

SERVICABLE PART TAG

Part Name Overhead Indicator  
 Part No. 5-41 Serial No. 536  
 Mech. Blair Date 8-5-71  
 Inspector [Signature] B.D. No. 1305527  
 Remarks [Signature]  
 This instrument was repaired and inspected according to F.A.A. Regulations and was found airworthy for return to service. Details are on file at this Agency.  
 Date 8-5-71 Signed [Signature]  
**DUCASSE AIRCRAFT INSTRUMENT SERVICE**  
 North Philadelphia Airport  
 F.A.A. Approved Repair Depot No. 3563  
 Phila., Pa. 19114  
 Class 1, 2, 3

Instructions for the Use of Log Book

1. This log must always accompany the aircraft to which it refers.
2. No pages shall be torn from Log Book. No erasures, and all entries to be made in ink.
3. Original entries shall be made and signed by manufacturer or seller. All other entries shall be made by Pilot, Chief Mechanic, or other competent person authorized to do so.
4. On journey, the pilot is responsible for carriage of Log Book and entries or omissions therein. Failure to do so will be considered a serious neglect of duty.
5. Before departure on journey, pilot is personally to ascertain that entries in log have been made are correct, and then sign certificate to the effect.
6. Special data such as manufacturers notes, test data, reconditioning, etc., should be annexed to stubs provided for that purpose in the back of this book.
7. CAA-18-1 Repair and Alteration forms listed on last page.
8. This log book shall be available and produced, on demand of anyone so authorized.

PIPER AIRCRAFT CORP.—LOCK HAVEN, PA., U. S. A.

AIRCRAFT LOG

Aircraft Name Piper Model PA-24 Serial No. 97-2787  
 Engine Name Supermining Model 0540A1D5 Serial No. 21484-4  
 Description of Aircraft Two wing cabin land monoplane T.C. No. 1915  
 Date of Manufacture 1681.R Gross Wt. 2900  
 Seating Capacity (including pilot) 4 Wt. Empty [Redacted]  
 Make of Propeller Warhall Hub Design No. [Redacted] Hub Serial [Redacted]  
 Blade Design No. [Redacted] Blade Serial Nos. [Redacted]  
 Owner [Redacted]  
 Address [Redacted] Date [Redacted]  
 Transferred to [Redacted] Date [Redacted]  
 NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

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PIPER AIRCRAFT CORP.—LOCK HAVEN, PA., U. S. A.

AIRCRAFT LOG

N 7576P  
License No. 24-2787

Aircraft Name . . . . . *Peper* . . . . . Model *PA-24* . . . . . Serial No. *24-2787*

Engine Name . . . . . *Continental* . . . . . Model *0540H1D5* . . . . . Serial No. *[redacted]*

Description of Aircraft . . . . . *Two-seater, high wing, tubular fuselage, metal蒙皮, fixed landing gear, monoplane* . . . . . T.C. No. *1A.15-714984-40*

Date of Manufacture . . . . . *1981.2* . . . . . Gross Wt. *2900*

Seating Capacity (including pilot) . . . . . *2* . . . . . Wt. Empty *[redacted]*

Make of Propeller . . . . . *Walter* . . . . . Hub Design No. *[redacted]*

Blade Design No. *[redacted]* . . . . . Blade Serial Nos. *[redacted]* . . . . . Hub Serial *[redacted]*

Owner . . . . .

Address . . . . .

Transferred to . . . . . Date . . . . .

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N C .....

AIRCRAFT LOG

Date Year Mo. Day	Time in Air		Passengers Carried	NATURE OF FLIGHT
	Hrs.	Min.		
1963 8 23	1	64 00		One hundred hour inspection.
4 30	2	82 00		
Total Forward				

Place of Last Airplane Overhaul .....  
 Date of Last Overhaul .....  
 NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

REMARKS	SIGNATURE
<p>I checked all hinges and clevis bolts for cracks and lubricated; lubricated by gear, refraction test, battery and leg; replaced bearings in gear; replaced front landing on right gear; replaced turn main gear runway electric again; also other per cracks.</p> <p>8-23-62</p> <p>Inspected Mark II motor and wing by type and photo micrometer. See 337 this date. Inspected main gear drag links bearing chain on left gear. Adjusted main gear drag links to 6 pounds as per maintenance manual.</p> <p>Total time 1 1/2 hrs.</p> <p>W-A Drapply with</p> <p>mail handler name.</p>	<p>Robert C. Brown</p> <p>ASP 1513997</p>
<p>I certify that this aircraft has been inspected in accordance with a <u>PERIODIC</u> inspection and was determined to be in <u>airworthy condition.</u></p> <p>W.A. Drapply</p> <p>8-23-62</p>	<p>W.A. Drapply</p> <p>8-23-62</p>

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AIRCRAFT LOG

REMARKS

SIGNATURE

Inspected all hinges and clevis bolts for cracks and lubricated; lubricated gear, refraction; test; buttons and key; replace bearings in gear; replaced break lining on right gear; replaced turn main gear torque electric system; also clean per cracks.

Robert C. Brown  
AIP 1513997

8-23-42

Installed Mark III radio and wiring to type and plates on wiring. See 337 the date. Inspected main gear drag links to 6 1/2 inches apart maintain manual.

Total time 1 1/4 hrs.  
No P Da apply to the  
I certify that this aircraft has been inspected  
in accordance with a PERIODIC  
inspection and was determined to be in  
airworthy condition. Robert C. Brown  
AIP 1513997 A.I.

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Punishable by Civil Penalty.

N.C. ....

Date Year Mo. Day	Time in Air Hrs.	Min.	Passengers Carried	TOTAL TIME	NATURE OF FLIGHT
5-11-63	45	-	331		Total Time 286 hr.
6 18	58		389		
7 17	40		411		
8 2	33		484		
9 1	24		508		
10 1					
10 30					
Total Forward					

Place of Last Airplane Overhaul .....  
 Date of Last Overhaul .....  
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AIRCRAFT LOG

REMARKS	SIGNATURE
10-10-62 Total time 203 hrs, cancelled proforma of the repair to Merritt Smith	Ready by Merritt Smith
5-11-63 Periodic inspection Engine and device belts checked and lubricated. Check in inter check well. Landing gear checked and secured. Landing gear well wells, right hand rear gear fitting belts, secured lower well attaching nose gear to fuselage forward, right hand gear at belts. Shocks and battery secured, attached to fuselage. OK. Supplies checked and straightened by Merritt. Prop. checked & balanced.	ATP 172282
A Da OK. Total Time 286 hr	

I certify that this aircraft has been inspected  
 in accordance with a PE R10 B1C  
 inspection and was determined to be in  
 airworthy condition: Merritt Smith ATP 172282  
 NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.





AIRCRAFT LOG

REMARKS	SIGNATURE
<p>8-6-63                      100 hr inspection                      hinges had grease bolts checked and lubricated, remove excessive                      play from main gear linkage by tightening bolts, check                      and tighten control, rotation test O.K.                      take under test time 4:11 hrs.                      all A.D.s checked as per work book.                      J. Powell H. Q.</p>	<p>J. Powell                      AT P172152</p>
<p>Assistants tips checked and fine                      sand etc. of 10/16/63 See call                      Rear of Boat.</p>	<p>F. Buchanan</p>

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NC.....

Date Year Mo. Day	Time in Air		Passengers Carried	NATURE OF FLIGHT
	Hrs.	Min.		
11 15	9		517	D. Rumpf D.F. 1480532
11 30	27		544	D. Rumpf CRT 1480532
12-16	6.8		551.45	WTR CRT 1572222 ARP 1572222
1-1-64	34.80		586.25	WTR ARP 1572222
1-15-64	5:00		591.00	WTR 1572222
1-31-64	3:00		598.00	WTR 1572222
2-15-64	9.0		603.0	WTR ARP 1572222
3-1-64	9.0		612.0	WTR 1572222
3-31-64	24.0		636.0	WTR ARP 1572222
4/30/64	20		656.	WTR ARP 1572222
5/15/64	16		672	
5/31/64	15		687	
Total Forward				

Place of Last Airplane Overhaul .....  
 Date of Last Overhaul .....  
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AIRCRAFT LOG

REMARKS	SIGNATURE
9-10-63 Removed Paper Air to Star receiver, installed Home A.D.F.-29. Mounted in same opening with same wiring. No appreciable change in weight or C.G. <i>Monitt A. Smith</i> 1480532	
10-30-63 Pumps, injectors Lubricated, battery serviced, replaced lower ball, tight bearing bolts, check and lubricate control hinges and electric pins, lubrication check O.R. glow tube lining on left brake unit. Star receiver checked. <i>Monitt A. Smith</i> 1480532	
I certify that this aircraft has been inspected in accordance with a <u>PERIODIC</u> inspection and was determined to be in airworthy condition. <i>Monitt A. Smith</i> 1480532	

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AIRCRAFT LOG

REMARKS

SIGNATURE

9-10-63

Removed Prop. Nut for reverse, installed flange ADF-29.  
 Mounted in same opening with same wiring. No appreciable  
 change in weight and CG. Month Q Smith  
 N70172282

10-30-63

Positive inspection  
 Embenard, battery removed, replaced Leeson Bull. together with  
 belts, Shepard subject's control levers and electric pins, retraction  
 cable O.K. New brake lining on left brake drum. Star new main  
 wheel tires. A De checked depriming of lead. Inspecting rubber top of emergency  
 brake line 50 lbs.

I certify that this aircraft has been inspected  
 in accordance with a PERIODIC  
 inspection and was determined to be in  
 airworthy condition. Month Q Smith  
 N70172282 R1.

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PUNISHABLE BY CIVIL PENALTY.

AIRCRAFT LOG

REMARKS

SIGNATURE

Went to see the engine operators  
 at the base, saw the engine  
 and the propeller. The engine  
 is in good condition. The  
 propeller is also in good  
 condition. The aircraft is  
 in good condition.

I certify that this aircraft has been inspected  
 in accordance with a 100 hr  
 inspection and was determined to be in  
 airworthy condition.

William D. Smith  
 888 105 1859

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TOTAL TIME

N.C.

Date Year Mo. Day	Time in Air Hrs. Min.	Passengers Carried	NATURE OF FLIGHT
6/15/64	4	691	2-28-64
7/1/64	12	703	100 hr. inspection at base, reading 609.000.
7/17/64	17	720	Engine & propeller cleaned & checked. Checked propeller for tightness on tail section. Went to base to check propeller. Checked propeller for tightness. Checked propeller for tightness. Checked propeller for tightness. Checked propeller for tightness.
8/1/64	6	726	
8/15/64	3	729	
9/1/64	2	731	
9/1/64	7	738	
9/17/64	7	738	
9/30/64	0	738	
Total Forward			

Place of Last Airplane Overhaul .....

Date of Last Overhaul .....

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AIRCRAFT LOG

REMARKS

SIGNATURE

✓ Inspected, engine & propellers  
 called, soon repaired bottom  
 wing. Replaced missing screws in  
 fuselage. Replaced fuel panel.  
 All A.D.s replaced & checked in view of  
 this work, added weight battery

I certify that this aircraft has been inspected  
 in accordance with a 100 hr  
 inspection and was determined to be in  
 airworthy condition.

William D. Small  
 AIP 1051859

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Punishable by Civil Penalty.

Inspected,  
 engine & propellers  
 called, soon repaired  
 bottom wing. Replaced  
 missing screws in  
 fuselage. Replaced  
 fuel panel. All A.D.s  
 replaced & checked in  
 view of this work,  
 added weight battery











AIRCRAFT LOG

REMARKS

SIGNATURE

Sept 1, 1966 Total Time 926 hrs.

Engine's replaced when bearing replaced & oil lining right brake & stationing lining left brake. Engine Right wing level performed general inspection & checked gear. Fixed up landing gear door return link.

Duty that this aircraft has been inspected for accordance with our Bureau inspection & was determined to be airworthy. See back of this log for AD compliance record.

Greg A. Hamann Schmidt IA1205476

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punishable by Civil Penalty.

AIRCRAFT LOG

REMARKS

SIGNATURE

October 2, 1967 Total Time 1001 hrs.

Woods repaired wheel bearings, replaced both  
brake discs & all lining, replaced rod  
ends on gear box actuating rods & all  
ends of oiler on push pull rods. Replaced  
bracket, replaced ball in rotating beam.

Swartz, that this aircraft has been  
inspected in accordance with  
AD 2001 inspection & was determined  
to be airworthy for load of this log  
for AD compliance. *James A. Schmitt*

AAE1205476

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AIRCRAFT LOG

REMARKS

SIGNATURE

December 19, 1969 Total Time 110 hrs.  
 Cleared & repaired fuel venting. Checked  
 & replaced all brake lining. Reformed  
 & reinserted tires. Checked & resecured  
 Checkball cable, pulled up air hose  
 & vent tubes & checked emergency.

I certify that this Aircraft has been  
 inspected & inspected with an  
 AIRWORTHINESS inspection & is fit to be  
 flown. The log for this inspection is  
 on the back of this log for AD Compliance Summary.

Henry A. Stannard Smith

FA 1205476

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AIRCRAFT LOG

REMARKS

SIGNATURE

January 28, 1971 Total Time 1119 hrs.

Donald's reported wheel bearing checked  
 replaced worn brake lining checked all  
 cables pulleys, control surfaces & wheel  
 as required. Ground gear's performed  
 wear inspection. Checked and compared  
 with applicable charts.

Surely that the aircraft has  
 been inspected in accordance with  
 an ARVORC inspection & was  
 determined to be airworthy.

George V. Zimmerman Donald FA1205476

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AIRCRAFT LOG

REMARKS	SIGNATURE
February 15, 1973 Total Time 1180 hrs	Compled with
Spock's repaired wheel bearings	Serge Palletin
Shelby's replaced with new hub bearings	# 362 A
Landed gear & performed maintenance check	Roderic DeLeon
Refueled and replaced cables, checked all	weight kit.
cables, pulleys, contacts and fuses	By ggs AP 1507804.
checked air temperature	/
I sort of hope that this aircraft may	/
never make it in accordance with the	/
my above suggestions & recommendations	/
to the command of the flight	/
Serge W. DeLeon	IT 1205726

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AIRCRAFT LOG

REMARKS

SIGNATURE

1241 Rev.

Oct 29, 1975	Total Time	1244.63 HRS	MAX Gross	2800.0
Removed Main Sump, sealpac. 11ETS,			NEW E. W.	1678.3
wt. 2.7 lbs., Jan. Sta. 1479 SE			NEW E. W. C.G. P.I. in	
337 THUR DATE.			NEW WEFULLORD 1126.7 lbs	
Reg'd. Van APP 765349 F.A.			Man- Ugh. Bol Inspected	
Dec 19, 1975	TRCH	1244.63 HRS.	See log entry 8-18-77	
A.O. 74-13-01	STH BILATOR TORQUE		TUBE BEARING	
SUPPORT FITTINGS - C/W PAR 142. NO LOOSENESS			MAN APP 765349	
PIPER S/B 411A, APRIL 19, 1978 INSPECTION			STAINS NO LOOSENESS	
AND/OR NOISE	MAN APP 765349			
PIPER S/B YES, SEPT 4, 1975 - NO RELATIVES			NOISE MEAT	
PRESENT AT ANY OF FOUR FITTINGS	MAN APP 765349			
A.D. 75-12-6 FIN FWD. SPAR C/W PAR 1.	(a)			
(1) 12/19/75 T	1244.63, NEXT DRG AT	1344.63	MAN APP 765349	
PIPER SERIALS R751	See 12/19/75	1244.63	MAN APP 765349	

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AIRCRAFT LOG

REMARKS	SIGNATURE
December 19, 1975 T.T. 1248.13 Repair damaged bottom portion of aircraft from New York station 495 Howard Street 186. See FAA form 337 dated Dec. 19, 1975 Joseph W. Dae ACP 765349	
May 14, 1976, took time 1246 hours, C/n AO 76-07-1A Boeing 747-200, serial 1246. Found 28. 0K. Reg. ACP 765349 May 14, 1976, took time 1246 hours. C/n AO 76-09-08 at 1346 hours in service, Reg. Dae ACP 765349	

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