

Aircraft Record General Information

Manufacturer Cessna Model 182A / TW
Serial 34291 Registration Number N775KS
Date of Manufacture _____

Engine(s) currently installed:

Manufacturer Continental ^{P. Ponk} Model O-470-50 Serial 810233-R / 2428
Manufacturer _____ Model _____ Serial _____

Propeller(s) currently installed:

Manufacturer McCaughey Model D3A3C401/900FA-10
HUB Model _____ Serial 040759 Serial _____
Blade Model _____ Serial _____ Serial _____ Serial _____
Blade Model _____ Serial _____ Serial _____ Serial _____

YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
0	11/28/2006	Cessna N775KS (formally N6391B)	S/N 34291 Tach Reads 0.0 TTIS: 2651.00 Continental O470-50 S/N 2428 (P.Ponk Silver Eagle conversion) TSI: 0.0	<p>Received aircraft in disassembled condition . Forward cabin had been drilled off forward of door post's.</p> <p>Cleaned fuselage and completed striping of paint. Fabricated fuselage holding fixture and placed aircraft fuselage in fixture. Drilled off cabin roof, bead blasted spar carry thru's, treated with alumiprep 33 and alodine. Painted with Randolph EppiBond epoxy primer and top coated with Jet Glow white. Fabricated new cabin roof skin and installed using AN rivets of original size'. bead blasted inside of cabin and treated all aluminum with alumiprep 33 and alodine, painted in epoxy primer. Removed cabin floor, cleaned & treated and primed. Removed rudder pedals, bead blasted all parts , epoxy primed and painted using Valspar acrylic enamel grey 325N927. Cleaned forward fabin section, removed floating instrument panel, removed all wiring and remaining instruments, removed "T" bar, cleaned primed & painted grey, primed fwd. cabin section and reinstalled "T" bar and rudder pedals. Reattached forward cabin section to fuselage using AN 470 and AN 426 rivets. Converted Cessna 182 aircraft from tricycle gear to tailwheel configuration in accordance with Keefer Engineering Drawing SA-1000 , Rev. A, STC SA355NW. Installed P.Ponk gear beef up brackets per STC SA2918NM. Installed Cessna 185 main gear legs p/n 0741001-5 and -6 . Replaced all control pulley's in aircraft with new PMA parts from McFarlane Aviation provided in kit form. Replaced all control cables in aircraft with new PMA parts from McFarlane Aviation in kit form. Removed tail cone skin P/N 0712000-5 and replaced with a fabricated skin made from 6061T6 .032 and AN 470 rivets. Removed right side skins p/n 0712000-2 with fabricated skins made from 6061T6 .032 and AN 470 rivets. All aluminum treated and primed in epoxy . Reinstalled cabin floor using AN rivets of original type and size. Installed 10" tailwheel in accordance with STC SA235NM. Installed Cleveland wheels and brakes according to STC SA63GL . Installed new PMA cabin windows from Great Lakes Aero plastics. Installed one piece windshield according to STC SA301GL . Removed aircraft form fixture.</p>

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Painted inside of cabin using Valspar Acrylic enamel grey 325N927 . Manufactured flat instrument panel from 6061T6 .060 and installed with AN 426 rivets. Panel was fabricated and installed under CAR 14 Section 21.303(b)(2), By defenition is a minor alteration. Replaced original wiring with new Mil-Spec wire of same gauge. Cleaned and treated main cabin doors and baggage door , primed in epoxy and installed. Cleaned latching components & lubricated. Replaced door glass with new PMA glass from Great Lakes Aeroplastics. Painted fuselage using Jet Glow Mattahorn White CM0570535 , trimmed in Flight Blue U0015, Acry Glow Turbulence Red W08455. Cleaned , striped, treated vertical stabalizer, rudder, elevators and primed using epoxy. Replaced vertical stab tip cap with PMA unit from Stene Aviation. Replaced skins on horizontal stab with new from Cessna Aircraft. Replaced tip caps with PMA units from Stene Aviation. Replaced skins on ailerons and flaps with new from Cessna aircraft. Replaced top outboard skin on right wing with new unit from Cessna Aircraft. Installed flap gap seals in accordance with Horton STC SA2285CE .Installed flap trailing edge bulb according to STC SA00406WI. Painted wings and flight controls with Jet Glow , see above numbers . Installed wings and flight controls using new hardware and set rigging. Painted and installed new Horton wing tips. Installed PMA Aeroflash strobe lights and power supplies Cessna P/N C594501-0203 in accordance with Aeroflash instructions. Installed BAS tail pull handle according to STC SA3812NM. Installed Bogert coper electrical cables according to STC SA3531NM. Istalled teflon control yoke bushings according to STC SA666NW. Installed serviceable control yokes. Installed Door Steward gas struts according to STC SA01120SE. Installed Orcon Corp. vibration damping kit SA-2. Installed Airtex carpet and headliner, Installed PMA Selkirk Aviation interior panels. Bead blasted, treated, epoxy primed and painted seat frames. Seats were recovered by Leather Specialties of George town Texas and burn test data for materials is in the aircraft records. Installed seats. Installed BAS Seat belts and shoulder harness systems according to STC SA2067NM. >>>>>next page

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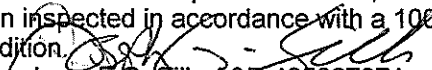
Installed serviceable engine mount using new hardware and mounting rubbers. Installed P.Ponk Silver Eagle Conversion Continental O470-50 engine assembly complete with mangetos & carburator, and McCauley D3A34C401/90DFA-10 propeller in accordance with STC SA5664NM. New engine mount rubbers p/n J-6545-1 and new bolts. Installed composite engine cowling in accordance with STC SA01644SE . Installed new PMA ACS engine controls and set rigging. Cleaned, treated and painted engine baffels and installed, installed new baffel seal. Installed new Klixon circuit breakers in instrument panel rated for the specific circuit for which they are intended. Installed new ACS ignition switch. Installed new master and starter relays. Installed new Gill G35 battery. Installed the following avionics in a center stack arrangement in instrument panel, PMA 7000B audio panel IAW install instructions 200-780-005, Installed PDR60 DRAWS system in accordance with installation manual p/n 200-160-0200, GNC 300XL GPS / COM with KI-208 indicator in accordance with Garmin installation manual #190-00067-22 rev. E, KT76C transponder with ACK model A-30 encoder in accordance with King installation manual and ACK installation manual A30M rev.04, KV165 NAV/COM with KI-209 indicator in accordance with King installation manual 006-0179-03, Air Gismoz panel mounting system for Garmin GPS 396. Mounting requirements meet guidelines in AC 43.13.2A. Installed overhauled airspeed indicator, VSI, Altimeter, directional gyro, Horizon gyro, Turn Cordinator, Davtron 877 clock. Installed new PAI-700 vertical card compass to top center instrument panel bonnet. Installed FAA PMA Nu-lite instrument lighting bezels in accordance with Nu-lite installation instructions. Installed new Cessna light dimmer reostat. Installed required placards to instrument panel. Installed JPI EDM 930 primary engine data management system in accordance with STC SA01435SE , JPI installation manual for the EDM900/930, report 908, dated September 9, 2004. Installed new fuel bladders, fuel caps, fuel vent check valve, fuel vent lines and supply hoses. Fueled aircraft and calibrated fuel quantity indicators.

>>>>>>>>>next page.

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DATE
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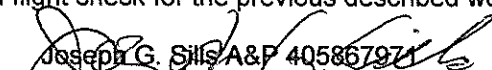
Drained fuel to unusable as described in Cessna 100 series service manual and Cessna 180 TCDS. Placed aircraft on scales and leveled in accordance with Cessna TCDS. Performed actual weight and ballance and entered information into aircraft records. Fueled aircraft, engine run up , operational check of all systems performed and no discrepancies noted. Taxi tests performed and braking check performed, no discrepancies noted. All AD's checked for compliance to date , see seperate listing in aircraft log. I certify that this airframe has been inspected in accordance with a 100 hour inspection and was determined to be in airworthy condition.


Joseph G. Sills A&P 405867971

12/15/2006 Cessna 182A (TW) N775KS S/N 34291 Tach Reads 00.00 TTIS: 2651.0
I certify that this airframe has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.


Carl Shropshire A&P 467826099 IA

12/15/2006 Cessna 182A (TW) N775KS S/N 34291 Tach Reads 00.00 TTIS: 2651.0
This aircraft requires an operation flight check for the previous described work performed for return to service.


Joseph G. Sills A&P 405867971

Aircraft Certification Services, LLC

21201 Martin Lane
 Pflugerville, TX 78660
 512-633-0121

Reg #: N775KS Make: CESSNA 182A S/N: 34291

Date: 12-12-2006 WO #: 694 TT: 2651.0

I certify that the AIC Transponder test and inspection required by FAR 91.413 have been performed I.A.W. FAR 43 appendix F on 12-12-06.

The integrated system test and inspection was performed on 12-12-06.

#1 Transponder model: KT76C (066-01156-0101) S/N-2663


 Larry Hageman WCHKR539X

Aircraft Certification Services, LLC

21201 Martin Lane
 Pflugerville, TX 78660
 512-633-0121

Reg #: N775KS Make: CESSNA 182A S/N: 34291

Date: 12-12-2006 WO #: 694 TT: 2651.0

I certify that the altimeter and altitude reporting equipment test and inspections required by FAR 91.411 have been performed I.A.W. FAR 43 appendix E.

The left altimeter PN-AN5760 SN-3010 was tested to 20,000 feet on 12-12-06.

Encoder type: A-30 SN- 100545

The static system was tested on 12-12-06.
 The automatic pressure reporting system was tested on 12-12-06.


 Larry Hageman WCHKR539X

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2007				Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				Gal

02/06/2007 N775KS S/N 34291 Tach reads 01.50 TTIS: 2652.50

Operational flight check performed this date, maneuvers performed slow flight, power off stalls, steep turns and normal takeoff and landings, aircraft returned to service.


Joseph G. Sills PP 405867971


1 Mar 07 To		1 Mar 07 Then	14:00	checkout flights 77T & GTU	✓ 108.82
4 Mar 07		4 Mar 07		70 Idgs Gas: 34.5, 22.05, 14.6, 21.79, 15.87	
5 Mar,		3:35		77T - I58 10.4 rem 44.6 usd	43.15
5 Mar		2:55		I58 - PGA 22.3 rem 32.7 usd	33.25
6 Mar.		3:45		PGA - N86	41.4
18 Mar		1.8		N86-45D-N86	
1 Apr 07		1.50		N86-45D-N86 19.5 rem 35.5 usd	35.4
21 Apr		0.6		N86-45D-N86	
27 Apr		1.6		N86-45D-N86-059	
29 Apr		1.3		059-N86	
5/5 & 5/7		2.3		N86-059, 059-N86	22.0

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DATE				
5/20 To 9/13	H 52.2	18.0	52.0	oil change / Filter N86-059 / 450 / view Tahoe
9/13 To 12/2/07		11.2	63.2	

01/21/2008 Cessna N775KS S/N 34291 Tach Reads 64.0 hours , TTIS: 2715.0 hours
 By owners request: After review of log book entry dated 11/28/2006 , control surface ballance check was omitted. I certify that the flight control surface ballance checks were performed as per Cessna 100 series Service Manual section 19 , Structural Repair , pages 19-2 thru 19-7 and figures 19-2 sheet 1 thru 4 and figure 19-3 . Control surfaces were found to be within the limits outlined in thoes sections.
 Joseph G. Sills A&P 405867971

Date: 002/09/08 N775KS S/N 34291
 Hobbs: 63.2 hrs T.T.S.N.: 2,714.2 hrs. T.S.O.: 63.2 hrs.

I certify this Airframe has been inspected i/a/w an ANNUAL inspection per Cessna maintenance manual and determined to be in airworthy condition. C/W A.D. 87-20-03R2 seat tracks by visual, C/W A.D. 83-13-01 fuel caps by visual, no discsps. noted. Performed ELT check per FAR 91.207 (d) and rearmed. Readjusted Elevator stops to remove chafing on elevator torque tube and rudder hinge attach bolt. Installed new proper structural screws and nuts on all aileron hinges. Rerouted Pilots right brake master cylinder lower hose and bled brake. Readjusted fuel vent per Cessna Maintenance manual. Installed new "o" ring in Gascolator. Adjusted Vac press to run in Green.

 End Of Entry. A&P 2726179-51A.

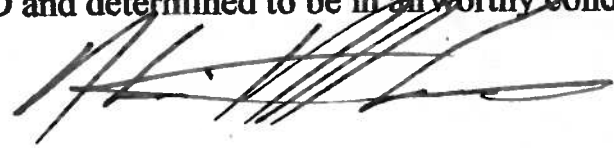
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DATE				

Date: 02/27/10
Hobbs: 95.4

N775KS
T.T.S.N.: 2,746.4

S/N 34291

I/a/w STC 355NW, Cessna 100 Series Service Manual & A.C. 43.13-1B, removed damaged bulkhead p/n 0712311-7 at station 209.00, installed new Cessna bulkhead & support angle p/n 0712311-3, all previously attached brackets & supports reinstalled (see Form 337 this date) . Empennage reinstalled. Stabilizer trim, elevators and rudder travels and cable tensions set i/a/w Cessna 100 series service manual. Removed incidental concave dents from skins p/n 0732600-6, 0712000-23, 0791301-5, 0732102-8 and repainted as needed. Replaced fairing p/n 0712307-2 with serviceable part. Installed tire/tube & serviceable outboard wheel half right main gear. Installed new XP modifications, Inc. 1.0" dia Tail gear Spring (Kit10) includes: XP Mods VAR steel 1 inch TGS, HD saddle fitting, HD Cross tube, new NAS close tolerance bolts, new Cessna Rubber bushings, 10" locking fork 3452C-301 assy. and remanufactured wheel hub with new tire & tube i/a/w STC SA2359NM (previously approved 11/28/06). Reinstalled both cabin doors after painting. C/W A.D.'s 87-20-03R2 seat tracks by visual and A.D. 83-13-01(b) fuel caps by visual, no discrepancies noted, both due again next annual inspection. Performed ELT check per FAR 91.207 (d) and rearmed, batteries due 03/12. I certify this Airframe has been inspected i/a/w an ANNUAL inspection per FAR 43 App. D and determined to be in airworthy condition.-----END-----

 NRP 2726179I.A.
