

2002
7/25

AIRCRAFT LOG



2-1-97 (448.7)
~~2-1-97~~
JAN 2002

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
Date: 5/16/2006. Aircraft: N988PC. Type: PIPER PA-18-150. S/N: 1809010. Tach: 1127.4. Total Time: 1127.4 COMPLETED ANNUAL INSPECTION CHECK LIST THIS DATE ON THIS AIRCRAFT. LUBED AND WORKED THE CARBURETOR HEAT CABLE UNTIL SMOOTH OPERATION WAS ACHIEVED. COMPLIED WITH A-D 68-05-01 BY REMOVING THE MUJFFLER FROM THE AIRCRAFT AND INSPECTION OF THE MUFFLER IN ACCORDANCE WITH PARAGRAPH (f). FOUND MUFFLER TO BE IN AIRWORTHY CONDITION. THIS INSPECTION IS DUE AGAIN AT TACH TIME 1227.4 TIGHTENED UP LOOSE LEFT SIDE PANEL JUST AFT OF THE PILOTS FRONT SEAT BACK. INSTALLED A NEW CENTRAL INSTRUMENT AIR INLET FILTER P/N AAD9-18-1 AND CHECKED ALL OF THE INSTRUMENT LINES FOR CONDITION. FOUND THAT ALL OF THE INSTRUMENT LINES ARE AIRWORTHY AT THIS TIME. REPLACED BOTH OF THE BRAKE ROTORS AND BLED BOTH BRAKES. JACKED UP THE RIGHT WHEEL AND REMOVED THE RIGHT WHEEL ASSEMBLY. DISASSEMBLED THE WHEEL AND REMOVED THE OLD TIRE. INSTALLED A NEW TIRE AND REASSEMBLED THE WHEEL IN ACCORDANCE WITH THE MAINTENANCE MANUAL FOR THIS AIRCRAFT. USING T J KARG WHEEL BALANCING EQUIPMENT P/N D/755-1 AND THEIR INSTRUCTIONS. BALANCED THE WHEEL ASSEMBLY AND REINSTALLED ON THE AIRCRAFT. THIS WORK WAS PERFORMED IN ACCORDANCE WITH THE MAINTENANCE MANUAL FOR THIS AIRCRAFT AND THE DATA TAGS ON THE WHEEL ITSELF. REPLACED THE RUBBER SHOCK ABSORBER FOR THE TAIL WHEEL SPRING AFT ATTACHMENT REPLACED THE UPPER RUDDER HINGE PINS AND BUSHING. REMOVED THE BATTERY BOX AND REPLACED DRAIN NIPPLE ON THE BOX THAT WAS CORRODED SHUT. CLEANED ALL OF THE CORROSION OFF OF THE INSIDE OF THE BOX AND PAINTED THE BOX WITH ACID PROOF PAINT. CLEANED THE RUST AND CORROSION OFF OF THE MAIN LANDING GEAR UPPER ARM HYDRASORB ATTACHMENTS ON THE FUSELAGE AND TOUCHED UP THE PAINT.				
5/15/2006 I CERTIFY THAT THIS AIRFRAME HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. PERTINENT DETAILS OF THIS INSPECTION CAN BE FOUND ON CARTER AIRCRAFT, INC. WORK ORDER NUMBER 6083.				
ROGER E. SMITH [REDACTED] [REDACTED]				
Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
Date: 2/05/2007. Aircraft: N988PC. Type: PIPER PA-18-150. S/N: 1809010. Tach: 1160.1. Total Time: 1160.1. Engine - Type: LYC 0-360-C4P. S/N: L-35913-36A. Time: 696.6. Prop Type: 76EM8-0-56. S/N: 32000K. Time: 696.6 Ran the engine to get the oil hot. Drained the oil and pulled the oil screen out. Inspected the screen for metal contamination and found none. Installed the screen and a new screen gasket. P/N SL61173 on the engine. Replaced the shake proof washers. P/N MS35333-40. on the screen housing attachment hardware. Filled the engine sump with 8 quarts of Aeroshell W100-50wt. oil and test ran the engine. Inspected the screen and the sump plug for oil leaks and found no leakage evident at this time. The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found Airworthy for return to service. Pertinent details of this repair are on file at this agency under work order # 6332.		
2/5/2007 ROGER E. SMITH [REDACTED] A.P. [REDACTED]		
CARTER AIRCRAFT, INC. SEBRING, FLORIDA.		
Date: 11/14/2007. Aircraft: N988PC. Type: PIPER PA-18-150. S/N: 1809010. Tach: 1190.20. Total Time: 1190.20		
Serviced both brake master cylinders with Mil-PRF-5606 fluid. Serviced tire pressure in both main tires with compressed air. Glued the vinyl door seal back on the bottom cabin door. The aircraft and/or component identified above was repaired and inspected in accordance with current FAA regulations and was found Airworthy for return to service. Pertinent details of this repair are on file at this agency under work order # 6588.		
11/14/2007 ROGER E. SMITH [REDACTED] A.P. [REDACTED]		
CARTER AIRCRAFT, INC. SEBRING, FLORIDA.		
Date: 2/25/2008. Aircraft: N988PC. Type: PIPER PA-18-150. S/N: 1809010. Tach: 1210.20. Total Time: 1210.20		
Completed annual inspection check list this date on this aircraft. Replaced the vacuum regulator filter. P/N RA-B3-5-1. Straightened nose cone that captures the air filter and installed the air filter on the air box. Replaced all 4 valve cover gaskets. Complied with A-D 68-05-01 by removal and inspection of the muffler in accordance with paragraph (f). Found muffler to be in airworthy condition. This inspection is due again at Tach Time 1260.2. Inspected the crankshaft and found the crankshaft has a solid pilot. A-D 98-02-08 does not apply to this type of crankshaft. Removed ELT and inspected the flashlight batteries. Found that the batteries require replacement at this time. Inspected the radio inside and found that the radio looks ok with no internal corrosion evident. Installed new Mallory MN1300 D cell batteries dated March 2014 in the ELT. The new batteries should be replaced by February 2009. Tested the ELT system 5 minutes after the hour in accordance with applicable aircraft and ELT manufacturer's instructions and applicable		

Continued

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
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	<p>FAA guidance and found that it meets the requirements of section 91.207(d) and FAA action notice 8310.1. Installed tinnerman nuts on stripped screw holes in inspection covers on the tail. Also installed a new tinnerman nut for left elevator access panel. Both of the brake calipers are leaking fluid. Removed both of the brake calipers from the aircraft and disassembled. Washed all of the parts in mineral spirits to remove grease and grime. Cleaned all of the brake lining and inspected the lining for condition. Inspected all of the caliper parts for hidden damage and found that all of the durable parts are in serviceable condition. Replaced the rubber seals with new parts and reassembled the caliper assemblies on the aircraft. Bled the complete brake system with fresh clean 5606 hydraulic fluid. Inspected both of the calipers for oil leakage and found no leakage at this time. Removed the stall warning switch from the wing, cleaned out spider and spider web. Installed the switch and found that the switch functions normally. Repaired small tear on the top of the left wing by installing a fabric repair. Repaired small tear in the reinforcing fabric on the transponder antenna. Repaired small tear in the fabric under the right wing root cover. Painted the repairs to match the aircraft paint scheme. Repaired battery box drain and also cleaned corrosion out of the belly of the aircraft around the box drain line. Replaced box drain fitting and installed a new drain line. Touched up black paint on the floor. Replaced worn out adell clamp on the front head set holder. Lubricated the elevator trim system and cycled the trim until the trim would move full travel in both directions. Glued reinforcing fabric on the right bottom drain hole on the belly fabric.</p> <p>2/25/2008 I certify that this airframe has been inspected in accordance with an ANNUAL inspection and was determined to be in Airworthy condition. Pertinent details of this inspection can be found at this agency under work order number 6652.</p> <p>Roger E. Smith [REDACTED] I.A. Carter Aircraft, Inc Sebring FL.</p>			
Total To Carry Forward				