



**AIRCRAFT LOG
AND MAINTENANCE RECORD**

N 2771c

Serial No. 26315



AIRCRAFT LOG AND MAINTENANCE RECORD

Record of Cessna 170B 26315 2771^c
Make Model Serial Certificate

With Engine Continental C-145 8464-D-4-2
Make Model Serial

From _____ 19____ to _____ 19____

Detailing Time From _____ To _____
Hours-Minutes Hours-Minutes

Owner _____

Address _____

DATE

REMARKS

Enter here general data with reference to "Line" and "Periodic" inspections — Rigging Changes — Alterations — Repairs — and changes in propeller or engine — as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK."
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19 55
JAN. 29

INSTALLED LEO FLOATS Model 89-2000 PER CESSNA DRAWING
0541125B

Clifford A. Adams
AEE 477457
1/29/55

DATE

REMARKS

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1956

5-27

Reg-100 hr Inspection for Re-licensing this date -
Aircraft & all accessories found to be in Airworthy
Condition.

TOTAL TIME ON AIRFRAME 250 hrs.

CHECKED AD NOTES FOR COMPLIANCE THROUGH - 56-10

Hugh Hartley
A/C # 1035399

The annual inspection required by CAR was completed by me on
5-27-56, and the aircraft was found airworthy. A

certificate of airworthiness was reissued to expire 5-27-57

C. L. Sydner DAME 4

DATE

REMARKS

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19 57

9/19/57 The periodic inspection required
 by CAR was completed by me this
 date and found airworthy.

Airworthiness Certificate is

Valid until . . . 9/19/58

as per C.R. part 43.

Jerry Wake Authorized Inspector 1037773

10 124

5/15/58 purchase of parts

4/6/58

DATE

REMARKS

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19 58

*10/27/58 no AD notes through 58-21 apply to this aircraft
Compression check is 73-75th on all cylinders.*

The periodic inspection required
by CAR was completed by me this
date and found airworthy.

Airworthiness Certificate is
Valid until . . . *10/27/59* . . .
as per CAR part 43.

Joseph Wade Authorized Inspector *1037773*

*1/23/59 New recording tachometer installed at 481 hours
H. D. Callier at 1037870*

2/3/59 Replaced defective tachometer

I CERTIFY THAT THIS *aircraft* HAS
BEEN INSPECTED IN ACCORDANCE
WITH A *100 hr* INSPECTION, AND
WAS DETERMINED TO BE IN AN *airworthy*
CONDITION.

H. D. Callier
ATE 1037870

DATE

REMARKS

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19 54

4-21-59

100 hr. inspection completed this date - dismantled needle-petal return springs, needle cable fairleads, needle cable pulleys at bottom of bridge aft.

Aircraft certified airworthy Donald Brignas AYE 1349029

5-24-59

100 hr. inspection completed this date - dismantled new nose cowling, top & bottom - Repaired front of both floats
Revised right side controls and main seat -

Aircraft certified airworthy Donald Brignas AYE 1349029

DATE

19 60

REMARKS

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TACH. READING

000.0

TOTAL TIME

1164.8

Date

MAR 9 1960

Date

3-8-60

I certify that this aircraft has been

inspected in accordance with a 100 HR.

FAIR PERIODIC inspection and
was determined to be in airworthy
condition

I certify that this aircraft has been

inspected in accordance with a

Periodicinspection and
was determined to be in airworthy
condition. No Ad's Applicable

Total Time

1164.8Tach. Reading 00

BY

John F. Duke

A & P

10816143-8-60

BY

Clifford A. Salaun

CLIFFORD A. SALAUN
AUTHORIZED INSPECTOR

A & P 477457

INSTALLED NEW ENGINE SER. # 15344-D-9-A-R

INSTALLED FACTORY RECONDITIONED PROP. INSTALLED NEW

WINDSHIELD, REPLACED BOTH ALTERN CONTROL CABLES.

INSTALLED NEW TACH 000.0 READING.

John F. Duke
A & P 1081614

DATE

SEP
19

REMARKS

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Date SEP 1961
I certify that this aircraft has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition

TACH. READING 300.6TOTAL TIME 1465.4

POELMAN AIRCRAFT CO.

BY A. J. WilderA & P 4088560

REPLACED ALBERON CARRY THROUGH
CABLE
REPLACED LOWER ELEV. CABLE

~~REPAIRED REAR STA~~

REPAIRED LEFT WING. SEE
FORM 337.

INSTALLED NEW PROP SPINNER & BLK.
INSTALLED NEW TAIL LIGHT ASSY.
INSTALLED NEW LEFT WING NAV. LIGHT
ASSY.

INSTALLED NEW NOSE CAP ON TOP &
BOTTOM COWLING
REPAIRED LOWER COWLING BOTH
SIDES AT LOWER BOTTOM
REPLACED BOTH FLOAT FRONT
BULKHEADS

INSTALLED DOUBLER ON RIGHT FLOAT F.

DATE

REMARKS

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19

Date SEP 15 1961

I certify that this aircraft has been
inspected in accordance with a

Periodic inspection and
was determined to be in airworthy
condition. No Ad's Applicable

Tach. Reading 3006 Total Time 1465

BY

Clifford A. Salaun
CLIFFORD A. SALAUN

AUTHORIZED INSPECTOR

A & P 47309E

DATE

REMARKS

Enter here general data with reference to "Line" and "Periodic" inspections — Rigging Changes — Alterations — Repairs — and changes in propeller or engine — as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK."
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19

Date NOV 29 1962

I certify that this aircraft has been
 inspected in accordance with a Periodic
 inspection and
 was determined to be in UNAIRWORTHY
 condition. Applicable AD's listed C/W

Tach. Reading 3861.8 Total Time 1551.6

**THIS AIRPLANE IS UNAIRWORTHY
 FOR THE REASON THAT THE
 AIRWORTHINESS CERTIFICATE
 FAA FORM 1362A IS NOT
 DISPLAYED IN THE AIRPLANE**

BY Clifford A. Salaun

CLIFFORD A. SALAUN

AUTHORIZED INSPECTOR

A & P 477457

~~Periodic~~ Inspection
 on Airframe & Slack
 Repaired both Water
 Rudder Cable & Temperature
 switches. Same neglected
 cables, elect. lines & tank
 alternator, repaired stall
 warning horn, replaced
 right fuel line of
 tank fitting, complete
 100 hr. inspection & test.

11-9-62
 R. W. W. W.
 A & P 185839

DATE	REMARKS
19_____	Enter here general data with reference to "Line" and "Periodic" inspections — Rigging Changes — Alterations — Repairs — 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.
1-8-64	<p>Tack. Reading: 470.6 Total Time 1635.4</p> <p>All work done Per Kenmore Air Harbor Work order Decurved tail section</p> <p>I certify that this aircraft has been inspected in accordance with <u>Periodic</u> inspection and was determined to be in airworthy condition.</p> <p>Philip O. King AIP 1377796 AdJ</p>
2-6-65	<p>Tack Reading: 667.0 hrs. T.T. 1831.8 All work per KAH W.O. # 3083 : See same for Details. No New AD's</p> <p>I CERTIFY THAT THIS AIRPLANE HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>Periodic</u> INSPEC TION FORM AND DETERMINED TO BE AIRWORTHY.</p> <p>Philip O King 1377796 AdJ</p>
5-2-66	<p>No New AD's At this Time Tack. 799:40 T.T. 1954:2</p> <p>I CERTIFY THAT THIS AIRPLANE HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>Periodic</u> INSPEC TION FORM AND DETERMINED TO BE AIRWORTHY.</p> <p>Philip O King</p>

DATE

REMARKS

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19 67

3-18-67 NORMAL INSPECTION & SERVICE SEE KENMORE W.O. # 3633 REPLACED FLOAT
BOTTOM T STIFFENER IN # 4 COMPARTMENT OF R/H FLOAT.

SEE BACK OF LOG FOR A.D. NOTE LISTING


W. Howard Miller IA 1484407

I CERTIFY THAT THIS AIRPLANE HAS BEEN INSPECTED,
IN ACCORDANCE WITH AN ANNUAL INSPECTION,
FORM AND DETERMINED TO BE AIRWORTHY.

~~6-15-68~~ 6-15-68 NORMAL SERVICE AND INSP. REPLACED L.H. OUTBOARD
GEAR BOX. INSTALLED NEW BATTERY. SEE KENMORE
W.O. # 4092 FOR DETAILS

I CERTIFY THAT THIS AIRPLANE HAS BEEN INSPECTED
IN ACCORDANCE WITH A ANNUAL INSPEC-
TION FORM AND DETERMINED TO BE AIRWORTHY.

Jack Betty IA 1130973

DATE 19	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
7-18-69			100 HR. INSPECTION.				 A&P 1605388
TAXI TIME = 1094:			INSPECTED ALL PRIMARY ATTACH POINTS, SKINS & ELECTRICAL SYSTEM. INSPECTED ALL CABLES, PULLIES, PULCRANIS, PUSH RODS, HINGES, HINGE BRACKETS, TURNBUCKLES & ROD ENDS. INSPECTED RUDDER PEDDLE ASSEMBLY & CONTROL Yoke. ALL CONTROLS CHECKED FOR TRAVEL, EASE OF OPERATION & SAFETY CHANGED RIGHT FLAP CABLE & LEFTAILERON CABLE. INSPECTED FLOATS, FITTINGS & ASSOCIATED ASSEMBLIES. AIRFRAME DETER- MINED TO BE IN AIRWORTHY CONDITION THIS DATE. REPLACED LEFT-HAND REAR WINDOW				

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

DATE

REMARKS

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19 698/3

I certify that this AIRCRAFT has been inspected in accordance with a ANNUAL inspection and we determined to be in airworthy condition.

Date 8/3/69 Tach. time 1100.0 HRS

Total time 2254.8 TSMOH _____

TED D. CAMMON IA 1536589

Ted D. Cammon

PMHS; no new AD notes & AD's entered in back of log
JAC

DATE

REMARKS

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19 70

3-27 REPLACED WIND SHIELD. REPLACED BOTH DOOR HINGES (LOWER)
REPAIRED DOOR CATCHES, SPLICED RUDDER CABLES 2ND PULLEY
AFT OF BAGGAGE COMPT. RESEALED FUEL SELECTOR. REPLACED
SIX BOTTOM FOMERS IN RT. FLOAT. REPAIRED RT. FLOAT BOTTOM
IN FRONT COMPT. SEE KENMORE AIR HARBOR WD, # 4820
FOR DETAILS TACH TIME 1166.0 HRS TOTAL TIME 2320.8 HRS

I CERTIFY THAT THIS AIRPLANE HAS BEEN INSPECTED
IN ACCORDANCE WITH A ANNUAL INSP.
TION FORM AND DETERMINED TO BE AIRWORTHY.

Jack Berry IA 112973

DATE 4-15-71 19	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
T.T. =	1204: HRS.						
	<p>100 HR INSPECTION. REPLACED ELEVATOR BEARINGS (OTBD) & INSTALLED NEW BOLTS & NUTS AT CENTER ELEVATOR BEARING BRACKET. REMOVED CORROSION FROM HORIZONTAL REAR STABILIZER SPAR. REPLACED BOTH INBD. RUDDER PEDDLE BEARING BLOCKS. REMOVED CORROSION AT L/H INBD. BEARING BLOCK SUPPORT & INSTALLED .035 "Z" ANGLE REINFORCING BRACKET. CLEANED & INSPECTED & REINSTALLED RUDDER PEDDLE ASSEMBLIES. REPLACED L/H CENTER FLAP PULLY. REMOVED, CLEANED, & GREASED FORWARD ELEVATOR PULLY & RUDDER PULLY & BRACKET AFT OF BAGGAGE COMPARTMENT. REMOVED FORWARD FLOAT ATTACH "LEGS" & STRIPPED & REMOVED CORROSION & REPAINTED. REMOVED FORWARD FLOAT STRUT BRACE WIRES TO REMOVE RUST & REPAINTED. INSTALLED SMALL PATCH TO BOTTOM OF L/H NO# FLOAT COMPARTMENT & INSTALLED RIVET IN PATCH ON R/H FLOAT.</p>						
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

DATE

REMARKS

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19

FREED TRIM PUSH ROD BRG & REMOVED CORROSION,
REPLACED 3, WATER RUDDER PULLIES, & INSTALLED
ALL NEW STAINLESS COTTER PINS. INSTALLED NEW
ELEVATOR HORN BEARING. INSPECTED ALL CABLES,
PULLIES, TURN BUCKLES & FAIR LEADS. REMOVED R/H
WING STRUT TO REMOVE CORROSION AT LOWER
ATTACH POINTS. INSPECTED ALL MAJOR ATTACH POINTS,
PUSH RODS, HINGES, & BELLCRANKS. INSPECTED ALL
CONTROL SURFACES & CONTROL TRAVEL. CHECKED
LANDING & NAV. LIGHTS. INSPECTED YOKE ASSEMBLY.
INSPECTED SEATS, & FLAP HANDLE ASSEMBLY. INSPECTED
FLOAT FITTINGS.

NOTE: NEW SEAT TRACKS ON ORDER,
TO BE INSTALLED WITHIN 15
DAYS.

AIRFRAME FOUND AIRWORTHY.

David A. Wiener
A & P 1605388

DATE 19	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
			I certify that this AIRCRAFT has been inspected in accordance with a PERIODIC inspection and determined to be in airworthy condition this date 4-18-71				
			Tach time 1294 ADS CHECKED THRU 7-7-4 C. J. [Signature] HP 1305769 AT				
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

DATE

REMARKS

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19 72

4/2/72

I certify that this aircraft.....has been

inspected in accordance with a ANNUAL inspection and was determined to be in airworthy condition.

(see A.D.S. in back of book)

Time in service 1360 hrs. Date 4/2/72Keldon G. Adams A&P 1074483-1A
(Keldon G. Adams)

TACH READING 1402.00 TOTAL TIME 2566 Accident

Aircraft damaged 4 - 1972 Ketchikan AK
disassembled - Transported to Kenmore Air Harbor WA
for repair.W. D. A&P 3790199

DATE

REMARKS

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19

6/5/2017 (1) Removed floats and installed wheel plane landing gear using Cessna 180G Maingear assembly per FAA 337 approved Tach 1402 December 31, 1996. See 337 for approval.

TT 2566 (2) Removed all original seats and installed seats from Cessna 172D approved by 337 dated Dec. 31/1996
(3) Installed Cessna 180 scuplane Reinforcement and external baggage door approved by 337 dated Dec. 31, 1996

Jerry Rader
A+P 1668893

7/15/2017 End of Logbook #1

Logbook #2 Begins 7/15/2017
TTA: 2566 ~~TTA~~ AIP 3790189

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


JULY 17-2017

Kyle Fosso
A&P# 3790199



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

Donald W. McGugin
A&P/IA 1766537

 A&P/IA 1766537 7-17-2017

N2771C AIRFRAME LOGBOOK

DATE 10-3-17 TACH 104.0 TSMOH

TTAF

TAIL Spring failure. Removed and inspected spring appears to have a temper issue. Replaced with spring of unknown origin and time. Broken spring total time 104.0 hours. Current springs manufactured by Univair Aircraft Corporation may not be acceptable. Replacement spring is much older but may be of higher quality.

 ADP 3790199

10-3-17 104.0

Installed bent steering
Arm Assembly supplied by
Airframes AK

 ADP 3790199

N2771C SN 26315

DATE: 5-19-2018 TTAF: TACH: HOBBS:

Removed previously installed Cessna 175 wings per 337/ field approval dated 6-13-2017. Install modified Cessna 172 RG wings, belly fuel sumps and fuel reservoir per 337/ field approval dated 5-15-2018. See 337 for installation.

Revise equipment list.

Re weigh aircraft, new weight and balance supplied.

James P. Hayton
A&P 5334/49601 I.A.

N2771C SN 26315

DATE: 5-19-2018 TAF: TACH: HOBBS:

Installed Cessna 182 light bezels in nose cowl
per 337 field approval dated 5-15-2018. See 337
this date for installation.

Installed complete new Quasar LED lighted
wingtips per STC No. SA02513CE . Wired to
existing max pulse lighting control unit
previously installed.

James B. Taylor
ATP 5334960, I.A.

N2771C SN 26315

DATE: 5-19-19 TTAF:

TACH:

HOBBS:

Installed TANIS pre-heat system PN TSP4CYL-2925-115 in forward right engine baffle per STC# SE03232CH. See 337 dated 5-15-2018 for installation.

James B. Haylen
ATP 53344960 I.L.A

N2771C AIRFRAME LOGBOOK

DATE

TACH

TSMOH

TTAF

5-19-2018

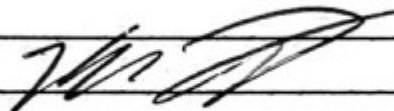
2705.2

Repaired fwd baffles, repaired
inspection panels MAF Fwd Floor,
added door and hinge for access
per minor alteration.

Repaired nose cowling, changed shape
of joint and location of seam.

Added SKV bolt fasteners, installed
8-32 nutplates in firewall. All
above per minor alteration.

Added net compartment above
cabin doors.


 ACP 3790199

N2771C SN 26315
DATE: 5-19-18 TTAF: 2705.2 TACH: HOBBS: 139.2

Performed 100 hour inspection. Normal services and maintenance completed. Lubed aircraft and controls. Function check of ELT per far 91-207 battery good thru 8-1-2019. Transponder VFR check good thru 7-20-2019. Federal registration good thru 5-19-2019

Swr fail inspected per 2011-10-09
at 139.2 Hobbs. due 239.2

See registration certificate
dated 5-18-2019


ABP 3790199

N2771C
5-19-2018

I CERTIFY THAT THIS AIRCRAFT WAS
DAILY INSPECTED AND AN ANNUAL INSPECTION
WAS MADE TO THE AIRCRAFT AT THIS TIME


176557

N2771C AIRFRAME LOGBOOK

DATE 7-2 TACH 232.0 TSMOH

TTAF

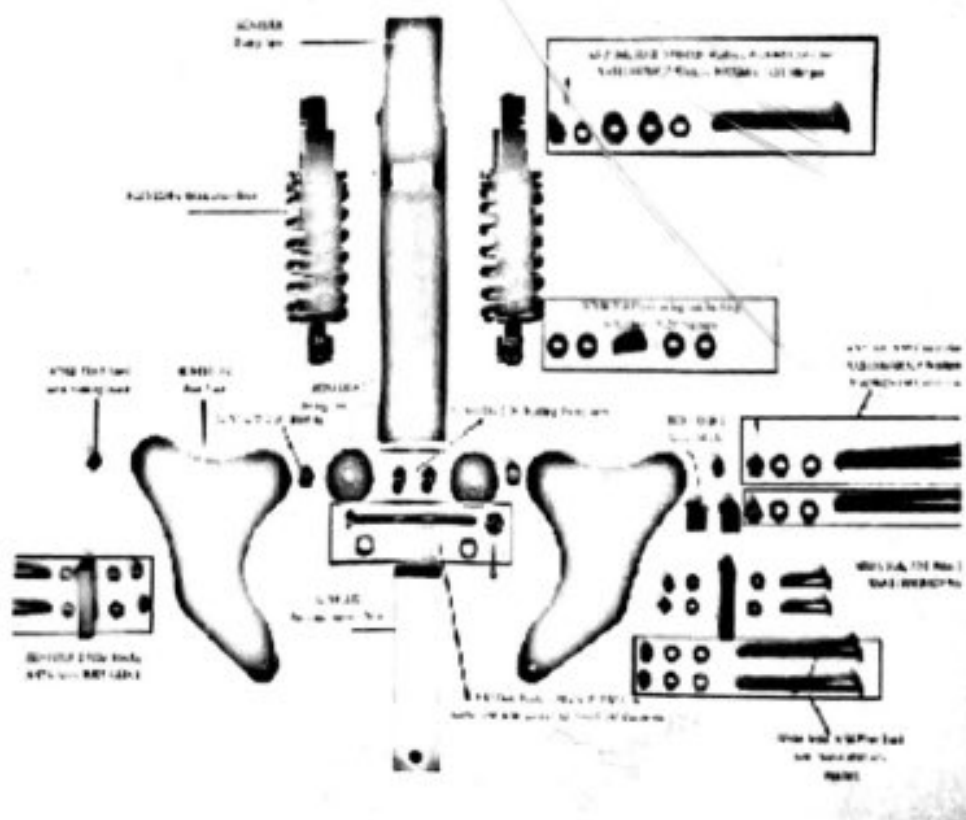
Removed 3200 SCOTT Tailwheel
 Assy. Installed Jay Bushwheel
 Per STC #
 SN#
 See below *[Signature]* ATP 3790199

Removed previously installed replacement tailwheel leaf spring of unknown time and origin to prevent failure as witnessed on 10-3-2017. Hobbs when installed: 104.0 current hobbs time 234.2

Leaf spring is recommended to be changed at 500 hour intervals.

Suspected metal temper issue and poor quality control with new tail springs manufactured by Univair Aircraft Corporation. Several reports of newly manufactured main leaf springs provided by Univair Aircraft Corporation failing at 100 hours. Acceptable replacement parts cannot be sourced at this time.

Fabricated tail suspension system comprised of 7075 clad aluminum and components pictured below. Temporarily installed suspension system in lieu of Univair PMA'd tail spring per AC2327 pending inspection and satisfactory/unsatisfactory determination of acceptability and airworthiness of the Univair PMA'd replacement spring. Suspension system adjusted for proper tail wheel geometry to prohibit shimmy. Suspension components tested by Beaver Air 20 ton press SN 14020031 calibrated 11/20/2017. Suspension compressed to limits at 1,517 lbs of force. Returned to previous relaxed position. No damage or deformation occurred. Suspension system determined to be "As good as or better than" Available PMA'd replacement leaf spring manufactured by Univair Aircraft Corporation. Negligible weight change.



The ATC transponder tests and inspections required by FAR 91.413 were performed this date and found to comply with FAR 43. App. F ATC Transponder.

TAF

#1-Manf. Stratus Model ESG S/N# 072850

Date 6/30/20 Signature [Signature]
CANNON AVIONICS, INC. - ARLINGTON, WA - CRS FB6R529N
N 2771C Tech: 393.5 WO: 103395

AIRFRAME LOGBOOK ENTRY

DATE: 7-11-20 HOBBS: 393.6 TTAF: 2959.6

Performed 100 hour inspection. ELT due 2024. Functional test for. ELT accomplished per 91207, re-arm ELT. Lubed all pulleys and controls. Tighten fuel selector outlet to address leak. AD 2011-10-09 inspected OK at 393.6 next due at 493.6 or next annual

[Signature]
APB 790199

I CERTIFY THAT THIS AIRCRAFT
HAS BEEN INSPECTED IN
ACCORDANCE WITH Aviation C
INSPECTION AND WAS FOUND
TO BE AIRWORTHY.
[Signature] FAI 766557

Vertical lines for recording TAF data.

Engine.

Removed engine from DA-40 Aircraft. Disassembled engine for overhaul. Sent all parts to Ly-Con Rebuilding Co.

Engine overhauled using Lycoming IO-360 M1A Maintenance and Overhaul Manual P# LMO-(L) IO-360 M1A

Replace PN# 53B47120 SN# V537967722 Casting #3710100C H/C# LWP3/098.

New crankshaft supplied by Ly-Con 10-10-2014. Crankcase P# 11D22549-5 SN#

I.D.# K0185 see form 8130-3 for overhaul of crankcase. Crankcase modified per STC# SE1954SE.

Accessory case PN 21A21533-21 SN# FH062 see form 8130-3 dated 3-28-2014 for overhaul on four PN# LW-11750 Casting number LW-13305 rod assemblies. See form 8130-3 dated 3-28-2014 for crankshaft Idler gear PN# 75072. See form 8130-3 dated 9-22-2017 for four 8:50:1 pistons PN 14D23912. See form 8130-3 dated 3-28-2014 for propeller gear PN# 77875/ PN# 77874 / PN# LW-14021. See form 8130-3 dated 3-28-2014 for four 76220 Thru Bolts. See form 8130-3 dated 3-28-2014 for vacuum pump adapter PN# 61098 and cover PN# 60430. See form 8130-3 dated 3-28-2014 thrust washer PN# 73250.

Install new roller camshaft PN# 15M23456 See form 8130-3 Dated 9-31-2011

(8) Roller tappets PN# LRT23381 (8) Plunger ASM PN# 15B26066 (8) Sockets PN# 15B21319 provided by Ly-Con. See form 8130-3 Dated 12-7-2011

See form 8130-3 dated 3-28-2014 for gear assembly crankshaft idler plain PN# 74996. See form 8130-3 dated 4-17-2014 for flow divider overhaul PN#2576564-1 SN0282806. See form 8130-3 dated 7-28-2015 for overhauled fuel pump PN#

LW18473 SN# 09EG27. All above work accomplished by Ly-Con using IO-360-M1A maintenance and overhaul manual# 60294-7 and table of limits manual SSP-1776.

Above engine was assembled using IO-360 M1A maintenance and overhaul manual PN# LMO-(L)IO-360-M1A dated July 2008. Assembled using all new main bearings

PN# LW-13884 and LW-16711 rod bearings PN# LW-13521. Install all new rod bolts PN# 13009-2381, Rod nuts PN# LW-12186. Replace crankshaft seal PN# LW-

13792. Torque case and cylinder assys. Install Superior Cold Air Sump with new hoses gaskets and clamps. Install accessory case with new gaskets.

Install new slick mags LH 4347 SN# 15030787 RH 4370 SN# 15050198. New ignition harness PN# _____ New champion plugs REM38E. Time both mags to engine. Install Slick Start PN# SS1002 SN# 08095074. Install new Starter Sky-Tec

PN# 149-12HT SN# F2C-071511. New Denzo alternator PN# 100211-1680 bracket PN# 100211-1681 adjustment arm PN# 100211-1682 drive belt PN# 15376 . New

flow divider PN# 2576564-1 SN# 1576564-1. New fuel injection lines PN# LW-12098-0-180. Comply with AD note 2015-19-07. New fuel control assembly PN#

2576515-17 SN# 2576868-1. New air filter Assembly PN# _____ Prop Governor PCU 5000 SN# 16105497. Weldon auxiliary fuel pump PN# 18000-A SN#

186411.

Engine Model IO_360 M1A installed per STC# _____ New engine mount was

installed SN_---- Installed new lord mounts PN# J-3804-28 Install new lord mount bolts PN#AN7-36A Install new Cessna seaplane solid firewall bushings PN#

0751004-1 and Pad PN# 0751004-2 and bolts PN# AN6-31A and AN6-33A. Relace all Scat hose and clamps. Service engine with 8qt Aeroshell 100 mineral oil. Comply

with AD note 90-04-06R1 Line Assy

AD note 98-02-08 New crankshaft

AD note 2004-10-14C Sudden stoppage due on any occurrence.

Test run engine per Lycoming instructions Functional check on ground OK.

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

Kyle Fosso
A&P# 3790199



I certify that this engine has been inspected in accordance with an annual inspection and was found to be in an airworthy condition at this time.

Donald W. McGugin
A&P/IA 1766537



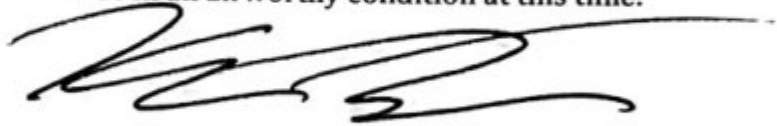
7-16-2017 Tach: 000.0 Prop TTSNEW: 12.2 PTSMOH: NA GOV TTSNEW: 000.0

Install factory new Hartzell Propeller PN HC-C2YR-1N SN NS2832B Spinner Model C-3568-P. Propeller Installed using new seal.

Torque and safety .Test run on ground OK. Leak check OK. Installed spinner with new screws and washers.

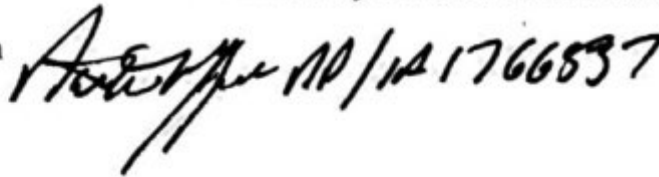
I certify that this propeller has been inspected in accordance with a 100 hour inspection and was found to be in an airworthy condition at this time.

Kyle Fosso
A&P# 3790199



I certify that this propeller has been inspected in accordance with an annual inspection and was found to be in an airworthy condition at this time.

Donald W. McGugin
A&P/IA 1766537



Lycoming IO-360 M1A Hobb's
DATE: 5-19-2018 TT: 2885.4 TACH: 139.2 TSMOH: 139.2

Performed 100 hour inspection. Normal services and maintenance completed. Drain oil, replace ch48110-1 filter. Found no evidence of metal. Service with 8QS of Aeroshell 15W 50 Oil
compression: #1: 73 #2: 73 #3: 73 #4: 73
Clean and gap spark plugs, install with new washers, re-torque case bolts. Balance Propeller and ring gear using DynaVibe system. Added weight: ___@___ and ___@___ to ring gear. New reading 0.0 @ 0

 AIP 3790199

5-19-2018
U2771C


I CERTIFY THAT THIS AIRCRAFT HAS
BEEN INSPECTED IN ACCORDANCE WITH
INSPECTION AND WAS FOUND TO BE
IN A SAFE AND SOUND CONDITION AT THIS TIME



N2771C ENGINE LOGBOOK

DATE 6-19 TACH 184.2 TSMOH TTAF

Change oil and Filter. Service
with 6 qts Aeroshell 15w50
and TEMPEST CH48108 Filter.


 Air 3790199

~~7-18-2018~~

Oil Change at 180.0 H0355
TEMPEST CH48108-2 6 qt 15w50

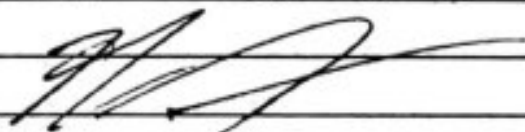
7-18-2018

Oil Change, 6 qts 15w50, TEMPEST
CH48108-2 + AV6WNC

 Air 3790199

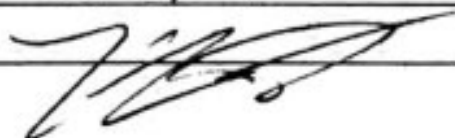
9-15-2018

Oil Change 287.0
6QT Aeroshell 15w50
Champion CH48109-1



10-18-18

H0355 332.3
Oil Change 6 qt 15w50
Ch48108-1



ENGINE LOGBOOK ENTRY

DATE: 7-6-2019

HOBBS: 362.7

TSNW: 3118.9

TSMOH: 362.7

Performed 100 hour inspection. Oil changed to Phillips XC20W50 and CH48110-1 filter. Inspect filter, found no evidence of metal.

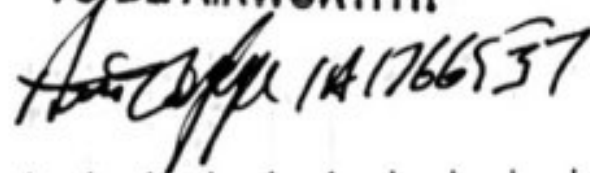
Compression: 1: 77 2: 78 3: 78 4: 78 Clean and gap spark plugs.

AD# 2017-16-11 N/A per serial number per Lycoming Engines Mandatory Service Bulletin (MSB) No. 632B, dated August 4, 2017.

Complied With AD# 2015-19-07 fuel injector lines inspected OK at 362.7 next due at 462.7

 AP 3790199

I CERTIFY THAT THIS ENGINE
HAS BEEN INSPECTED IN
ACCORDANCE WITH AN ANNUAL
INSPECTION AND WAS FOUND
TO BE AIRWORTHY.

 141766537

N2771C ENGINE LOGBOOK

DATE TACH TSMOH TTAF

6-15-20 381.2

oil changed to Pennix XC 20W50, Filter
Replaced with CH48110-1, inspect
filter, found no evidence of metal.



AIP 3790199

ENGINE LOGBOOK ENTRY N2771C

DATE: 7-11-2020

HOBBS: 393.6

TSNW: 3149.8

TSMOH: 393.6

Performed 100 hour inspection.

Compression: 1: 76 2: 78 3: 78 4: 78 Clean and gap spark plugs.

AD# 2017-16-11 N/A per serial number per Lycoming Engines Mandatory Service Bulletin (MSB) No. 632B, dated August 4, 2017.

Complied With AD# 2015-19-07 fuel injector lines inspected OK at 393.6 next due at 493.6

AD# 2004-10-14C N/A per no sudden stoppage.

AD# 90-04-06R1 N/A not installed

[Signature] AF 3790199

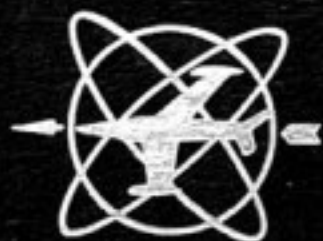
I CERTIFY THAT THIS F2061NFC
HAS BEEN INSPECTED IN
ACCORDANCE WITH FAA PART 43
INSPECTION AND WAS FOUND
TO BE AIRWORTHY.

[Signature] 1768557

N2771C ENGINE LOGBOOK

OH

TTAF



The Standard

PROPELLER LOG

ASA-SP-L

Propeller Record General Information

Propeller Manufacturer

HARTZELL

Model

HC-C2YR-IN / NG 8301

Type

S/N - NS2832B

Hub Series #

Blade #

Date of Manufacture

5/2016

JUSTIN POWERS NOT NOTICED

Aircraft Installed On:

Make/Model

CESSNA 172H

N 8271L

ENGINE LYCOMING

10-360 M1B

Serial #

17256471

HUB & BLADE INSPECTIONS, REPAIRS AND ALTERATIONS

Year: <u>2016</u>	Total Time in Service	Description <u>INSTALLED PROPELLER HC-C2YR-1N</u> <u>NG 8301 AND SPINNER P/N C-3568P-N8271L</u>
Date: <u>5/25/16</u>	<u>0.0</u>	
Next Inspection Due:	Time Since Overhaul	Description <u>PROP LOW PITCH ADJUSTED, FOR 2700 RPM</u>
<u>TACH 3309.3</u>	<u>NEW</u>	
		Mech. Cert. # or Repair Station # <u>DATA STORE AHP 2734441</u>

Year: <u>2016</u>	Total Time in Service	Description <u>REMOVED PROPELLER S/N NS2832B/HC-C2YR-1N</u> <u>NG 8301 AND SPINNER P/N C-3568P from Lycoming 10-360MB</u>
Date: <u>9/30/16</u>	<u>12.2</u>	
Next Inspection Due:	Time Since Overhaul	Description <u>TEST run on engine</u>
<u>TACH 3321.5</u>	<u>N/A</u>	
		Mech. Cert. # or Repair Station # <u>DATA STORE AHP 2734441</u>

Year: <u>2018</u>	Total Time in Service	Description <u>Installed on N2771C USA new seals, jacks & pins</u>
Date:	<u>12.2</u>	
Next Inspection Due:	Time Since Overhaul	Description <u>TEST run on engine</u>
		Mech. Cert. # or Repair Station # <u>3790199</u>

HUB & BLADE INSPECTIONS, REPAIRS AND ALTERATIONS

Year: <u>2018</u>	Total Time in Service: <u>147.0</u>	Description: <u>Remove and Clean Spinner</u>
Date: <u>5-15</u>		<u>Perform 100 hour inspection service with # 6 grease</u>
Next Inspection Due: <u>247</u>	Time Since Overhaul: <u>147.0</u>	<u>Variance using dyna-vibe. Add weight @ @</u>
		Mech. Cert. # or Repair Station: <u>3790199 3790199</u>
Year: <u>2018</u>	Total Time in Service: <u>147.0</u>	Description: <u>I CERTIFY THAT THIS AIRCRAFT PROGRAM</u>
Date: <u>5-15</u>		<u>HAS BEEN INSPECTED IN ACCORDANCE WITH</u>
Next Inspection Due:	Time Since Overhaul: <u>147.0</u>	<u>AND FOUND TO BE AIRWORTHY AT THIS TIME</u>
		Mech. Cert. # or Repair Station #: <u>W/FAA 141766537</u>
Year: <u>2019</u>	Total Time in Service: <u>362.7</u>	Description: <u>TIME REMAIN SPINNER CLEANED, INSPECTED</u>
Date: <u>7-6</u>		<u>AND SPINNER AND BULKHEADS WITH PROPER ADHESIVE #6 GREASE</u>
Next Inspection Due:	Time Since Overhaul: <u>NEW</u>	<u>AND SPINNER</u>
		I CERTIFY THAT THIS PROGRAM <u>W/FAA 141766537</u>
		HAS BEEN INSPECTED IN
		ACCORDANCE WITH <u>FAA AD 2008-01-001</u>
		INSPECTION AND WAS FOUND
		TO BE AIRWORTHY. <u>W/FAA 141766537</u>

HUB & BLADE INSPECTIONS, REPAIRS AND ALTERATIONS

Year: <u>2020</u>	Total Time in Service <u>393.6</u>	Description: <u>HA305 Thrust 393.6 RFA out spindle cleared MSP</u>
Date: <u>7-11</u>	<u>MSP</u> <u>393.6</u>	<u>PROPER MSP SPINDLE & TOLLERETS REINSTALLED</u>
Next Inspection Due:	Time Since Overhaul <u>MSP</u> <u>393.6</u>	<u>[Signature]</u> I CERTIFY THAT THIS _____ HAS BEEN INSPECTED IN ACCORDANCE WITH _____ MECH. CERT. # OR REPAIR STATION # _____
Year: <u>2020</u>	Total Time in Service <u>393.6</u>	Description: _____
Date: <u>7-11</u>	<u>393.6</u>	<u>HA305 393.6</u>
Next Inspection Due:	Time Since Overhaul <u>393.6</u>	I CERTIFY THAT THIS _____ HAS BEEN INSPECTED IN ACCORDANCE WITH <u>IN HAND</u> INSPECTION AND WAS FOUND TO BE AIRWORTHY <u>[Signature]</u> MECH. CERT. # OR REPAIR STATION # _____
Year: _____	Total Time in Service	Description
Date: _____		
Next Inspection Due:	Time Since Overhaul	
		MECH. CERT. # OR REPAIR STATION # _____