOVED FUEL BLADDER AND INFLATED, CHECKED FOR LEAKS WITH SOAP WATER AND FOUND MULTIPLE LEAKS AROUND SUMP DRAIN NIPPLE AND CORNER PATCHES. SENT BLADDER OUT FOR REPAIR. RECEIVED REPAIRED BLADDER AND INFLATED FOR LEAK CHECK. NO LEAKS NOTED. REINSTALLED FUEL BLADDER AND ASSOCIATED PARTS. FUELED AIRCRAFT AND LEAK CHECKED FOR MULTIPLE DAYS. NO LEAKS NOTED AT THIS TIME. WORK DONE IAW CESSNA 182P AMM SECTION 12. FUEL SENDING UNIT AND SUMP DRAIN OPERATIONAL CHECK GOOD.

All Work Performed I.A.W. Cessna 182P Appropriate Data

These items identified above were repaired and/or inspected in accordance with current Federal Aviation Regulations and the repairs are approved for return to service. Pertinent details of these repairs are on file at the repair station under Work Order Number PST9255.

Signature: *[Signature]*
For Winner Aviation Repair Station #W6NR985J

THE STANDARD® AIRCRAFT LOG
SA-2

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ASA-SA-2
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ISBN 978-1-56027-117-8



Aircraft Record General Information

Manufacturer Cessna Model 182P

Serial 18264463 Registration Number N1876M

Date of Manufacture _____

Engine(s) currently installed:

Manufacturer Continental Motors Model T0550 D 24B Serial 1012431

Manufacturer _____ Model _____ Serial _____

Propeller(s) currently installed:

Manufacturer M:T Model MTV-15-D/210-58

HUB Model _____ Serial 211314 Serial _____

Blade Model _____ Serial AMF87610 Serial AMF87611 Serial _____

Blade Model _____ Serial _____ Serial _____ Serial _____

YE
20
DF

Gemco Aviation Services Inc.

10800 Sharrott Rd
North Lima, OH 44452
330-549-0337

tions
er of
tries.)

YEAR
20
DATE

Reg#: N1876M	Make: CESSNA	Model: 182P	Serial: 18264463
Date: 05/15/2024	Meter: 423.8	ATT: 2668.3	Page / of 4

- Performed an Annual inspection, using the Cessna 182 inspection form as a guide. Serviced and lubricated the aircraft per the AMM. ADs checked through Vervyon biweekly 2024-09.
- C/W AD 76-07-12R1, dated 8/30/1977 by performing an operational check of the ignition switch, with no defects noted. Next due 523.8 hours.
- C/W AD 83-13-01, dated 8/1/1983 by inspection of fuel caps and placards, see below for repair details.
- C/W AD2011-10-09, dated 6/17/2011 by inspection of seats and tracks. Next due 5/31/2025 or 523.8 hours
- AD 2020-18-01 strut inspection is due @ 4000 hrs.
- C/W AD 2022-03-15, dated 3/21/2022 and found the AD to be N/A because the affected Garmin equipment is not installed in this aircraft and is not interfaced to the fuel quantity system.
- C/W AD 2023-10-02, dated 5/26/2023 and found the AD to be N/A because the aircraft is not equipped with a radio / radar altimeter and is not a commuter / commercial aircraft.
- C/W annual S-Tec 55X autopilot ICA per 8155 Rev. 5, with no defects noted.
- C/W annual battery CAP test, failed at 82%. Condition charged and retested, passed 115%, top charged and reinstalled.
- C/W annual ELT inspection per FAR 91.207, with no defects noted. ELT battery replacement due 6/01/2028.
- C/W annual Rosen Sun visor visual inspection and tension check, with no defects noted.
- C/W annual Flint tip tank ICA, see ATA 11 below for repair details.
- C/W annual Garmin G500 ICA per manual 190-00601-00, Rev. M, see ATA 34 for repair details.
- C/W annual Garmin GTN 750 ICA per manual 190-01007-1A, Rev. 7, see ATA 34 for repair details.
- C/W annual Garmin GNC 255A nav / com Ica per manual 190-01182-02, Rev. 8, with no defects noted.
- C/W annual Garmin GTX 327 transponder ICA per manual 190-00187, Rev. R, with no defects noted.
- C/W annual Garmin GMA 340 audio panel ICA per manual 190-00149-0, Rev. L, with no defects noted.
- C/W annual Garmin GDL 88 ICA per manual 190-01210-0, Rev. S, with no defects noted.

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Gemco Aviation Services Inc.

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- C/W annual Garmin GA35GPS antenna ICA per manual 005-00638-09, Rev. 3, with no defects noted.
- C/W annual Mid Continent MD302, standby altitude module (SAM) visual inspection per manual # 9017782, Rev. H, 1/07/2015, with no defects noted and FAR 91.411 test due 24 months or 5/31/2025.
- C/W annual Trolltune Corporation increased maximum gross takeoff weight ICA per document # ED6-004-SW, Rev. IR, dated 4/17/2008, with no defects noted.
- C/W Texas Skyways exhaust and nose gear fairing visual inspection with no defects noted.
- C/W Tannis aircraft engine preheater cabin heater inspection, see ATA 71 for repair details.
- C/W JPI EDM 930 visual and operational inspection per supplement # 905-01, Rev. E, dated 5/24/2014, with no defects noted.
- C/W Texas Skyways exhaust pipe extension inspection, with no defects noted.
- ATA 11: Removed R/H inboard fuel cap "closed" placard. Fabricated new placard. Removed L/H and R/H wing tip fuel cap cover placards. Fabricated and installed an aux tank switch placard per Flint Aero Inc Doc. No. FTC453.002 section 10.2. Fabricated and installed two lower L/H wing "leak detection" placards per Flint Aero Inc Doc. No. FTC453.002 section 10.3. Fabricated new placards per Flint Aero Inc Doc. No. FTC453.002 section 10.6.
- ATA 21: Installed spiral wrap protection on L/H wing aileron auto pilot servo wiring and installed caterpillar gromet on lightning hole. Located and installed tie wrap anchor. Secured wiring to anchor. Installed chafe protection on auto pilot wiring harness behind the instrument panel to prevent the alternate air cable from chafing on it.
- ATA 23: Secured loose pilot's and copilots mike and phone jacks.
- ATA 25: Secured R/H aft interior trim panel using new hardware.
- ATA 27: Troubleshoot stall warning inoperative with pitot heat on and found high resistance on ground. Gained access removed ground wire. Fabricated new ground wire using two feet of 20 AWG wire R/N

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14642 and 1 each ring terminal P/N 36152 & 320571. Installed the new ground wire from the stall warning switch to fuel pump mounting point. Tested system with no defects noted. Reinstalled access panels.

ATA 28: Installed spiral wrap protection on L/H tip tank fuel pump wiring and secured with tie wraps.

ATA 32: Jacked the aircraft and removed the L/H and R/H wheel assemblies, deflated, disassembled, cleaned, inspected with no defects noted. Removed L/H tire Condor P/N 072-314-0, S/N 3063S00103 and installed new Good Year Flight Special II tire P/N 606C61B1, S/N 32135394 using serviceable inspected tube. Removed R/H Condor tire P/N 072-314-0, S/N 3070S00012 and installed new Good Year Flight Special II tire P/N 606C61B1, S/N 23095315 using serviceable inspect tube. Cleaned, inspected and greased all wheel bearings using SHC 100 grease. Installed wheels assemblies in their respective positions

ATA 34: Removed the GDL 88 from the mount. Secured the mount with new hardware and reinstalled the GDL 88.

ATA 53: Secured loose wiring running under R/H floor to prevent chafing and installed spiral wrap on pitot and static lines to prevent chafing. Secured chafe protection on avionics wiring harness to prevent the elevator cross bar behind the instrument panel from chafing the wires.

ATA 71: Stop drilled small cracks in lower engine cowling where NLG strut passes through. Removed broken Tannis engine preheater plug. Disconnected and rerouted power wiring. Installed new power plug and secured to oil filler neck using new Adel clamps. Performed a Tannis heater function check with no defects noted. Removed air box assembly from carburetor. Cleaned, inspected and found rivets retaining mounting flange loose. Deriveted flange from inlet, cleaned and reinstalled flange to inlet using new rivets and sealed, reinstalled air box assembly and safetied. Removed #5 cylinder to top oil cooler baffle, repaired with doubler and reinstalled. Drilled off and removed lower cowling induction accordion boot, located, fit and installed new expander boot P/N 0752016-7 using new hardware. Reinstalled cowling and connected inlet duct.

ATA 72: Repositioned cooler fitting to prevent Teflon hose from being pulled from the...

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ATA 76: Removed cotter pins from throttle and mixture control rod ends. Tightened hardware securing rod ends and secured with cotter pins, check operation, with no defects noted.

ATA 77: Installed chafe protection on JPI wire harness to prevent chafing on elevator cross bar behind the instrument panel.

I certify that this aircraft was inspected in accordance with an annual inspection and was determined to be in airworthy condition.


Jason E. Yonkey A&P 3076759 IA