

Book 1

Cessna[®]



AIRCRAFT LOG
AND MAINTENANCE RECORD

N 3499J

SERIAL NO. 15066199



AIRCRAFT LOG AND MAINTENANCE RECORD

Record of Cessna 150 G 15066199 N3499J
Make Model Serial Certificate
With Engine Continental O-200-A 66128-7-A
Make Model Serial
From 19 to 19
Detailing Time From Hours To Hours
Owner
Address

AIRCRAFT LOG

[illegible]

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

[illegible]

[illegible]

SIGNATURE OF PILOT

AIRCRAFT LOG

I have inspected this aircraft and found it complies with the requirements of FAR 21.183. All mandatory changes have been complied with. The static pressure system and sensitive altimeter instrument have been tested and inspected and found to comply with FAR 91.170. Certificate of Airworthiness dated 2-3-67 *Box 11* was issued by me. *Reservist Engineer*

Cessna Aircraft Co., Commercial Div.
Delegation Option Manufacturer, CE-

By John P. Spear
John P. Spear

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19		W.D. <u>6214</u>	DATE <u>9-26-67</u>				
		I CERTIFY THAT THIS <u>AIRFRAME</u>					
		WAS INSPECTED IN ACCORDANCE WITH A					
		<u>ANNUAL</u> INSPECTION & WAS DETERMINED					
		TO BE IN AIRWORTHY CONDITION.					
		INSPECTOR <u>R.M. Watson</u>					
		TOTAL TIME <u>60.7</u>					
		CO-AIR INC.					
		COLES COUNTY AIRPORT					
		MATTOON, ILL.					
		REPAIR STATION <u>3249</u>					

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

AIRCRAFT LOG

[illegible]

VOID

Void

[illegible]

DATE	TIME	10THS	SIGNATURE OF PILOT
Void			
Time 767.8			
Wage. see 337			
given Annual			
Red + Regged.			
checked			
ad new Battery.			
THAT THIS Aircraft			
ECTED IN ACCORDANCE WITH A			
INSPECTION & WAS DETERMINED			
AIRWORTHY CONDITION.			
J.S. Campbell			
J.S. CAMPBELL			
7.8 INSP. AUTHOR. 1326264			

AIRCRAFT LOG				REMARKS
VOR Receiver operation checked in accordance with FAR 91.25				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.
Date	Bearing error	Place	Signature	
	VOR 1	VOR 2		
1/5/70				the Entry on the Preceding page dated 12/18/69 was entered in error.
1/5/70				Recording took Place. 767.8 total time 767.8 hrs. 100 hr Insp completed. Aircraft Relined following damage. See 337 this date for details on Repair. Aircraft assembled + Rigged in accordance with Cirrus 100 series Manual. Installed new Battery. Checked electrical system. checked fluid + Bearings. flushed fuel system. AD's 67-37-4 + 68-17-4. P.C.W.
				CERTIFY THAT THIS Aircraft WAS INSPECTED IN ACCORDANCE WITH FAR 91.25
				annual inspection & was determined to be in airworthy condition.
1/5/70				total time 767.8 hrs. J.S. Campbell
				J.S. CAMPBELL
				INSP. AUTHOR. 1326264

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
1970 April 1 1970	Turn & Bomb	Total time 777 HRS.	Overhauled				L. Klippinger AT-1780824
Oct-23-1970		Total time 806 HRS	Flap actuator screw removed for inspection and Repacking according to Cessna Service letter S-70-16 dated June 12, 1970. Actuator screw re-installed and operation checked. O.K. 100 hrs. inspection completed this date according to Cessna service manual All controls checked and lubricated I consider this airplane to be in airworthy condition L. Klippinger AT-1780824				I CERTIFY THAT THIS AIRCRAFT WAS INSPECTED IN ACCORDANCE WITH ANNUAL INSPECTION & WAS DETERMINED TO BE IN AIRWORTHY CONDITION L.S. CAMPBELL

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

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

I CERTIFY THAT THIS aircraft
 WAS INSPECTED IN ACCORDANCE WITH A
visual INSPECTION & WAS DETERMINED
 TO BE IN AIRWORTHY CONDITION.
 J. L. Darnell

10-23-70 J. S. CAMPBELL
T. T. 806.0 INSP. AUTHOR. 139476

[illegible]

JAL
 AL
 TIME
 3 10THS
 S
 Overhauled
 A. Klippinger #P-1780824
 actuator screw
 is according to
 the June 12, 1970
 operation of the P.K.
 a date according
 controls check of
 the airworthiness
 CERTIFY THAT THIS aircraft
 WAS INSPECTED IN ACCORDANCE WITH A
visual INSPECTION AND WAS DETERMINED
 TO BE IN AIRWORTHY CONDITION.
 10-23-70 J. S. CAMPBELL
 T.T. 206, D. INSPECTOR, 1326244

Overhauled
OKKlippers 11P-1780824
adjustator screw
is according to
the June 12, 1970.
operation ch. OK
date according
to controls checked
he in aircraft

[illegible]

REMARKS
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AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
Dec. 3, 1972			TACH READS 965 HRS. T.T.				
			AN ANNUAL INSPECTION WAS COMPLETED THIS DATE USING AN F.A.A. APPROVED CHECK LIST. ROUTINE MAINT. AND LUBRICATION WAS PERFORMED DURING THE INSPECTION. C.W. A.D. 72-3-3 PARA C. Insp. of FLAP ACTUATOR JACK SCREW (NOTE: PARA D; MODIFICATION KIT TO BE INSTALLED A.S. A.P. WHEN AVAILABLE. NOW ON ORDER)				
			C.W. A.D. 72-6-5 Insp. and RE-SAFETY OF CARB THROTTLE ARM. REPLACED LEFT FUEL FILTER CAP. REMOVE RUST & CLEAN RUSTED ELEV. TRIM CABLE IN HORIZ. STAB. REPLACE WORN R.H. BRAKE LINKING. FREE UP FROZEN R.H. BRAKE GUIDE PLATE. REPLACE L.H. BRAKE GUIDE PLATE. REPLACE BOTH MAIN TIRES. REPLACE ALL INST. PANEL SHOCK MOUNTS. TIGHTEN ALL LANDING GEAR WEDGES AS REQD. FILL & PUMP UP NOSE STRUT. ADJUST GYRO VAC TO 4.5-5.0"Hg.				
			I CERTIFY THAT THIS AIRFRAME WAS INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION AT THIS TIME.				
			Eugene R. Maith				
			A&P 1343056 F.A.				
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

VOR Receiver operation checked in accordance with FAR 91.25				DATE
Date	Bearing error	Place	Signature	19
VOR 1	VOR 2			
April 15, 1973 TACH				
Comply A.D. electric flap, THIS DATE. E				
DEC. 14, 1973 TACH R				
AN ANNUAL INSPECTION. APPROVED CHECK INSPECTION. NO				
DATE: 12-14-73 TACH:				
I CERTIFY THAT THIS SPECTED IN ACCOR INSPECTION AND WAS WORTHY CONDITION A				
Eugene R. Maith				
EUGENE R. M.				

TED
 ME
 OTHS

SIGNATURE OF PILOT

TE USING AN F.A.A.
 ICAION WAS PERFORMED
 AC. INSP. of
 MODIFICATION KIT
 (ON ORDER)
 RB THROTTLE ARM
 INPULSED ELEV. TRIM
 LINING. FREE UP FROZEN
 TE REPLACE BOTH MAIN
 ILL LANDING GEAR
 GYRO VAC TO 4.5-5.0"Hg.
 Y ACCORDANCE WITH
 BE IN AIRWORTHY
 A&P 1343056 F.A.

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature	19	
VOR 1	VOR 2				
April 15, 1973					TACH READS 977 HRS.
					Comply A.D. NOTE 72-3-3 Per. Para D. Modification of electric flap. Narco ADF-31A Installed - See 337 with THIS DATE. Eugene R. Moretti L.A. B43056
Dec. 14, 1973					TACH READS 1027.42 HRS. TOTAL TIME.
					AN ANNUAL INSPECTION WAS COMPLETED THIS DATE USING AN FAA APPROVED CHECK LIST. ROUTINE MAINT. PERFORMED DURING THE INSPECTION. NO A.D. NOTES APPLY AT THIS TIME.
					DATE: 12-14-73 TACH: 1027 T.T. 1027
					I CERTIFY THAT THIS AIRFRAME ENGINE WAS INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION AT THIS DATE.
					Eugene R. Moretti
					EUGENE R. MORETTI L.A. 1343056

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
11-20-74			Installed Horizon stick Model IFO.1 Rate per 237 Dated 11-20-74 Height - Cal. Assembly				Ralph H. Simpson A-PILOT
Date 12-20-74 Total Aircraft Time 1406 I certify this flight has been inspected in accordance with A.P. Manual inspection and was determined to be in airworthy condition. Signature Ralph H. Simpson A&P No. 144469 JH DeLong, Mark, Senior 5 Counseling Monitors Charval, Mark, Senior, Student							
6/12/75	William H. Sims		replaced speakers, new.				TT1086

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

VOR Receiver operation checked in accordance with FAR 91.25				DATE
Date	Bearing error	Place	Signature	
VOR 1		VOR 2		19
2/2/76			William H. Sims	
7/1/76			William H. Sims	
3/2/76			William H. Sims	
9/16/76				
Jher				

[illegible]

VOR Receiver operation checked in accordance with FAR 91.25			DATE	REMARKS
Date	Bearing error	Place	Signature	
VOR 1		VOR 2		
				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.
				Date <u>1-14-76</u> Total Aircraft Time <u>1120:00</u> I certify this <u>aircraft</u> has been inspected in accordance with <u>standards</u> inspection and was determined to be in airworthy condition.
				Signature <u>[Signature]</u> A & P No. <u>14416441A</u> <u>replaced Battery new TT1121</u> <u>Replaced Rotating Beacon flasher unit new TT1125</u>
<u>4/3/76</u>			<u>William H Sims</u>	<u>Replaced nose wheel tire 500 X 5 6 ply TT1133</u>
<u>7/1/76</u>			<u>William H Sims</u>	<u>9/16/76 N3499G purchased by</u> <u>Shelcoe F. Barnes, R1, Freedom, In.</u> <u>clerk 1150:00</u>

AIRCRAFT LOG

[illegible]

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
VOR 1	VOR 2			19 <u>79</u>	
				10-24	AD 79-10-14 Complied with by installing replacement fuel filler cap on right wing, Cessna PN C156-003-0101 this date. James R. Zehn A & P 316 747540 Pending
				1979	Walter M. Wellmeyer A & P 1241266
TACH	1173.25			11-2	- INSPECTED A/C & IS Considered Airworthy for a flight from O'neal Airport to Washington, D.C. on this date. No Passengers. Walter M. Wellmeyer A & P 1241266
7-3-82	Recording Tach	1173	TT on Airframe inspection	1241266	337 Completed this date.
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED					
IN ACCORDANCE WITH <u>Annual</u> INSPECTION AND					
WAS FOUND TO BE IN AIRWORTHY CONDITION.					
William W. Kessler Jr					
WILLIAM W. KESSLER A & P 1041202 IA					
bushings replaced. Brakes lining replaced. "O" ring replaced					
left brake wheel. Rusty Bolt nut & screws replaced & secured.					
ELT Battery replaced. Inspected Vertical fin attach nut plate					
as per AD 80-11-04, No Cracked or distorted nut plate noted. To					
be re-inspected each 100 hrs.					

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
1-10-97	TOTAL Time on Airframe			1173	Total		on New
	Engine 343.01		SAFETY MOT-Engine was installed in this				
	APR 1981 on the above date		This Aircraft has been				
	in storage since 1982						
9-1-97	Tac 347	IT on Airframe	1173 - Stripped & painted Aircraft				
			installed new trim tabs, Ailerons, rudder & flap cables. Checked & fixed				
			all pulleys, bellcranks & hinges. Packed wheel bearings, checked				
			brakes. Shw aircraft & found to be airworthy.				
			I certify this aircraft N 3499 J				
			has been inspected in accordance with				
			Annex and found to be				
			airworthy.				
			Sign <u>Kenn W. Keith</u>				
			APX 5A 432-00-0206				

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

VOR Receiver operation checked in accordance with FAR 91.25			
Date	Bearing error	Place	Signature
	VOR 1 VOR 2		
7-9-98		TAC 402.4	
		approved for	
		and wiring.	
		+ disk. Check	

SIGNATURE OF
PILOT

Total on New
install in this
fixes has been

19. Painted Aircraft
20. Checked + Insured
21. Savings, Checked
40

AIRCRAFT LOG

VOR Receiver operation checked
in accordance with FAR 91.25

DATE _____

REMARKS

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7-9-98 TAC 402.4 = APTI 1228 hrs Aircraft Cleared +
opened for inspection. Checked all cables, pulley Subassemblies
and Wiring. Repacked wheel Bearings checked Brake
+ disk. Checked prop & Prop Spinner.

I certify this aircraft N3499J

has been inspected in accordance with

Amur and found to be

along the

Stn 1 km W W

A/P - AL 432-60-6209.

MEMORANDA

Date

7-6-98 1AC 465.7' Total Time on aircraft 1281.
465.7 on Eng SMOH.

I certify this aircraft 113499J
has been inspected in accordance with
113499J and found to be
airworthy.

Sign

[Signature]

RP JA

432-60-6200

MEMORANDA

Date	
9-10-200	TAC 475.7546H Total time on Aircraft 1291
	checked compression #1 $\frac{72}{80}$ #2 $\frac{72}{80}$ #3 $\frac{74}{80}$ #4 $\frac{74}{80}$
	changed all + SERVICE wheel bearing -
	I certify this aircraft <u>N34995</u>
	has been inspected in accordance with
	<u>Annex</u> and found to be
	airworthy.
	Sign <u>[Signature]</u>
	<u>[Signature]</u> 432-60-6200

MEMORANDA

Date	
9-17-03	TAC T 501.5 TT 1316 Checked all pulleys + cables.
	Checked breaks + wheel bearings. Checked wings to Corrosion
	Check fuselage for Corrosion. Wiped Control Cable cable check
	for broken cables. Flew Aircraft + found Airworthy
	Replaced crushed washer on front strut + serviced strut.
	removed + replaced all tires
	I certify this aircraft N34993 - TRANSPORTER BATT due Sept 04
	has been inspected in accordance with
	Annual and found to be
	airworthy. signed at [unclear] [unclear]
	Sign [unclear] 432 60-6203
	App - AF [unclear]
	[unclear]