

CAPTAIN <b>JCE</b>	<b>MAINTENANCE LOG</b>	DATE 12 / 22 / 86 # 23 / 86
FIRST OFFICER <b>MB</b>		AIRCRAFT NUMBER <b>286W</b>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
2173	RFD	ASE	2.0	2.2
2174	ASE	LAX	1.7	1.9
2175	LAX	ASE	1.7	2.0
2176	ASE	RFD	2.1	2.2
TOTAL			7.5	8.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3496.8	3496.8	3312.8
THIS DATE	7.5	→	
TOTAL TIME	3504.3	3504.3	3320.3

LAX-POS	BROUGHT FORWARD	2107	1966
	THIS DATE	4	4
	TOTAL	2168	1976

NEXT CHECK DUE			
TYPE	A	B	C
AT 3500			

REPORT EACH SYSTEM AND/OR COMPONENT SCRENCANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL

① ~~PILOT LH.~~ IIT IS A LEANER.

① Installed REPAIRED ~~IT~~ S/N R0097 - By. ARED MACH - END - 12/29/86  
- Scott Camp AP346587951

② Copilot RMI Lights. OUT.

② Installed REPAIRED RMI S/N 1572. By Collins, ops is OK - END - 12/29/86 - Scott Camp AP346587951

③ Nose wheels AND TIRES need to be replaced.

③ Installed 1 serviceable wheel S/N APR66-104 AND 1 New wheel S/N 0X75-641. Installed 2 New tires AND BALANCED. Repacked bearings. END 12-29-86. Wade Sitakall AP 318505599

④ Hyd. Pump needs to be replaced.

⑤ LH Thrust Reversor needs to be replaced.

⑥ DOOR SEAL LEAKS

⑦ SL-WW-24-84 NEEDS TO BE C/W. THE DETECTION OF GLARESHIELD FIGHTING FWD. PRESSURE BULKHEAD CONNECTOR.

④ 12-29-86 Installed O/H Hyd pump S/N 07A A2-115-B2 S/N ON A2-122. Lubed splines. End Wade Sitakall AP 318505599.

⑤ 1-2-87 Installed O/H T/R ACTUATOR S/N 07A 2030 S/N ON 0419. ops VOK END Wade Sitakall AP 318505599

⑥ 1-5-87 INSTALLED A NEW DOOR SEAL - END - Scott Camp AP 350483387

⑦ 1-5-86 C/W SL-WW-2484. END - Scott Camp AP 350483387

CAPTAIN SM	<b>MAINTENANCE LOG</b>	DATE 12 / 19 / 86
FIRST OFFICER RF		AIRCRAFT NUMBER 28611

FLT. NO.	FROM	TO	FLIGHT	BLOCK
2168	RFD	MDW	.4	.5
		APA	2.4	2.5
		LAX	2.1	2.2
		APA	1.8	2.0
2172	RFD		1.8	2.0
TOTAL			8.5	9.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3488.3	3488.3	3304.3
THIS DATE	8.5	8.5	8.5
TOTAL TIME	3496.8	3496.8	3312.8

LATERALS	BROUGHT FORWARD	2159	1961
	THIS DATE	5	5
	TOTAL	2164	1966

NEXT CHECK DUE			
TYPE	A	B	C
AT 3500			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL

① CRU-90 IS A LOANER

① INSTALLED CRU-90 S/N 136, OVERHAULED BY COLLINS. - OPS VS OK - END - 12/17/86 - Scott A Cays - AP346582951

② ITH STICKS

② INSTALLED LOANER ITH FROM AERO MACH - OPS VS OK - END - 12/18/86 - Scott A Cays AP346582951

NTR

CAPTAIN	SM	<b>MAINTENANCE LOG</b>	DATE	12 / 15 - 16 / 86
FIRST OFFICER	OA		AIRCRAFT NUMBER	2862W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
2166	RFD	APA	2.2	2.4
2167	APA	RFD	1.7	1.8
TOTAL			3.9	4.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3484.4	3484.4	3300.4
THIS DATE	3.9	3.9	3.9
TOTAL TIME	3488.3	3488.3	3304.3

LANDINGS	BROUGHT FORWARD	2157	159
	THIS DATE		
	TOTAL	2159	1961

NEXT CHECK DUE			
TYPE	A	B	C
AT 3500			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL

① NEED TO REPLACE LOWER MSE & UNIT.

① INSTALLED REPAIRED MST S/N 1302 & UNIT S/N 166 - END - 12/15/86 - Scott A Carr AP346587951 -  
 INSTALLED NEW TIRE ON R/H MAIN AXLE. REPACKED WHEEL BEARINGS. Jeff C. Castillo A-P 573865546

CAPTAIN WINNER S.		<b>MAINTENANCE LOG</b>	DATE 12/13/86
FIRST OFFICER FIDUCCIA R.			AIRCRAFT NUMBER 286W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
2163	LAX RFD	MRM	.8	1.0
2164	MRM	MDW	3.5	3.7
2165	MDW	RFD	3	.6
TOTAL			4.6	5.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3479.8	3479.8	3295.8
THIS DATE	4.6	4.6	4.6
TOTAL TIME	3484.4	3484.4	3300.4

L-100-206	BROUGHT FORWARD	2154	1956
	THIS DATE	3	3
	TOTAL	2157	1959

NEXT CHECK DUE			
TYPE	A	B	C
AT	3500		

REPORT EACH SYSTEM AND/OR COMPONENT SCREPNACIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL

#1. LH ITT NEEDLE STICKS LEDS WORK OK.	#1) 12/15/86 ORDERED LOWER UNIT. JWG/AN AP323484873
#2. DOOR SEAL IS VERY DISTURBING SQUEEL	#2) Adjusted door. changed sound on ground to RUSHING THAN SQUEELING. REPORT TO MAINTENANCE CHANGES. JWG/AN AP323484873
#3. R/H RMI NEEDLES 4°-12° LESS THAN L/H SIDE OR OBS SETTINGS. VORS BOTH WORK AND INDICATE PROPERLY. VORS CHECK WITHIN TOLERANCE.	#3) INSTALLED LOWER RMI-36 S/N 1546. NOTE: INTERNAL LIGHT INDP. JWG/AN AP323484873
#4.	



CAPTAIN WINNER S.	<b>MAINTENANCE LOG</b>	DATE 12/11/86
FIRST OFFICER FIDUCCIA R		AIRCRAFT NUMBER 28666

FLT. NO.	FROM	TO	FLIGHT	BLOCK
2158	RFD	MDW	.3	.5
2159	MDW	APA	2.2	2.4
2160	APA	LAX	1.9	2.0
2161	LAX	APA	1.8	1.9
2162	APA	LAX	2.1	2.5
TOTAL			8.3	9.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3471.5	3471.5	3287.5
THIS DATE	8.3	8.3	8.3
TOTAL TIME	3479.8	3479.8	3295.8

LANDINGS	BROUGHT FORWARD	249	1951
	THIS DATE	5	5
	TOTAL	254	1956

NEXT CHECK DUE			
TYPE	A	B	C
AT 3500			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL

2 1/4 IIT INDICATOR IS A LOANER.

① 12-10-86 REMOVED LOANER AND INSTALLED AN OVERHAULLED IIT INDICATOR. S/N OFF 18A S/N ON R0097 - END -

AP304/3387

CAPTAIN <i>SM</i>		MAINTENANCE LOG	DATE <i>12/09/86</i>
FIRST OFFICER <i>RF</i>			AIRCRAFT NUMBER <i>28WU</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>2153</i>	<i>APA</i>	<i>GST</i>	<i>.5</i>	<i>.7</i>
<i>2154</i>		<i>LAX</i>	<i>1.6</i>	<i>1.5</i>
<i>2155</i>		<i>APA</i>	<i>2.0</i>	<i>2.4</i>
<i>2156</i>		<i>MDW</i>	<i>1.9</i>	<i>2.0</i>
<i>2157</i>		<i>RFD</i>	<i>.4</i>	<i>.5</i>
TOTAL			<i>6.4</i>	<i>7.1</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>4</i> <i>3465.1</i>	<i>3465.1</i>	<i>3281.1</i>
THIS DATE	<i>6.4</i>	<i>6.4</i>	<i>6.4</i>
TOTAL TIME	<i>3471.5</i>	<i>3471.5</i>	<i>3287.5</i>

BROUGHT FORWARD	2144 1940	
	THIS DATE	<i>5 5</i>
	TOTAL	<i>2149 1951</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT <i>3500</i>			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL

*1. On the ground you should get conditioned air into the cabin on the right engine position only and we are getting it in the both and right engine position.*

*① 12-10-86 ON THE GROUND, YOU SHOULD SELECT R/H AIR ONLY, BECAUSE THE R/H SIDE IS THE ONLY SIDE THAT IS PROTECTED FROM OVERPRESSURIZING ON THE GROUND, BY THE GROUND BYPASS VALVE. IT IS ALSO NORMAL TO GET TWICE AS MUCH CONDITIONED AIR INTO THE CABIN, ON THE GROUND, IN THE BOTH POSITION. GROUND PRESSURIZATION OPS, IS OK. -END- Tracey AP350483387*

*2. Thrust reverser on accumulators had not held enough pressure for deployment and then tow the reverser a even immediately after shutdown. It has not been holding my pressure overnight, for quite some time.*

*② THIS IS FIRST RECORD OF THIS PROBLEM. CREW HAS BEEN ADVISED TO CHECK SYSTEM AT NIGHT AND NEXT FLIGHT. JIMMY AP32348473*



CAPTAIN WINNER S.		MAINTENANCE LOG	DATE 12/4-5/86
FIRST OFFICER HILL C.			AIRCRAFT NUMBER 286W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
2144	REF	TEB	1.6	1.9
2145	TEB	APA	4.0	4.3
2146	APA	REF	1.9	2.1
TOTAL			7.5	8.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3449.7	3449.7	3265.7
THIS DATE	7.5	7.5	7.5
TOTAL TIME	3457.2	3457.2	3273.2

L E G S	BROUGHT FORWARD	2135	1931
	THIS DATE	3	3
	TOTAL	2138	1940

NEXT CHECK DUE			
TYPE	A	B	C
AT 3500			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL

#1. NAV'S SCALLOP #1 IS WORST

#1) INSTALLED 2 REPAIRED NAV ANTENNAS S/N 22111 & 22085 GROUND CHECK - OK JNK/A AP32348487J

#2. VLF SIGNAL LOSS NUMBERS TIMES PER LEG.

#2) ORDERED CRN-90 LOANER AFTER CONVERSATION WITH COLLINS TECH REP. JNK/A AP32348487J

#3.

CAPTAIN <b>JCE</b>	<b>MAINTENANCE LOG</b>	DATE <b>12/31/86</b>
FIRST OFFICER <b>MB</b>		AIRCRAFT NUMBER <b>286W</b>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
2140	REF	APA	2.2	2.3
2141	APA	TEB	3.1	3.4
2142	TEB	MDW	2.1	2.3
2143	MDW	REF	1.4	1.5
TOTAL			7.8	8.5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3441.9	3441.9	3257.9
THIS DATE	7.8	7.8	7.8
TOTAL TIME	3449.7	3449.7	3265.7

L A Z E R S	BROUGHT FORWARD	2135	1933
	THIS DATE	4	4
	TOTAL	2139	1937

NEXT CHECK DUE			
TYPE	A	B	C
AT	3450		

REPORT EACH SYSTEM AND/OR COMPONENT SCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL

Inspection Due  
CB

(1) PREFORMED PHASE 9 INSPECTION AND 300 HR/150 HR. ENGINE INSPECTION AS PER IAI MAINT. MANUAL AND IFE 731 MAINT MANUAL. THIS AIRCRAFT IS APPROVED FOR RETURN TO SERVICE ON THIS DATE - END - 12/4/86  
Scott A. Camp #346587951

Emergency Battery As

(2) Emergency Battery Deep Cycled By AIRCRAFT SYSTEMS  
JW/GW #323484873

CAPTAIN		MAINTENANCE LOG	DATE	11 / 29 / 86
FIRST OFFICER	SM BD		AIRCRAFT NUMBER	286W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
2137	RFD	ASE	2.5	2.6
2138		MDW	2.2	2.4
2139		RFD	3	.7
TOTAL			5.0	5.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3436.9	3436.9	3252.9
THIS DATE	5.0	5.0	5.0
TOTAL TIME	3441.9	3441.9	3257.9

L A Z A R S	BROUGHT FORWARD	2132	1930
	THIS DATE	3	3
	TOTAL	2135	1933

NEXT CHECK DUE			
TYPE	A	B	C
AT	3450		

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION. ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL

1. Pressurization - cabin starts to climb in excess of 2000 FPM AT 37,000 ft if power is reduced below 10g
2. Comm 2 inop.
3. Captains RMI compass card inop.
4. Door chain broken. Hook is in clipboard.
5. Easing wood trim on at tray table no come off.

1. Installed New SOLINOTED & SERVICEABLE OUTFLOW VALVE FROM N286W  
JWY/A AP3234873
2. Installed New ANTENNA  
JWY/A AP3234877
3. Installed EXCHANGE RMI, SN 1500  
JWY/A AP3234873
4. REPLACED CHAIN JWY/A AP3234873
5. GROUND TRIM JWY/A AP3234873



CAPTAIN <b>WILNER S.</b>	<b>MAINTENANCE LOG</b>	DATE <b>11/22/86</b>
FIRST OFFICER <b>BATES M.</b>		AIRCRAFT NUMBER <b>28W6</b>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
2128	RFD	MDW	.3	.6
2129	MDW	MRX	4.6	4.8
2130	MRX	LAX	.8	1.2
2131	LAX	MDW	3.8	4.0
2132	MDW	RFD	.3	.6
TOTAL			9.8	11.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3421.0	3421.0	3237.0
THIS DATE	9.8	9.8	9.8
TOTAL TIME	3430.8	430.8	3246.8

LAX-MDW	BROUGHT FORWARD	2123	1921
	THIS DATE	5	5
	TOTAL	2128	1926

NEXT CHECK DUE			
TYPE	A	B	C
AT 3450			

REPORT EACH SYSTEM AND/OR COMPONENT SCREPA NCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL

#1. No 1 TRANSPONDER INTERMITTANT.

① 11-25-86 SWAPPED #1 AND #2 TRANSPONDERS FOR TROUBLE-SHOOTING. -END- ~~AP350483387~~

#2 CABIN WILL NOT HOLD PRESSURE AT ALTITUDE WITH LESS THAN CRUISE POWER.

② 11-25-86 INSTALLED 2 OVER-HAULLED BLEED SWITCHING VALVES. -END- ~~AP350483387~~

#3.



CAPTAIN	MAINTENANCE LOG	DATE
FIRST OFFICER <i>SM</i> <i>CH</i>		11/21/86 AIRCRAFT NUMBER <i>28WV</i>


FLT. NO.	FROM	TO	FLIGHT	BLOCK	FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
2124	RFD	APA	2.0	2.1	BROUGHT FORWARD	3413.4	3413.4	3229.4
2125		LAX	2.0	2.1	THIS DATE	7.6	7.6	7.6
2126		APA	1.8	2.1	TOTAL TIME	3421.0	3421.0	3237.0
2127		RFD	1.8	1.9				
TOTAL								

L A N D I N G	BROUGHT FORWARD	219	197
	THIS DATE	4	4

NEXT CHECK DUE			
TYPE	A	B	C
AT 3450			

SCREPANC

*1 Cap*

<b>Garrett</b> <b>General Aviation Services</b> Company <small>A Division of The Garrett Corporation</small>	Los Angeles International Airport 8201 West Imperial Highway Los Angeles, California 90045	
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FAA REPAIR STATION NO: 4022  
 TEL: (213) 646-2770  
 TELEX: 181827AIRE AVI LSA

CUSTOMER EMERY AIR CHARTER AIRCRAFT N 28WV S/N 368

NOV 21 1986

- INSTALLED A LOANER ALTIMETER IN PILOTS POSITION  
 PIN OFF 620-3975-003 S/N 1323 PIN ON 622-2292-001  
 S/N 449

GARRETT GENERAL AVIATION SERVICES CO  
 LOS ANGELES INTERNATIONAL AIRPORT  
 F.A.A. APPROVED REPAIR STATION 4022

BY *[Signature]*  
 AIRCRAFT/ENGINE HOURS 3413.4

AV008

11/21-25-86 INSTALLED A NEW  
 R/H TAXI LIGHT LAMP. - END -  
*[Signature]* AP350483387

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*LR+*

CAPTAIN		<b>MAINTENANCE LOG</b>	DATE	11/18/86
FIRST OFFICER	SM TK		AIRCRAFT NUMBER	28444

FLT. NO.	FROM	TO	FLIGHT	BLOCK
2118	RFD	MDW	.3	.5
2119		MRY	4.7	5.0
2120		LAX	.8	1.0
2121		APA	1.8	2.0
2122		MDW	1.8	2.0
2123		RFD	.3	.5
TOTAL			9.7	11.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3403.7	3403.7	3219.7
THIS DATE	9.7	9.7	9.7
TOTAL TIME	3413.4	3413.4	3229.4

LATERALS	BROUGHT FORWARD	2113 1911
	THIS DATE	6 6
	TOTAL	2119 1917

NEXT CHECK DUE			
TYPE	A	B	C
AT	3450		

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION.

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL

1. In Cold Weather we have to cycle the gear two or three times to get it to show up + locked

① ~~INFLATED~~ DEFLATED NOSE STRUT & RESERVICED WITH Nitrogen, INSPECTED ALL 3 GEAR UPLOCK SWITCHES FOR SECURITY & OPS.  
- END - 11/19/86 - Sent to Gary AP51657951

CAPTAIN <div style="text-align: center; font-size: 1.5em; font-weight: bold;">SM</div> FIRST OFFICER <div style="text-align: center; font-size: 1.5em; font-weight: bold;">OA</div>	MAINTENANCE LOG	DATE <div style="font-size: 1.5em; font-weight: bold;">11 / 13 / 86</div> AIRCRAFT NUMBER <div style="font-size: 1.5em; font-weight: bold;">28444</div>
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FLT. NO.	FROM	TO	FLIGHT	BLOCK
2112	RFD	APA	2.3	2.5
2113		MDW	1.9	2.0
2114		RFD	.3	.5
2115		MDW	.4	.6
2116		APA	2.1	2.2
2117		RFD	1.8	1.9
TOTAL			8.8	9.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3394.9	3394.9	3210.9
THIS DATE	8.8	8.8	8.8
TOTAL TIME	3403.7	3403.7	3219.7

L-100-205	BROUGHT FORWARD	2107	1905
	THIS DATE	6	6
	TOTAL	2113	1911

NEXT CHECK DUE			
TYPE	A	B	C
AT 3400			

2450

REPORT EACH SYSTEM AND/OR COMPONENT SCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL

D A PHASE 8 INSPECTION IS DUE AT 3400 HRS. T.T. SPOOL DOWN ✓ IS DUE. MAIN BATTERIES ARE LOW. NOSE RADOME IS SOFT.

① 11-12-86 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 8 INSPECTION. C/W SPOOL DOWN ✓ L/H 78 SEC. R/H 81 SEC. INSTALLED 2 NEW MAIN BATTERIES. INSTALLED A LOANER NOSE RADOME. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIR-WORTHY CONDITION. — END —  
*Shacey* AP350483387

CAPTAIN  
 FIRST OFFICER SM  
OA

**MAINTENANCE LOG**

DATE 11/10/86  
 AIRCRAFT NUMBER 28W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
2108	RFD	PWK	.4	5
2109		RSD	1.4	1.6
2110		PWK	1.0	1.2
2111		RFD	.3	.4
TOTAL			3.1	3.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3391.8	3391.8	3207.8
THIS DATE	3.1	3.1	3.1
TOTAL TIME	3394.9	3394.9	3210.9

LANDINGS	BROUGHT FORWARD	2103	1901
	THIS DATE	4	4
	TOTAL	2107	1905

NEXT CHECK DUE			
TYPE	A	B	C
AT	3400		

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

LED'S IN L/H ITT. WILL NOT DIM.

① 11-10-86 INSTALLED A LOANER L/H ITT. NOTE: THE NEEDLE MOVES OPPOSITE FROM THE ONE REMOVED. S/N OFF 80097 S/N ON 13A. END - D. D. D. D. D. AP350483387

NTR

CAPTAIN <b>WINNER S</b>	<b>MAINTENANCE LOG</b>	DATE <b>11/06/86</b>
FIRST OFFICER <b>FIDURCIA R.</b>		AIRCRAFT NUMBER <b>384W</b>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
2103	APA	LAX	2.3	2.5
2104	LAX	PSP	.5	.7
2105	PSP	LAX	.5	.7
2106	LAX	APA	1.8	2.1
2107	APA	RFD	1.7	2.1
TOTAL			<b>6.8</b>	<b>8.1</b>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3385.0	3385.0	3201.0
THIS DATE	6.8	6.8	6.8
TOTAL TIME	<b>3391.8</b>	<b>3391.8</b>	<b>3207.8</b>

L A S T C A L L E D	BROUGHT FORWARD	2098	1896
	THIS DATE	5	5
	TOTAL	2103	1901

NEXT CHECK DUE			
TYPE	A	B	C
AT 3400			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL

- |   |  |
|---|--|
| #1. 1/4 WIPER BLADE IS BOWED ONLY THE ENDS WIPE PRECIP AWAY.  | (1) INSTALLED NEW LH WIPER BLADE - END - 11/19/86 - <del>South A Cay</del> AP346587951   |
| #2. FUEL CAP OR DUST CAP WHATEVER YOU WANT TO CALL IT NEED TO BE REPLACED IT HAS BEEN MISSING FOR ABOUT A YEAR. | (2) INSTALLED NEW FUEL DUST CAP - END - 11/19/86 - <del>South A Cay</del> AP346587951    |
| #3. 1/4 ITT WILL NOT DIM DAYLIGHT INTENSITY AT NIGHT IS NO PRECIP   | (3) SIGN OFF ON LOG SHEET DATED 11/10/86   |
| #4. R/H TIP TANK (AFT PORTION) LAMINATING STRAP IS LOOSE.   | (4) 11-7-86 RE-ATTACHED R/H TIP TANK BONDING STRAP. - END - <del>Dracy</del> AP350483387 |
| #5. NEEDED #327 BULBS IN SUPPLY KIT.  | (5) 11-7-86 REPLENISHED THE BULB SUPPLY. - END - <del>Dracy</del> AP350483387            |
| #6. PAINT LENS ON TIP TANKS VERY DISTRACTING AT NIGHT.  | (6) 11-7-86 REPAINTED LANDING LITE LENS'. - END - <del>Dracy</del> AP350483387           |

CAPTAIN <i>Winger S.</i>	<b>MAINTENANCE LOG</b>	DATE <i>11/05/86</i>
FIRST OFFICER <i>Fiducia R.</i>		AIRCRAFT NUMBER <i>28W</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
2100	RFD	APA	2.1	2.2
2101	APA	SFO	2.3	2.4
2102	SFO	APA	2.0	2.4
2				
TOTAL			6.4	7.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3378.6	3378.6	3194.6
THIS DATE	6.4	6.4	6.4
TOTAL TIME	3385.0	3385.0	3201.0

L A S T S E R V I C E	BROUGHT FORWARD	2095	1893
	THIS DATE	3	3
	TOTAL	2098	1896

NEXT CHECK DUE			
TYPE	A	B	C
AT 3400			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION.

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL

#1 DME Receiver is a looser.

#1 11-4-86 Removed DME Receiver SN 12300. Installed serviceable unit SN 15723 ops Vok. END Work Sheet AP 318505599.

#2 Captains RMI is a looser.

#2 11-4-86 Removed Captains RMI SN 1963. Installed serviceable unit SN 1213. ops Vok. END Work Sheet AP 318505599.

#3 NAV unit is a looser.

#3 11-4-86 Removed NAV unit Vir 30A SN 2199. Installed serviceable unit SN 16803 ops Vok. END Work Sheet AP 318505599.

#4. Co pilots wiper is no good.

#4 11-4-86 Installed new wiper. END Work Sheet AP 318505599.

CAPTAIN S. WUNDER	<b>MAINTENANCE LOG</b>	DATE 11/2/86
FIRST OFFICER R. FIDUCCIA		AIRCRAFT NUMBER 28WU

FLT. NO.	FROM	TO	FLIGHT	BLOCK
2098	MPY	MDW	4.2	4.5
2099	MDW	RFD	.3	.5
TOTAL			4.5	5.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3374.1	3374.1	3190.1
THIS DATE	4.5	4.5	4.5
TOTAL TIME	3378.6	3378.6	3194.6

L A Z E R S	BROUGHT FORWARD	2093	1891
	THIS DATE	2	2
	TOTAL	2095	1893

NEXT CHECK DUE			
TYPE	A	B	C
AT	3400		

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL

SEE PREVIOUS PAGE

CAPTAIN <b>S. Winner</b>	<b>MAINTENANCE LOG</b>	DATE <b>10/30/86</b>
FIRST OFFICER <b>R. FIDUCIA</b>		AIRCRAFT NUMBER <b>28WW</b>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
2092	RFD	MDW	.3	.6
2093	MDW	MR4	4.6	4.9
2094	MR4	APA	2.0	2.2
2095	APA	LAX	2.1	2.4
2096	LAX	APA	1.9	2.1
2097	APA	MR4	2.3	2.5
TOTAL			13.2	14.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3360.9	3360.9	3176.9
THIS DATE	13.2	13.2	13.2
TOTAL TIME	3374.1	3374.1	3190.1

LANDINGS	BROUGHT FORWARD	2087	1885
	THIS DATE	6	6
	TOTAL	2093	1891

NEXT CHECK DUE			
TYPE	A	B	C
AT 3400			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL

① PHASE 17 INSPECTION DUE

① PERFORMED PHASE 17 INSPECTION IN ACCORDANCE WITH IAI 1124 WESTWIND PHASE INSPECTION PROGRAM. INSTALLED NEW TIRE ON RH MAIN GEAR

② SPOOL DOWN CHECK DUE

INSTALLED NEW BOLTS IN WHEEL S/N 471. SERVICED ALL FLUIDS & PRESSURES, RUN TO CHECK FOR LEAKS. INSTALLED NEW BRAKE

③ SOAP SAMPLE DUE RH ENGINE

ASSEMBLY. ATTENDED TO ALL S/WAKS FOUND DURING Insp. THIS AIRCRAFT IS APPROVED FOR RETURN TO SERVICE - ELO - 10/29/86

④ #2 (water pot) in op doesn't heat up 11/02/86

Scott A. Cary AP346587951

⑤ 1/4 Pilot side windshield heat intermittent 11/02/86

② PERFORMED SPOOL DOWN CHECK - RH. 94 SECONDS / LH. 87 SECONDS - ELO - 10/29/86 - Scott A. Cary AP346587951

③ WITH DREW SOAP SAMPLE FROM RH ENGINE - END - 10/29/86 - Scott A. Cary AP346587951

④ REPLACED CURHEAT OUT OUT - END - 11/4/86 - Scott A. Cary AP346587951

⑤ 11-4-86 REPLACED THE VH W/S HEAT CONTACTOR. - END - Cary AP35083387





CAPTAIN  
Winner S.  
FIRST OFFICER  
Ploch A.

MAINTENANCE LOG

DATE  
10/24/86  
AIRCRAFT  
NUMBER  
2844

FLT. NO.	FROM	TO	FLIGHT	BLOCK
2083	RFD	ORD	.3	.4
2084	ORD	APA	2.0	2.5
2085	APA	RFD	1.9	2.1
TOTAL			4.2	5.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3348.0	→	3164.0
THIS DATE	4.2		4.2
TOTAL TIME	3352.2		3168.2

L A S T C H E C K S	BROUGHT FORWARD	2078	1877
	THIS DATE	3	3
	TOTAL	2081	1880

NEXT CHECK DUE			
TYPE	A	B	C
AT 3350			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION.

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL

#1. DURING CROSS GENERATOR START ALL ELECTRICAL POWER IS LOST ON OPERATING GEN. SIDE  
\*(RIGHT ENGINE RUNNING - STARTING LEFT ENGINE)

#1) GROUND CHECK - OK WITH S. WINNER. JN/A AP 52348482

#3. BLEED AIR SWITCHING VALVES ARE MALFUNCTIONING DURING DESERT POWER MUST BE KEPT ABOVE 60-65% NI OR CABIN PRESSURE IS LOST UNTIL POWER LEVERS ARE INCREASED. ALSO DURING CLIMB LEFT OR RIGHT SELECTED ALONE ~~ENERGIZED~~ DOES NOT SUPPLY ENOUGH AIR TO SUSTAIN CABIN PRESSURE SAME AT CRUISE

#3) VALVES ARE ON ORDER, NONE AVAILABLE AT THIS TIME FROM MANUFACTURER. WE ARE ON LIST OF AOG CUSTOMERS AND WE WILL RECEIVE VALVES WHEN AVAILABLE JN/A AP 52348482

#4. COMING OVER GALLEY SWITCHES ~~ARE~~ IS FAILING DOWN.

#4) REFASTENED VELCRO & REPAIRED CEILING PANEL - END - 10/29/86  
Scott A Carey - AP 346587951

#5. TOILET NEEDS SERVICE.

#5) SERVICED TOILET - END - 10/29/86  
Scott A Carey AP 346587951

#6. INSPECTION DUE

#6) SIGN OFF ON SHEET DATED 10/30/86

CAPTAIN  
M M W  
FIRST OFFICER  
RF

**MAINTENANCE LOG**

DATE  
10 / 17 / 86  
AIRCRAFT  
NUMBER 28111W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
2080	RFD	ADA	1.8	2.0
2081	APA	ORD	2.1	2.3
2082	ORD	RFD	.3	.6
TOTAL			4.2	4.9

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3343.8	3343.8	3159.8
THIS DATE	4.2		→ 4.2
TOTAL TIME	3348.0	3348.0	3164.0

CUMULATIVE	BROUGHT FORWARD	2075	1824
	THIS DATE	3	3
	TOTAL	2078	1827

NEXT CHECK DUE			
TYPE	A	B	C
AT 3350			

**SCREPANCIES-** REPORT EACH SYSTEM AND/OR COMPONENT MAL FUNCTION IN DETAIL

**CORRECTIVE ACTION-** ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

Blank lined area for reporting discrepancies.

Blank lined area for reporting corrective actions.





CAPTAIN JCE	MAINTENANCE LOG	DATE 10 / 9 / 86
FIRST OFFICER RF		AIRCRAFT NUMBER 28WU

FLT. NO.	FROM	TO	FLIGHT	BLOCK
2071	ASE	MDW	2.2	2.4
2072	MDW	RFD	.3	.6
TOTAL			2.5	3.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3334.4	3334.4	3150.4
THIS DATE	2.5	2.5	2.5
TOTAL TIME	3336.9	3336.9	3152.9

LANDINGS	BROUGHT FORWARD	2071	1866
	THIS DATE	2	2
	TOTAL	2069	1868

NEXT CHECK DUE			
TYPE	A	B	C
AT	3350		

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

① #1 DME WEAR BUT USABLE

① INSTALLED LOANER UNIT DME S/N 12300 IN #1 POSITION - END - 10/14/86 - Left A Camp AP346587951

② CDU IS A LOANER

② REPLACED CDU WITH REPAIRED UNIT S/N 40 BY COLLINS. - END - 10/14/86 - Left A Camp AP346587951

③ RADAR UNIT IS A LOANER

③ REPLACED RADAR ANTENNA WITH REPAIRED UNIT S/N 270 BY DUNCAN AVIATION - END - 10/14/86 - Left A Camp AP346587951



CAPTAIN MMM	MAINTENANCE LOG	DATE 10/3/86
FIRST OFFICER RF		AIRCRAFT NUMBER 28ww

263

FLT. NO.	FROM	TO	FLIGHT	BLOCK
2061	RFD	APA	2.3	2.5
2062	APA	LAX	2.2	2.3
2063	LAX	APA	1.9	2.1
2064	APA	RFD	1.8	1.9
TOTAL			8.2	8.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3315.0	3315.0	3131.2
THIS DATE	3314.6	3314.6	3130.6
TOTAL TIME	8.8	8.8	8.8
	3323.4	3323.4	3139.4

L A Z O - S	BROUGHT FORWARD	2059	1856
	THIS DATE	4	4
	TOTAL	2061	1860

NEXT CHECK DUE			
TYPE	A	B	C
AT	3350		

REPORT EACH SYSTEM AND/OR COMPONENT  
DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE  
MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF  
AND ON, REASON FOR REMOVAL

- |  |   |
|--|---|
| 1) E. DME INOP                             | ① 10-6-86 Swapped DME boxes for MAINTENANCE T-Shooting. END Wade Stashell             |
| 2) Cooling turbine oil vis Due             | AP 318505599.   |
| ③ Engine Fire bottle insp. usually is Due. | ② 10-6-86 Accomplished turbine oil check. END Wade Stashell AP 318506599.             |
| ④ Life vest visual Insp Due                | ③ 10-6-86 Accomplished Engine fire bottle Inspection. END Wade Stashell AP 318505599. |
|  | ④ 10-6-86 Accomplished Life vest visual Inspection. END Wade Stashell AP 318505599    |

Incorrect hours - Used Block 8.8  
Should be flight 8.2  
(.6)



CAPTAIN	MMM	MAINTENANCE LOG	DATE	10 / 1 / 86
FIRST OFFICER	SRW		AIRCRAFT NUMBER	22000

FLT. NO.	FROM	TO	FLIGHT	BLOCK
2058	RFD	MDW	.4	.6
2059	MDW	STL	.8	1.3
2060	STL	RFD	.7	1.0
TOTAL			1.9	2.9

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3312.7	3312.7	3128.7
THIS DATE	1.9	→	1.9
TOTAL TIME	3314.6	3314.6	3130.6
	3315.0	3315.0	3131.2

LATER-2000	BROUGHT FORWARD	2054	1853
	THIS DATE	3	3
	TOTAL	2057	1856

NEXT CHECK DUE			
TYPE	A	B	C
AT	3350		

← 2059 1858

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION.

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL

① MSI IS A LOANER

① REPLACED LOANER MSI WITH REPAIRED UNIT (S/N 1302) BY COLLINS Inst. - END - 10/1/86  
Squad A Camp AP 346587951

② LOWER LIQUID POT DROP

② INSTALL NEW HEATING ELEMENT & NEW OVER HEAT CUT OUT. POT OK IN AC WITH AC OUTLET - END - 10/1/86 - Squad A Camp AP 346587951

CAPTAIN MMW	MAINTENANCE LOG	DATE 9/29/86
FIRST OFFICER AP		AIRCRAFT NUMBER 281WU

FLT. NO.	FROM	TO	FLIGHT	BLOCK
2054	RFD	JVL	1.2	.3
2055	JVL	CIT	1.7	1.7
2056	CIT	JVL	1.6	1.8
2057	JVL	RFD	1.2	.3
TOTAL			3.7	4.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3309.0	3309.0	3125.2
THIS DATE	3.7	→	3.7
TOTAL TIME	3312.7	3312.7	3128.7

L A S T C H E C K	BROUGHT FORWARD	2050	1849
	THIS DATE	4	4
	TOTAL	2054	1852

NEXT CHECK DUE			
TYPE	A	B	C
AT 3350			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION. ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL

① CABIN DOES NOT PRESSURIZE

#1) CLEANED RUBBER CABIN DOOR SEAL. GROUND CHECK - OK  
JNY (AP 3234848)

② CAPTAIN'S RITE CARD STUCK.

② INSTALL COLLINS RENTAL UNIT SN 1963 OPSV OK JNY (AP 3234848)

① OVERHEAD BACKLIGHTING OUT AT:  
1) LOWER LEFT PANEL  
2) UPPER LEFT PANEL  
3) ACROSS TOP OF PANEL

① REPLACED SOCKET & LIGHT ASSY'S AS REQUIRED. JNY (AP 3234848)

CAPTAIN WINNER S.		MAINTENANCE LOG	DATE 9/26/86
FIRST OFFICER FIDUCCIA R.			AIRCRAFT NUMBER 28ww

FLT. NO.	FROM	TO	FLIGHT	BLOCK
2050	RFD	MDW	.4	.6
2051	MDW	APA	2.4	3.6
2052	APA	GJT	.7	.9
2053	GJT	RFD	2.0	2.1
TOTAL			5.5	7.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3303.5	3303.5	3119.7
THIS DATE	55	55	55
TOTAL TIME	3309.0	3309.0	3125.2

CHECKS	BROUGHT FORWARD	2046	1845
	THIS DATE	4	4
	TOTAL	2050	1849

NEXT CHECK DUE			
TYPE	A	B	C
AT 3350			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION.

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL

① DUE FOR PHASE #6 INSPECTION, SPOOL DOWN CHECK, 150 HR ENG. INSPECTION, SOAP SAMPLE CHECK AND CHIP DETECTOR.

① THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A PHASE #6 INSPECTION OF THE IAI CONTINUOUS INSPECTION PROGRAM AND FOUND TO BE AIRWORTHY COND.

#2. FUEL CAP STILL MISSING

LH. 85 SEC., RH. 85 SEC., 150 HR ENG. INSPECTION INCLUDING SOAP SAMPLE AND CHIP DETECTOR INSP.

③ GENERATOR BRUSH CHECK DUE

REPAIRED ALL SWAGS FOUND DURING INSPECTION. AIRCRAFT RUN TO CHECK FOR LEAKS.

THIS A/C IS APPROVED FOR RETURN TO SERVICE ON 9/25/86 - END - Scott A Carey / AP 346587951

② PART PREVIOUSLY ORDER JNRGA AP 323484823

③ INSPECTED GENERATOR BRUSHES FOR WEAR, FOUND TO BE OK - END - 9/25/86 - Scott A Carey / AP 346587951



CAPTAIN <i>MMW</i>	<b>MAINTENANCE LOG</b>	DATE <i>9/23/86</i>
FIRST OFFICER <i>RF</i>		AIRCRAFT NUMBER <i>28ww</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
2044	RFD	MDW	.3	.4
2045	MDW	LAX	4.6	4.8
2046	LAX	TVL	1.1	1.5
2047	TVL	ASE	1.7	1.8
2048	ASE	MDW	2.0	2.1
2049	MDW	RFD	.3	.5
TOTAL			10.0	11.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3293.5	→	3109.7
THIS DATE	10.0	→	→
TOTAL TIME	3303.5	→	3119.7

L A S T C E C K S	BROUGHT FORWARD	2040	1830
	THIS DATE	6	6
	TOTAL	2046	1845

NEXT CHECK DUE			
TYPE	A	B	C
AT 3300			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL

Pressure Bump +2000' 52M'S  
-2000' on take-off

① CLEANED & INSPECTED OUT FLOW AND SAFETY VALVES - EMD - 9/25/86 - Seat A Cary - AP346582951



GARRETT GENERAL AVIATION SERVICES COMPANY  
RS 4022

6201 West Imperial Highway • Los Angeles, California 90045 • (213) 568-3700

SEP 22 1986

CUSTOMER EMERY AIR CHARTER

AIRCRAFT 1124 WESTWIND N28NN SIN 368

① REPLACED GARLOC SEAL ON L/H ENG BREATHING VALVE

GARRETT GENERAL AVIATION SERVICES CO.  
LOS ANGELES INTERNATIONAL AIRPORT  
FAA APPROVED REPAIR STATION 4022

By *John R. Coppola*

AIRCRAFT/ENGINE HOURS 3297.90  
CYCLES 2042

CAPTAIN <b>MM</b>	<b>MAINTENANCE LOG</b>	DATE <b>9 / 16 / 86</b>
FIRST OFFICER <del>RF</del> <b>RF</b>		AIRCRAFT NUMBER <b>28WW</b>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
2039	RFD	MDW	.14	.5
2040	MDW	BOS	1.9	2.3
2041	BOS	PVD	.3	.5
2042	PVD	MDW	2.3	2.5
2043	MDW	RFD	.3	.4
TOTAL			5.2	6.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3288.3	→	3104.5
THIS DATE	5.2	→	
TOTAL TIME	3293.5		2109.7

L A S T C H E C K D U E	BROUGHT FORWARD	2035	1834
	THIS DATE	5	5
	TOTAL	2040	1839

NEXT CHECK DUE			
TYPE	A	B	C
AT 3300			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION.

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL

① #2 HOT POT IS INOP.

① 9-19-86 HOT POT IS DEFERRED AT THIS TIME. PARTS ON ORDER. —END—

*Macley AP350483387*

CAPTAIN MMM	MAINTENANCE LOG	DATE 9/18/86
FIRST OFFICER MB		AIRCRAFT NUMBER 28WV

FLT. NO.	FROM	TO	FLIGHT	BLOCK
2034	RFD	MDW	1.4	1.6
2035	MDW	APA	2.3	2.5
2036	APA	MRY	2.4	2.6
2037	MRY	MDW	3.6	4.0
2038	MDW	RFD	1.3	1.5
TOTAL			9.0	10.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3279.3		3095.5
THIS DATE	9.0		→ 9.0
TOTAL TIME	3288.3		3104.5

L-100-200	BROUGHT FORWARD	2030	1827
	THIS DATE	5	5
	TOTAL	2035	1834

NEXT CHECK DUE			
TYPE	A	B	C
AT 3300			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

- |  |  |
|--|--|
| ① Eng. oil low LH. 1 qt.                               | ① SERVICED ENGINE OIL, LH. - END - 9/15/86 - Scott H. Cary AP346587951   |
| ② DME IS LOANER.                                       | ② REPLACED LOANER DME WITH DME REPAIRED BY HART 208. S/N 15123 - END - 9/15/86 - Scott H. Cary AP346587951                     |
| ③ LH MAIN TIRE HAS CUT IN SIDE WALL DOWN TO THE CORDS. | ③ REPLACED TIRE WITH NEW, CLEANED SUSPECTED WHEEL & BEARINGS & REINSTALLED S/N 123 - END - 9/15/86 - Scott H. Cary AP346587951 |
| ④ ADR IN CABIN ON DEPART AGAIN                         | ④ 9-19-86 CLEANED WATER SEPERATOR AND DISINFECTED - END - Tracy AP350483387  |
| ⑤ FMS #2 DIGIT DOESN'T WORK.                           | ⑤ 9-19-86 INSTALLED A LOANER CDU-90. S/N OFF 040 S/N ON 070. - END - Tracy AP350483387   |
| ⑥ #1 NAV INTERMITTENT (DME OK) - 860 IN WHEN INOP      | ⑥ 9-19-86 INSTALLED A LOANER NAV RADIO AND SWAPPED HEADS FOR T-SHOOTING. - END - Tracy AP350483387                             |
| ⑦ TRM CLACKER INOP                                     | ⑦ 9-19-86 INSTALLED A NEW TRM CLACKER - END - Tracy AP350483387  |
| ⑧ 1/2 BANK LIGHT BURNED OUT                            | ⑧ 9-19-86 INSTALLED A NEW 1/2 BANK LITE BULB. - END - Tracy AP350483387  |
| ⑨ SCREWS IN LAV CLOSET NEED TO BE TIGHTER              | ⑨ 9-19-86 TIGHTENED SCREWS IN LAV CLOSET. - END - Tracy AP350483387  |

CAPTAIN SM	MAINTENANCE LOG	DATE 9 / 11 / 86
FIRST OFFICER AP		AIRCRAFT NUMBER 28WW

FLT. NO.	FROM	TO	FLIGHT	BLOCK
2028	DEN	TVL	2.1	2.4
2029		DEN	1.6	1.8
2030		APA	.2	.3
2031		TEB	3.1	3.3
2032		MDW	1.9	2.4
2033		RED	.3	.5
TOTAL			9.2	10.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3270.1		3086.3
THIS DATE	9.2		9.2
TOTAL TIME	3279.3		3095.5

L A T E S T A T E S	BROUGHT FORWARD	2024 1823
	THIS DATE	6 6
	TOTAL	2030 1829

NEXT CHECK DUE			
TYPE	A	B	C
AT 3300			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL

1. Left landing lite out  
 2. COMM 2 TRANSMITS AND RECEIVES WEAK.  
 3. Left brake leaking a lot of hydraulic fluid (brakes set)  
 4. RT ITT intermittent

(1) REPLACED LH TAXI LIGHT BULB - END - 9/5/86 - Scott A Carey #346587951  
 (2) SWAP COMM RECEIVERS FOR FURTHER INVESTIGATION - END - 9/15/86 - Scott A Carey #346587951  
 (3) PRESSURIZED BRAKE SYSTEM FOR 1 HR. COULD FIND NO LEAK - END - 9/15/86 - Scott A Carey #346587951  
 (4) SWAP RTT INDICATORS FOR FURTHER INVESTIGATION - END - 9/15/86 - Scott A Carey #346587951



CAPTAIN	SRW	MAINTENANCE LOG	DATE	/ /
FIRST OFFICER	AP		AIRCRAFT NUMBER	28

FLT. NO.	FROM	TO	FLIGHT	BLOCK
2022	RFD	MDW	4 (5)	6 (4)
2023	MDW	APA	2 (2.7)	2 (2.3)
2024	APA	LAX	2.0	2.4
2025	LAX	APA	2.0	2.4
2026	APA	ASE	1.4	1.5
2027	ASE	DEN	1.3	1.5
TOTAL			7.4 (7.9)	8.5 (9.0)

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3262.2		3078.4
THIS DATE	7.9		7.9
TOTAL TIME	3270.1		3086.3

LAX DEN	BROUGHT FORWARD	2018	1817
	THIS DATE	6	6
	TOTAL	2024	1823

NEXT CHECK DUE			
TYPE	A	B	C
AT 3260			13300

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION. ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL

#1 SB 1124-55-20 Due

#1 9-4-86 SB 1124-55-20 c/w. Inspection By Dye Penetrant of the Horiz Stabilizer Fitting. END. Wade S Haskell AP 318505599

#2 PHASE 5 Inspection Due

#2 9-4-86 Completed PHASE 5 Inspection AS per JAT inspection form. Performed All routine MAINTENANCE AND LUBRICATION. I find this AIRCRAFT to be in an Airworthy condition AND to be returned to service. END. Wade S Haskell AP 318505599

CAPTAIN <b>MMM</b>	<b>MAINTENANCE LOG</b>	DATE <b>9/5/86</b>
FIRST OFFICER <b>RF</b>		AIRCRAFT NUMBER <b>28000</b>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
2019	RFD	APA	2.1	2.3
2020	APA	ORD	1.9	2.1
2021	ORD	RFD	.2	.5
TOTAL			4.2	

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3258.0	→	3074.2
THIS DATE	4.2		4.2
TOTAL TIME	3262.2		3078.4

LANDINGS	BROUGHT FORWARD	2015	18
	THIS DATE	3	2
	TOTAL	2018	20

NEXT CHECK DUE			
TYPE	A	B	C
AT	3260		

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

① BALD TIRE RH MAIN

① REPLACE WHEEL/TIRE ASSY S/N 605 WITH SERVICEABLE UNIT S/N 471-~~END~~ - 9/3/86 - Scott Conroy AP3465507951

② L DME intermittent

② 9-4-86 INSTALLED A HARTZOG LOANER DME IN THE L/H POSITION - END - Tracy AP350483387

CAPTAIN <i>MMM</i>	<b>MAINTENANCE LOG</b>	DATE <i>9/2/86</i>
FIRST OFFICER <i>RF</i>		AIRCRAFT NUMBER <i>28ww</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
2015	ASE	MDW	.5	.7
2016	DEN	ASE	.3	.5
2017	ASE	MDW	2.1	2.3
2018	MDW	RFD	.4	.4
TOTAL			<i>3.3</i>	<i>3.9</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>3254.7</i>		<i>3070.9</i>
THIS DATE	<i>3.3</i>	→	
TOTAL TIME	<i>3258.0</i>		<i>3074.2</i>

LANDINGS	BROUGHT FORWARD	<i>2011</i>	<i>18.1</i>
	THIS DATE	<i>4</i>	<i>4</i>
	TOTAL	<i>2015</i>	<i>18.5</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT <i>3250</i>			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL

P-77488

N28WW

9-2-86

Installed new ITT harness lead P/N 3073950-1, S/N 1636 on the no. 2 engine. S/N off 691. Engine TSN 3254.7 CSN 2011.

W.O. *13216* Date *9/2/86*  
 Signed *Claudio Nightengale*  
 COMS GATES DENVER INC. Repair Bldg. 4182  
 Stapleton International Airport  
 DENVER, COLORADO

1124-368

N28WW

9-2-86

Installed new customer furnished windshield contactor on the left hand side.

W.O. 13217 Date *9-2-86*  
 Signed *Claudio Nightengale*  
 A&P # *523-02-00367*

CAPTAIN	MMM RF	MAINTENANCE LOG	DATE	8/28/86
FIRST OFFICER			AIRCRAFT NUMBER	28WV

FLT. NO.	FROM	TO	FLIGHT	BLOCK
2009	RFD	MDW	.3	.5
2010	MDW	PVD	2.1	2.6
2011	PVD	ISP	.5	.6
2012	ISP	PVD	.4	.5
2013	PVD	MDW	2.5	2.6
2014	MDW	ASes	2.6	2.8
TOTAL			8.4	9.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3246.3	→	3062.5
THIS DATE	8.4		8.4
TOTAL TIME	3254.7	→	3070.9

SPECIAL	BROUGHT FORWARD	6005	1805
	THIS DATE	6	6
	TOTAL	2011	1811

NEXT CHECK DUE			
TYPE	A	B	C
AT 3250			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL

- |   |   |
|---|---|
| 1) Position lights out/Left + Right             | ① 9-3-86 REPLACED BOTH POSITION LIGHTS. - END - Tracy AP350483387                                     |
| 2) L. Fire Button doesn't Test                  | ② 9-3-86 REPLACED THE FIRE PRESS TO TEST SWITCH. OPS. ✓ IS OK. - END - Tracy AP350483387              |
| 3) R. ITT Intermittent                          | ③ ITT HARNESS REPAIRED BY COMBS GATES   |
| 4) L. w/s heat inop                             |   |
| 5) L. outskid Intermittent                      |   |
| 6) R. DME Intermittent                          |   |
| 7) HF ANTENNA ground dangling by Vertical stab. | ④ NEW CONTACTOR INSTALLED BY COMBS GATES  |
| 8) Emergency Battery Deep Cycle AD              | ⑤ 9-4-86 CLEANED ANTI-SKID X-DURER CONNECTOR AND PACKED THE AXEL WITH DE-4. - END - Tracy AP350483387 |
|   | ⑥ 9-3-86 SWAPPED DME'S FOR TROUBLESHOOTING - END - Tracy AP350483387                                  |
|   | ⑦ 9-3-86 RE-ATTACHED H.F. GROUND - END - Tracy AP350483387  |
|   | ⑧ 9/86 Emergency Battery Deep Cycled By Aircraft Systems Dept AP350483387                             |

CAPTAIN	MAINTENANCE LOG	DATE
FIRST OFFICER		8/25/86
		AIRCRAFT NUMBER
		28ww

FLT. NO.	FROM	TO	FLIGHT	BLOCK
2003	MDW	APA	2.3	2.5
2004		ASE	.5	.6
2005		MRY	2.2	2.4
2006		LAX	.9	1.5
2007		MDW	3.8	4.0
2008		RFD	3	5
TOTAL			10.0	11.5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3236.3	→	3052.5
THIS DATE	10.0		10.0
TOTAL TIME	3246.3		3062.5

1999-2008	BROUGHT FORWARD	1999	1799
	THIS DATE	6	6
	TOTAL	2005	805

NEXT CHECK DUE			
TYPE	A	B	C
AT 3250			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

- Left Windshield Heat Inop  
New CONTACTOR installed by COMAC GATE 3
- BAD VIBRATION in NOSE gear on liftoff
- Left Antiskid intermittent  
2 8-26-86 Replaced both nose tires with New. Balanced, AND Repacked bearings. EWA Wade Haskell AP318 505599
- Rt ITT intermittent
- ③ INSPECTED BY GARRET Long ISLAND THEY FOUND NO PROBLEMS  
BY N/A AP32348UKD
- ④ REPAIRED BY GARRET Long ISLAND SEE ATTACHED SHEETS
- Left FIRE WARNING Does NOT TEST.
- Hydraulic Reservoir needs servicing

CAPTAIN SIN	MAINTENANCE LOG	DATE 8/25/86
FIRST OFFICER TH		AIRCRAFT NUMBER 2400

FLT. NO.	FROM	TO	FLIGHT	BLOCK
2003	MDW	APA	2.3	2.5
2004		A-E	.5	.6
2005		MDW	2.2	2.4
2006		LAX	.9	1.5
2007		MDW	3.8	4.0
2008		RFD	.2	.2
TOTAL			12.0	14.5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	236.2	→	30525
THIS DATE	10.0		10.0
TOTAL TIME	246.2		3062.5

LAX-2008	BROUGHT FORWARD	1794	1794
	THIS DATE	6	6
	TOTAL	1005	805

NEXT CHECK DUE			
TYPE	A	B	C
AT	32-70		

REPORT EACH SYSTEM AND/OR COMPONENT SCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

1. Left Aileron Control Unit (ACU) (P) - CONTACTOR 102 INSTALLED BY UMAL GATES
  2. BAD VIBRATION IN NOSE  
gear on lift-off
  3. Left Antiskid intermittent
  4. XRT ITT intermittent
  5. Radar antenna not aligned correctly. When I sweeping to the right it is pointing down and painting a lot of ground clutter. When you tilt it up to get rid of the ground you still see weather on the left side of the screen
  6. Left Fire Warning Does NOT test.
  7. Hydraulic Reservoir needs servicing
- (2) INSPECTED BY GARRIS LONG ISLAND  
HEX FOUND NO PROBLEMS  
UNIT S/N AP323484873
- (4) Rechecked by GARRIS - LONG ISLAND  
See attached sheets
- (5) 9-3-86 INSTALLED A LOANER RADAR ANTENNA. S/N OFF 270 S/N ON 397. - END - *D. Mac*  
AP350483387
- (6) 9-3-86 REPLACED THE FIRE PRESS TO TEST SWITCH. - END - *D. Mac*  
AP350483387
- (7) 9-3-86 SERVICED RESERVOIR. - END - *D. Mac*  
AP350483387

Garrett  
General Aviation Services  
Company

Long Island MacArthur Airport  
2221 Smithtown Avenue  
Ronkonkoma, New York 11779



FAA REPAIR STATION NO: 1257

TEL: (516) 585-4700

TELEX: 971554AIRE LONG ISLE

8694

CUSTOMER EMERY AIR CHARTER AIRCRAFT WEST WIND S/N R/H ENGINE  
AUG. 27, 1986 77982  
Ref. W.O. # CS1-1394 TOTAL TIME: 3065:4 Cycles 1808

- ① GAINED ACCESS TO BACKEND TO REPLACE ITT HARNESS
- ② REMOVED ITT HARNESS P/N 3073951-2 S/N 0584 INSTALLED HARNESS P/N 3077008-1 S/N 0497
- ③ REASSEMBLED ENGINE I/A/W MAINT. MANUAL.
- ④ ACCOMPLISHED GROUND ENGINE RUNS INCLUDING VIBRATION SURVEY I/A/W MAINT. MANUAL.
- ⑤ ACCOMPLISHED BORDSCOPE INSPECTION OF 1<sup>ST</sup> STAGE COMPRESSOR.

GARRETT GENERAL AVIATION  
LONG ISLAND MacARTHUR AIRPORT  
FAA APPROVED REPAIR STATION 1257  
BY [Signature]

AV0087

CAPTAIN  
 MMMM  
 FIRST OFFICER  
 AA

# MAINTENANCE LOG

DATE  
 8/21/86  
 AIRCRAFT NUMBER  
 2822

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1997	MDW	SPI	.5	.6
1998	SPI	APA	2.2	2.3
1999	APA	TEB	3.3	3.6
2000	TEB	ILG	.6	.8
2001	ILG	TEB	.5	.7
2002	TEB	MDW	1.7	2.2
TOTAL			8.8	10.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3227.5	→	3043.7
THIS DATE	8.8	→	→
TOTAL TIME	3236.3	3236.3	3052.5

S/N TOTAL	BROUGHT FORWARD	1793	1793
	THIS DATE	6	6
	TOTAL	1799	1799

NEXT CHECK DUE			
TYPE	A	B	C
AT 3250			

**SCREPANCIES-** REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

**CORRECTIVE ACTION-**

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL

[Empty grid for reporting discrepancies and corrective actions]





CAPTAIN <div style="text-align: center; font-size: 1.5em;">JCE</div>	MAINTENANCE LOG	DATE <div style="text-align: center; font-size: 1.5em;">8 / 11.2 / 86</div>
FIRST OFFICER <div style="text-align: center; font-size: 1.5em;">AP</div>		AIRCRAFT NUMBER <div style="text-align: center; font-size: 1.5em;">28WW</div>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1085	DEN	ASE	.4	.7
1986	ASE	APA	.6	.7
1987	APA	LWB	2.9	3.0
1988	LWB	APA	3.3	3.4
1989	APA	ASE	.4	.6
1990	ASE	DEN	.4	.7
TOTAL			8.0	9.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3215.2	3215.2	3031.4
THIS DATE	8.0	8.0	8.0
TOTAL TIME	3223.2	3223.2	3039.4

L R E E S	BROUGHT FORWARD	1987	1988
	THIS DATE	6	6
	TOTAL	1987	1787

NEXT CHECK DUE			
TYPE	A	B	C
AT	3250		

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

N28WW      1124A-368      8-10-86

Removed R/H flap potentiometer S/N H330 and installed S/N 592. Removed L/H flap potentiometer S/N H196 and installed S/N 589. Service letter No. W.W.-2493 Dated January 5, 1983 "Replacement of both flap potentiometers P/N 4833523-1 with new P/N 4833523-501" Accomplished this date. Operational check ok.

TTA. 3215.2

A&P 2282865

*John L. Baker*

CAPTAIN  
 FIRST OFFICER

*SM / mmm*  
*AP*

# MAINTENANCE LOG

DATE *7/31*  
*8/8/86*

AIRCRAFT  
 NUMBER *28ww*

*108M*

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1980	RFD	MDW	.4	.5
1981	MDW	APA	2.2	2.4
1982	APA	LAX	2.1	2.2
1983	LAX	APA	1.7	2.0
1984	APA	DEN	.1	.3
TOTAL			6.5	7.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3208.7	—	3024.9
THIS DATE	6.5		6.5
TOTAL TIME	3215.2	3215.2	3031.4

L A Z E R S	BROUGHT FORWARD	6/76	1/76
	THIS DATE	5	5
	TOTAL	198	178

NEXT CHECK DUE			
TYPE	A	B	C
AT 3250			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION.

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL

*[Large empty grid for reporting malfunctions and corrective actions]*

CAPTAIN MMM	MAINTENANCE LOG	DATE 7/30/86
FIRST OFFICER RF		AIRCRAFT NUMBER 28ww

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1976	SPI	SPI	.5	.7
1977	SPI	APA	2.2	2.3
1978	APA	LAX	2.1	2.2
1979	LAX	RFD	3.3	3.5
TOTAL			8.1	8.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3200.6	3200.6	3016.8
THIS DATE	8.1	→	→ 8.1
TOTAL TIME	3208.7	→	3024.9

LEADS	BROUGHT FORWARD	1712	1712
	THIS DATE	4	4
	TOTAL	1976	1776

NEXT CHECK DUE			
TYPE	A	B	C
AT 3250			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

1) Capt AS indicator inop

REMOVED HSI 80C S/N 1302 & INSTALLED LOANER HSI 80C S/N 363

2) Flaps unbalanced

David J. Smith  
CRS 3760

3) autopilot inop

7/31/86 OPS ✓ OK. TRIED PRESSING SYSTEM, NO FAILURE JN/A AP323484873

4) Door chain broken

5) HSI DUE LEFT engine

3) Installed loaner APA-80 JN/A AP 523484873

4) REPAIRED Broken Door Chain. JN/A AP323484873

5) HSI performed on both engines by GARRETT-SPRINGFIELD, SEE engine logs for details. BOTH thrust-reverser feedback cables also inspected and lubed.

JN/A AP323484873

CAPTAIN —	<b>MAINTENANCE LOG</b>	DATE 7 / 18 / 86
FIRST OFFICER —		AIRCRAFT NUMBER 28WW

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1976	SPI	—	—	—
TOTAL				

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3200.6	3200.6	3016.8
THIS DATE	—	—	—
TOTAL TIME	3200.6	3200.6	3016.8

LANDINGS	BROUGHT FORWARD	1972	1772
	THIS DATE	—	—
	TOTAL	1972	1772

NEXT CHECK DUE			
TYPE	A	B	C
AT	3250		

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL

**Garrett General Aviation Services Company**  
A Division of The Garrett Corporation

Capital Airport  
P.O. Box 2177  
Springfield, Illinois 62705



FAA REPAIR STATION NO: 3760  
TEL: (217) 544-3431  
TELEX: 406426/AIRESEARCH SGF

N28WW

CUSTOMER Emery Air Charter AIRCRAFT 1124 Westwind S/N 368

AIRCRAFT Total Time-3200.6 Landings-1975

Replaced #1 ENGINE INLET Due To Loose RIVETS AND a crack Beyond Limits, installed Customer supplied unit

Details on file under

W/O M51-1310

Charles W. Sawyer For  
Garrett General Aviation Services Co.  
Repair Station 3760 Springfield, IL

CAPTAIN <b>WINTER S.</b>	<b>MAINTENANCE LOG</b>	DATE <b>7/16/86</b>
FIRST OFFICER <b>FIDUCIA R.</b>		AIRCRAFT NUMBER <b>28WV</b>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1972	RFD	MDW	.3	.5
1973	MDW	DCR	1.4	1.6
1974	DCR	MDW	2.3	2.6
1975	MDW	SPI	.5	.6
TOTAL			<b>4.5</b>	<b>5.3</b>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3196.1	3196.1	3012.3
THIS DATE	4.5	4.5	4.5
TOTAL TIME	3200.6	3200.6	3016.8

LANDINGS	BROUGHT FORWARD	1968	1768
	THIS DATE	4	4
	TOTAL	1972	1772

NEXT CHECK DUE			
TYPE	A	B	C
AT <b>3200</b>			

REPORT EACH SYSTEM AND/OR COMPONENT SCREPARNCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

1. RH TURBOPROP Flap Actuator is worn Needs to be Replaced

#1. 7-15-86. Replaced worn RH IB Flap Actuator with new Actuator. SN OFF 579 SN ON 749A. Lubed bearing attach points. ops ok. END. Wade Sitabell AP 318505599.

2. PHASE 4 & SPOOL Down ✓ DUE

2. Accomplished PHASE 4 Inspection in accordance with maint manual performed all routine maint, serviced BATS, complied with service letter 24-94-LUBE ACTUATOR ATTACH BOLTS. I CERTIFY THAT THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION

3. #2. NAV IPOP

4. L/H AIRSPEED IPOP

-END- 7/11/86 - Scott A. Carey  
AP 346587951  
Accomplished SPOOL Down ✓  
RH ENGINE — 104 SECS  
LH ENGINE — 97 SECS  
-END-

3. Removed NAV CONTROL & Installed LOANER AT SPI by GARRETT. JMG/AA

4. Remained MSI, sent to Collins for repair and installed AT SPI by GARRETT.  
JMG/AA

CAPTAIN <b>WINNER</b>		MAINTENANCE LOG	DATE <b>7/10/86</b>
FIRST OFFICER <b>FIDUCIA</b>			AIRCRAFT NUMBER <b>ZBWV</b>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1969	LAX	APA	2.0	2.2
1970	APA	MDW	2.0	2.2
1971	MDW	RFD	.3	.5
TOTAL			4.3	4.9

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3191.8	3191.8	3008.0
THIS DATE	4.3	4.3	4.3
TOTAL TIME	3196.1	3196.1	3012.3

LANDINGS	BROUGHT FORWARD	1965	1766
	THIS DATE	3	2
	TOTAL	1968	1768

NEXT CHECK DUE			
TYPE	A	B	C
AT	3200		

REPORT EACH SYSTEM AND/OR COMPONENT SCREPA NCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

1. CABIN Bumps AFTER TAKE-OFF + 2000+ VERY BAD!

① DV window & ground PRESS. MUST BE CLOSED & ON AT LEAST 30 SEC. BEFORE THROTTLES ARE ADVANCED FOR TAKE OFF  
-END- 7/11/86 - Scott A. Carey AP 346587951

CAPTAIN <b>WINNER S.</b>	<b>MAINTENANCE LOG</b>	DATE <b>7/9/86</b>
FIRST OFFICER <b>FIDUCCIA R.</b>		AIRCRAFT NUMBER <b>2844</b>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1965	RFD	MDW	.4	.5
1966	MDW	LAX	4.2	4.5
1967	LAX	APA	1.7	1.9
1968	APA	LAX	2.2	2.3
TOTAL			<b>8.5</b>	<b>9.2</b>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3183.3	3183.3	2999.5
THIS DATE	<b>8.5</b>	<b>8.5</b>	<b>8.5</b>
TOTAL TIME	<b>3191.8</b>	<b>3191.8</b>	<b>3008.0</b>

BROUGHT FORWARD	1965	1966
	4	4
	<b>1965</b>	<b>1766</b>

NEXT CHECK DUE			
TYPE	A	B	C
AT	<b>3200</b>		

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION.

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

1. FLAP UNBALANCE  
FLAP STOP TRAVEL

(#1) FLAP SYSTEM INSPECTED & ADJUSTED  
BY GARRETT AVIATION LAX. LEFT LINAR  
POT ADJUSTED, BALANCE POT ADJUST.  
JNL/gan AP323464923



CAPTAIN <i>MMW</i>	MAINTENANCE LOG	DATE <i>7 / 7 / 86</i>
FIRST OFFICER <i>OA</i>		AIRCRAFT NUMBER <i>28WU</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>1962</i>	<i>RFD</i>	<i>JFK</i>	<i>1.8</i>	<i>2.1</i>
<i>1963</i>	<i>JFK</i>	<i>MDW</i>	<i>1.9</i>	<i>2.1</i>
<i>1964</i>	<i>MDW</i>	<i>RFD</i>	<i>3</i>	<i>1.5</i>
TOTAL			<i>4.0</i>	<i>4.7</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>3179.3</i>	<i>3179.3</i>	<i>2995.5</i>
THIS DATE	<i>4.0</i>		
TOTAL TIME	<i>3183.3</i>	<i>3183.3</i>	<i>2999.5</i>

L K E T I O N	BROUGHT FORWARD	<i>1958</i>	<i>1759</i>
	THIS DATE	<i>3</i>	<i>3</i>
	TOTAL	<i>1961</i>	<i>1762</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT <i>3200</i>			

**SCREPANCIES-** REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

**CORRECTIVE ACTION-**

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL

*Time & Cycles Corrected 7/6/86*

CAPTAIN <b>WINNER S.</b>	<b>MAINTENANCE LOG</b>	DATE <b>7/4/86</b>
FIRST OFFICER <b>FIDUCIA R.</b>		AIRCRAFT NUMBER <b>28WU</b>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1958	APA	BHM	2.3	2.5
1960	BHM	APA	2.4	2.6
1961	APA	RFD	1.8	2.1
TOTAL			6.5	7.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3168.1	3168.1	2989.0
THIS DATE	6.5	6.5	6.5
TOTAL TIME	3174.6	3174.6	2995.5
	3179.3	3179.3	2995.5

LANDINGS	BROUGHT FORWARD	1958	1753
	THIS DATE	3	3
	TOTAL	1958	1756

NEXT CHECK DUE			
TYPE	A	B	C
AT	3200		

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION	ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL
#1. WINDSHIELD <del>DISICANT</del> DISICANT NEEDS TO BE REPLACED ON LH SIDE	1958 1759	
#2. BRAKES CENTER		#1 7-7-86 Changed Dissicant. END Wade S. Marshall AP 318505599
#3. R/H I.T.T. INTERMITTANT		#2 7-11-86 Readjusted brakes END Wade S Marshall AP 318505599
#4. CABIN BUMPS + AND - 2000 FPM AFTER TAKE-OFF.		#3 7-7-86 Swapped ITT for T-shooting. END Wade S Marshall AP 318505599
#5. R/H EMERG EXIT WAS <del>OPEN</del> OPEN PLEASE CHECK SEAL.		#4 7-7-86 Replaced PCU with serviceable unit. END Wade S Marshall AP 318505599
#6.		#5 7-11-86 Removed emer exit cleaned seal Reinstalled Emer exit. END Wade S Marshall AP 318505599.

CAPTAIN SM	MAINTENANCE LOG	DATE 7 / 1 / 86
FIRST OFFICER AP		AIRCRAFT NUMBER N28WN

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1952	RFD	MDW	3	5
1953		JEK	1.6	1.7
1954		APA	4.1	4.3
1955		LAX	2.1	2.3
1956		APA	1.8	1.9
1957		BFI	2.7	2.9
1958		APA	2.3	2.5
TOTAL			14.9	16.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3153.2	→	2974.1
THIS DATE	14.9		14.9
TOTAL TIME	3168.1		2989.0

L A Z E R	BROUGHT FORWARD	148	1746
	THIS DATE	7	7
	TOTAL	1953	1753

NEXT CHECK DUE			
TYPE	A	B	C
AT 3200			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL

Phase 3 Inspection Due.  
150 HR ENGINE INSPECTION.  
Service Bulletin 1124-27-003 to be c/w.

6-27-86 Accomplished Phase 3 Inspection AS PER IAI Inspection FORM. PERFORMED ALL ROUTINE MAINTENANCE. Installed new left MAIN TIRE. checked cooling turbine oil level. Checked starter brushes, LH new, RH 1/2 worn. Accomplished spool down check, LH 8.7 RH 9.7, CW Service Letter 2450 inlet dust check. I certify that this Aircraft has been inspected in accordance with a Phase 3 inspection and find it to be in an air worthy condition and to be returned to service. END. Wade Studdard AP318 SD5599.

6-27-86. C/W SB 1124-27-003 Flap VANE Inspection. No defects found. END. Wade Studdard AP318-SD5599

CAPTAIN <i>SM</i>		<b>MAINTENANCE LOG</b>	DATE <i>6/23/86</i>
FIRST OFFICER <i>AP</i>			AIRCRAFT NUMBER <i>2844W</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1945	RED	MDW	.4	.5
1946		APA	2.3	2.6
1947		ASE	.3	.6
1948		APA	.4	.5
1949		LAX	2.1	2.4
1950		APA	1.9	2.1
1951		RED	1.8	2.0
TOTAL			9.2	10.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3144.0		2964.9
THIS DATE	9.2		9.2
TOTAL TIME	3153.2		2974.1

L A S S I O N S	BROUGHT FORWARD	1941 1739
	THIS DATE	7 7
	TOTAL	1948 1746

NEXT CHECK DUE			
TYPE	A	B	C
AT 3150			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL DISCREPANCIES- CORRECTIVE ACTION. ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

1. NAV 1 takes 30 minutes to start working. ① 6/27/86 GROUND CHECK - OK. COME ON LINE WITHIN 1 MINUTE.  
*J. Wright AP323484873*

2. Flaps go unbalanced and stopped, but flap motor continued to RUN. ② 6-27-86. Inspected flaps, removed moisture from potentiometers, ops OK. FOUND NO DEFECT. LUBRICATED FLAPS. END.  
Wade Silka AP318505599

3) RANDOM TRIPPING of LH Fuel Computer. ③ 6/27/86 INSTALLED NEW ENGINE computer WIRESS PIN 307034-3. GROUND CHECK ENGINE operation - OK.  
*J. Wright AP323484873*

CAPTAIN SM	MAINTENANCE LOG	DATE 6/22/86
FIRST OFFICER AP		AIRCRAFT NUMBER 28WJ

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1939	RFD	MDW	.4	.5
1940		MRY	4.2	4.5
1941		ASE	1.9	2.1
1942		APA	.4	.5
1943		MDW	1.8	2.2
1944		RFD	.3	.4
TOTAL			9.0	10.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3135.0		2955.9
THIS DATE	9.0		9.0
TOTAL TIME	3144.0		2964.9

L A Z E R S	BROUGHT FORWARD	1935	1733
	THIS DATE	6	6
	TOTAL	1941	1739

NEXT CHECK DUE			
TYPE	A	B	C
AT	3150		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION. ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

1. Flaps become unbalanced ON LANDING APPROACH

(#) 6/23/86 CHECK flap operation, clean follow up guides. [Signature] 11323484873

CAPTAIN JCE	<b>MAINTENANCE LOG</b>	DATE 6/18/86
FIRST OFFICER OA		AIRCRAFT NUMBER 28W

3128.2

FLT. NO.	FROM	TO	FLIGHT	BLOCK
✓ 1935	RFD	DEN	2.0	2.2
1936	<del>RFD</del> APA	TEB	3.4	3.6
1937	TEB	<del>TEB</del> APA	4.1	4.5
1938	APA	RFD	2.0	2.3
TOTAL			11.5	12.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3123.5	→	2944.4
THIS DATE	11.5		11.5
TOTAL TIME	3135.0	→	2955.9

L A Z E R S	BROUGHT FORWARD	1731	1732
	THIS DATE	4	4
	TOTAL	1735	1739

NEXT CHECK DUE			
TYPE	A	B	C
AT	3150		

1732

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL      CORRECTIVE ACTION-      ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

D FMS 90 CONTROL HEAD IS A LOANER.      ① 6-17-86 REMOVED LOANER AND INSTALLED A SERVICABLE CDU-90. S/W OFF 012 S/N ON 040. -END  
*Dr. [Signature]* AP350483387

CAPTAIN	MVM	<b>MAINTENANCE LOG</b>	DATE	6/17/86
FIRST OFFICER	AP		AIRCRAFT NUMBER	28800

3124.0

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1932	LAX	APA	1.9	2.1
1933	APA	MDW	2.0	2.2
1934	MDW	RFD	.3	.5
TOTAL			4.2	4.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3119.3	→	2940.2
THIS DATE	4.2	→	→ 4.2
TOTAL TIME	3123.5		2944.4

3128.2

LANDINGS	BROUGHT FORWARD	1928	1726
	THIS DATE	3	3
	TOTAL	1931	1729

NEXT CHECK DUE			
TYPE	A	B	C
AT 3150			
1732			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION.

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

- 1) Flaps become unbalanced
- 2) Low oil pressure light stay on

① 6-17-86 FLAP UNBALANCE OPS. ✓ IS OK. - END - Tracy AP350483387

② 6-17-86 DEFERRED PER MEL 79-1 ITEM 3. - END - Tracy AP350483387

Incorrect Balance Forward A/B 3124.0  
Not 3119.3  
4.7

CAPTAIN <i>MM</i>	<b>MAINTENANCE LOG</b>	DATE <i>6/16/86</i>
FIRST OFFICER <i>AD</i>		AIRCRAFT NUMBER <i>28000</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1929	RFI	MDW	2.5	1.6
1930	MDW	APA	2.2	2.3
1931	APA	LAX	2.0	2.2
TOTAL			4.7	

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3119.3	3119.3	2935.5
THIS DATE	4.7	→	4.7
TOTAL TIME	3124.0	3124.0	2940.2

L A S T C H E C K S	BROUGHT FORWARD	<i>1929 1/29</i>
	THIS DATE	<i>3 3</i>
	TOTAL	<i>1928 1/29</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT 3120			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

1) L-Fuel controller in MANUAL MODE

① 6-17-86 OPS. ✓ IS OK PER THE CREW THIS DATE. - END  
*Droney AP350483387*

2) Oil pressure light went on. (Tests OK)

② 6-17-86 DEFERRED PER MEL 79-1 ITEM 1. - END -  
*Droney AP350483387*



CAPTAIN  
MMMY  
FIRST OFFICER  
SRW

# MAINTENANCE LOG

DATE  
6 / 13 / 86  
AIRCRAFT  
NUMBER  
28001

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1925	RFD	APA	1.9	2.1
1926	APA	TEB	3.3	3.6
1927	TEB	APA	4.1	5.0
1928	APA	RFD	1.6	1.9
TOTAL			10.9	12.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3108.4	3108.4	2924.6
THIS DATE	10.9	---	10.9
TOTAL TIME	3119.3	3119.3	2935.5

LANDINGS	BROUGHT FORWARD	192 <sup>1</sup> 172 <sup>2</sup>
	THIS DATE	4 4
	TOTAL	192 <sup>5</sup> 172 <sup>6</sup>

NEXT CHECK DUE			
TYPE	A	B	C
AT 3150 #3			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

ADD INOP

① 6/14/86 REPAIRED ANTENNA CONNECTOR AT FDF RECEIVER GROUND OPS V OK  
JANIGAN AP323484873

CAPTAIN SM / M.M		MAINTENANCE LOG	DATE 6/10/80
FIRST OFFICER AP / RF			AIRCRAFT NUMBER 28WW

2920.0

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1921	RFD	TEB	2.3	2.5
1922	TEB	PWK	2.0	2.1
1923	PWK	RFD	.3	.7
TOTAL			4.6	5.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3103.8		2905.5
THIS DATE	4.6		4.6
TOTAL TIME	3108.4		2910.1

L A S E R S	1918	
	BROUGHT FORWARD	4419 4719
	THIS DATE	3 3
TOTAL	1422 1722	

2924.6

NEXT CHECK DUE			
TYPE	A	B	C
AT 3150	#3		

1922  
1924

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL      CORRECTIVE ACTION-      ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

- |  |  |
|--|--|
| ① PHASE 2 Inspection Due at 3100 hrs. TT. W1 spool down ✓ due. | ① I CERTIFY THAT THIS AK HAS BEEN INSPECTED IN ACCORDANCE WITH A PHASE 2 INSPECTION. REPLACED LH AC CONTACTOR BOX CB 1-4, AND PERFORMED A SPOOL DOWN ✓ (LEFT 895EC - RH 975EC.) THIS IS RETURNED TO SERVICE IN AIR WORTHY CONDITION - END - 6/6/86 - Scott A. Carey - AP 346587951 |
| ② SB 1124-24-065 IS DUE.                                       | ② 6-6-86 C/W SB 1124-24-065, PERTAINING TO THE ELIMINATION OF REMOTE CIRCUIT BREAKER TRIPPING. - END - Carey AP350483387   |
| ③ SB 1124-24-008 PART 1 IS DUE.                                | ③ 6-6-86 C/W SB 1124-24-008 PART 1, WHICH IS THE INSTALLATION OF LARGER CAPACITY PRIORITY BUS DIODES. - END - Carey AP350483387  |
| ④ AIRCRAFT IS DUE FOR A WEIGHT ✓.                              | ④ 6-6-86 C/W AN AIRCRAFT WEIGHT ✓ NEXT ✓ DUE 6-6-89. - END - Carey AP350483387   |

# AIRCRAFT WEIGHING RECORD

WITHOUT  
C.R.F.T.

Date Weighed 6-6-86

Model 1124A

Serial No. 368

Place Weighed Emery Air Charter

Weighing Inspector: D. A. Tracey

Reaction	Scale Reading	Tare	Net Weight	Arm	Moment
Left Wheel	6140	0	6140		
Right Wheel	6132.5	0	6132.5		
Sub Total	12272.5	0	12272.5	296.65	3640637.1
Nose Wheel	555	0	555	- 4.51	- 2503.05
Total (as weighed)	12827.5	0	12827.5	283.62	3638134.1
Total Items Table I -			507		59478.35
Total Items Table II			173.5		28754
Basic Airplane			13508	275.86	3726366.4

$$\% \text{ MAC} = \frac{275.86 - 253.964}{90193} = 24.28$$

TABLE I

emu? not part of basic airplane	Weight	Arm	Moment
Crew	340		
Fwd Cabinet Items	15	60	20400
Lavatory Fluids	9.5	89	1335
Cockpit Items	15.5	252	2394
Unusable/Drainable Fuel	127	83.7	1297.35
TOTAL	507	268.13	34052
			59478.35

TABLE II

Basic items not in when weighed	Weight	Arm	Moment
Booze & Ice	26		
Galley Items	47	100	2600
Credenza	55	116	5452
Fwd. Divan	3	141	7755
Aft. Divan	16	106	318
Tow Bar	17	146	2336
Engine/Pitot Covers	9.5	354	6018
TOTAL	173.5	450	4275
			28754

*D. A. Tracey*  
D. A. Tracey AP 350483387

4 Single Seats  
3 Side Facing Divan Seats

TECHNICAL ENGINEER / DATE

CAPTAIN <span style="float: right;">JCE</span>	MAINTENANCE LOG	DATE 6/3/86
FIRST OFFICER <span style="float: right;">CH</span>		AIRCRAFT NUMBER 28WW

29 15.2

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1918	APA	FTW	1.5	1.7
1919	FTW	APA	1.5	1.8
1920	APA	MDW	1.8	2.0
TOTAL			4.8	5.5

1921 →

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3099.0		2900.7
THIS DATE	4.8		4.8
TOTAL TIME	3103.8		2905.5

2920.0

LANDINGS	BROUGHT FORWARD	1416	1716
	THIS DATE	3	3
	TOTAL	1419	1719

NEXT CHECK DUE			
TYPE	A	B	C
AT			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
--	---

✓ 1918 1719 ✓



CAPTAIN <i>SM</i>	<b>MAINTENANCE LOG</b>	DATE <i>5/26/86</i>
FIRST OFFICER <i>CH</i>		AIRCRAFT NUMBER <i>286W</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1908	RFD	MDW	.3	.5
1909		SUN	3.2	3.3
1910		MDW	3.3	3.5
1911		RFD	.3	.4
TOTAL			7.1	7.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3077.3		2893.6
THIS DATE	7.1		7.1
TOTAL TIME	3084.4		2900.7

L A Z E R S	BROUGHT FORWARD	1406	1706
	THIS DATE	4	4
	TOTAL	1410	1710

NEXT CHECK DUE			
TYPE	A	B	C
AT	3091		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

1. FMS 90 function selector in-op

① 5-29-86 INSTALLED A LOANER CDU-90. FMS 90 OPS. ✓ IS OK. -END- *AP350483387*

2. Lites in no smoke-seatbelt signs out.

② 5-27-86 REPLACED LITE BULBS IN THE NO-SMOKE/SEAT BELT SIGNS OPS. ✓ OK. -END- *AP350483387*

CAPTAIN  
 WINNER S.  
 FIRST OFFICER  
 HILL C.

**MAINTENANCE LOG**

DATE  
 5/22/86  
 AIRCRAFT NUMBER  
 7820

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1904	RFD	MDW	.4	.6
1905	MDW	DEN	1.4	1.9
1906	DEN	MDW	2.0	2.1
1907	MDW	RFD	.4	.5
TOTAL			4.2	5.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3073.1	—	2887.4
THIS DATE	4.2		4.2
TOTAL TIME	3077.3	—	2891.6

LANDINGS	BROUGHT FORWARD	1402	1703
	THIS DATE	4	3
	TOTAL	1406	1706

NEXT CHECK DUE			
TYPE	A	B	C
AT	3091		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES - MALFUNCTION IN DETAIL

CORRECTIVE ACTION - ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1 W/H WINDSHIELD HEAT IS NOT FUNCTIONING.

① 5-27-86 INSTALLED A NEW WINDSHIELD HEAT CONTROL RELAY. OPS. ✓ OK. - END - *Dracy* AP350483387

#2 AFTER TAKE-OFF TREMENDOUS PRESURIZATION BUMPS (2000' Down) THEN 2000' UP THEN 2000' Down SUSPECT GROUND PRESS CIRCUIT FAILURE. DOES NOT OCCUR EVERY TAKEOFF

② 5-28-86 CLEANED THE PRESURIZATION CONTROL FILTER. - END *Dracy* AP350483387

#3 DRAIN UNDER COFFEE POTS IS EXTREMELY DIFFICULT TO OPERATE

③ 5-27-86 CLEANED THE COFFEE POTS DRAIN. - END - *Dracy* AP350483387

#4 WINDSHIELD WIPER PARKS IN MIDDLE OF R/H SIDE WINDSHIELD.

④ 5-27-86 ADJUSTED THE R/H WINDSHIELD WIPER PARK POSITION. - END - *Dracy* AP350483387

CAPTAIN  
 WINNER S.  
 FIRST OFFICER  
 DIXON B.

MAINTENANCE LOG

DATE  
 5/20/86  
 AIRCRAFT NUMBER  
 28W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1900	REF	APA	2.0	2.2
1901	APA	LAX	2.1	2.2
1902	LAX	APA	1.9	2.0
1903	APA	REF	1.9	2.1
TOTAL			7.9	8.5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3065.2	→	2881.5
THIS DATE	7.9		7.9
TOTAL TIME	3073.1		2889.4

LANDINGS	BROUGHT FORWARD	1988	1989
	THIS DATE	4	4
	TOTAL	1402	1703

NEXT CHECK DUE			
TYPE	A	B	C
AT	3091		

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION.

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1 Left igniter circuit breaker pops when igniter is used to the point that

① 5-22-86 INSTALLED A REPAIRED IGNITION CONTROL UNIT. OPS. ✓ IS OK. S/N OFF 445137 S/N ON 8616R008. — END  
 [Signature] AP350483387





CAPTAIN <i>W. Hill</i>		<b>MAINTENANCE LOG</b>	DATE <i>5/13-15/86</i>
FIRST OFFICER <i>Hill C.</i>			AIRCRAFT NUMBER <i>28WU</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1892	SNA	MRM	.9	1.1
1893	MRM	SFO	.3	.5
1894	SFO	APA	2.0	2.4
1895	APA	RFD	1.9	2.1
TOTAL			5.1	6.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3051.6	→	2867.9
THIS DATE	5.1		5.1
TOTAL TIME	3056.7	→	2873.0

L A S T S E C T I O N	BROUGHT FORWARD	1890	1691
	THIS DATE	4	4
	TOTAL	1894	1695

NEXT CHECK DUE			
TYPE	A	B	C
AT	3091		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1. R/H IGNITER WITE WILL NOT ILLUMINATE.

① FOUND CIRCUIT BREAKER OUT RESET & RAN TEST 1/2 HOUR. OK.  
*J. W. Hill AP323484873*

#2. BRAKES GRAB BAD

#3. FMS 90 FREQUENTLY IS INOP

② 5-16-86 Readjusted both brake Adjustors. Test taxied, seemed OK.  
Evd. Wade Stankell AP 318 505599

③ All FMS ADXES Removed, INSTALLED ORIGINAL EQUIPMENT REPAIRED BY COLLINS AVIONICS, OPS V OK.  
UPDATED DATA BASE.  
*J. W. Hill AP323484873*



CAPTAIN <div style="text-align: center; font-size: 1.2em;">M M M M</div>	MAINTENANCE LOG	DATE <div style="text-align: center; font-size: 1.2em;">5/6/86</div>
FIRST OFFICER <div style="text-align: center; font-size: 1.2em;">C H</div>		AIRCRAFT NUMBER <div style="text-align: center; font-size: 1.2em;">28WU</div>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1883	RFD	RPA	2.2	2.4
1884	RPA	MDW	1.9	2.1
1885	MDW	RFD	1.3	5
TOTAL			4.4	5.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3041.2		2857.5
THIS DATE	4.4		4.4
TOTAL TIME	3045.6		2861.9

L A Z E R S	BROUGHT FORWARD	1883	1682
	THIS DATE	3	3
	TOTAL	1884	1685

NEXT CHECK DUE			
TYPE	A	B	C
AT 3091			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
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<p>① A PHASE I INSPECTION IS DUE. ALL 3 LANDING GEAR STRUTS NEED TO BE RE-SEALED. A SPOOL-DOWN IS DUE.</p> <p>Spool Down ✓ L ENG   R ENG In 38.5   In 46.5</p>	<p>I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE I INSP. RESEALED ALL 3 LANDING GEAR STRUTS AND SERVICED IAW THE MAINTENANCE MANUAL. C/W A SPOOL DOWN ✓ L/H <del>SEC. R/H</del> SEC. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION. -END- <i>AP 350483387</i></p> <p>5-5-86</p>
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CAPTAIN  
WINNER S  
FIRST OFFICER  
HILL C.

MAINTENANCE LOG

DATE  
4/27 28/86  
AIRCRAFT  
NUMBER 28661

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1878	RFD	TEB	1.8	1.9
1879	TEB	APA	3.7	4.1
1880	APA	MRY	2.4	2.6
1881	MRY	MDW	3.5	3.7
1882	MDW	RFD	.4	.6
TOTAL			11.8	12.9

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3029.4		2845.7
THIS DATE	11.8		11.8
TOTAL TIME	3041.2		2857.5

LANDINGS	BROUGHT FORWARD	1876	1678
	THIS DATE	5	
	TOTAL	1881	

NEXT CHECK DUE			
TYPE	A	B	C
AT			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

- #1. R/H ARM REST ON F/O SEAT CAME OFF. ① 5-5-86 INSTALLED F/O ARM REST. -END- *Dacey* AP350483387
- #2. ADF STILL DOES NOT TUNE Turn FMS 90 ② 5-5-86 INSTALLED A LOANER RTU 90. S/N OFF QEO S/N ON 251. -END- *Dacey* AP350483387
- #3. R/H MAIN STRUT IS Low. ③ 5-5-86 RE-SEALED THE R/H MAIN STRUT AND SERVICED IAW THE MAINT MANUAL. -END- *Dacey* AP350483387
- #4.

CAPTAIN <i>W. W. W. S</i>	<b>MAINTENANCE LOG</b>	DATE <i>4/26/86</i>
FIRST OFFICER <i>P. LOCK A</i>		AIRCRAFT NUMBER <i>28WW</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>1875</i>	<i>RFD</i>	<i>MDW</i>	<i>.4</i>	<i>.5</i>
<i>'876</i>	<i>NDW</i>	<i>MRM</i>	<i>4.5</i>	<i>4.7</i>
<i>1877</i>	<i>MRM</i>	<i>RFD</i>	<i>3.5</i>	<i>.37</i>
TOTAL			<i>8.4</i>	<i>8.9</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>3021.0</i>		<i>2837.3</i>
THIS DATE	<i>8.4</i>		<i>8.4</i>
TOTAL TIME	<i>3029.4</i>		<i>2845.7</i>

LANDINGS	BROUGHT FORWARD	<i>1873</i>	<i>1675</i>
	THIS DATE	<i>3</i>	<i>3</i>
	TOTAL	<i>1876</i>	<i>1678</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT <i>3012</i>			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES - MALFUNCTION IN DETAIL

CORRECTIVE ACTION. ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

*1. ADF will not tune thru FMS 90 Box*

*1. 4-25-86 Replaced existing AEU 90 PN 622 5615-004 SN off 092 with over hauled unit SN 24. Replaced existing CRU 90 PN 622-5614-020 off P 052 with SN 65 00. ops v ok. EPO Wade Shadell AP318-505599 ————— EPO —————*

*2. NOSE STRUT IS LOW*

*2. 5-5-86 RE-SEALED AND RE-SERVICED NOSE STRUT IAW THE MAINT. MANUAL. — END — Pracey AP350483387*

*3. R/H MAIN STRUT LOW*

*3. 5-5-86 RE-SEALED AND SERVICED IAW THE MAINT. MANUAL. — END — Pracey AP350483387*



CAPTAIN		<b>MAINTENANCE LOG</b>	DATE
FIRST OFFICER			4 / 19 / 86
SM OA			AIRCRAFT NUMBER
			2864W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1867	LAX	PDX	2.1	2.2
1868		MDW	3.7	3.8
1869		RFD	3	3
TOTAL			6.1	6.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3003.9		2820.2
THIS DATE	6.1		6.1
TOTAL TIME	3010.0		2826.3

L A R G E R E P A R T S	BROUGHT FORWARD	1865 11697
	THIS DATE	3 3
	TOTAL	1868 11670

NEXT CHECK DUE			
TYPE	A	B	C
AT 30.12			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
1. Captains Armrest broken	① RE-ATTACHED. CO Pilots Arm Rest - END - 4/21/86 - Scott A. Carey. AP346587951.
② A PHASE 12 INSPECTION IS DUE. A 300-HR. ENGINE INSPECTION IS DUE. A SPOOL-DOWN IS DUE.	② 4-21-86 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 12 AIRFRAME AND 300-HR. ENGINE INSPECTION. C/W THE SPOOL DOWN ✓ L/H 97 SEC. R/H 95 SEC. REPLACED A CHAFFED HYDRAULIC LINE IN THE R/H FLAP WELL. THE R/H ENG. DRIVEN HYDRAULIC PUMP OVERHAULLED BY AERO-CRAFT HYDRAULICS. L/H STARTER OVERHAULLED BY AIRCRAFT SYSTEMS. REPLACED THE R/H FLAP DEFLECTOR. C/W SL-WW-2457 (FLAP BEARING ✓). C/W SL-WW-2424 (LUBED FLAP FLEX DRIVE SHAFTS). C/W SL-WW-2474 (AILERON FREEPLAY ✓). THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION. - END - <i>Scott A. Carey</i> AP350983387



CAPTAIN  
 FIRST OFFICER SM  
OA

# MAINTENANCE LOG

DATE 4 / 19 / 86  
 AIRCRAFT NUMBER 28622

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1861	RFD	MDW	.4	.5
1862		ORF	1.8	2.0
1863		MDW	1.8	1.9
1864		PDX	4.0	4.1
1865		STL	3.6	3.8
1866		LAX	3.9	4.1
TOTAL			15.5	16.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2988.4		2804.7
THIS DATE	15.5		15.5
TOTAL TIME	3003.9		2820.2

L I S T I N G S	BROUGHT FORWARD	1859	1661
	THIS DATE	6	6
	TOTAL	1865	1667

NEXT CHECK DUE			
TYPE	A	B	C
AT 3012			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

Empty grid area for reporting discrepancies and corrective actions.

CAPTAIN  
WINTER S.  
FIRST OFFICER  
ACHER

**MAINTENANCE LOG**

DATE  
4/10/86  
AIRCRAFT  
NUMBER 2860

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1857	RFID	APA	2.0	2.1
1858	APA	LAX	2.2	2.3
1859	LAX	APA	1.8	1.9
1860	APA	RFID	1.9	2.1
TOTAL			7.9	8.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2980.5		2796.8
THIS DATE	7.9		7.9
TOTAL TIME	2988.4		2804.7

LANDINGS	BROUGHT FORWARD	1857	1858
	THIS DATE	4	3
	TOTAL	1859	1861

NEXT CHECK DUE			
TYPE	A	B	C
AT 3012			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION.

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1. VERTICAL GYRO INDICATES 10° RIGHT BANK IN LEVEL FLIGHT.

4/14/86 INSTALLED LOWER VERTICAL REFERENCE SIN 2768, OPS ✓ OK  
JNL/AP 323484873

#2. ADF WILL NOT TUNE THRU FMS 90 BOX.

2) 4/4/86 ORDERED LOWER BOXES FOR FMS SYSTEM  
JNL/AP 323484873

#3. LANDING LIGHTS NEED MORE PAINT BAD GLARE AT NIGHT IN COCKPIT WITH LIGHTS ON.

3) 4/14/86 WILL BE REPAINTED AT NEXT LIGHT BLD CHANG.  
JNL/AP 323484873





CAPTAIN KE	<b>MAINTENANCE LOG</b>	DATE 4/6 <sup>th</sup> 1966
FIRST OFFICER RF		AIRCRAFT NUMBER 28WW

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1845	RED	APA	2.1	2.3
1846	APA	MDW	1.8	2.0
1847	MDW	TEB	1.7	1.8
1848	TEB	MDW	1.9	2.2
1849	MDW	RED	.3	.7
TOTAL			7.8	9.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2960.6		2776.9
THIS DATE	7.8		7.8
TOTAL TIME	2968.4		2784.7

L A Z I N G S	BROUGHT FORWARD	1843	167
	THIS DATE	5	5
	TOTAL	1848	162

NEXT CHECK DUE			
TYPE	A	B	C
AT 3012			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

① AUX GYRO IS A LOANER.

① 4-8-86 REMOVED LOANER AND INSTALLED A REPAIRED AUX GYRO. S/N OFF G2292. S/N ON G5433. END - RF AP350483387

CAPTAIN  
 WINNER S  
 FIRST OFFICER  
 Dixon B.

MAINTENANCE LOG

DATE  
 4/14/86  
 AIRCRAFT NUMBER  
 2814W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1839	RFD	MDW	.3	.5
1840	MDW	MRY	4.7	5.0
1841	MRY	SFO	.4	.5
1842	SFO	APC	.4	.5
1843	APC	MDW	3.6	3.8
1844	MDW	RFD	.2	.4
TOTAL			9.6	10.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2951.0		2767.3
THIS DATE	9.6		9.6
TOTAL TIME	2960.6		2776.9

LANDINGS	BROUGHT FORWARD	1837	1642
	THIS DATE	6	5
	TOTAL	1843	1647

NEXT CHECK DUE			
TYPE	A	B	C
AT	2956	#1	3,012

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

① Phase II Inspection  
 Due -

① Accomplished Phase II Inspection in accordance with IAI Inspect Program. Performed all routine maint, serviced bays, replaced main hyd. filters. Installed re-certified life vests due 3/22/87, I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A PHASE II AND RETURNED TO AIR WORTHY CONDITION - END - 3/31/86, Sgt A. Carey - AP346587951-

CAPTAIN  
SM  
FIRST OFFICER  
CPH

MAINTENANCE LOG

DATE  
3/30/86  
AIRCRAFT NUMBER  
28442

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1834	RFD	MDW	.3	.6
1835	MDW	DEN	2.4	2.5
1836	DEN	PSE	.5	.7
1837	PSE	MDW	2.2	2.6
1838	MDW	RFD	.3	.4
TOTAL			5.7	6.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2945.3		2761.6
THIS DATE	5.7		5.7
TOTAL TIME	2951.0		2767.3

1832-1833	BROUGHT FORWARD	THIS DATE	TOTAL
	1832 1637	5 5	1837 1642

NEXT CHECK DUE			
TYPE	A	B	C
A2950			#11

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

NTR





CAPTAIN  
JCE  
FIRST OFFICER  
SM

MAINTENANCE LOG

DATE  
3 / 22 / 86  
AIRCRAFT  
NUMBER 28666

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1823	RFD	MDW	.4	.5
1824		PHX	3.5	3.7
1825		GST	2.7	2.9
1826		ASE	.5	.6
1827		BJC	.4	.5
1828		MDW	1.9	2.1
1829		RFD	.3	.4
TOTAL			9.7	10.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2929.0	→	2745.3
THIS DATE	9.7		9.7
TOTAL TIME	2938.7		2755.0

LAST	BROUGHT FORWARD	1821	1626
	THIS DATE	7	7
	TOTAL	1828	1633

NEXT CHECK DUE			
TYPE	A	B	C
AT 2950 H 11			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

1. Rt. anti-skid connection at wheel loose

① 3/24/86 Secured ANTI-SKID CONNECTOR. JWG/A AP523484873

2) CABIN FIRE EXTINGUISHER WEIGHT CHECK DUE

② C/W WEIGHT CHECK ON CABIN FIRE EXTINGUISHER JWG/A AP333484873

3) COCKPIT FIRE EXTINGUISHER WEIGHT CHECK DUE

③ C/W WEIGHT CHECK ON COCKPIT FIRE EXTINGUISHER JWG/A AP323484873

CAPTAIN  
*JCE*

FIRST OFFICER  
*CH*

## MAINTENANCE LOG

DATE  
*3/16/86*

AIRCRAFT NUMBER  
*28411*

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>1822</i>	<i>RFD</i>	<i>RFD</i>	<i>1.0</i>	<i>1.5</i>
TOTAL			<i>1.0</i>	<i>1.5</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>2928.0</i>	<i>→</i>	<i>2744.3</i>
THIS DATE	<i>1.0</i>		<i>1.0</i>
TOTAL TIME	<i>2929.0</i>	<i>→</i>	<i>2745.3</i>

L O G O N L Y	BROUGHT FORWARD	<i>1820 1625</i>
	THIS DATE	<i>1 1</i>
	TOTAL	<i>1821 1626</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT <i>2950 #11</i>			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

CAPTAIN <b>SM</b>	MAINTENANCE LOG	DATE <b>3 / 15 / 86</b>
FIRST OFFICER <b>OA</b>		AIRCRAFT NUMBER <b>2866W</b>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1818	RFD	MDW	.4	.5
1819		226	.8	1.0
1820		MDW	.9	1.0
1821		RFD	.4	.5
TOTAL			2.5	3.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2925.5	→	2741.8
THIS DATE	2.5		2.5
TOTAL TIME	2928.0		2744.3

LANDINGS	BROUGHT FORWARD	1816	1620
	THIS DATE	4	4
	TOTAL	1820	1625

NEXT CHECK DUE			
TYPE	A	B	C
AT			

**DISCREPANCIES-** REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

**CORRECTIVE ACTION-** ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

*NTR*





CAPTAIN <i>Wimmer S.</i>	MAINTENANCE LOG	DATE <i>3/7/86</i>
FIRST OFFICER <i>Dixon B.</i>		AIRCRAFT NUMBER <i>280W</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1807	MDW	APA	2.3	2.5
1808	APA	ASE	.4	.6
1809	ASE	MDW	2.1	2.3
1810	MDW	RFJ	.3	.7
TOTAL			5.1	6.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2905.2	2905.2	2721.5
THIS DATE	5.1	5.1	5.1
TOTAL TIME	2910.3	2910.3	2726.6

LANDINGS	BROUGHT FORWARD	1805	611
	THIS DATE	4	4
	TOTAL	1809	1615

NEXT CHECK DUE			
TYPE	A	B	C
AT	<i>2900 / #10</i>		

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
#1. CAPT. AST INTERMITTANT	#1 3/10/86 INSTALLED EXCHANGE MSI-80C S/N 1302 OPS VOK JNYGM AP 323484873
#2. 1/4 FUEL CONTROLLED INTERMITTANT	#2 3/10/86 GROUND CHECKS OK JNYGM AP 323484873
#3. PHASE 10 INSPECTION DUE -	#3 3/10/86 - Accomplished Phase 10 Insp. In accordance with IAI continues Airworthiness Inspection Program Period. Installed SPARE WHEEL RH MAIN, PERFORMED ALL ROUTINE MAINT. LIBRICATED GEAR, I CERTIFY THAT THIS AC HAS BEEN INSPECTED IN ACCORDANCE WITH A PHASE 10 Insp. and WAS RETURNED TO SERVICE IN AIRWORTHY condition. Scott A. Carey - AP 316581951 <u>END</u>

CAPTAIN <i>Winnert S.</i>	<b>MAINTENANCE LOG</b>	DATE <i>3/14/86</i>
FIRST OFFICER <i>Dixon</i>		AIRCRAFT NUMBER <i>286W</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1801	RFD	MDW	.4	.6
1802	MDW	ASE	2.1	2.6
1803	ASE	APA	.3	.6
1804	APA	MDW	2.0	2.1
1805	MDW	TEB	1.6	1.7
1806	TEB	MDW	2.0	2.2
TOTAL			8.7	9.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2896.5	2896.5	2712.8
THIS DATE	8.7	8.7	8.7
TOTAL TIME	2905.2	2905.2	2721.5

LANDINGS	BROUGHT FORWARD	1799	1005
	THIS DATE	6	6
	TOTAL	1805	1611

NEXT CHECK DUE			
TYPE	A	B	C
AT 2900 #10			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
① 1yr EMER BATT DUE	① EMER BATT DEEP CYCLED BY AIR CRAFT SYSTEMS, REPLACED - END - 2/29/86 - Sent to Carey AP 346587951
② RADAR SCREEN NEEDS REPLACEMENT UNIT.	② REPLACED RADAR INDICATOR PIN 622-4331-001/ SN <del>50</del> 50 WITH SAME PIN LOANER FROM COLLINS. S/N 1269, OPS VS OK - END - 2/29/86 - Sent to Carey. AP 346587951
③ STAND BY gyro NEEDS REPLACEMENT.	③ REPLACED Standby gyro AN 501-1105-03 S/N 5433 WITH <del>same</del> LOANER FROM DURAN AN 501-1036-05 - S/N 62292 OPS VS OK - END - 3/3/86 - Sent to Carey - AP 346587951

CAPTAIN <i>Winder S.</i>	MAINTENANCE LOG	DATE <i>2/27/86</i>
		FIRST OFFICER <i>Fiducia R.</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1799	APA	MDW	2.1	2.4
1800	MDW	RFD	1.3	1.4
TOTAL			2.4	2.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2894.1	2894.1	2710.4
THIS DATE	2.4	2.4	2.4
TOTAL TIME	2896.5	2896.5	2712.8

L-1011-200	BROUGHT FORWARD	1799	1803
	THIS DATE	2	2
	TOTAL	1799	1805

NEXT CHECK DUE			
TYPE	A	B	C
AT 2800/10			

DISCREPANCIES - REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION - ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1. BOTH TAXI LIGHTS  
INOP

#2. DOOR SEALS LEAKS  
TOP & SIDE TOWARD  
NOSE OF A/C.

① 2 taxi lights installed  
offering in tank AP 333503922 — END —

② SEALED MULTIPLE RIPS IN DOOR  
SEAL WITH SILICONE RUBBER — END —  
3/4/86 — Scott A Curry — AP 346587951

#3.



CAPTAIN  
**MORRIS S. WINNERS**  
 FIRST OFFICER  
**FIDUCCIA R.**

# MAINTENANCE LOG

DATE  
**3/26/86**  
 AIRCRAFT NUMBER  
**28 WW**

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1794	REF	MDW	.4	.6
1795	MDW	ASE	2.6	2.9
1796	ASE	APA	.4	.5
1797	APA	LAX	2.0	2.1
1798	LAX	APA	2.0	2.2
TOTAL			7.4	8.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2886.7	2886.7	2703.0
THIS DATE	7.4	7.4	7.4
TOTAL TIME	2894.1	2994.1	2710.4

LANDINGS	BROUGHT FORWARD	1792	1798
	THIS DATE	5	5
	TOTAL	1797	1603

NEXT CHECK DUE			
TYPE	A	B	C
AT 2900/#10			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

① THE VERTICAL GYRO IS A COANER.

① 2-17-86 INSTALLED AN OVERHAULED VERTICAL GYRO. OPS. ✓ OK. S/N OFF 824. S/N ON 6381. - END - *Tracy* AP350483387

② RADAR INCP

② 2-18-86 INSTALLED A COANER RADAR R/T. OPS. ✓ OK. - END - *Tracy* AP350483387

③ SOAP ✓ DUE ON C/H ENGINE.

③ 2-18-86 C/W SOAP ✓ ON THE C/H ENGINE. - END - *Tracy* AP350483387

④





CAPTAIN <b>SM</b>	MAINTENANCE LOG	DATE <b>2 / 10 / 86</b>
FIRST OFFICER <b>RF/BD</b>		AIRCRAFT NUMBER <b>286W</b>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1781	SUN	APA	1.4	1.5
1782		MDW	1.4	1.5
1783		EWR	1.5	2.1
1784		JFK	.4	.9
1785		MDW	2.2	2.5
1786		RFD	.3	.4
TOTAL			7.2	8.9

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2869.1	2869.1	2685.4
THIS DATE	7.2	7.2	7.2
TOTAL TIME	2876.3	2876.3	2692.6

L A Z E R S	BROUGHT FORWARD	1779 1585
	THIS DATE	6 6
	TOTAL	1785 1591

NEXT CHECK DUE			
TYPE	A	B	C
AT 2900 # 10			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL
CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

1. VLF signal Reception poor — ITS OK

2) RADAR Indicator is a loaner ② Replaced Loaner with SERVICABLE UNIT. SN OFF 50, SN ONN 1296. OPS VOK

③ Soap check is due FOR R/H engine 2-13-86. Wade St Haskell AP 318 505599 — END —

③ 2-13-86 Accomplished Soap Test, Replaced with new Filter AND ORING. Serviced oil. Test RAN to check FOR LEAKS. END — Wade St Haskell AP 318-505599 — END —

① 2-14-86 REMOVED OPTIONAL H.F. RADIO VLF SIGNAL OK. — END — ~~AP 318 505599~~ AP 350493387

CAPTAIN  
SM  
FIRST OFFICER  
RF

**MAINTENANCE LOG**

DATE  
2 / 8 / 86  
AIRCRAFT  
NUMBER  
28666

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1775	RED	APA	2.2	2.4
1776		BFI	2.5	2.7
1777		LAX	2.1	2.3
1778		PSP	5	.7
1779		APA	1.6	1.8
1780		SUN	1.5	1.7
TOTAL			10.4	11.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2858.7	2858.7	2675.0
THIS DATE	10.4	10.4	10.4
TOTAL TIME	2869.1	2869.1	2685.4

LAST 5 DIGIT	BROUGHT FORWARD	1773	1579
	THIS DATE	6	6
	TOTAL	1779	1585

NEXT CHECK DUE			
TYPE	A	B	C
AT 2900 #10			

**DISCREPANCIES-** REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

**CORRECTIVE ACTION-** ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

[This section contains a large grid of horizontal lines for recording discrepancies and corrective actions.]



CAPTAIN	SM	MAINTENANCE LOG	DATE	1/31/86
FIRST OFFICER	BD		AIRCRAFT NUMBER	28WLV

FLT. NO.	FROM	TO	FLIGHT	BLOCK
172	RFD	RFD	1.2	1.3
TOTAL			1.2	1.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2853.4	2853.4	2669.7
THIS DATE	1.2	1.2	1.7
TOTAL TIME	2854.6	2854.6	2670.9

L A Z E R S	BROUGHT FORWARD	1767/1573
	THIS DATE	3/3
	TOTAL	1770/1576

NEXT CHECK DUE			
TYPE	A	B	C
AT 2850 #9			
2900 #10			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION. ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

DA PHASE 9 INSPECTION, 150-HR. ENGINE INSPECTION, COOL-LOG TURBINE OIL ✓, SB 1124-28-002, SL 414-2450B, AND SIL F731-68 ARE DUE

Both ADFs Temp records but needles do not point

① 1-31-86 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED TAW A PHASE 9 AND 150-HR ENGINE INSPECTIONS. R/H STARTER OVERHAULED BY A/P SYSTEMS. ~~SB 1124-28-002~~ <sup>414-2450B</sup>, BOROSCOPE INSPECTION OF THE MACELLE INLET COWLS, WAS C/W. C/W SB 1124-28-002 PART A, INSPECTED FUEL SUMP CHECK VALVE LEVER, C/W SIL F731-68, N1 SPOOL DOWN ✓, C/H 82 SEC. R/H 85 SEC. COOLING TURBINE OIL CHECKED FULL. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION. -END-

Shorey AP350483387

② 1/31/86 INSTALLED NEW ADF ANTENNA S/N 4428, OPS ✓ OK JNR/A AP3234473

CAPTAIN  
 FIRST OFFICER SM  
 RE

# MAINTENANCE LOG

DATE 1/29/86  
 AIRCRAFT NUMBER 28WJ

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1767	RFD	APA	2.2	2.3
1768		SFO	2.4	2.5
1769		LAX	1.0	1.3
1770		APA	1.9	2.0
1771		RFD	1.8	2.0
TOTAL			9.3	10.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2844.1	2844.1	2660.4
THIS DATE	9.3	9.3	9.3
TOTAL TIME	2853.4	2853.4	2669.7

LANDINGS	BROUGHT FORWARD	1762	1568
	THIS DATE	5	5
	TOTAL	1767	1573

NEXT CHECK DUE  
 TYPE A B C  
 AT 2850 #9

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

1. Rear Baggage Door Annunciator in op.

① 1/13/86 OPS ✓ OK. ANNUNCIATOR ONLY INDICATES REAR DOOR UNLATCHED, NOT UNLOCKED. JNY/PA AP323484873





CAPTAIN  
 WINNER S.  
 FIRST OFFICER  
 FIDUCCIA R.

# MAINTENANCE LOG

DATE  
 01/20/86  
 AIRCRAFT NUMBER  
 Z8WN

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1757	RFD	MKE	.4	.6
1758	MKE	APF	2.4	2.5
1759	APF	RFD	3.0	3.2
TOTAL			5.8	6.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2825.8	2825.8	2642.1
THIS DATE	5.8	5.8	5.8
TOTAL TIME	2831.6	2831.6	2647.9

L S E R V I C E	BROUGHT FORWARD	752	1561
	THIS DATE	3	3
	TOTAL	755	1561

NEXT CHECK DUE			
TYPE	A	B	C
AT 2850 +9			

**DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL**

**CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL**

① R/H DIRECTIONAL GYRO IS A LOAVER.

① 1-20-86 REMOVED LOAVER AND INSTALLED AN OVERHAULED DIRECTIONAL GYRO. S/N OFF 77117917 S/N ON 81095980. -END-  
 J.N. Carey AP350483387

② ~~R/H~~ R/H #2 COM INTERMITTANT

~~REMOVED~~  
 #2 1/12/86 INSTALLED REPAIRED #2 TRANSLATOR S/N 4589-OPS ✓ OK.  
 J.N. Carey AP323484873

③ SERVICE BULLETIN

③ COMPLIED WITH SERVICE BULL - ETIN 1124-21-029, REPLACED PLACARD WITH NEW PLACARD, P/N CMA71230-508-5 -END- 1-30-86 - ~~GEN A. CAREY~~ AP. 346587951

CAPTAIN Winnover S.

FIRST OFFICER Fiduccia R.

**MAINTENANCE LOG**

DATE 1/15/86

AIRCRAFT NUMBER 28000

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1754	MDW	BOS	1.9	2.2
1755	BOS	MDW	2.4	2.6
1756	MDW	RFD	.4	.5
17				
TOTAL			4.7	5.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2821.1	2821.1	2637.4
THIS DATE	4.7	4.7	4.7
TOTAL TIME	2825.8	2825.8	2642.1

L A Z E R S	BROUGHT FORWARD	1748	1557
	THIS DATE	4	3
	TOTAL	1752	1561

NEXT CHECK DUE			
TYPE	A	B	C
AT 2850 <u>49</u>			

**DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL**

**CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL**

#1. L/H MAIN STRUT LOW  
#2. NOSE STRUT LOW

① 1-17-86 SERVICED THE L/H MAIN STRUT. -END- A. Oracy AP350483387

② 1-17-86 SERVICED THE NOSE STRUT. -END- A. Oracy AP350483387

CAPTAIN WINNER S		<b>MAINTENANCE LOG</b>	DATE 1 / 13 / 86
FIRST OFFICER FRUCCIA R.			AIRCRAFT NUMBER 284W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1749	RFD	APA	2.1	2.3
1750	APA	MRY	2.3	2.5
1751	MRY	LAX	.8	1.0
1752	LAX	APA	1.9	2.2
1753	APA	MDW	2.1	2.3
TOTAL			9.2	10.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2811.9	2811.9	2628.2
THIS DATE	9.2	9.2	9.2
TOTAL TIME	2821.1	2821.1	2637.4

LANDINGS	BROUGHT FORWARD	1743	1552
	THIS DATE	5	5
	TOTAL	1748	1557

NEXT CHECK DUE			
TYPE	A	B	C
AT 2850 #4			

DISCREPANCIES- MALFUNCTION IN DETAIL      REPORT EACH SYSTEM AND/OR COMPONENT  
 CORRECTIVE ACTION-      ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1. RADAR INOP	① 1-17-86 INSTALLED A LOANER RADAR INDICATOR. S/N OFF 1296 S/N ON
#2. #1 COM WILL NOT SQUELCH TEST, OPS OK.	SO. - END - Mary AP350483387
#3	② 1-17-86 #1 COMM CONTROL HEAD REPAIRED BY HARTZOG S/N 9256. OPS. ✓ IS OK. - END - Mary AP350483387

CAPTAIN <i>WINNER S.</i>	<b>MAINTENANCE LOG</b>	DATE <i>1/9/86</i>
FIRST OFFICER <i>FIDUCIA R</i>		AIRCRAFT NUMBER <i>28601</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1745	RFD	<del>MDW</del> MDW	.3	.6
1746	<del>MDW</del>	DCA	1.4	1.5
1747	DCA	MDW	1.8	2.0
1748	MDW	RFD	.5	.6
TOTAL			4.0	4.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2807.9	2807.9	2624.2
THIS DATE	40	4.0	4.0
TOTAL TIME	2811.9	2811.9	2628.2

LANDINGS	BROUGHT FORWARD	1739	1548
	THIS DATE	4	4
	TOTAL	1743	1552

NEXT CHECK DUE			
TYPE	A	B	C
AT 2850 #9			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MAL FUNCTION IN DETAIL	CORRECTIVE ACTION. ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
<p>① A PHASE 8 INSPECTION IS DUE. SB 1124-22-025 NEEDS TO BE C/W.</p> <p>SERVICE BULLETIN TFE 731-73-3075 NEEDS TO BE C/W.</p> <p>SERVICE BULLETIN TFE 731-73-3078 NEEDS TO BE C/W.</p> <p>② #2 COMP WEAK + INTERMITTENT</p>	<p>① 1-8-86 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 8 FUSELAGE INSPECTION. REPLACED THE WATER SEPERATOR SOCK. CHANGED THE BATTERIES SUMP SODA AND SERVICED BATTERIES. REMOVED AND RE-INSTALLED THE CABIN AND COCKPIT FLOORS TO INSPECT. NOTED AND RE-PAIRED MINOR SQUAWKS. C/W SB 1124-22-025; ELIMINATION OF 1124A OVERSPEED WARNING FAILURES. C/W TFE 731-73-3075; REPLACED FUEL PUMP DIFFERENTIAL PRESSURE INDICATOR. C/W TFE 731-73-3078; INSTALLED UPDATE RECORD PLATE ON FUEL PUMPS. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIR-WORTHY CONDITION. -END- <i>M. Pracey</i> AP350483387</p> <p>2. CHANGED No 1 &amp; No 2 COMP. FOR TRAVEL SHOOTING PURPOSES - BOTH OPS CHECK OK</p> <p>4. INFLATED STRUT TO PROPER HEIGHT FOR WT &amp; CG. <i>J. Boney</i> A&amp;P 1535508</p>
<p>③ SPOOL DOWN CHECK (SRW)</p> <p>4/4 75 SEC R/H 83 SEC</p>	
<p>④ NOSE STRUT LOW</p>	

CAPTAIN  
 Winger S  
 FIRST OFFICER  
 Fiduccia R

MAINTENANCE LOG

DATE  
 01/05 06/86  
 AIRCRAFT NUMBER  
 28111

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1742	MDW	APA	2.4	2.7
1743	APA	MDW	2.0	2.2
1744	MDW	RFD	.3	.5
TOTAL			4.7	5.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2803.2		2619.5
THIS DATE	4.7		4.7
TOTAL TIME	2807.9		2624.2

L A Z E R S	BROUGHT FORWARD	1736	1546
	THIS DATE	3	2
	TOTAL	1739	1548

NEXT CHECK DUE			
TYPE	A	B	C
AT			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1. CAPT. A.D.I. SLOW TO ERECT (15)MIN.

① 1-8-86 INSTALLED A LOANER VERTICAL GYRO. S/N OFF 6391 S/N ON 824 OPS. ✓ OK. - END - [Signature] AP350483387

CAPTAIN	SGM	MAINTENANCE LOG	DATE
FIRST OFFICER	TFD		1 / 5 / 86
			AIRCRAFT NUMBER
			2844

2606.8

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1736	RFD	MDW	0.3	0.4
1737		MKPA	5.0	5.2
1738		MACM	0.5	0.6
1739		MKPA	0.7	0.8
1740		TYS	4.8	5.1
1741		MDW	1.3	1.5
TOTAL			12.6	13.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2790.6		<del>2606.8</del>
THIS DATE	12.6		12.6
TOTAL TIME	2803.2		2619.5

L SECTIONS	BROUGHT FORWARD	1737 ✓	1730 ✓	1540
	THIS DATE	6	6	
	TOTAL	1736	1546	

NEXT CHECK DUE			
TYPE	A	B	C
AT			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

1. ALL SCREEN FUNCTIONS ON RADAR IN-op.

① 1-8-86 RADAR SYSTEM REPAIRED BY HARTZOG AND INSTALLED BY E.A.C.  
 -END- Ray AP350483387

CAPTAIN MMM / SM	MAINTENANCE LOG	DATE 12/22/85
FIRST OFFICER TD / RF		AIRCRAFT NUMBER 28ww

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1730	RFD	MDW	.4	.5
1731	MDW	ASE	2.5	2.5
1732	ASE	DEN	.5	.7
1733	DEN	ASE	.5	.6
1734	ASE	MDW	2.9	2.5
1735	MDW	RFD	.4	.5
TOTAL			6.6	7.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2784.0	→	2600.3
THIS DATE	6.6		6.6
TOTAL TIME	2790.6		2606.9

2606.8

LANDINGS	BROUGHT FORWARD	1724	1534
	THIS DATE	6	6
	TOTAL	1732	1540

NEXT CHECK DUE			
TYPE	A	B	C
AT			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
① L/H HSI IS A LOANER.	① 12-20-85 REMOVED LOANER AND INSTALLED A REPAIRED L/H HSI. — END — <i>Dracy</i> AP350483387
② #1 COMM WEAK.	② 12-20-85 INSTALLED A LOANER * 1 COMM RADIO. — END — <i>Dracy</i> AP350483387
③ Lt Windshield heat in-op	③ 12-26-85 Installed servicable windshield heat Relay. Ops ✓ OK. Wade S. Haskell AP 318505599
④ Rt Windshield water between glass	④ 12-26-85 Replaced dissicant for windshield. Wade S. Haskell AP 318505599. — END —
⑤ Rt Tire worn	⑤ 12-26-85. INSTALLED NEW RH TIRE SERIAL No. 197. Wade S. Haskell AP 318505599 — END —
⑥ Inst Panel Flood Lights in-op	⑥ 1-8-86 FLOOD LITES ARE DEFERRED AT THIS TIME. — END — <i>Dracy</i> AP350483387
⑦ Lt Nav Light out	⑦ 12-26-85 Installed new bulb. Ops ✓ OK Wade S. Haskell AP 318505599 — END —



CAPTAIN <b>WINNER S.</b>	<b>MAINTENANCE LOG</b>	DATE 12/16, 17/85
FIRST OFFICER <b>MORRIS S.</b>		AIRCRAFT NUMBER 28WW

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1724	APA	MDW	1.9	2.1
1725	MDW	APA	2.4	2.5
1726	APA	SFO	2.2	2.4
1727	SFO	APA	2.2	2.4
1728	APA	MDW	2.1	2.2
1729	MDW	RFD	.3	.6
TOTAL			11.1	12.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2772.9		2589.2
THIS DATE	11.1		11.1
TOTAL TIME	2784.0		2600.3

L O A D I N G S	BROUGHT FORWARD	1718	1529
	THIS DATE	6	5
	TOTAL	1724	1534

NEXT CHECK DUE			
TYPE	A	B	C
AT			

ISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
#1. FLOOD LIGHTS INOP	① 1-8-86 FLOOD LITES ARE DEFERRED AT THIS TIME. - END - <i>Gracy</i> AP350483387
#2. PITCH TRIM INTERMITTENT - PITCH TRIM VIBRATOR INTERMITTENT	② 12/21/85 INSTALLED NEW PITCH TRIM SWITCH - OPS V OK <i>Gracy</i> AP350483387
#3. DESICCANT FOR BOTH WINDSHIELDS NEEDS TO BE REPLACED! (MOISTURE BUILDUP R/H SIDE)	③ 12-20-85 REPLACED DISICCANT IN BOTH WINDSHIELDS, BACKFLUSHED DRY AIR LINES, PURGED THE WINDSHIELDS DRY AIR SYSTEM WITH DRY NITROGEN FOR 6 HOURS, CLEANED LEAKY SEALANT OFF THE R/H WINDSHIELD, AND RE-SEALED. - END - <i>Gracy</i> AP350483387
#4. L/H SIDE HEEL PLATE NEEDS TO BE FASTENED DOWN.	④ 12-20-85 THE L/H SIDE HEEL PLATE IS FASTENED DOWN TO THE CARPET AS IT IS DESIGNED TO BE. - END - <i>Gracy</i> AP350483387
#5.	

CAPTAIN <i>MMM</i>	<b>MAINTENANCE LOG</b>	DATE <i>12 / 12 / 85</i>
FIRST OFFICER <i>TFD</i>		AIRCRAFT NUMBER <i>28w</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>1722</i>	<i>APA</i>	<i>LAX</i>	<i>2.1</i>	<i>2.2</i>
<i>1723</i>	<i>LAX</i>	<i>APA</i>	<i>2.0</i>	<i>2.1</i>
<i>10</i>				
TOTAL			<i>4.1</i>	<i>4.3</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>2768.8</i>	<i>---</i>	<i>2585.1</i>
THIS DATE	<i>4.1</i>		<i>4.1</i>
TOTAL TIME	<i>2772.9</i>		<i>2589.2</i>

L A Z I N G S	BROUGHT FORWARD	<i>1716</i>	<i>1527</i>
	THIS DATE	<i>2</i>	<i>2</i>
	TOTAL	<i>1718</i>	<i>1529</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT			

<b>DISCREPANCIES- MALFUNCTION IN DETAIL</b> REPORT EACH SYSTEM AND/OR COMPONENT	<b>CORRECTIVE ACTION-</b> ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
--	---

*NTP*

CAPTAIN  
*Winters*  
 FIRST OFFICER  
*Fiduccia R*

**MAINTENANCE LOG**

DATE *12/10/85*  
 AIRCRAFT NUMBER *28W*

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1719	RFD	CPS	1.0	1.2
1710	CPS	PSP	4.2	4.4
1721	PSP	APA	1.6	1.8
TOTAL			6.8	7.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2762.0	2762.0	2578.3
THIS DATE	6.8		6.8
TOTAL TIME	2768.8		2585.1

LOG-TO-ZONE	BROUGHT FORWARD	1713	1524
	THIS DATE	3	3
	TOTAL	1716	1527

NEXT CHECK DUE			
TYPE	A	B	C
AT			

**ISCREPANCIES-** REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

**CORRECTIVE ACTION-** ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

*NTR*

CAPTAIN SRW	MAINTENANCE LOG	DATE 12 / 9 / 85
FIRST OFFICER TFD		AIRCRAFT NUMBER 28WW

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1715	RFD	MOW	0.3	0.5
1716		DCA	1.3	1.5
1717		MOW	1.8	2.0
1718		RFD	0.4	0.5
TOTAL			3.8	4.5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2758.2	2758.2	2574.5
THIS DATE	3.8	3.8	3.8
TOTAL TIME	2762.0	2762.0	2578.3

L A D E R S	BROUGHT FORWARD	1709	1520
	THIS DATE	4	4
	TOTAL	1713	1524

NEXT CHECK DUE			
TYPE	A	B	C
AT			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

- |   |  |
|---|--|
| LH FUEL FILTER BYPASS INDICATED   | ① 12-10-85 REPLACED THE LH FUEL FILTER AND RE-SET THE BYPASS INDICATOR. -END- <i>AP350483387</i> |
| #2 COMM IS WEAK   |  |
| #2 INVERTER AMPS FLUCTUATE FOR TROUBLE-SHOOTING INTERMITTANTLY, & UNUSUAL NOISE COMES THROUGH AUDIO PANEL | ② 12-10-85 SWAPPED COMM RADIOS<br><i>AP350483387</i>   |
|   | ③ 1-8-86 INSTALLED A LOANER #2 INVERTER. S/N OFF 130 S/N ON 1135. -END- <i>AP350483387</i>       |

CAPTAIN SIM	<b>MAINTENANCE LOG</b>	DATE 12/6/85
FIRST OFFICER TD		AIRCRAFT NUMBER 286W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1709	RFD	MDW	0.4	0.5
1710		APA	2.3	2.5
1711		LAX	2.0	2.2
1712		APA	2.0	2.1
1713		MDW	1.8	2.0
1714		RFD	.4	.5
TOTAL			8.9	9.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2749.3	2749.3	2565.6
THIS DATE	8.9	8.9	8.9
TOTAL TIME	2758.2	2758.2	2574.5

L-1011	BROUGHT FORWARD	1703	1514
	THIS DATE	6	6
	TOTAL	1709	1520

NEXT CHECK DUE			
TYPE	A	B	C
AT 2750			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
<p>① A PHASE 7 LANDING GEAR INSPECTION IS DUE AT 2750 HRS. T.T.</p> <p>BRAKES ARE WORN TO LIMITS.</p> <p>1124-32-030 NEEDS TO BE C/W (RE-ROUT NOSE GEAR WIRE HARNESS)</p> <p>SB 1124-32-045 NEEDS TO BE C/W (INSPECT MAIN GEAR ACTUATOR ROD END BEARINGS AND BOLTS FOR CRACKS)</p> <p>NOSE GEAR SAFETY SWITCH WIRES BADLY CHAFFED.</p> <p>N' SPOOL DOWN ✓ IS DUE.</p> <p>2. Engine Oil Level</p> <p>Rt Engine needs to be checked</p>	<p>① 12-5-85 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 7 INSPECTION. RE-BUILT BOTH BRAKE ASSYS C/W SB 1124-32-030. C/W SB 1124-32-045. INSPECTED MAIN GEAR ACTUATOR ROD END BEARINGS AND BOLTS; NO CRACKS DETECTED AT THIS TIME. REPLACED THE NOSE GEAR SAFETY SWITCH AND RE-ROUTED WIRES IAW SB 1124-32-030. C/W N' SPOOL DOWN ✓. R/H ENG. 87 SEC. L/H ENG. 83 SEC. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIR-WORTHY CONDITION. — END —</p> <p><i>[Signature]</i> AP350483387</p> <p>② 12/8/85 SERVICED RA OIL TANK &amp; REPLACED LEAKING OIL LINE, OPS VOK</p> <p><i>[Signature]</i> AP323484873</p>

CAPTAIN  
JCE  
FIRST OFFICER  
TD - TK

**MAINTENANCE LOG**

DATE  
11/30/85  
AIRCRAFT NUMBER  
28WW

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1703	RFD	MDW	.4	.6
1704	MDW	DEN	2.3	2.4
1705	DEN	ASE	.4	.6
1706	ASE	SAF	.7	.9
1707	SAF	MDW	1.9	2.1
1708	MDW	RFD	.4	.5
TOTAL			6.1	7.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2743.2	2743.2	2559.5
THIS DATE	6.1	6.1	6.1
TOTAL TIME	2749.3	2749.3	2565.6

L A S S E S	BROUGHT FORWARD	1697	1508
	THIS DATE	6	6
	TOTAL	1703	1514

NEXT CHECK DUE			
TYPE	A	B	C
AT 2750			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

① Emergency Battery Due

① 11/27/85 emergency Battery Deep cycle performed on aircraft systems, pack reinstalled.  
JNK/AM AP 323484873

CAPTAIN <i>SM</i>	<b>MAINTENANCE LOG</b>	DATE 11/26/85
FIRST OFFICER <i>TD</i>		AIRCRAFT NUMBER 280W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1696	RFD	APA	2.4	2.6
1697		MDW	1.8	1.9
1698		BOS	1.7	1.8
1699		APA	5.4	5.6
1700		DEN	.1	.4
1701		MDW	1.8	2.0
1702		RFD	.4	.5
TOTAL			13.6	14.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2729.6	2729.6	2545.9
THIS DATE	13.6	13.6	13.6
TOTAL TIME	2743.2	2743.2	2559.5

LANDINGS	BROUGHT FORWARD	1692	1501
	THIS DATE	7	7
	TOTAL	1697	1508

NEXT CHECK DUE			
TYPE	A	B	C
AT 2700			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

1. Replace pilots HST.

1. 11-26-85 Replaced & Tested HST. SN OFF 871 SN ON 812.  
Francis J Sanblin CRS 4152.

NTR

CAPTAIN  
Winter  
FIRST OFFICER  
Fiduccia

**MAINTENANCE LOG**

DATE  
11/24/85  
AIRCRAFT  
NUMBER 28WW

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1690	RFD	MDW	.4	.7
1691	MDW	APA	2.5	2.7
1692	APA	LAX	2.1	2.3
1693	LAX	APA	1.8	2.0
1694	APA	MDW	1.7	1.9
1695	MDW	RFD	.3	.5
TOTAL			8.8	10.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2720.8	2720.8	2537.1
THIS DATE	8.8	8.8	8.8
TOTAL TIME	2729.6	2729.6	2545.9

L A Z - 2 8 W W	BROUGHT FORWARD	1687	1495
	THIS DATE	5	6
	TOTAL	1692	1501

NEXT CHECK DUE			
TYPE	A	B	C
AT	2700		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1. 4/H HSI WOP

#1 OPS CHECKS OK

#2. R/H COMPASS SYSTEM  
NEED TO WARM UP  
ABOUT 10 MIN. AFTER  
START BEFORE IT  
GIVES CORRECT INFO

#2 REMOVED R/H #2 C-14A DIRECTIONAL  
G420 SN 81095980 INSTALLED  
C-14A DG SN 77117917  
See Entry AEP #00 FILE



CAPTAIN <i>SM</i>	<b>MAINTENANCE LOG</b>	DATE <i>11 / 19 / 85</i>
FIRST OFFICER <i>TD</i>		AIRCRAFT NUMBER <i>281WW</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1684	RFD	MDW	0.3	0.5
1685		MRY	4.6	4.8
1686		SJC	0.3	0.4
1687		SNA	0.9	1.0
1688		MDW	3.4	3.5
1689		RFD	.4	.6
TOTAL			9.9	10.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	27109	27109	2527.7
THIS DATE	9.9	9.9	9.9
TOTAL TIME	2720.8	2720.8	2537.1

L 1482AS	BROUGHT FORWARD	1681	1489
	THIS DATE	6	6
	TOTAL	1687	1495

NEXT CHECK DUE			
TYPE	A	B	C
AT	2700		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

① R. LDC. LIGHT INOP

① REPLACED R.H. LANDING LIGHT. IS O.K.  
-11-20-85- Sean A. Curry - 346587957

② WINDOW LIGHTS BURNED OUT:  
L SIDE: 1ST & 2ND FROM FRONT  
R SIDE: 1ST, 3RD, 4TH FROM FRONT

② REPLACED WINDOW LIGHTS. IN CABIN, BOTH SIDES. ALL WINDOW LIGHTS WORK.  
-11-20-85- Sean A. Curry - 346587957

③ MSI Tail Corner

③ INSTALLED REPAIRED MSI-80C S/N 1287  
OPS ✓ OK JNK/AAA AP322484873

CAPTAIN <p style="text-align: center; font-size: 1.2em; margin: 0;">S. WINNER</p>	MAINTENANCE LOG	DATE <p style="text-align: center; font-size: 1.2em; margin: 0;">11 / 15 / 85</p>
FIRST OFFICER <p style="text-align: center; font-size: 1.2em; margin: 0;">S. Bloom</p>		AIRCRAFT NUMBER <p style="text-align: center; font-size: 1.2em; margin: 0;">28444</p>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1678	RFD	MDW	.4	.6
1679	MDW	PHL	1.5	1.6
1680	PHL	TEB	.4	.5
1681	TEB	MDW	2.2	2.4
1682	MDW	APA	2.4	2.5
1683	APA	RFD	1.8	1.9
TOTAL			8.7	9.5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2702.2	2702.2	2518.5
THIS DATE	8.7	8.7	8.7
TOTAL TIME	27109	27109	2527.2

LANDINGS	BROUGHT FORWARD	1675 / 1483
	THIS DATE	6 / 6
	TOTAL	1681 / 1489

NEXT CHECK DUE			
TYPE	A	B	C
AT 2700			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1 WINDOW LIGHTING ON BOTH SIDES OF CABIN INOP 2 ON LEFT 4 ON RIGHT SIDE  
2 #2 COMM. VERY WEEK TRANSMITTING AND RECEIVING

① REPLACED BULBS IN WINDOWS ON BOTH SIDES. ALL WINDOW LIGHTS WORK. —  
— 11-20-85 — Scott A. Carey — 346587951 —

#3 EMRG. EXITS INTERIOR PANELS ARE OUT OF LINE

③ SNAP INTERIOR PANEL BACK IN PLACE ON FRAME WORK — 11-20-85 — Scott A. Carey — 346587951 —

#4 RIGHT SIDE RE-COG-LIGHT INOP (LANDING)

④ REPLACED RIGHT HAND LANDING LIGHTS —  
— 11-20-85 — Scott A. Carey — 346587951 —

CAPTAIN <u>MAINTENANCE</u>		DATE <u>11 / 14 / 85</u>
FIRST OFFICER <u>Log ENTRY</u>	<b>MAINTENANCE LOG</b>	

FLT. NO.	FROM	TO	FLIGHT	BLOCK
TOTAL				

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2702.2	2702.2	2518.5
THIS DATE	—	—	—
TOTAL TIME	2702.2	2702.2	2518.5

LANDINGS	BROUGHT FORWARD	1681	1489
	THIS DATE	—	—
	TOTAL	1681	1489

NEXT CHECK DUE			
TYPE	A	B	C
AT <u>2250</u>			

REPORT EACH SYSTEM AND/OR COMPONENT CREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION-	ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
<u>PHASE 6 INSP DUE</u>	<u>11/14/85 ACCOMPLISHED</u>	<u>PHASE 6 INSPECTOR</u>
<u>600 HR engine INSP DUE</u>	<u>PER IAT INSPECTION FORM.</u>	<u>PERFORMED</u>
<u>SPOOL DOWN CHECK DUE</u>	<u>ACCOMPLISHED A 600 HR INSPECTION</u>	<u>ON BOTH ENGINES, CHANGED IGNITORS,</u>
<u>COOLING TURBINE OIL CHECK DUE</u>	<u>SOAP SAMPLES TAKEN, INVD STARTER/</u>	<u>GENERATOR &amp; HYDRAULIC PUMP SPLINES,</u>
<u>SB 1124-27-003 DUE</u>	<u>SECOND COOLING TURBINE OIL LEVEL</u>	<u>CHECKED - OK, C/W SB 1124-27-003</u>
<u>SB 1124-30-36 PART II DUE</u>	<u>FLAP VANE INSPECTION - NO DEFECTS AT</u>	<u>THIS TIME, DUE AGAIN AT 2850 HRS.</u>
<u>SB 1124-33-010 DUE</u>	<u>C/W SB 1124-30-036 BY INSTALLING</u>	<u>NEW LEFT HAND CONTACTOR FOR</u>
<u>SB SL 2450A DUE</u>	<u>WINDSHIELD HEAT, RIGHT SIDE OK.</u>	<u>C/W SB 1124-33-010 BY CORRECTLY</u>
	<u>WIRING EMERGENCY ENTRANCE LIGHT</u>	<u>MODULE. C/W SB # WW 2450A</u>
	<u>BY INSPECTION INLET COWLS, I</u>	<u>CERTIFY THAT THIS AIRCRAFT HAS</u>
	<u>BEEN INSPECTED IN ACCORDANCE</u>	<u>WITH <del>FAA</del> <u>FAA</u> <del>SPC A</del></u>
	<u>PHASE 6 INSPECTION AND WAS</u>	<u>RETURNED TO SERVICE IN AIRWORTHY</u>
	<u>CONDITION.</u>	<u>J. W. H. AR323484873</u>

CAPTAIN  
SM  
FIRST OFFICER  
SB

**MAINTENANCE LOG**

DATE 11/11/85  
AIRCRAFT NUMBER 286W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1671	RFD	DEN	2.2	2.3
1672		SFO	2.4	2.6
1673		DEN	2.0	2.2
1674		APA	.3	.6
1675		LAX	2.3	2.4
1676		APA	1.7	1.8
1677		RFD	1.7	1.9
TOTAL			12.6	13.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2689.6	2689.6	2505.9
THIS DATE	12.6	12.6	12.6
TOTAL TIME	2702.2	2702.2	2518.5

LANDINGS	BROUGHT FORWARD	1668	1476
	THIS DATE	7	7
	TOTAL	1675	1483

NEXT CHECK DUE			
TYPE	A	B	C
AT 2700			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

1 Pilot's Angle of Attack  
3 lite indicators Not Working

REPLACED BULB IN UNIT OPS CHECK IS O.K.  
- 11-20-85 - Scott A. Curry - 346587951 -

CAPTAIN WINDER S  
 FIRST OFFICER BLOOM S

**MAINTENANCE LOG**

DATE 11/3/85  
 AIRCRAFT NUMBER 28160

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1667	RFD	MDW	.4	.6
1668	MDW	49J	2.0	2.1
1669	49J	MDW	1.8	2.0
1670	MDW	RFD	.4	.6
TOTAL			4.6	5.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2685.0	2685.0	2501.3
THIS DATE	4.6	4.6	4.6
TOTAL TIME	2689.6	2689.6	2505.9

L A D E R S	BROUGHT FORWARD	1664	1472
	THIS DATE	4	4
	TOTAL	1668	1476

NEXT CHECK DUE			
TYPE	A	B	C
AT	2700		

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1. LH WINDSHIELD HEAT INOP. (FIX!!! SAWS OWNER)

#1) 11/5/85 INSTALLED NEW RELAY & HEAT CONTROLLER IN LEFT POSITION  
 GROUND CHECK - OK JAVIA A32348487J

#2. Com VERY VERY WEAK!

#2) 11/5/85 INSTALLED NEW #23 CONNECTS ANTENNA DMC 81-1 S/N 4874, INSTALLED NEW END CONNECTOR, GROUND CHECK - OK JAVIA A32348487J

CAPTAIN  
 WINNER S.  
 FIRST OFFICER  
 FIDUCCIA R.

**MAINTENANCE LOG**

DATE  
 10 / 31 / 85  
 AIRCRAFT  
 NUMBER 2866W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1664	DEN	LAX	2.2	2.3
1665	LAX	DEN	2.9	3.1
1666	DEN	RFD	1.9	2.3
1667				
TOTAL			7.0	7.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2678.0	2678.0	2494.3
THIS DATE	7.0	7.0	7.0
TOTAL TIME	2685.0	2685.0	2501.3

L O A D I N G	BROUGHT FORWARD	1664	1669
	THIS DATE	3	3
	TOTAL	1664	1672

NEXT CHECK DUE			
TYPE	A	B	C
AT 2700			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION.

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1. F/O AUDIO PANEL LITES ARE STILL INOP

#1) DEFERRED SEE 10/9/85 LOG SHEET

#2. W/H WINDSHIELD WIPER NEEDS TO BE REPLACED

#2) 11/5/85 INSTALLED NEW BLADE  
 JWG/A 18323-184873

CAPTAIN WINNER S.		<b>MAINTENANCE LOG</b>	DATE 10/29/85
FIRST OFFICER FIDUCCIA R.			AIRCRAFT NUMBER 2866W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1660	RFD	MDW	.4	.6
1661	MDW	22G	.8	1.0
1662	22G	MDW	.9	1.2
1663	MDW	DEN	2.3	2.4
TOTAL			4.4	5.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2673.6	2673.6	2489.9
THIS DATE	4.4	4.4	4.4
TOTAL TIME	2678.0	2678.0	2494.3

L A S E R S	BROUGHT FORWARD	1657	1465
	THIS DATE		
	TOTAL		

NEXT CHECK DUE			
TYPE	A	B	C
AT 2700			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL      CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

- |  |   |
|--|---|
| 1) 10/29/85 PITOT, STATIC, & ALTIMETER, & TRANSPONDER CHECK DUE 10/30/85 | 1) 10/28/85 PITOT, STATIC, ALTIMETER, & TRANSPONDER CHECKS PERFORMED BY HERTZOG AVIATION, SEE ATTACHED log ENTRY COPY. JNLg/A AP32348487J |
| 2) NOSE TIRES WORN   | 2) REPLACED BOTH NOSE WHEEL TIRES & BALANCED JNLg/A AP32348487J   |
| 3) LEFT MAIN TIRES WORN  | 3) REPLACED LEFT MAIN TIRE & WHEEL BOLTS, S/N 665. REPLACED THE TWO ONBOARD STATIONARY DISCS ON LEFT BRAKE ASSY. JNLg/A AP32348487J       |
| 4) VISUAL INSPECTION OF BOTH FIRE BOTTLES                                | 4) COMPLIED WITH VISUAL INSPECTION OF BOTH FIRE BOTTLES   |
| 5) #2 NAV IS LOANER  | 5) INSTALLED ORIGINAL VIR 30. JNLg/A AP32348487J  |
| 6) #2 OME NAK  | 6) INSTALLED LOANER OME-40 JNLg/A AP32348487J   |

1124A Westwind  
 SN 368  
 N28WW

HARTZOG AVIATION, INC.  
 GREATER ROCKFORD AIRPORT, ROCKFORD, ILLINOIS 61109  
 F.A.A. APPROVED REPAIR STATION NO. 1393  
 AIRFRAME LOG BOOK INSERT

W.O. 86209  
 Date 10-28-85  
 TT 2673.6

I CERTIFY THAT ALT. & STATIC SYS. TESTS  
 REQ'D. BY F.A.A., PART 91.171, HAVE BEEN  
 PERFORMED. STATIC SYS. TEST DATE 10-28-85  
 L.H. ALT. S/N 1080\* TESTED TO 50,000 FT.  
 BY Hartzog Avi. Inc. DATE 10-28-85  
 R.H. ALT. S/N 3008 TESTED TO 50,000 FT.  
 BY Hartzog Avi. Inc. DATE 10-28-85  
 REF. MAINT. REL. TAGS IN BACK OF LOG.

Signed [Signature] for  
 HARTZOG AVIATION, INC. CRS 1393  
 GREATER ROCKFORD AIRPORT  
 ROCKFORD, ILLINOIS 61109

THE AUTOMATIC PRESSURE ALTITUDE REPORTING  
 SYSTEM(S) HAS BEEN TESTED AND INSPECTED  
 AND FOUND TO C/W PARAGRAPH (C), APPENDIX  
 E OF PART 43.  
 \* Collins ADC80K-214 + ALT-80.

HARTZOG AVIATION, INC. CRS 1393  
 GREATER ROCKFORD AIRPORT  
 ROCKFORD, ILLINOIS 61109

Altitude	Reads	Error	Altitude	Reads	Error
12,000	12,000	0	12,000	12,000	0
10,000	10,000	0	10,000	10,000	0
8,000	8,000	0	8,000	8,000	0
6,000	6,000	0	6,000	6,000	0
4,000	4,000	0	4,000	4,000	0
2,000	2,000	0	2,000	2,000	0
1,500	1,500	0	1,500	1,500	0
1,000	1,000	0	1,000	1,000	0
500	500	0	500	500	0
0	0	0	0	0	0

After Effect 75  
 HARTZOG AVIATION, INC. CRS 1393  
 GREATER ROCKFORD AIRPORT  
 ROCKFORD, ILLINOIS 61109

S/N 1080  
 W.O. No. 86209  
 DATE 10-28-85

S/N 3008  
 W.O. No. 86209  
 DATE 10-28-85

Altitude	Reads	Error	Altitude	Reads	Error
0	0	-15	14,000	14,000	-40
500	500	-10	16,000	16,000	-30
1,000	1,000	0	18,000	18,000	-30
1,500	1,500	-20	20,000	20,000	-40
2,000	2,000	-25	22,000	22,000	-40
3,000	3,000	-30	25,000	25,000	-60
4,000	4,000	-30	30,000	30,000	-40
6,000	6,000	-35	35,000	35,000	-30
8,000	8,000	-40	40,000	40,000	-30
10,000	10,000	-40	45,000	45,000	-30
12,000	12,000	-40	50,000	50,000	-30

After Effect 75  
 HARTZOG AVIATION, INC. CRS 1393  
 GREATER ROCKFORD AIRPORT  
 ROCKFORD, ILLINOIS 61109



A/C: 1124A  
 S/N: 308  
 N#: Q8WW

HARTZOG AVIATION, INC.  
 GREATER ROCKFORD AIRPORT, ROCKFORD, ILLINOIS 61109  
 F.A.A. APPROVED REPAIR STATION NO. 1393  
 AIRFRAME LOG BOOK INSERT

W.O.: 86209  
 DATE: 10-28-85  
 HRS: 2673.6  
 T.T.:

IN ACCORDANCE WITH F.A.R. 91.172, THE ATC TRANSPONDER(S) INSTALLED IN THIS AIRCRAFT HAS BEEN TESTED AND INSPECTED AND FOUND TO C/W APPENDIX OF PART 43.

Collins TDR-90

- A. REPLY FREQ
- B. SUPPRESSION
- B.1. SUPPRESSION P2 DOWN 9DB
- C. RECEIVER SENSITIVITY "A"
- C.2. RECEIVER SENSITIVITY "C"

S/N ATC-1	S/N ATC-2
13112	9608
1091	1090.5
84	84
84	84
74	74
74	74

W.O. NO. 86209 Date 10-28-85  
 Signed *[Signature]*  
 APPROVED FOR RETURN TO SERVICE  
 HARTZOG AVIATION, INC.  
 Greater Rockford Airport  
 Rockford, Ill. 61109  
 F.A.A. Approved Repair Station No. 1393

86209 Pilot's ALI-80  
 DATE 10-28-85

Altimeter Reads	Error	Altimeter Reads	Error
0	0	14,000	-10
500	0	18,000	+10
1,000	0	18,000	+10
1,500	-10	20,000	+20
2,000	0	22,000	+20
3,000	0	25,000	+20
4,000	0	30,000	+20
6,000	0	35,000	+20
8,000	0	40,000	+20
10,000	0	45,000	+20
12,000	0	50,000	+20
HY 50%	0	HY 40%	0

After Effect 15  
 HARTZOG AVIATION, INC. CRB 1393  
 GREATER ROCKFORD AIRPORT  
 ROCKFORD, ILLINOIS 61109

MAINTENANCE RELEASE  
 Type of Unit *Altimeter* N. ....  
 M.F.R. *Kalkman* Model ..... S.N. *3R08*  
 The A/C and or component identified above was repaired & inspected in accordance with current C.A.R. & found airworthy for return to service. Pertinent details of the repair are on file at this Agency under work order *86209*  
 Date *10-28-85* Signed *[Signature]*  
 HARTZOG AVIATION, INC.  
 Greater Rockford Airport — Rockford, Ill. 61109  
 F.A.A. Approved Repair Station No. 1393

Pilot's

MAINTENANCE RELEASE  
 Type of Unit *APC-80K1-21N* N. ....  
 M.F.R. *Collins* Model *APC-80* S.N. *1980*  
 The A/C and or component identified above was repaired & inspected in accordance with current C.A.R. & found airworthy for return to service. Pertinent details of the repair are on file at this Agency under work order *86209*  
 Date *10-28-85* Signed *[Signature]*  
 HARTZOG AVIATION, INC.  
 Greater Rockford Airport — Rockford, Ill. 61109  
 F.A.A. Approved Repair Station No. 1393

CAPTAIN <i>SM</i>		<b>MAINTENANCE LOG</b>	DATE <i>10/27/85</i>
FIRST OFFICER <i>TO</i>			AIRCRAFT NUMBER <i>2810W</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1656	<del>RFD</del> <i>OKC</i>	APA	1.3	1.4
1657		LAX	2.0	2.1
1658		APA	2.0	2.1
1659		RFD	1.9	1.9
TOTAL			7.1	7.5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2666.5	2666.5	2482.8
THIS DATE	7.1	7.1	7.1
TOTAL TIME	2673.6	2673.6	2489.9

LANDINGS	BROUGHT FORWARD	1653	1461
	THIS DATE	4	4
	TOTAL	1657	1465

NEXT CHECK DUE			
TYPE	A	B	C
AT 2700			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL
1. LEFT Windshield heat in op	(1) see 11/3/85 Log SHEET
2. COM 2 Receiver extremely weak TRANSMITTER in op	(2) see 11/3/85 Log SHEET
3. FMS Digit Lites out	(3)
4. Selector Lites FOR COM 1 NAV, etc out.	(4) see 10/9/85 Log SHEET
5. Left Landing Lite out	(5) Replaced Bulb JMW/AD AP322484823

# AAR

OKLAHOMA, INC.

AIRCRAFT LOG BOOK ENTRY    1124A-368    10-23-85    W/O 70160    N28WW    TT 2643.4

Complied with Service Bulletin 1124-55-021, installed Horiz. Stab. Hinge Improvement Kit.

Signed *J. Howard*  
AAR OKLAHOMA, INC.  
Cert. Repair Sta. 289

Will Rogers World Airport  
6611 South Meridian - Box 59100  
Oklahoma City, Oklahoma 73159

CAPTAIN <i>WILNER S</i>		<b>MAINTENANCE LOG</b>	DATE <i>10/17/85</i>
FIRST OFFICER <i>FIDUCIA R.</i>			AIRCRAFT NUMBER <i>28WW</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1652	RFD	DEN	2.3	2.3
1653	DEN	LAX	2.2	2.3
1654	LAX	DEN	2.0	2.3
1655	DEN	OKC	1.3	1.5
TOTAL			7.7	8.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2658.8	2658.8	<del>2657</del> 2475.1
THIS DATE	7.7	7.7	7.7
TOTAL TIME	2666.5	2666.5	2482.8

L A S T C H E C K	BROUGHT FORWARD	1649	1457
	THIS DATE	4	4
	TOTAL	1653	1461

NEXT CHECK DUE			
TYPE	A	B	C
AT			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL <b>DISCREPANCIES-</b>	ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL <b>CORRECTIVE ACTION-</b>
--	--

OCT 18 1985



GARRETT GENERAL AVIATION SERVICES COMPANY  
RS 4022

6201 West Imperial Highway • Los Angeles, California 90045 • (213) 646-2770

CUSTOMER EMER-1 AIR CHARTER AIRCRAFT 1728WW S/N 368

1. INSTALLED A REPAIRED PILOTS AIRSPEED INDICATOR  
 P/N 622-4382-013 5/14 ON 1274 5/14 OFF 1287 - GROUND  
 TEST FLOWID SATISFACTORY.

GARRETT GENERAL AVIATION SERVICES CO.  
LOS ANGELES INTERNATIONAL AIRPORT  
F.A.A. APPROVED REPAIR STATION 4022

BY E J Moore

AIRCRAFT ENGINE HOURS 2656.0

CAPTAIN  
Winkler S  
FIRST OFFICER  
Fiorucci R.

MAINTENANCE LOG

DATE  
10/15/85  
16/85  
AIRCRAFT NUMBER  
28606

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1648	RFD	ASE	2.6	2.7
1649	ASE	LAX	1.7	1.9
1650	LAX	MDW	3.5	3.7
1651	MDW	RFD	.4	.5
TOTAL			8.2	8.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2650.6	2650.6	2466.9
THIS DATE	8.2	8.2	8.2
TOTAL TIME	2658.8	2658.8	2475.1

L A Z I N G S	BROUGHT FORWARD	1645	1453
	THIS DATE	4	4
	TOTAL	1649	1457

NEXT CHECK DUE			
TYPE	A	B	C
AT	2650		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OR AND ON, REASON FOR REMOVAL

- #1 LAST READING LITE ON R/H SIDE BURNT OUT  
#1 10/29/85 REPLACED BULB.  
JNL/AN AP323484873
- #2 FLAP UNBALANCE ANN. INTERMITTANT. STOPS FLAP TRAVEL  
#2 11/5/85 Ground check - OR CLEANED & LUBED FLAP POTENTIOMETERS.  
JNL/AN AP323484873
- #3 PHASE 5 DONE  
#3 ACCOMPLISHED PHASE 5 INSPECTION IN ACCORDANCE WITH IAP PHASE 5 FORM. PERFORMED ALL ROUTINE MAINTENANCE, LUBED A/C, SERVICED BATTERIES - I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A PHASE 5 INSPECTION AND WAS RETURNED TO SERVICE IN AIRWORTHY CONDITION. DETAILS ON FILE AT EMERGENCY AIR CENTER.  
JNL/AN AP323484873
- #4 SPOULDIN V DONE  
#4 ACCOMPLISHED SPOULDIN V PER SIC-FCR  
#2 88 SEC #2 89 SEC  
JNL/AN AP323484873
- #5 LIFE VEST VISUAL INSPECTION  
#5 C/W LIFE VEST VISUAL INSPECTION  
JNL/AN AP323484873

CAPTAIN <b>WINNER S</b>
FIRST OFFICER <b>BLOOM S.</b>

# MAINTENANCE LOG

DATE <b>10 / 14 / 85</b>
AIRCRAFT NUMBER <b>28W</b>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1647	MDW	RFD	.4	.5
TOTAL			14	5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2650.2	2650.2	2466.4
THIS DATE	.4	.4	.5
TOTAL TIME	2650.6	2650.6	2466.9

LANDINGS	BROUGHT FORWARD	
	1644	1452
	THIS DATE	1 1
TOTAL	1645	1453

NEXT CHECK DUE			
TYPE	A	B	C
AT 2650			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

DISCREPANCIES- **NONE**

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL

~~6.8~~



CAPTAIN  
WINGER S.  
FIRST OFFICER  
BROWN S.

### MAINTENANCE LOG

DATE  
10/13/85  
14/85  
AIRCRAFT  
NUMBER  
28WU

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1641	RFD	MDW	.4	.6
1642	MDW	ASE	2.7	2.9
1643	ASE	DEN	.4	.6
1644	DEN	GJT	.9	1.2
1645	GJT	ASE	.3	.5
1646	ASE	MDW	2.1	2.3
TOTAL			6.8	8.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2643.4	2643.4	2459.6
THIS DATE	6.8	6.8	6.8
TOTAL TIME	2650.2	2650.2	2466.4

LANDINGS	BROUGHT FORWARD	1638	1446
	THIS DATE	6	6
	TOTAL	1644	1452

NEXT CHECK DUE			
TYPE	A	B	C
AT	2650		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES - MALFUNCTION IN DETAIL

CORRECTIVE ACTION - ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1 1/4 DME INTERMITTANT

#1 Installed Honey DME 40 10/29/85

#2 1/4 TAXI LIGHT BURNOUT

OPCKE OK SAW 10/14/85

#3.



CAPTAIN  
WINNER S  
FIRST OFFICER  
FIDUCCIA R.

MAINTENANCE LOG

DATE 10/9 10/85  
AIRCRAFT NUMBER 28WW

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1634	RFD	DEN	2.8	3.1
1635	DEN	MDW	1.7	2.0
1636	MDW	DEN	2.6	3.2
1637	DEN	RFD	1.6	1.9
TOTAL			8.7	10.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2630.0	2630.0	2446.2
THIS DATE	8.7	8.7	8.7
TOTAL TIME	2638.7	2638.7	2454.9

L A Z E R S	BROUGHT FORWARD	1631	1439
	THIS DATE	4	4
	TOTAL	1635	1443

NEXT CHECK DUE			
TYPE	A	B	C
AT	2650		

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1. W/H WINDSHIELD HEAT INOP

(1) SEE 10/31/85 LOG SHEET

#2. W/H TAXI LIGHT INOP

#3. W/H WINDSHIELD WIPER ONLY WIPES ON BOTH END OF BLADES NOT IN THE MIDDLE

(2) Replaced Bnlb JMW/JA AP32348487J

#4. R/H AUDIO PANEL LIGHTS STILL INOP

(3) SEE 10/31/85 LOG SHEET

#5. R/H G/S ~~INOP~~

(4) Deferred JMW/JA AP32348487J

#6. SUBTRACT 2° FOR AIRWAYS ON #1 NAV

(5) 10-15-85 INSTALLED A REPAIRED R/H NAV RADIO (VER-30) S/N OFF 17288 S/N ON 11264 - END - JMW/JA AP350483387

(6)



CAPTAIN <div style="text-align: center; font-size: 1.5em;">MMM</div>	MAINTENANCE LOG	DATE 10 / 7 / 85
FIRST OFFICER <div style="text-align: center; font-size: 1.5em;">RF</div>		AIRCRAFT NUMBER 281W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1632	RFD	SPI	.3	.5
✓ 1633	SPI	RFD	.5	.7
TOTAL			.8	1.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2631.6	—	—
THIS DATE	.8	—	—
TOTAL TIME	2632.4	—	—

LANDINGS	BROUGHT FORWARD	1429	1711
	THIS DATE	2	2
	TOTAL	1431	1713

NEXT CHECK DUE			
TYPE	A	B	C
AT	2650		

<b>DISCREPANCIES-</b> REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	<b>CORRECTIVE ACTION-</b> ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL



GARRETT GENERAL AVIATION SERVICES COMPANY  
RS 4022

6201 West Imperial Highway • Los Angeles, California 90045 • (213) 646-2770

CUSTOMER Emery AIR AIRCRAFT 1124 w/w S/N 368  
 #1 Eng Log Book Entry p 77489  
 Oct 4, 1985 Engine T/T  ; Cycles 1423

1.) Replaced the PTA Sensor P/N 3070810-4 ; S/N OFF 7163 ; S/N ON 15594 . Ops Check Good

A/C T/T 2622.7  
 GARRETT GENERAL AVIATION SERVICES CO.  
 LOS ANGELES INTERNATIONAL AIRPORT  
 F. A. A. APPROVED REPAIR STATION 4022  
 BY [Signature]



CAPTAIN  
 WILMER S  
 FIRST OFFICER  
 Bloom S.

**MAINTENANCE LOG**

DATE  
 10/07/85  
 AIRCRAFT  
 NUMBER 28

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1622	RFD	JFR	2.0	2.1
1623	JFR	DEN	4.2	4.3
1624	DEN	LNK	.7	1.3
1625	LNK	RED	1.0	1.6
TOTAL			7.9	9.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2614.8		
THIS DATE	7.9		
TOTAL TIME	2622.7		

LANDINGS	BROUGHT FORWARD	149	1702
	THIS DATE	4	4
	TOTAL	143	1706

NEXT CHECK DUE			
TYPE	A	B	C
AT	2650		

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

1) Swap N2 monopoles for troubleshooting.

1) Swapped monopoles LH now has S/N P-748, RH P-824  
 Comes Gates Denver  
 CRS 4152

2) Swapped FRI COMPUTERS FRI

2) SWAPPED FRI COMPUTERS  
 DUNCAN A. A. IN CRS 3304



CAPTAIN <i>Wimmer</i> FIRST OFFICER <i>Fadducin R.</i>	<h2 style="margin: 0;">MAINTENANCE LOG</h2>	DATE <i>9/19<sup>22</sup>/85</i> AIRCRAFT NUMBER <i>28W42</i>
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FLT. NO.	FROM	TO	FLIGHT	BLOCK
1612	RED	RFN	.1	.3
1613	RED	DEN	2.0	2.3
1614	DEN	ASE	.4	.6
1615	ASE	MDW	2.2	2.6
1616	MDW	RED	.3	.6
TOTAL			5.0	6.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2604.7	—	—
THIS DATE	5.0		
TOTAL TIME	2609.7	—	—

L A S E S	BROUGHT FORWARD	1409	1697
	THIS DATE	5	5
	TOTAL	1414	1697

NEXT CHECK DUE			
TYPE	A	B	C
AT 2600			
			2650

DISCREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
#1 A PHASE 4 LANDING GEAR INSPECTION IS DUE.	① 9-19-85 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 4 LANDING GEAR INSPECTION
#2 LARGE THROTTLE SPLIT AT TAKE-OFF POWER SETTING 1'SPLIT AT CRUISE	REPAIRED NOSE GEAR GROUND CONTACT SWITCH WIRING AND THE NOSE SPARE DOOR TIP. C/W S/N F731-68 N' SPOOL DOWN ✓. R/H 90 SEC. L/H 88 SEC.
#3 R/H AFT SEAT DOES NOT RECLINE; L/H SIDE FIRST SEAT FROM FORWARD END DOES NOT RECLINE	THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION. — END — <i>D. Tracy</i> AP350483387
#4 R/H ITT LIGHTS DON'T DIM.	② 9-24-85 SWAPPED FUEL COMPUTERS BACK TO ORIGINAL POSITION AFTER T-SHOOTING. — END — <i>D. Tracy</i> AP350483387
#5 FREE AIR <del>TEMP</del> GAGE STICKS	③ 9-24-85 REPLACED SEAT RECLINE CABLE. — END — <i>D. Tracy</i> AP350483387
#6 R/H D.M.E INTERMITTANT	④ 9-24-85 ITT LIGHTS DEFERRED PER MEL PAGE 33-1 ITEM 5 — END — <i>D. Tracy</i> AP350483387
#7 #1 NAV. SAME	⑤ 9-24-85 REPLACED FREE AIR TEMP GAGE. S/N OFF 44128-13 S/N ON 65250-121. — END — <i>D. Tracy</i> AP350483387
#8 R/H AUDIO LIGHT INOP	
#9 L/H WINDSHIELD HEAT INOP	⑥ 9-24-85 SWAPPED #1 AND #2 DME FOR T-SHOOTING. — END — <i>D. Tracy</i> AP350483387
	⑦ SIGN-OFF ON LOG SHEET DATE 9-16-85

CAPTAIN  
*SM*  
FIRST OFFICER  
*TD*

**MAINTENANCE LOG**

DATE  
*9/16/85*  
AIRCRAFT  
NUMBER  
*28000*

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>1610</i>	<i>M.D.W</i>	<i>TEB</i>	<i>1.6</i>	<i>1.9</i>
<i>1611</i>		<i>RFD</i>	<i>1.9</i>	<i>2.0</i>
TOTAL			<i>3.5</i>	<i>3.9</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>2601.2</i>		
THIS DATE	<i>3.5</i>		
TOTAL TIME	<i>2604.7</i>		

L A Z E R S	BROUGHT FORWARD	<i>14071690</i>
	THIS DATE	<i>2 2</i>
	TOTAL	<i>14091692</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT <i>2600</i>			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

*① Chain on door broken.*

*① 9-19-85 REPLACED THE CABIN DOOR CHAIN. - END - [Signature] AP350483387*

CAPTAIN SM		MAINTENANCE LOG	DATE 9/16/85
FIRST OFFICER TD			AIRCRAFT NUMBER 28WU

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1604	MDW	DEN	2.2	2.3
1605		LAX	2.1	2.3
1606		DEN	1.9	2.1
1607		SUN	1.5	1.6
1608		DEN	1.2	1.4
1609		MDW	1.9	2.0
TOTAL			10.8	11.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2590.4		
THIS DATE	10.8		
TOTAL TIME	2601.2		

L A N D I N G	BROUGHT FORWARD	1401	1681
	THIS DATE	6	6
	TOTAL	1407	1690

NEXT CHECK DUE			
TYPE	A	B	C
AT	2600		

REPORT EACH SYSTEM AND/OR COMPONENT CREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
1. RT REAR PAX SEAT AND LT FWD PAX SEAT WILL NOT RECLINE, OWNER WANTS FIXED	① 9-19-85 PARTS ON ORDER FOR RT. REAR SEAT RECLINE. REPAIRED LEFT FWD. SEAT RECLINE. -END D. Quacy AP350483387
2. Thrust reverser <del>malfunction</del> <sup>accumulator</sup> loses air charge overnight	② 9-24-85 REPLACED THE T/R ACCUMULATOR FILL VALVE. -END - D. Quacy AP350483387
3. Part 1 in op 50% of time	
4. FMS 90 TI light out.	③ 9-24-85 INSTALLED A LOANER VIR-30A NAV RADIO, S/N OFF 16803 S/N ON 422. -END - D. Quacy AP350483387
5. Left oil pressure lite coming on every leg - oil pressure gage normal	④ 9-24-85 FMS90 TI LIGHT HAS BEEN DEFERRED. -END - D. Quacy AP350483387
	⑤ 9-19-85 SWAPPED OIL PRESSURE SWITCHES R/H TO L/H ENG. FOR T-SHOOTING. COULD NOT DUPLICATE ON THE GROUND. -END - D. Quacy AP350483387

CAPTAIN  
**WINNER S.**  
 FIRST OFFICER  
**FIDUCCIA R.**

**MAINTENANCE LOG**

DATE  
**9/11/85**  
 AIRCRAFT NUMBER  
**2800**

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1601	RFD	MDW	.4	.6
1602	MDW	ITH	1.2	1.4
1603	ITH	MDW	1.7	1.8
TOTAL			3.3	3.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2587.1	—	—
THIS DATE	3.3		
TOTAL TIME	2590.4	—	—

LANDINGS	BROUGHT FORWARD	1398	1681
	THIS DATE	3	3
	TOTAL	1401	1684

NEXT CHECK DUE			
TYPE	A	B	C
AT 2500			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

**NONE**



CAPTAIN  
CUNNINGHAM S.  
FIRST OFFICER  
DETZNER T. / FIOUCCIA R.

MAINTENANCE LOG

DATE  
9/9/85  
AIRCRAFT  
NUMBER  
28WU

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1597	RED	DEN	2.2	2.4
1598	DEN	MDW	1.9	2.1
1599	MDW	DEN	2.4	2.7
1600	DEN	RED	1.7	1.9
TOTAL			8.2	9.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2578.9		
THIS DATE	8.2		
TOTAL TIME	2587.1		

L A Z E R S	BROUGHT FORWARD	1597/1677	
	THIS DATE	4	4
	TOTAL	1396	1681

NEXT CHECK DUE			
TYPE	A	B	C
AT 2550			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1. CAPT. FLIGHT INSTRUMENTS NITE LIGHTING INOP  
① 9-24-85 INSTALLED A NEW NITE DIMMER. S/N OFF 4359 S/N ON 6618. OPS. ✓ OK - END - *D. Gracy* AP350483387

#2. R/H ITT DIGITS DIM  
② 9-24-85 ITT DIGITS DEFERRED PER MEL PAGE 33-1 ITEM 5. - END - *D. Gracy* AP350483387

#3. CABIN DOOR LITE ON ANNUNCIATOR PANEL ON ALL THE TIME WITH DOOR PROPERLY SET.  
③ 9-19-85 ADJUSTED THE CABIN DOOR LITE SWITCH. OPS. ✓ IS OK. - END - *D. Gracy* AP350483387

#4. ELEVATOR TRIM VIBRATOR INOP  
④ 9-24-85 REPLACED ELEVATOR TRIM VIBRATOR CLACKER. OPS. ✓ OK. P/N 306-33 - END - *D. Gracy* AP350483387

#5. R/H ANTI SKID WGT INOP (NEXT TO ANTI SKID SWITCH)  
⑤ 9-19-85 CHANGED BULBS S/N OPS. ✓ IS OK - END - *D. Gracy* AP350483387

CAPTAIN	<b>MAINTENANCE LOG</b>	DATE 9/15/81
FIRST OFFICER		AIRCRAFT NUMBER 291WW

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1591	RFD	MDW	.4	.6
1592		SUN	3.3	3.4
1593		MRY	1.4	1.5
1594		SUN	1.5	1.6
1595		MDW	2.9	3.0
1596		RFD	.3	.4
TOTAL			9.8	10.5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2569.1		
THIS DATE	9.8		
TOTAL TIME	2578.9		

L-1042-200	BROUGHT FORWARD	1566	1071
	THIS DATE	6	6
	TOTAL	314	1677

NEXT CHECK DUE			
TYPE	A	B	C
AT	2600		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

1. RADAR IN-op.

Installed Radar Indicator  
S/N 325484573

CAPTAIN  
S. MORRIS  
FIRST OFFICER  
S. Bloom

MAINTENANCE LOG

DATE  
8 / 27 / 85  
AIRCRAFT  
NUMBER 28

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1587	RFD	MDW	.4	.5
1588	MDW	BOS	2.9	2.1
1589	BOS	MDW	2.3	2.6
1590	MDW	RFD	.3	.4
TOTAL			4.9	5.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2564.2		
THIS DATE	4.9		
TOTAL TIME	2569.1		

L A S E R N O	BROUGHT FORWARD	1587	1667
	THIS DATE	4	4
	TOTAL	1588	1671

NEXT CHECK DUE			
TYPE	A	B	C
AT 2550			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1) FREE AIR TEMP GAGE INOP

#1) CLEANED CANON PLUG & CHECKS OK  
JULY/A AP323484873

#2) LEFT WINDSHIELD HEAT INOP NO DROP IN VOLTAGE WHEN ON

#2) REPLACED CONTROL RELAY & CHECKS OK  
JULY/A AP323484873

3) WIRING FROM NOSE WHEEL CONTACT IS RUBBING AND WIRE IS BARE.

#3) TIED OFF & REPAIRED WIRES, REPLACED BROKEN CLAMP  
JULY/A AP323484873

#4) R/A #1 SEMI-BB ONE

#4) INSTALLED NEW CARTRIDGE IN #1 POSITION OF R/A FIREBOTTLE DATED MARCH 1985  
JULY/A AP323484873

#5) T/R BOTTLE HYDRO TEST ONE

#5 & #6) BOTH THRUST REVERSER & GEAR DOWN BOTTLES REMOVED AND HYDROSTATIC TESTED BY ARROELECTRIC, REINSTALLED AND SERVICED.  
JULY/A AP323484873

#6) GEAR DOWN HYDRO TEST ONE

CAPTAIN MMM		MAINTENANCE LOG	DATE 8/25/85
FIRST OFFICER RF			AIRCRAFT NUMBER 28666

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1581	RFD	MDW	1.4	.5
1582	MDW	DEN	2.4	2.5
1583	DEN	MRY	2.3	2.5
1584	MRY	ASE	1.8	2.0
1585	ASE	MDW	2.4	2.6
1586	MDW	RFD	.3	.4
TOTAL			9.6	10.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2554.6	—	—
THIS DATE	9.6	—	—
TOTAL TIME	2564.2	—	—

LANDINGS	BROUGHT FORWARD	1578	1166
	THIS DATE	6	6
	TOTAL	1584	1172

NEXT CHECK DUE			
TYPE	A	B	C
AT 2550			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
<p>1) PHASE 3 INSPECTION IS DUE. 150-HR ENG. INSPECTION IS DUE. SIL F731-68 (N' SPOOL DOWN) IS DUE. AUX BATTERY NEEDS TO BE DEEP CYCLED. COOLING TURBINE OIL IS DUE. TLX# 704034 NEEDS TO BE C/W (MAIN GEAR ACTUATOR ROD ENDS INSPECTION). SB 1124-27-003 IS DUE (FLAP VANE INSP.). SIL WU-2450A IS DUE. (NACELLE INLET COOL INSP). SB 1124-57-204 IS DUE. (DRAIN HOLE INSP. IN WING TRAILING EDGE).</p>	<p>1) 8-21-85 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 3 AIRFRAME AND 150-HR ENG INSPECTION. C/W SIL F731-68 SPOOL DOWN ✓ L/H ENG. 89 SEC. R/H ENG. 95 SEC.. DEEP CYCLED THE AUX BATTERY. SERVICED COOLING TURBINE OIL. C/W TLX# 704034; NO CRACKS OR TIGHTNESS ON MAIN GEAR ACTUATORS ROD ENDS NOTED AT THIS TIME. C/W SB 1124-27-003; NO FLAP VANE LOOSENESS NOTED AT THIS TIME. C/W SIL WU-2450A; NACELLE INLET COOL INSP. C/W SB 1124-57-004; DRAIN HOLE INSP. PERFORMED A 7-DAY INSPECTION. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION. — END — D. A. Tracy AP350483387</p>
<p>1) L. Blood AR valve won't close at altitudes 2) 1/2 bank lite out</p>	<p>1) 8-26-85 REPAIRED BROKEN WIRES ON THE PRESSURIZATION SOURCE SELECT SWITCH. — END — D. A. Tracy AP350483387</p> <p>2) DEFERRED BY [unclear] AP323484877</p>

CAPTAIN <i>SM</i>	MAINTENANCE LOG	DATE <i>8/19/85</i>
FIRST OFFICER <i>BD</i>		AIRCRAFT NUMBER <i>28662</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>1579</i>	<i>MDW</i>	<i>DEN</i>	<i>2.3</i>	<i>2.4</i>
<i>1580</i>		<i>RFD</i>	<i>1.7</i>	<i>1.8</i>
TOTAL			<i>4.0</i>	<i>4.2</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>2550.6</i>		
THIS DATE	<i>4.0</i>		
TOTAL TIME	<i>2554.6</i>		

LANDINGS	BROUGHT FORWARD	<i>1576 1659</i>
	THIS DATE	<i>2</i>
	TOTAL	<i>1578 1661</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT <i>2550</i>			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL      CORRECTIVE ACTION.      ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

<i>1. Rt. tire worn.</i>	<i>① 8-21-85 REPLACED THE R/H TIRE ON WHEEL S/N 197. — END —</i> <i>② Library AP350463387</i>
<i>2. Left anti-skid intermittent</i>	<i>② OPS ✓ OK - could not duplicate. JNVGAA AP 32348487P</i>
<i>3. 1/2 bank annunciator light out</i>	<i>③ Defect. JNVGAA AP 32348487P</i>





CAPTAIN  
S WINGER

FIRST OFFICER  
S Bloom

## MAINTENANCE LOG

DATE  
8 / 12 / 55

AIRCRAFT  
NUMBER  
25000

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1567	DEN	ADL	4	5
1568	ASE	DEN	5	6
1569	DEN	BF	2.7	2.8
1570	IS	DEN	2.1	2.2
1571	DEN	MNU	2.1	2.3
1572	MNU	RFD	4	5
TOTAL			26	29

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	25315		
THIS DATE	66		
TOTAL TIME	2540.1		

LANDINGS	BROUGHT FORWARD	1567	1572
	THIS DATE	6	6
	TOTAL	12	12

NEXT CHECK DUE			
TYPE	A	B	C
AT 2550			

**DISCREPANCIES- MALFUNCTION IN DETAIL**      **REPORT EACH SYSTEM AND/OR COMPONENT**

**CORRECTIVE ACTION-**      **ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL**

#2

# 2 COMM TRANSMIT'S  
NOT WORK EVEN WHEN  
OVER GROUND STATION.

PREVIOUSLY NOTED



CAPTAIN  
*SM*

FIRST OFFICER  
*RF*

# MAINTENANCE LOG

DATE  
*8 / 11 / 85*

AIRCRAFT NUMBER  
*2866*

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>1563</i>	<i>MDW</i>	<i>DEN</i>	<i>2.3</i>	<i>2.5</i>
<i>1564</i>		<i>LAX</i>	<i>2.2</i>	<i>2.4</i>
<i>1565</i>		<i>SNA</i>	<i>.3</i>	<i>.4</i>
<i>1566</i>		<i>DEN</i>	<i>1.8</i>	<i>2.1</i>
TOTAL			<i>6.6</i>	<i>7.4</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>2524.9</i>	—	—
THIS DATE	<i>6.6</i>		
TOTAL TIME	<i>2531.5</i>		

*2529.5*      *2529.5*      *2345.7*

L A Z E R S	BROUGHT FORWARD		
		<i>1560</i>	<i>1643</i>
	THIS DATE	<i>4</i>	<i>4</i>
TOTAL	<i>1564</i>	<i>1647</i>	

NEXT CHECK DUE			
TYPE	A	B	C
AT	<i>2550</i>		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

*NTR*

*1564*      *1373*

CAPTAIN  
*WINNER*  
FIRST OFFICER  
*Bloom*

**MAINTENANCE LOG**

DATE *1/31/85*  
AIRCRAFT NUMBER *28000*

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1559	RFD	DEN	2.2	2.5
1560	DEN	LAX	2.0	2.1
1561	LAX	DEN	2.0	2.1
1562	DEN	MDW	2.1	2.2
TOTAL			8.3	8.9

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2516.6	—	—
THIS DATE	8.3		
TOTAL TIME	2524.9	—	—

SAGS TOTAL	BROUGHT FORWARD	1559	1539
	THIS DATE	4	4
	TOTAL	1560	1643

NEXT CHECK DUE			
TYPE	A	B	C
AT 2550			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1. W/H ITT 50° ABOVE NORM.

1. REMOVED TR, TOP HEET SHIELD AND HP BLEED. WELDED BROKEN TUBING. REINSTALLED HP BLEED, TOP HEET SHIELD AND TR. LEAK AND OPS CHECK SATISFACTORIAL. GARRETT GENERAL AVIATION  
HRS 2516.6 REP 51 4022  
E 9-27000 47251

CAPTAIN <b>WINNER</b> FIRST OFFICER <b>Bloom.</b>	<h2 style="margin: 0;">MAINTENANCE LOG</h2>	DATE <b>7 / 30 / 85</b> AIRCRAFT NUMBER <b>ZBWW</b>
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FLT. NO.	FROM	TO	FLIGHT	BLOCK
1556	MDW	CWA	.7	.8
1557	CWA	PWK	.7	.8
1558	PWK	RFD	.4	.5
TOTAL			1.8	2.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2514-8		
THIS DATE	1.8		
TOTAL TIME	2516.6		

LANDINGS	BROUGHT FORWARD	1553	1356
	THIS DATE	3	3
	TOTAL	1556	1359

NEXT CHECK DUE			
TYPE	A	B	C
AT	2550		

**DISCREPANCIES-** REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

**CORRECTIVE ACTION-**

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

*None*

CAPTAIN <b>WINNER</b> FIRST OFFICER <b>Bloom.</b>	<h2 style="margin:0;">MAINTENANCE LOG</h2>	DATE <b>7/30/85</b> AIRCRAFT NUMBER <b>28111</b>
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FLT. NO.	FROM	TO	FLIGHT	BLOCK
1552	RFD	MDW <del>ASE</del>	.5	.7
1553	MDW <del>ASE</del>	ASE <del>DE</del>	2.8	3.0
1554	ASE	DEN	.5	.9
1555	DEN	MDW	2.0	2.1
TOTAL			5.8	6.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2509.0		
THIS DATE	5.8		
TOTAL TIME	2514.8		

LANDINGS	BROUGHT FORWARD	1549	1352
	THIS DATE	4	4
	TOTAL	1553	1356

NEXT CHECK DUE			
TYPE	A	B	C
AT	2550		

<b>DISCREPANCIES- MALFUNCTION IN DETAIL</b> REPORT EACH SYSTEM AND/OR COMPONENT	<b>CORRECTIVE ACTION-</b> ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
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#1. ENG. NACELLE HEAT LEFT SIDE NO LIGHT BUT THERE IS A RISE IN ITT:

REPAIRED BROKEN TUBE IN ENGINE AFTERBODY AT GARRETT LAX  
 JNK [Signature] AP 32548475

CAPTAIN  
M M M  
FIRST OFFICER  
RF

**MAINTENANCE LOG**

DATE 7/24/85  
AIRCRAFT NUMBER 288W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1548	RFD	DEN	2.1	2.3
1549	DEN	TEB	3.5	3.7
1550	TEB	DEN	3.8	4.1
1551	DEN	RFD	1.8	2.1
TOTAL			11.2	12.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2497.8		
THIS DATE	11.2		
TOTAL TIME	2509.0		

L A Z E R	BROUGHT FORWARD	1545	1348
	THIS DATE	4	4
	TOTAL	1549	1352

NEXT CHECK DUE			
TYPE	A	B	C
AT	2500		

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

1) High low press.  
2) Toilet doesn't flush  
3) INSPECTION DUE

#1) 7/25/85 INSTALLED OVERHAULED HYDRAULIC PUMP S/N [redacted], CHANGED FILTERS AND SERVICED SYSTEM. [redacted] AP32348873

#2) 7/25/85 INSTALLED LOWER TOILET FROM 288W [redacted] AP32348873

#3) 7/25/85 ACCOMPLISHED A PHASE 2 INSPECTION IN ACCORDANCE WITH IAI INSPECTION FORM. LUBRICATED AIRFRAME, SERVICED BATTERIES, CHANGE SODA IN SWAMP JAR, REPLACED MISC LIGHT BULBS. C/W 531125-55-020 HORIZONTAL STAB HINGE INSPECTION, NO CRACKS, ONE AGAIN AT 3100 AFS. C/W SIL F731-68 SPOOLDOWN CHECK. I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A IAI PHASE 2 INSPECTION, DETAILS ON FILE AT EMERY AIR CENTER UNDER WORK ORDER #2555, AIRCRAFT RETURNED TO SERVICE IN AIRWORTHY CONDITION. [redacted] AP32348873

CAPTAIN <i>S R WINNER</i>		MAINTENANCE LOG	DATE <i>7 / 23 / 85</i>
FIRST OFFICER <i>TF DETZNER</i>			AIRCRAFT NUMBER <i>28WW</i>

*2493.4    2493.4    2309.6*

FLT. NO.	FROM	TO	FLIGHT	BLOCK
✓ 1543	RFD	PWK	0.2	0.5
1544	PWK	C19	0.4	0.5
1545	C19	DTW	0.5	0.6
1546	DTW	MDW	0.8	1.1
1547	MDW	RFD	0.5	0.7
TOTAL			<i>2.4</i>	<i>3.4</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<del>2493.4</del>		
THIS DATE	<i>2.4</i>		
TOTAL TIME	<i>2497.8</i>		

L O G S E R I A L	BROUGHT FORWARD	<i>1349</i>
	THIS DATE	<i>5 5</i>
	TOTAL	<i>1545 / 1348</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT <i>2500.0</i>			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

*(1) LMLC STRUT LOW*

*(1) SERVICED STRUT. JWB/AN AP32348487J*

CAPTAIN  
WINNER S.  
FIRST OFFICER  
BLOOM S.

**MAINTENANCE LOG**

DATE 7/22/85  
AIRCRAFT NUMBER 2800

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1539	RFD	MDW	.3	.5
1540	MDW	DEN	2.2	2.4
1541	DEN	MDW	2.0	2.3
1542	MDW	RFD	.4	.5
TOTAL			4.9	5.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2488.5	-	-
THIS DATE	49	-	-
TOTAL TIME	2495.4	-	-

L A Z E R S	BROUGHT FORWARD	1536	1339
	THIS DATE	4	4
	TOTAL	1540	1343

NEXT CHECK DUE			
TYPE	A	B	C
AT	2500		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1. WINDSHIELD DISCANT NEEDS REPLACING BOTH SIDES.

#1 CHANGED DISCANT. JWBK  
#323484873

Engine Addition 2488.5  
4.9  
2493.4  
768  
2495.4  
(2.0)

CAPTAIN <i>S WINNER</i>	<b>MAINTENANCE LOG</b>	DATE <i>7 / 19 / 85</i>
FIRST OFFICER <i>T DETZNER</i>		AIRCRAFT NUMBER <i>281111</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>1534</i>	<i>RED</i>	<i>PWK</i>	<i>0.3</i>	<i>0.5</i>
<i>1535</i>	<i>PWK</i>	<i>GLH</i>	<i>1.4</i>	<i>1.6</i>
<i>1536</i>	<i>GLH</i>	<i>MEM</i>	<i>0.4</i>	<i>0.5</i>
<i>1537</i>	<i>MEM</i>	<i>JAC</i>	<i>2.8</i>	<i>2.9</i>
<i>1538</i>	<i>JAC</i>	<i>RED</i>	<i>2.3</i>	<i>2.5</i>
TOTAL			<i>7.2</i>	<i>8.0</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>2481.3</i>	<del><i>2481.3</i></del>	<del><i>2304.7</i></del>
THIS DATE	<i>7.2</i>		
TOTAL TIME	<i>2488.5</i>	<i>2488.5</i>	<i>2304.7</i>

L A Z E R S	BROUGHT FORWARD	<i>1531</i>	<i>1334</i>
	THIS DATE	<i>5</i>	<i>5</i>
	TOTAL	<i>1536</i>	<i>1339</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT	<i>2500</i>		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
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<p><i>1) L/H M.S.I. IS A LOANER</i></p>	<p><i>1) 7-18-85 REMOVED LOANER AND INSTALLED A REPAIRED MSI-90C. S/N 1282 ON, S/N 358 OFF. END - D. Tracey AP 350483387</i></p>
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<p><i>2) FMS 90 CRT DISPLAY IS FUNCTIONING NORMALLY NOW</i></p>	<p><i>2) NOTED</i></p>
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<p><i>3) L STRUT OVERSERVICED</i></p>	<p><i>3) SERVICED STRUT. J. W. A. AP 323484873</i></p>
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<p><i>4) R/H ITT. INOP</i></p>	<p><i>4) ITT EXCHANGED WITH S/N R0081 OPS CHECKS OK. J. W. A. AP 322184873</i></p>
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CAPTAIN  
*Mc GRATH*  
FIRST OFFICER  
*Bloom*

# MAINTENANCE LOG

DATE  
*7/17/85*  
AIRCRAFT  
NUMBER *286W*

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1530	RED	DEN	2.1	2.3
1531	DEN	LAX	2.0	2.1
1532	LAX	DEN	2.1	2.3
1533	DEN	RED	1.9	2.2
TOTAL			8.1	8.9

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2473.2		
THIS DATE	8.1		
TOTAL TIME	2481.3		

SAG-102A	BROUGHT FORWARD	1531	1530
	THIS DATE	4	4
	TOTAL	1531	1334

NEXT CHECK DUE			
TYPE	A	B	C
AT 2500			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1 FMS 90  
VLF ANNUNCIATOR LIGHT INOP

#2 CONTROL DISPLAY UNIT (CRT)  
THE FOLLOWING INOP  
NO ALT READOUT  
NO TAS  
NO WIND

#1 OPS CHECK OK *JNKSTT AP323484873*  
*7/18/85*

#2 SWAPPED RCU'S. *JWALL AP323484873*

#3 SWAPPED #1 & #2 VFL-20'S  
*JWALL AP323484873*

#3 NUMBER 2 RADIO WFER  
TRANSMITTING, WHEN OVERHEAD  
GROUND STATION

CAPTAIN <i>SM</i>	MAINTENANCE LOG	DATE <i>7 / 11 / 85</i>
FIRST OFFICER <i>SB</i>		AIRCRAFT NUMBER <i>2844W</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>1523</i>	<i>RFD</i>	<i>DEN</i>	<i>2.0</i>	<i>2.1</i>
<i>1524</i>		<i>LAX</i>	<i>2.0</i>	<i>2.1</i>
<i>1525</i>		<i>DEN</i>	<i>2.0</i>	<i>2.2</i>
<i>1526</i>		<i>MDW</i>	<i>2.1</i>	<i>2.2</i>
<i>1527</i>		<i>DEN</i>	<i>2.2</i>	<i>2.3</i>
<i>1528</i>		<i>LNK</i>	<i>1.0</i>	<i>1.1</i>
<i>1529</i>		<i>RFD</i>	<i>1.0</i>	<i>1.2</i>
<b>TOTAL</b>			<i>12.3</i>	<i>13.2</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
<b>BROUGHT FORWARD</b>	<i>2460.9</i>		<i>2277.1</i>
<b>THIS DATE</b>	<i>12.3</i>		
<b>TOTAL TIME</b>	<i>2473.2</i>		

1520-1530	<b>BROUGHT FORWARD</b>	<i>1520</i>	<i>1323</i>
	<b>THIS DATE</b>	<i>7</i>	<i>7</i>
	<b>TOTAL</b>	<i>1527</i>	<i>1330</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT <i>2500</i>			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
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*NTR*

CAPTAIN *S. WINNER*  
 FIRST OFFICER *B. Dixon*

### MAINTENANCE LOG

DATE *7/8/85*  
 AIRCRAFT NUMBER *250W*

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>1519</i>	<i>RFD</i>	<i>MDW</i>	<i>.4</i>	<i>.5</i>
<i>1520</i>	<i>MDW</i>	<i>TEB</i>	<i>1.6</i>	<i>1.8</i>
<i>1521</i>	<i>TEB</i>	<i>MDW</i>	<i>2.0</i>	<i>2.1</i>
<i>1522</i>	<i>MDW</i>	<i>RFD</i>	<i>.3</i>	<i>.4</i>
TOTAL			<i>4.3</i>	<i>4.8</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>2456.6</i>		<i>2272.8</i>
THIS DATE	<i>4.3</i>		<i>4.3</i>
TOTAL TIME	<i>2460.9</i>		<i>2277.1</i>

L S E R V I C E S	BROUGHT FORWARD		
		<i>1516</i>	<i>1320</i>
	THIS DATE	<i>4</i>	<i>3</i>
TOTAL	<i>1520</i>	<i>1323</i>	

NEXT CHECK DUE			
TYPE	A	B	C
AT	<i>2500</i>		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL      CORRECTIVE ACTION-      ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1. LIFT Dump ~~is~~ DOES NOT EXTEND UNTIL AIRCRAFT IS ALMOST STOPPED DURING LANDING ROLL.

#1) ADJUSTED R/A SQUAT SWITCH  
*[Signature]* AP 3234887

#2. #2 CAM <sup>VERY</sup> WEAR & SCRATCHY

#2) PREVIOUSLY NOTED 6/12/85

CAPTAIN <i>S. W. NNER</i>	<b>MAINTENANCE LOG</b>	DATE <i>7/7/85</i>
FIRST OFFICER <i>S. Bloom</i>		AIRCRAFT NUMBER <i>28W</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1514	RFD	MDW	.3	4
1515	MDW	ASE	2.4	2.5
1516	ASE	TOW	2.2	2.3
1517	TOW	MDW	.6	.7
1518	MDW	RFD	.3	.4
TOTAL			<i>SA</i>	<i>6.3</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>2450.8</i>		<i>2267.0</i>
THIS DATE	<i>5.8</i>		<i>5.8</i>
TOTAL TIME	<i>2456.6</i>		<i>2272.8</i>

L O A D S	BROUGHT FORWARD	<i>1511</i>	<i>1315</i>
	THIS DATE	<i>5</i>	<i>5</i>
	TOTAL	<i>1516</i>	<i>1320</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT 2500			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES - MALFUNCTION IN DETAIL

CORRECTIVE ACTION - ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

① A PHASE 1 LANDING GEAR INSPECTION IS DUE AT 2450 HRS. T.T.

① I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 1 INSPECTION. RE-BUILT BOTH BRAKE ASSYS, REPLACED BOTH NOSE TIRES AND THE L/H MAIN GEAR TIRE, STRIPPED AND RE-PAINTED BOTH MAIN GEAR LOWER STRUTS, REPLACED THE R/H MAIN GEAR SQUAT SWITCH, REPLACED PUSH ROD ENDS ON THE AILERON TRIM AND SERVO TAB, IAW SIL # 1124-27-030, C/W THE LEAD ACID BATTERYS VISUAL INSPECTION, AND C/W THE NI SPOOL DOWN ✓. R/H ENG. 99 SEC. L/H ENG. 92 SEC. A LIST OF MINOR SQUAKS AND SIGN-OFFS IS ON FILE IN THE E.A.C MAINTENANCE OFFICE. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTH CONDITION. -END- *D. Tracy*  
AP350483387

② WINDOW LIGHTING AFT RIGHT SIDE, OUT -

② Replaced Bulb - *J. G. G. AP323484873*



CAPTAIN <i>S. WINNER</i>	<b>MAINTENANCE LOG</b>	DATE <i>6 / 24 / 85</i>
FIRST OFFICER <i>S. Bloom</i>		AIRCRAFT NUMBER <i>286W</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1506	RFD	MDW	.4	.5
1507	MDW	DEN	2.2	2.3
1508	DEN	MDW	2.0	2.2
1509	MDW	RFD	.3	.5
TOTAL			4.9	5.5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2442.1	→	2258.3
THIS DATE	4.9		4.9
TOTAL TIME	2447.0		2263.2

L-1011-305	BROUGHT FORWARD	1203	1307
	THIS DATE	4	4
	TOTAL	1207	1311

NEXT CHECK DUE			
TYPE	A	B	C
AT 2450			

DISCREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION-
REPORT EACH SYSTEM AND/OR COMPONENT #1. FMS-90. CONTROL DISPLAY UNIT. VLF ANNUNCIATOR LIGHT BURNED OUT.	#1 UNIT WILL GO BACK TO COLLINS MID-July FOR UPDATE. <i>JN [Signature] AP 323 484873</i>
#2 BUNGI CORD THAT HOLDS ENGINE COVERS IN PLACE IS BROKE.	#2 INSTALLED NEW Bungee <i>JN [Signature] AP 323 484873</i>
#3 NH WINDOW DISSICANT NEEDS TO BE REPLACED	#3 6-27-85 REPLACED DISSICANT. -END- <i>[Signature] AP 350 483387</i>
#4. BATHROOM SINK STUCK DRAIN. OPEN POSITION	#4 6-27-85 CLEANED SINK DRAIN VALVE. -END- <i>[Signature] AP 350 483387</i>
#5. NEED 327 LIGHT BULBS	#5 6-27-85 REPLENTISHED 327 BULB SUPPLY. -END- <i>[Signature] AP 350 483387</i>
#6. #2 COM REPORTED AS WEAR SOMETIMES UNREADABLE	#6 PREVIOUSLY NOTED <i>[Signature] AP 323 484873</i>
#7. ICE CHEST DOOR IS COMING APART. NEAR HANDLE	#7 6-27-85 REPAIRED ICE CHEST DOOR. -END- <i>[Signature] AP 350 483387</i>

CAPTAIN  
*SM*  
FIRST OFFICER  
*SB*

# MAINTENANCE LOG

DATE  
*6/20/85*  
AIRCRAFT NUMBER  
*2861W*

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>1503</i>	<i>BOS</i>	<i>MDW</i>	<i>2.2</i>	<i>2.3</i>
<i>1504</i>		<i>DEN</i>	<i>2.4</i>	<i>2.6</i>
<i>1505</i>		<i>RFD</i>	<i>2.1</i>	<i>2.2</i>
TOTAL			<i>6.7</i>	<i>7.1</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>2435.4</i>	<i>→</i>	<i>2251.6</i>
THIS DATE	<i>6.7</i>		<i>6.7</i>
TOTAL TIME	<i>2442.1</i>		<i>2258.3</i>

L A S T C A T E	BROUGHT FORWARD	<i>1300</i>	<i>1305</i>
	THIS DATE	<i>3</i>	<i>2</i>
	TOTAL	<i>1303</i>	<i>1307</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT	<i>2450</i>		

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

CAPTAIN <i>SM</i>	<b>MAINTENANCE LOG</b>	DATE <i>6/20/85</i>
FIRST OFFICER <i>SB</i>		AIRCRAFT NUMBER <i>28WW</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1497	RFD	DEN	2.2	2.4
1498		LAX	1.9	2.0
1499		DEN	2.1	2.2
1500		TEB	3.4	3.5
1501		HPN	.2	.3
1502		BOS	.7	.9
TOTAL			10.5	11.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2424.9	→	2241.1
THIS DATE	10.5		10.5
TOTAL TIME	2435.4		2251.6

L-1011-200	BROUGHT FORWARD	1194	1291
	THIS DATE	6	6
	TOTAL	1200	1305

NEXT CHECK DUE			
TYPE	A	B	C
AT 2450			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

- |   |  |
|---|--|
| 1. FMS 90 in FMS mode is changing the waypoint you're going too far what you're trying to alpha since the VOR to go for either Nav 1 or NAV 2. (happens 50% of the time). | (1) THIS PROBLEM WAS POINTED OUT IN FMS COCKPIT NEWS AND WILL BE RETURNED TO COLLINS MID-JULY FOR UPDATE & REPAIR.<br>JWPA AP323484873 |
| 2. Comm 2 transmitter weak and intermittent.  | (2) PREVIOUSLY NOTED JWPA AP323484873  |
| 3. Lav sink does not drain.   | (3) 6-27-85 CLEANED SINK DRAIN VALVE. OPS. IS OK. — END —<br>JG Tracy AP350483387  |
| 4. Drain under coffee pot in op.  | (4) 6-27-85 CLEANED COFFEE POT DRAIN. VALVE. — END —<br>JG Tracy AP350483387   |
| 5. FMS - VLF station lights burn out.   | (5) LIGHT TO BE REPAIR BY COLLINS MID-JULY. JWPA AP323484873   |



CAPTAIN <div style="text-align: center; font-size: 1.2em;">MMM</div>	<b>MAINTENANCE LOG</b>	DATE <div style="text-align: center; font-size: 1.2em;">6/12/85</div>
FIRST OFFICER <div style="text-align: center; font-size: 1.2em;">SB</div>		AIRCRAFT NUMBER <div style="text-align: center; font-size: 1.2em;">28444</div>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1493	RFD	MDW	.4	.6
1494	MDW	YUL	1.6	1.8
1495	YUL	MDW	2.0	2.4
1496	MDW	RFD	.4	.5
TOTAL			4.4	5.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2420.5	2420.5	2236.7
THIS DATE	4.4	→	4.4
TOTAL TIME	2424.9	2424.9	2241.1

L A Z E R S	BROUGHT FORWARD	1190	1295
	THIS DATE	2	4
	TOTAL	1194	1299

NEXT CHECK DUE			
TYPE	A	B	C
AT 2450			

<b>DISCREPANCIES- MALFUNCTION IN DETAIL</b> REPORT EACH SYSTEM AND/OR COMPONENT	<b>CORRECTIVE ACTION-</b> ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
--	---

#2 com Receive only

PREVIOUSLY NOTED

CAPTAIN  
SM  
FIRST OFFICER  
TD

MAINTENANCE LOG

DATE  
6/11/85  
AIRCRAFT NUMBER  
2800

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1489	RFD	MDW	.4	.5
1490		MRY	4.4	4.7
1491		MDW	3.8	3.9
1492		RFD	.3	.4
TOTAL			8.9	9.5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2411.6	2411.6	2227.8
THIS DATE	8.9	8.9	8.9
TOTAL TIME	2420.5	2420.5	2236.7

LANDINGS	BROUGHT FORWARD	1186	1291
	THIS DATE	4	4
	TOTAL	1190	1295

NEXT CHECK DUE			
TYPE	A	B	C
AT	2450		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

1) LAV SINK WILL NOT DRAIN

① 6-27-85 CLEANED SINK DRAIN  
VALUE OPS. ✓ IS OK. — END —  
AP350483387





CAPTAIN  
**WINTER** S  
 FIRST OFFICER  
**BOON** S

**MAINTENANCE LOG**

DATE  
**5/28/85**  
 AIRCRAFT NUMBER  
**2800W**

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1480	MDW	RFD	.3	.5
TOTAL			.3	.5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2400.9	2400.9	2217.1
THIS DATE	.3	3	3
TOTAL TIME	2401.2	2401.2	2217.4

L A S S E S	BROUGHT FORWARD	1477	1283
	THIS DATE	.	1
	TOTAL	1478	1284

NEXT CHECK DUE			
TYPE	A	B	C
AT 2400			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

① A/C IS DUE FOR THE FOLLOWING:  
 1) PHASE 12 AIRFRAME INSP.  
 2) 300-HR ENG. INSP.  
 3) NI SPOOL DOWN ✓  
 4) R/H FIRE BOTTLE # 2 SQUIBB REPLACEMENT

① 5-28-85 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 12 AIRFRAME INSP. AND 300-HR ENGINE INSPECTION. C/W NI SPOOL DOWN ✓ L/H 96 SEC. R/H 91 SEC. REPLACED THE R/H FIRE BOTTLE # 2 SQUIBB. SERVICE DATE IS 3-85. A COMPLETE LIST OF WORK ACCOMPLISHED IS ON FILE IN THE E.A.C. MAINTENANCE OFFICE. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION. —END—  
 J. J. Tracy  
 AP350483387

CAPTAIN  
 WINNER S  
 FIRST OFFICER  
 PIXOOB. /

**MAINTENANCE LOG**

DATE  
 5/24  
 27/85  
 AIRCRAFT  
 NUMBER  
 2800

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1476	RFD	MDW	.4	.5
1477	MDW	49J	1.7	1.9
1478	49J	IND	1.7	1.9
1479	IND	MDW	.6	.9
TOTAL			4.4	5.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2396.5	2396.5	2212.7
THIS DATE	4.4	4.4	4.4
TOTAL TIME	2400.9	2400.9	2217.1

L S A M P L E	BROUGHT FORWARD	1476	1477
	THIS DATE	4	4
	TOTAL	1477	1283

NEXT CHECK DUE			
TYPE	A	B	C
AT	2400		

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

None

CAPTAIN  
SM  
FIRST OFFICER  
TD

**MAINTENANCE LOG**

DATE 5 / 23 / 85  
AIRCRAFT NUMBER 28444

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1472	RFD	DEN	2.1	2.3
1473		LAX	2.0	2.1
1474		DEN	1.9	2.2
1475		RFD	1.9	2.0
TOTAL			7.9	8.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2388.6	2388.6	2204.8
THIS DATE	7.9	7.9	7.9
TOTAL TIME	2396.5	2396.5	2212.7

LANDINGS	BROUGHT FORWARD	1469	1275
	THIS DATE	2	4
	TOTAL	1471	1279

NEXT CHECK DUE			
TYPE	A	B	C
AT 2400			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

NTR





CAPTAIN <b>WINNER S</b>	<b>MAINTENANCE LOG</b>	DATE <b>5/10/85</b>
FIRST OFFICER <b>DETZNER T.</b>		AIRCRAFT NUMBER <b>28WUW</b>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1462	RFD	MDW	.3	.5
1463	MDW	IND	.4	.8
1464	IND	MDW	.5	.6
1465	MDW	RFD	.3	.5
TOTAL			1.5	2.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	23793	23793	21955
THIS DATE	1.5	1.5	1.5
TOTAL TIME	23808	2380.8	2197.0

LANDINGS	BROUGHT FORWARD	159	176
	THIS DATE	4	3
	TOTAL	163	179

NEXT CHECK DUE			
TYPE	A	B	C
AT 2400			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
#1. RADAR LETTERING BUREAU	① 5-21-85 RADAR LETTERING IS DEFERRED AT THIS TIME. -END- D. Tracy AP350483387
#2. KNOB FOR FUEL COUNTER RESET MISSING	② 5-21-85 INSTALLED A NEW FUEL COUNTER RESET KNOB. -END- D. Tracy AP350483387
#3. DESICCANT BOTH WINDSHIELDS LOW CAPACITY	③ 5-21-85 REPLACED w/ 9 DISICCANTS. -END- D. Tracy AP350483387
#4. REAR SEAT R/H SIDE OF A/C WILL NOT RECLINE.	④ 5-21-85 RT. REAR SEAT RECLINE AS DEFERRED AT THIS TIME. -END- D. Tracy AP350483387
#5.	

CAPTAIN  
S. MORRIS  
FIRST OFFICER  
S. Bloom

MAINTENANCE LOG

DATE  
5/6/85  
AIRCRAFT  
NUMBER  
28100

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1452	RFD	DEN	2.3	2.4
1457		TEB	3.3	3.4
1458		MDW	1.9	2.1
1459		DEN	2.3	2.6
1460		MDW	2.6	2.1
1461		RFD	.4	.5
TOTAL			12.2	13.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2367.1	2367.1	2183.3
THIS DATE	12.2	12.2	12.2
TOTAL TIME	2379.3	2379.3	2195.5

L A S E R N O	BROUGHT FORWARD	1453 1266
	THIS DATE	6 5
	TOTAL	1459 1272 1271

NEXT CHECK DUE			
TYPE	A	B	C
AT	2400		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

① #2 COMM TRANSMITS WEAK, ALSO TRANSMIT LIGHT INTERMITT

① 5-21-85 #2 COMM RADIO OPS. IS OK. - END - [Signature] AP35049387

② ANTI SKID "OK"

② NOTED

CAPTAIN <b>WINNER S.</b>		<b>MAINTENANCE LOG</b>	DATE <b>5/3/85</b>
FIRST OFFICER <b>BLOOM S.</b>			AIRCRAFT NUMBER <b>280W</b>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1452	RFD	MDW	.4	.5
1453	MDW	22G	.8	1.0
1454	22G	MDW	.8	1.1
1455	MDW	RFD	.4	.8
TOTAL			2.4	3.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2364.7	2364.7	2180.9
THIS DATE	2.4	2.4	2.4
TOTAL TIME	2367.1	2367.1	2183.3

LANDINGS	BROUGHT FORWARD	149	1263
	THIS DATE	4	9
	TOTAL	153	1266

NEXT CHECK DUE			
TYPE	A	B	C
AT 2400			

DISCREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
① SIL 1124-34-021 NEEDS TO BE C/W.	① 5-3-85 C/W SIL 1124-34-021. INSTALLATION OF CHAFF GUARD MATERIAL ON WIRE BUNDLES BEHIND THE EMERGENCY BATTERY. -END- D. J. Tracy AP350483387
② FLT. GUIDANCE COMP. IS A LOANER.	② 5-3-85 REMOVED LOANER AND INSTALLED A REPAIRED FLT. GUIDANCE COMPUTER. S/N ON 5128. -END- D. J. Tracy AP350483387
③ ANTI SKID FUNCTION NORMAL	③ NOTED

CAPTAIN <div style="text-align: center; font-size: 1.2em;">S. WINNER</div>	MAINTENANCE LOG	DATE <div style="text-align: center; font-size: 1.2em;">4/28/85</div>
FIRST OFFICER <div style="text-align: center; font-size: 1.2em;">T. DETZNER</div>		AIRCRAFT NUMBER <div style="text-align: center; font-size: 1.2em;">28WV</div>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1447	RED	MDW	2.4	.6
1448	MDW	ASE	2.4	2.5
1449	ASE	MRY	1.9	2.2
1450	MRY	MDW	3.8	4.0
1451	MDW	RED	.3	.5
TOTAL			8.8	9.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2355.9	2355.9	2172.1
THIS DATE	8.8	8.8	8.8
TOTAL TIME	2364.7	2364.7	2180.9

L A Z E R S	BROUGHT FORWARD	1444	1258
	THIS DATE	5	5
	TOTAL	1449	1263

NEXT CHECK DUE			
TYPE	A	B	C
AT	2400		

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
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1) PHASE II DUE	① 4/25/85 ACCOMPLISHED A PHASE II INSPECTION IN ACCORDANCE WITH IAI CONTINUOUS INSPECTION PROGRAM. PERFORMED ALL ROUTINE MAINTENANCE, LUBRICATED AIRFRAME, REPLACED RIGHT ENGINE OIL PRESSURE TRANSMITTER, SERVICED CHANGE BOTH AIRFRAME HYDRAULIC FILTERS, CHARGED BATTERYS, REPLACED EMERGENCY LIGHT BATTERY, C/W SIL 731-88 SERVICED CHECK (L) 88 (R) 97. SERVICED ENGINE OIL & HYDRAULIC SYSTEM. I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A PHASE II INSPECTION AND WAS RETURNED TO SERVICE IN AIRWORTHY CONDITION. <div style="text-align: right; font-size: 1.2em;">  AP32348473         </div>
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2) R/H <del>ANTI</del> ANTI SKID MOMENTARILY DUMP HYD PRESS TO RIGHT BRAKE. NTE DUTY THAT SIDE ALSO CAME ON.	② 5-3-85 ANTI-SKID IS DEFERRED IAW THE M.E.L. PAGE 32-1 ITEM 1. PARTS ARE ON ORDER. — END — <div style="text-align: right; font-size: 1.2em;">  AP350483387         </div>
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CAPTAIN <span style="font-size: 1.5em; margin-left: 100px;">JCE</span>	<b>MAINTENANCE LOG</b>	DATE <span style="font-size: 1.2em;">4 / 23 / 85</span>
FIRST OFFICER <span style="font-size: 1.5em; margin-left: 100px;">S/B / KK</span>		AIRCRAFT NUMBER <span style="font-size: 1.2em; margin-left: 50px;">2800</span>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1442	RFD	MDW	.6	.7
1443	MDW	MRY	4.5	4.6
1444	MRY	DEN	1.9	2.1
1445	DEN	MDW	2.0	2.2
1446	MDW	RFD	.5	.6
TOTAL			9.5	10.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2346.4	→	2162.6
THIS DATE	9.5		9.5
TOTAL TIME	2355.9	2355.9	2172.1

L A S T S E R I A L	BROUGHT FORWARD	1439	1253
	THIS DATE	5	5
	TOTAL	1444	1258

NEXT CHECK DUE			
TYPE	A	B	C
AT 2350			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
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Empty grid for reporting discrepancies	Empty grid for corrective actions
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CAPTAIN  
S. MORRIS

FIRST OFFICER  
T. DETZNER

# MAINTENANCE LOG

DATE  
4 / 17 / 85

AIRCRAFT  
NUMBER  
2841W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1438	RFD	ORD	0.5	0.6
1439		MDT	1.3	1.5
1440		ORD	1.6	1.8
1441		RFD	0.3	0.4
			<del>3.1</del>	<del>4.3</del>
TOTAL			3.7	4.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2342.7	→	2158.9
THIS DATE	3.7	→	3.7
TOTAL TIME	2346.4		21626

L A R D I N G S	BROUGHT FORWARD	1435	1249
	THIS DATE	4	4
	TOTAL	1439	1253

NEXT CHECK DUE			
TYPE	A	B	C
AT	2350		

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

NTR

CAPTAIN <i>S. MORRIS</i>		<b>MAINTENANCE LOG</b>	DATE <i>4 / 16 / 85</i>
FIRST OFFICER <i>T. DETZNER</i>			AIRCRAFT NUMBER <i>28000</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>1434</i>	<i>RFD</i>	<i>DEN</i>	<i>2.1</i>	<i>2.2</i>
<i>1435</i>		<i>TEB</i>	<i>3.6</i>	<i>3.9</i>
<i>1436</i>		<i>DEN</i>	<i>3.9</i>	<i>4.2</i>
<i>1437</i>		<i>RFD</i>	<i>1.8</i>	<i>2.0</i>
TOTAL			<i>11.4</i>	<i>12.3</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>2331.3</i>	→	<i>2147.5</i>
THIS DATE	<i>11.4</i>		<i>11.4</i>
TOTAL TIME	<i>2342.7</i>		<i>2158.9</i>

L 1437-1434	BROUGHT FORWARD	<i>1431</i>	<i>1245</i>
	THIS DATE	<i>4</i>	<i>4</i>
	TOTAL	<i>1435</i>	<i>1249</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT	<i>2350</i>		

**DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL**      **CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL**

*① LH LDO LIGHT; LENS HAS LOST MOST OF ITS PAINT, SHINES INTO COCKPIT.*

*#1 4/18/85 will be completed at next inspection or build change*

CAPTAIN <i>McGrath</i>	FIRST OFFICER <i>Bloom</i>	<b>MAINTENANCE LOG</b>	DATE <i>4/11/85</i>
			AIRCRAFT NUMBER <i>28000</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>1430</i>	<i>RFD</i>	<i>MDW</i>	<i>.4</i>	<i>.5</i>
<i>1431</i>	<i>MDW</i>	<i>DEN</i>	<i>2.2</i>	<i>2.3</i>
<i>1432</i>	<i>DEN</i>	<i>MDW</i>	<i>2.0</i>	<i>2.2</i>
<i>1433</i>	<i>MDW</i>	<i>RFD</i>	<i>.3</i>	<i>.5</i>
TOTAL			<i>4.9</i>	<i>5.5</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>2326.4</i>	<i>→</i>	<i>2142.6</i>
THIS DATE	<i>4.9</i>	<i>→</i>	<i>4.9</i>
TOTAL TIME	<i>2331.3</i>	<i>→</i>	<i>2147.5</i>

L A T A T E S	BROUGHT FORWARD	<i>1427</i>	<i>1241</i>
	THIS DATE	<i>4</i>	<i>4</i>
	TOTAL	<i>1431</i>	<i>1245</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT <i>2350</i>			

DISCREPANCIES - REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION - ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
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#1 HINGE ON BATHROOM SEAT BROKEN IN BACK OF SEAT	(#1) 4/18/85 REPAIR HINGE <i>JV/GJA</i> P#323484875
#2 CO. PILOT'S MICK HOLDER CRACKED	(#2) 4/18/85 GLUED <i>JV/GJA</i> P#323484875
#3 NEEDS TOOL KIT	(#3) 4/18/85 KIT IN BACK OF SEAT <i>JV/GJA</i> P#323484875





CAPTAIN  
S. WINNER  
FIRST OFFICER  
S. BLOOM

**MAINTENANCE LOG**

DATE  
4 / 6 + 8 / 85  
AIRCRAFT  
NUMBER 28ww

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1422	RFD	MDW	.3	.5
1423	MDW	ASE	2.5	2.7
1424	ASE	MDW	2.3	2.6
1425	MDW	DEN	2.2	2.4
TOTAL			7.3	8.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2309.2	→	2125.4
THIS DATE	7.3		7.3
TOTAL TIME	2316.5		2132.7

LANDINGS	BROUGHT FORWARD	1419	1233
	THIS DATE	4	4
	TOTAL	1423	1237

NEXT CHECK DUE			
TYPE	A	B	C
AT 2350			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

1) SOAP DUE ON RT ENGINE

1) 4-4-85 SOAP Sample TAKEN from RIGHT ENGINE TO ESTABLISH NEW BASE line *J. Wright* AP 323484873

2) ADF IS LOANER

2) 4/5/85 Replaced ADF LOANER AND INSTALLED S/N 8946 AFTER REPAIRS BY DANAN AVIATION. OPSV OK *J. Wright* AP 323484873

CAPTAIN MMM		<b>MAINTENANCE LOG</b>	DATE 4/3/85
FIRST OFFICER TD			AIRCRAFT NUMBER 281W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1418	RFD	DEN	2.2	2.3
1419	DEN	Sto	2.3	2.5
1420	Sto	DEN	2.2	2.4
1421	DEN	RFD	1.7	1.9
TOTAL			8.4	9.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2300.8	2300.8	2117.0
THIS DATE	8.4	→	8.4
TOTAL TIME	2309.2	2309.2	2125.4

LANDINGS	BROUGHT FORWARD	1415	1229
	THIS DATE	4	4
	TOTAL	1123	1233

NEXT CHECK DUE			
TYPE	A	B	C
AT 2300			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL      CORRECTIVE ACTION-      ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

① A PHASE 10 INSPECTION, SIL-731-68 ENGS. SPOOL DOWN ✓'S, AND LIFE VEST THE LIFE VEST RE-CERTIFICATION ARE ALL DUE.

① 4-2-85 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 10 INSPECTION. C/W SIL-731-68 BOTH ENGINES SPOOL DOWN ✓. L/H 104 SEC. R/H 96 SEC. INSTALLED NEW LIFE VESTS. RE-CERTIFICATION DATE IS 3-23-86. A LIST OF MINOR SQUAKS IS ON FILE IN THE EAC. MAINTENANCE OFFICE AND SQUAK SIGN-OFFS. THIS A/C IS RETURNED TO SERVICE IN AIRWORTHY CONDITION. —END—

AP350483387

CAPTAIN <div style="text-align: center; font-size: 1.2em;">SRW</div>	MAINTENANCE LOG	DATE <div style="text-align: center; font-size: 1.2em;">3 / 29 / 85</div>
FIRST OFFICER <div style="text-align: center; font-size: 1.2em;">TFD</div>		AIRCRAFT NUMBER <div style="text-align: center; font-size: 1.2em;">28W6</div>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1415	DEN	MRY	2.6	2.8
1416	MRY	MDW	3.9	4.1
1417	MDW	RFD	0.3	0.5
TOTAL			6.8	7.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2294.0	2294.0	2110.2
THIS DATE	6.8	6.8	6.8
TOTAL TIME	2300.8	2300.8	2117.0

LANDINGS	BROUGHT FORWARD	1412	1226
	THIS DATE	3	3
	TOTAL	1415	1229

NEXT CHECK DUE			
TYPE	A	B	C
AT	2300		

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
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① NOSE WHEEL DOOR VIBRATES IN FLIGHT	① 4-2-85 REMOVED SLOPPY DOOR SEAL TO BE REPLACED AT A LATER DATE. -END- N.G. Terry AP350483387
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CAPTAIN <i>SEW</i>		<b>MAINTENANCE LOG</b>	DATE <i>3/26/85</i>
FIRST OFFICER <i>TFD</i>			AIRCRAFT NUMBER <i>N28WW</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1409	RED	MDW	0.3	0.5
1410		DEN	2.3	2.6
1411		LAX	2.2	2.4
1412		MRY	0.9	1.2
1413		LAX	0.7	0.9
1414		DEN	1.9	2.1
TOTAL			8.3	9.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2285.7	2285.7	2101.9
THIS DATE	8.3	8.3	8.3
TOTAL TIME	2294.0	2294.0	2110.2

LAX-DEN	BROUGHT FORWARD	1406	1220
	THIS DATE	6	6
	TOTAL	1412	1226

NEXT CHECK DUE			
TYPE	A	B	C
AT	2300		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
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*Westwind II N28WW*  
*VHF 20B 4592 4592*  
*ADF 60A 7923 8126*  
*ASI-80C 1787 358*  
*Replaced #2 Comm R/T. 79566 3-27-85*  
*Replaced pilots a/insped indicator*  
*Francis L. Saubler*

CAPTAIN **SRW**  
 FIRST OFFICER **TD**

**MAINTENANCE LOG**

DATE **3 / 25 / 85**  
 AIRCRAFT NUMBER **28W/W**

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1408	SPI	RFD	.6	.9
TOTAL			.6	.9

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2285.1	2285.1	2101.3
THIS DATE	.6	.6	.6
TOTAL TIME	2285.7	2285.7	2101.9

LANDINGS	BROUGHT FORWARD	1406	1220
	THIS DATE		
	TOTAL	1406	1220

NEXT CHECK DUE			
TYPE	A	B	C
AT	2300		

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

Large empty table area for recording discrepancies and corrective actions. The table has multiple rows and is currently blank.

from the desk of . . . C. L. (Lew) Emery

TIME ON LOANER ENG

183.2 HRS

107 CYCLES

Plus FLT

RFD-SPI

3/22/85

6

1

183.8

108 CYCLES

TOTAL

EAC USE

Loaned

**EMERY AIR CHARTER, INC.**

DIVISION OF ROCKFORD MOTORS, INC.

Airport Circle — Greater Rockford Airport — Rockford, Illinois 61101

Local (815) 968-8287 — Illinois (800) 892-7627 — Outside Illinois (800) 435-8090

CAPTAIN <i>MORRIS / WINNER / S.</i> FIRST OFFICER <i>DETZYER T.</i>	<b>MAINTENANCE LOG</b>	DATE <i>3 / 25 / 85</i> AIRCRAFT NUMBER <i>28600</i>
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2284.5      2284.5      183.2

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<del>1404</del>	<del>RFD</del>	<del>SPI</del>	<del>.3</del>	<del>.6</del>
<del>1407</del>	<del>SPI</del>	<del>RFD</del>	<del>.6</del>	<del>.9</del>
1406	RFD	SPI	.6	.7
			.6	.7
TOTAL			<del>.9</del>	<del>1.5</del>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<del>2284.7</del>	<del>2284.7</del>	<del>183.4</del>
THIS DATE	.6	.8	.6
TOTAL TIME	<del>2285.6</del>	2285.6	

2285.1      2285.1      183.8

LANDINGS	BROUGHT FORWARD	1404	107
	THIS DATE	2	2
	TOTAL	1406	109

NEXT CHECK DUE			
TYPE	A	B	C
AT	2300		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL      CORRECTIVE ACTION-      ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

<b>MAR 24 1985</b> REMOVED RIGHT ENG. / S. <i>P771990</i> <i>Dail Skanda</i> for Garrett General Aviation Services Co. Repair Station 3760 Springfield, IL	<b>MAR 24 1985</b> INSTALLED RIGHT ENG <i>S/N P774821</i> <i>Dail Skanda</i> for Garrett General Aviation Services Co. Repair Station 3760 Springfield, IL
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AT A/C TIME 2285.1 ENG TIME  
 2101.3 ENG. CYCLES 1220 GARRETT  
 SPI PERFORMED 150-300-3 600  
 HOUR INSD.

*g. J. J. J.*





CAPTAIN <b>WINNER S.</b>	<b>MAINTENANCE LOG</b>	DATE <b>3/19/85</b>
FIRST OFFICER <b>DETZNER T.</b>		AIRCRAFT NUMBER <b>281111</b>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1397	RFD	DEN	1.9	2.1
1398	DEN	TEB	3.4	3.5
1399	TEB	BOS	0.7	0.9
1400	BOS	ORD	2.3	2.6
1401	ORD	RFD	0.3	0.5
TOTAL			8.6	9.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2268.5	2268.5	167.2
THIS DATE	8.6	8.6	8.6
TOTAL TIME	2277.1	2277.1	1758

LANDINGS	BROUGHT FORWARD	1395	98
	THIS DATE	5	5
	TOTAL	1400	103

NEXT CHECK DUE			
TYPE	A	B	C
AT 2300			

DISCREPANCIES - REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION - ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
#1 R/H <del>TIRE</del> MAIN TIRE BLEW OUT ALSO <del>SKYDOL</del> LEAK	#1 Removed Right Main Tire & Wheel Assy - S/N June 79 385, <del>385</del> Installed S/N Dec 81 858.
#2 NO AUDIO TONE IN ADF	Replaced R/H AFT brake Hose Assy P/N 5723552-167 John P. McJinty 3/19/85 JAP 155485387
#3 ROT BEACON INOP	(2) 3-22-85 INSTALLED A LOANER ADF. S/N OFF 8945 S/N ON 7923 - END - Tracy AP350483387
(4) THE R/H MAIN GEAR TIRE AND WHEEL ASSY IS A LOANER.	(3) 3-20-84 RE-BUILT THE TAIL ROTATING BEACON OPS. / IS OK. - END - Tracy AP350483387
	(4) 3-20-85 REMOVED LOANER AND INSTALLED AN E.A.C. SPARE TIRE AND WHEEL ASSY. S/N OFF 858 S/N ON 197. - END - Tracy AP350483387

CAPTAIN  
 M M W  
 FIRST OFFICER  
 T A

**MAINTENANCE LOG**

DATE  
 3 / 16 / 85  
 AIRCRAFT NUMBER  
 2840

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1393	RFD	MDW	.4	5
1394	MDW	22G	.7	9
1395	22G	MDW	1.0	14
1396	MDW	RFD	.3	5
TOTAL			2.4	34

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2266.1	2266.1	164.8
THIS DATE	2.4	→	2.1
TOTAL TIME	2268.5	2268.5	167.2

L A S S E S	BROUGHT FORWARD	1391	94
	THIS DATE	4	4
	TOTAL	1395	98

NEXT CHECK DUE			
TYPE	A	B	C
AT 2300			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

① STL 1124-21-017 NEEDS TO BE C/W.

① 3-13-85 C/W STL 1124-21-017 COOLING TURBINE OIL SUMP DRAIN PLUG ACCESSIBILITY IMPROVEMENT.  
 -END- D LeTacey AP350483387

CAPTAIN	<b>MAINTENANCE LOG</b>	DATE / /
FIRST OFFICER		AIRCRAFT NUMBER <u>282W</u>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1393	RFD			
TOTAL				

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2266.1	2266.1	164.8
THIS DATE			
TOTAL TIME			

LANDINGS	BROUGHT FORWARD	1391	94
	THIS DATE		
	TOTAL		

NEXT CHECK DUE			
TYPE	A	B	C
AT 2300			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
① BOTH ENG STARTER BRUSHES ARE WORN OUT.	① 3-12-85 BOTH STARTERS OVERHAULLED BY A/C SYSTEMS R/H S/N 3005 L/H S/N 3007 - END - <i>D. Tracey</i> AP350483387
② COCKPIT FIRE EXT. HYDROSTATIC TEST DATE NEEDS TO BE VERIFIED.	② 3-12-85 VERIFIED THE COCKPIT FIRE EXT. HYDROSTATIC TEST DATE IS 1-81 HALON BOTTLE. - END - <i>D. Tracey</i> AP350483387
③ A 6-MO. VISUAL LIFE VEST VISUAL INSP. IS DUE.	③ 3-12-85 C/W A 6-MO. VISUAL LIFE VEST INSPECTION. RE-CERTIFICATION IS DUE 11-85 - END - <i>D. Tracey</i> AP350483387
④ THE COOLING TURBINE OIL LEVEL NEEDS TO BE VED.	④ 3-12-85 VED COOLING TURBINE OIL LEVEL. ADDED 1OZ OF MOBIL TET II. - END - <i>D. Tracey</i> AP350483387
⑤ SIL 1124-28-018 NEEDS TO BE C/W	⑤ 3-13-85 C/W SIL 1124-28-018.
⑥ SB 1124-27-003 NEEDS TO BE C/W	⑥ ENGINE FUEL COMPUTER EMI FILTER INSPECTION. REMOVE AND RE-INSTALL FILTERS IN THE PROPER DIRECTION. - END - <i>D. Tracey</i> AP350483387
	⑦ 3-13-85 C/W SB 1124-27-003. FLAP VANE INSPECTION FOR SEPERATION AT END CAPS. NO DEFECTS TO REPORT AT THIS TIME. - END - <i>D. Tracey</i> AP350483387



CAPTAIN <i>SRW</i>		<b>MAINTENANCE LOG</b>	DATE <i>3/6-10/85</i>
FIRST OFFICER <i>BO</i>			AIRCRAFT NUMBER <i>2800W</i>

*2259.3    2258.3    157.0*

*1387*

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>1386</i>	<i>RFD</i>	<i>MOW</i>	<i>.4</i>	<i>.6</i>
<i>1387</i>	<i>MOW</i>	<i>DEN</i>	<i>2.8</i>	<i>3.1</i>
<i>1388</i>	<i>DEN</i>	<i>ASE</i>	<i>.8</i>	<i>1.1</i>
<i>1389</i>	<i>ASE</i>	<i>DEN</i>	<i>.7</i>	<i>.9</i>
<i>1390</i>	<i>DEN</i>	<i>ASE</i>	<i>.6</i>	<i>.7</i>
<i>1391</i>	<i>ASE</i>	<i>MOW</i>	<i>2.0</i>	<i>2.3</i>
TOTAL			<i>7.3</i>	<i>8.6</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>2258.5</i>	<i>2258.5</i>	<i>157.2</i>
THIS DATE	<i>7.3</i>	<i>7.3</i>	<i>7.3</i>
TOTAL TIME	<i>2265.8</i>	<i>2265.8</i>	<i>164.5</i>

L A Z A R S	BROUGHT FORWARD ✓	<i>1384</i>	<i>87</i>
	THIS DATE	<i>6</i>	<i>6</i>
	TOTAL	<i>1380</i>	<i>93</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL      CORRECTIVE ACTION-      ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

① A PHASE 9 AIRFRAME INSP, 150-HR ENG. INSP, IND BOTH ENGS. SPOOL DOWN - ✓'S ARE DUE

① 3-6-85 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 9 AIRFRAME INSP, A 150-HR INSP ON BOTH ENGINES AND BOTH ENGINES SPOOL DOWN ✓'S HAVE BEEN C/W. R/H ENGINE SPOOL DOWN 85 SEC. L/H ENGINE SPOOL DOWN 85 SEC. A LIST OF SQUAKS AND SIGN-OFFS IS ON FILE IN THE E.A.C. MAINTENANCE OFFICE. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIR-WORTHY CONDITION. - END -  
*D. Tracy AP350483387*

② Rear Baggage Door cable frayed about to break

② CABLE ORDERED *JNG/A 3/11/85*

③ Auto Pilot & flight Director completely inop

③ 3/11/85 CLEANED CONTACTS ON FCU AND REINSTALLED. OPS V OK  
*JNG/A AP32548775*

CAPTAIN <i>MMM</i>	<b>MAINTENANCE LOG</b>	DATE <i>3/5/85</i>
FIRST OFFICER <i>TFD</i>		AIRCRAFT NUMBER <i>28WU</i>

*1383*  
*1386*

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1382	MDW	DEN	2.5	2.1
1383	DEN	LAX	2.3	2.5
1384	LAX	DEN	1.7	1.9
1385	DEN	RFD	1.6	1.9
			8.1	
TOTAL			8.3	11.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2250.2	2250.2	1489
THIS DATE	8.3	8.3	8.3
TOTAL TIME	2258.5	2258.5	157.2
	2258.3	2258.3	157.0

LANDINGS	BROUGHT FORWARD	1380	83
	THIS DATE	4	4
	TOTAL	1384	87

NEXT CHECK DUE			
TYPE	A	B	C
AT 2250			

DISCREPANCIES - REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION - ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
<i>L Boost pump (incap) main</i>	<i>#1 3/4/85 Pump replaced by GARRETT LAX SEE ENTRY BELOW.</i>
<i>2 NAV CAPT / INCAP</i>	<i>#2 3/6/85 installed FGC S/N 5190 OPS CHECK, OK S/N 8.1 Error in addition S/N 8.2</i>

MAR 04 1985



GARRETT GENERAL AVIATION SERVICES COMPANY  
RS 4022

6201 West Imperial Highway • Los Angeles, California 90045 • (213) 646-2770

CUSTOMER EMERY AIR CHARTER AIRCRAFT WESTWIND 28WU S/N 368

① REPLACED L/H MAIN FUEL BOOST PUMP. S/N OFF 510 PIN ON 2070C01 S/N ON 858 OPST LEAK CHECK GOOD.

GARRETT GENERAL AVIATION SERVICES CO.  
LOS ANGELES INTERNATIONAL AIRPORT  
F.A.A. APPROVED REPAIR STATION 4022  
BY *John R. Popp*  
AIRCRAFT/ENGINE HOURS 2250.2

CAPTAIN		<b>MAINTENANCE LOG</b>	DATE
FIRST OFFICER			AIRCRAFT NUMBER
SRW / MPM BD / TD			3 / 3 / 85 2826

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1378	RFD	MDW	0.3	0.4
1379		MRY	4.6	4.8
1380		DEN	2.2	2.4
1381		MDW	1.8	2.0
TOTAL			8.9	9.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2241.3	2241.3	140.0
THIS DATE	89	89	8.9
TOTAL TIME	✓ 2250.2	✓ 2250.2	148.9 ✓

LANDINGS	BROUGHT FORWARD	1376	79
	THIS DATE	4	4
	TOTAL	✓ 1380	83

NEXT CHECK DUE			
TYPE	A	B	C
✓ AT 2250			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

① BOTH CABIN FIRE EXT NEED WEIGHT ✓ ED

① 2-25-85 C/W WEIGHT ✓ ON BOTH CABIN FIRE EXT - END -  
D. J. Tracy AP350483387







CAPTAIN <b>SM</b> FIRST OFFICER <b>SB</b>	<b>MAINTENANCE LOG</b>	DATE <b>2/20/85</b> AIRCRAFT NUMBER <b>2800</b>
--	------------------------	--

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1370	RFD	DEN	2.2	2.4
1371		LAX	2.3	2.5
1372		DEN	1.9	2.2
1373		RFD	1.7	2.0
TOTAL			<b>8.1</b>	<b>9.1</b>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2227.7	2227.7	126.4
THIS DATE	8.1	8.1	8.1
TOTAL TIME	2235.8	2235.8	134.5

LANDINGS	BROUGHT FORWARD	1368	71
	THIS DATE	4	4
	TOTAL	1372	75

NEXT CHECK DUE			
TYPE	A	B	C
AT 2250			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES - MAL FUNCTION IN DETAIL	CORRECTIVE ACTION - ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
--	--

① THE NOSE LANDING GEAR STRUT LEAKS INTERNALLY.

① 2-15-85 RE-BUILT THE NOSE LANDING GEAR STRUT AND SERVICED IAW THE MAINTENANCE MANUAL - END - *D. G. Tracy* AP350483387

② Nose gear strut goes flat overnight.

② 2-21-85 REPLACED DEFECTIVE SERVICING VALVE SEAL. SERVICED NOSE STRUT IAW THE MAINTENANCE MANUAL - END - *D. G. Tracy* AP350483387



CAPTAIN <b>WINNER S.</b> <hr/> FIRST OFFICER <b>BOOM S.</b>	<h2 style="margin:0;">MAINTENANCE LOG</h2>	DATE <b>02/06/85</b> <hr/> AIRCRAFT NUMBER <b>28600</b>
--	--	--

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1359	DEN	MDW	2.0	2.1
1360	MDW	TEB	1.5	1.7
1361	TEB	MDW	2.0	2.2
1362	MDW	DEN	2.4	2.6
1363	DEN	RFD	1.7	2.0
<del>1364</del>				
TOTAL			9.6	10.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2211.3	2211.3	110.0
THIS DATE	9.6	9.6	9.6
TOTAL TIME	2220.9	2220.9	119.6

LANDINGS	BROUGHT FORWARD	1357	62
	THIS DATE	5	5
	TOTAL	1362	67

NEXT CHECK DUE			
TYPE	A	B	C
AT 2250			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL      CORRECTIVE ACTION-      ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1. F/O AUDIO PANNEL HAS NO NITE LITES AT ALL	DEFERRED - SEE ITEM #2 <div style="text-align: center;">↓</div>
#2. LETTERS ON RADAR CHECKLIST, NAV DATA DIFFICULT TO READ	DEFERRED - SEE ITEM #1 <div style="text-align: center;">g. Smey</div>
#3. WINDOW LITES TWO FOWARD WINDOWS 1/4 SIDE WOP	#3 2/13/85 REPLACED BULBS <div style="text-align: right;">JALY A 44323-84873</div>
#4. LANDGEAR TAKE APPROX 2 MINS. TO INDICATE UP AT REDUCED AIRSPEED (SUSPECT DIRTY SQUAT SWITCH)	#4 2/13/85 CLEANED ALL SQUAT SWITCHES <div style="text-align: right;">JALY A 44323-84873</div>
#5.	

CAPTAIN  
**WINNER S**

FIRST OFFICER  
**Bloom S.**

**MAINTENANCE LOG**

DATE  
**02/05/85**

AIRCRAFT  
NUMBER **28Ww**

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1355	RFD	MDW	.5	.6
1356	MDW	MSP	1.2	1.5
1357	MSP	ORD	.8	1.0
1358	ORD	DEN	2.4	2.6
TOTAL			4.9	5.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2206.4	2206.4	105.1
THIS DATE	4.9	4.9	4.9
TOTAL TIME	2211.3	2211.3	110.0

L A Z E R S	BROUGHT FORWARD	1353	58
	THIS DATE	4	4
	TOTAL		62

NEXT CHECK DUE			
TYPE	A	B	C
AT 2250			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

① L/H #2 FIRE BOTTLE SQUIBBER NEEDS TO BE CHANGED.

① 2-5-85 REPLACED THE L/H #2 FIRE BOTTLE SQUIBBER - END - *D. Tracy* AP350493387

② EMERGENCY BATTERY NEEDS TO BE DEEP CYCLED.

② 2-5-85 DEEP CYCLED EMER. BATTERY. - END - *D. Tracy* AP350493387

CAPTAIN <u>WINNER S.</u>		<b>MAINTENANCE LOG</b>	DATE <u>02/01.03/85</u>
FIRST OFFICER <u>BLOOM S.</u>			AIRCRAFT NUMBER <u>28W</u>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1352	DEN	SUN	1.3	1.6
1353	SUN	DEN	1.3	1.5
1354	DEN	MDW	1.8	2.1
1355	MDW	RFD	.4	.6
TOTAL			4.8	5.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2201.6	2201.4	100.3
THIS DATE	4.8	4.8	4.8
TOTAL TIME	2206.4	2206.4	105.1

L-1011-30	BROUGHT FORWARD	1349	54
	THIS DATE	4	4
	TOTAL	1353	58

NEXT CHECK DUE			
TYPE	A	B	C
AT 2250			

DISCREPANCIES - REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION - ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
#1. LETTERING ON RADAR IE. CHECKLISTS & MANUFUNCTIONS LETTER ARE BLURRY AND VERY DIFFICULT TO READ.	① 2-5-85 RADAR LETTERING IS DEFERRED AT THIS TIME. - END - D. Tracy AP350483387
#2. ROTATING BELOW OUTAIL DOES NOT ROTATE.	② PARTS ORDERED
#3. TRANSMITTER ON BOTH RADIOS INTERMIT VERY SCRATCHY AND HARD TO UNDERSTAND 3 BY 3 QUOTED BY DEN CENTER RECEIVERS ARE OK. (TODAY 2-3-85 WAS OK)	③ 2-5-85 SWAPPED VHF-20'S FROM R/H TO L/H. OPS. ✓ IS OK. - END - D. Tracy AP350483387
#4. FUSE BLOWN FOR T.V. PLEASE <del>EA</del> CHECK SYSTEM	④ 2-5-85 REPLACED T.V. FUSE. OPS. ✓ IS OK. - END - D. Tracy AP350483387

CAPTAIN  
S. WINNER  
FIRST OFFICER  
S. Bloom

# MAINTENANCE LOG

DATE  
1 / 30 31 / 85  
AIRCRAFT NUMBER  
286W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1347	RFD	MDW	.4	.5
1348	MDW	DEN	2.8	3.1
1349	DEN	ASE	.4	.3
1350	ASE	SUN	1.2	1.4
1351	SUN	DEN	1.2	1.5
TOTAL			6.0	6.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2195.6	2195.6	94.3
THIS DATE	6.0	6.0	6.0
TOTAL TIME	2201.6	2201.6	100.3

LANDINGS	BROUGHT FORWARD	1344	49
	THIS DATE	5	5
	TOTAL	1349	54

NEXT CHECK DUE			
TYPE	A	B	C
AT 2200			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1 PHASE 8 INSPECTION DUE AT 2200 HRS

#1 ACCOMPLISHED PHASE 8 INSPECTION IN ACCORDANCE WITH I.A.I. PHASE 8 FORM. COMPLIED WITH S.I.L. F731-68 SPOOL ROLLDOWN CHECK, LEFT 84 SECONDS, RIGHT 88 SECONDS. REPLACED LEFT HAND #1 FIRE EXTINGUISHER CARTRIDGE WITH NEW PART #13083-5 DATED JAN 85, REPLACEMENT DUE JAN 89. DETAILS ON FILE AT EMERY AIR CHARTER UNDER WORK ORDER 2446. I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A PHASE 8 INSPECTION AND WAS RETURNED TO SERVICE IN AIRWORTHY CONDITION  
 Jean Pugh APP 323484873



# AIRCRAFT WEIGHING RECORD

Without ~~BOOK~~  
L.R.F.T.

Date Weighed		29 Jan 85		Model 1124A		Serial No. 368	
Place Weighed Emery Air Charter				Weighing Inspector: K. C. Aviation			
Reaction	Scale Reading	Tare	Net Weight	Arm	Moment		
Left Jack	6240.0	6	6246.0				
Right Jack	6225.0	6	6231.0				
<b>Sub Total</b>	12465.0	12	12477.0	296.65	3701302.10		
Nose Jack	540.0	6	546.0	-4.51	-2462.46		
<b>Total (as weighed)</b>	13005.0	18	13023.0			3698839.64	
<b>Total Items Table I -</b>				284.02			
<b>Total Items Table II</b>					23919.00		
<b>Total Items Table II</b>					13072.00		
<b>Basic (BOW) Airplane</b>			13456.69	277.61	3735830.64		

%MAC =  $\frac{277.61 - 253.964}{.90193} = 26.22$

**TABLE I**

Items <del>not</del> not part of basic airplane	Weight	Arm	Moment
Crew	340.0	60	20400
Manuals	15.0	70	1050
<b>JACK PADS</b> (incl in tare)	4.5	252	1134
Toilet fluids	15.0	89	1335
Forward cabinet items			
<b>TOTAL</b>	374.5		23919.

**TABLE II**

Basic items not in when weighed	Weight	Arm	Moment
Bar ice chest items	15.0	100	1500
Galley items	20.0	116	2320
<b>UNUSEABLE FUEL</b>			
Tow bar	18.0	354	6372
Engine covers	6.4	450	2880
<b>TOTAL</b>	59.4		13072

4 single seats.  
3 places side facing modular divan.

*[Signature]* N/A 44P323484873  
**TECHNICAL ENGINEER/DATE**

# AIRCRAFT WEIGHING RECORD With L.R.F.T.

Weighed 29 Jan 85
Model 1124A
Serial No. 368

Place Weighed Emery Air Charter				Weighing Inspector: K.C. Aviation	
Reaction	Scale Reading	Tare	Net Weight	Arm	Moment
Left Jack	6240.0	6	6246.0		
Right Jack	6225.0	6	6231.0		
<b>Sub Total</b>	12465.0	12	12477.0	296.65	3701302.10
Nose Jack	540.0	6	546.0	-4.51	-2462.46
<b>Total (as weighed)</b>	13005.0	18	13023.0	284.02	3698839.64
<b>Total Items Table I -</b>			374.5		23919.00
<b>Total Items Table II</b>			139.2		41640.00
<b>Basic Airplane</b>			13536.7	278.09	3764398.64

$\%MAC = \frac{278.09 - 253.964}{.90193} = 26.75$

**TABLE I**

Items not part of basic airplane	Weight	Arm	Moment
Crew	340.0	60	20400.00
Manuals	15.0	70	1050.00
<b>JACK PADS</b>			
Toilet fluids	4.5	252	1134.00
Foreward items	15.0	89	1335.00
<b>TOTAL</b>	374.5		23919.00

**TABLE II**

Basic items not in when weighed	Weight	Arm	Moment
Bar ice chest items	15.0	100	1500.00
Galley items	20.0	116	2320.00
Tow bar	18.0	354	6372.00
<b>UNUSEABLE FUEL</b>			
Engine covers	6.4	450	2880.00
Long range fuel tank	79.8	358	28568.00
<b>TOTAL</b>	139.2		41640.00

4 single seats.  
 3 places side facing modular divan.

John P. Ryan APR 323484873  
**TECHNICAL ENGINEER / DATE**



**EMERGENCY AIR CHARTER**

ROCKFORD MOTORS, INC.  
GREATER ROCKFORD AIRPORT • ROCKFORD, ILLINOIS 61109

AIRCRAFT MAKE: \_\_\_\_\_ MODEL: \_\_\_\_\_ S/N: P.77488  
 ENGINES MAKE: GARRETT MODEL: TFE-731-3-1G  
 LEFT S/N: \_\_\_\_\_ RIGHT S/N: \_\_\_\_\_

TOTAL TIME: AIRCRAFT: 2194.7  
 LEFT ENGINE TOTAL TIME: 2194.7 SINCE OVERHAUL: 2194.7  
 RIGHT ENGINE TOTAL TIME: \_\_\_\_\_ SINCE OVERHAUL: \_\_\_\_\_

L/H 28WN

AD NOTE LISTING

AD NUMBER	DATE	SUBJECT	Method C/W	Time C/W	Due Again
74-11-04	5/23/74	POWER SECTION CHANGE # 20	N/A BY MODEL		N/A
74-11-06	8/23/74	FUEL CONTROL COMPARTERS	N/A BY MODEL		
74-13-09	7/31/74	FUEL PUMP	N/A BY MODEL		
74-18-12	8/5/74	FUEL CONTROL ORFICE	N/A BY MODEL		
74-18-16	8/7/74	FUEL CONTROL COMPARTERS	N/A BY MODEL		
74-23-05	11/14/74	FUEL PUMPS	N/A BY MODEL		
75-07-10	5/1/75	TRANSFER GEARBOX VERTICAL BEVEL GEAR SUPPORT	N/A BY PARTS	INSTALLED	
78-22-10	11/13/78	LOW PRESSURE ROTOR THRUST BALL BEARING	N/A BY SN		
80-16-04	8/7/80	SEPERATION OF TIE ROD	N/A BY SN		
81-24-08	1/6/82	SEPERATION OF THE ENGINE REAR MOUNT FROM DUCT	N/A BY SN		
82-23-03	12/9/83	FAILURE OF HIGH PRESSURE COMPRESSOR IMPELLER DUE TO CRACKS			5100



**GENERAL AIR CARRIER**

ROCKFORD MOTORS, INC.  
GREATER ROCKFORD AIRPORT • ROCKFORD, ILLINOIS 61108

AIRCRAFT MAKE: \_\_\_\_\_ MODEL: \_\_\_\_\_ S/N: P.77492  
 ENGINES MAKE: GARRETT MODEL: TFE-731-3-1G  
 LEFT S/N: \_\_\_\_\_ RIGHT S/N: \_\_\_\_\_

TOTAL TIME: AIRCRAFT: 2194.7  
 LEFT ENGINE TOTAL TIME: \_\_\_\_\_ SINCE OVERHAUL: \_\_\_\_\_  
 RIGHT ENGINE TOTAL TIME: 2100 SINCE OVERHAUL: 2100

R/A 28WN

AD NOTE LISTING

AD NUMBER	DATE	SUBJECT	Method C/W	Time C/W	Due Again
74-11-04	5/23/74	POWER SECTION CHANGE # 20	N/A BY MODEL		N/A
74-11-06	8/23/74	FUEL CONTROL COMPUTERS	N/A BY MODEL		↓
74-13-09	7/31/74	FUEL PUMP	N/A BY MODEL		
74-18-12	8/5/74	FUEL CONTROL ORFICE	N/A BY MODEL		
74-18-16	8/7/74	FUEL CONTROL COMPUTERS	N/A BY MODEL		
74-23-05	11/14/74	FUEL PUMPS	N/A BY MODEL		
75-07-10	5/1/75	TRANSFER GEARBOX VERTICAL BEVEL GEAR SUPPORT	N/A BY PARTS	INSTALLED	
78-22-10	11/13/78	LOW PRESSURE ROTOR THRUST BALL BEARING	N/A BY SN		
80-16-04	8/7/80	SEPERATION OF TIE ROD	N/A BY SN		
81-24-08	1/6/82	SEPERATION OF THE ENGINE REAR MOUNT FROM DUCT	N/A BY SN		
82-23-03	12/9/83	FAILURE OF HIGH PRESSURE COMPRESSOR IMPELLER DUE TO CRACKS			5100



**EMERY AIR CRAFT**  
 ROCKFORD MOTORS, INC.  
 GREATER ROCKFORD AIRPORT • ROCKFORD ILLINOIS 61109

AIRCRAFT MAKE: J.A.I. MODEL: 1124A S/N: 368  
 ENGINES MAKE: PRATT MODEL: 731  
 LEFT S/N: P77488 RIGHT S/N: P77482

TOTAL TIME: AIRCRAFT: 2194.7  
 LEFT ENGINE TOTAL TIME: 2194.7 SINCE OVERHAUL: 2194.7  
 RIGHT ENGINE TOTAL TIME: LOANER SINCE OVERHAUL: LOANER

AD NOTE LISTING

AD NUMBER	DATE	SUBJECT	Method C/W	Time C/W	Due Again
30-19-15	9/11/80	CHAFFING WIRES W/WAPER HOT POT	N/A BY	S/N	N/A
31-07-07	3/20/81	INTERCOM OVERHEAT & FIRE	N/A BY	S/N	N/A

( Date of listing 1/25/85 ( Revision #1 \_\_\_\_\_ By [Signature] )

CAPTAIN <b>WINNER S</b>	MAINTENANCE LOG	DATE <b>1/28/85</b>
FIRST OFFICER <b>EMERY J.</b>		AIRCRAFT NUMBER <b>28WW</b>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1345	RFD	ATW	.5	6
1346	ATW	RFD	.4	6
TOTAL			9	1.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2194.7	2194.7	93.4 *
THIS DATE	9	9	9
TOTAL TIME	2195.6	2195.6	94.3

LANDINGS	BROUGHT FORWARD	1342	48 *
	THIS DATE	2	1
	TOTAL	1344	49

NEXT CHECK DUE			
TYPE	A	B	C
AT	2200		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1 NITE LITES ON F/O's  
AUDIO PANEL DUOP

TIME CORRECTED 1/25/85

\* LOANER ENGINE INSTALLED 12/1/84  
TIME AND CYCLES ARE SINCE INSTALLATION

ORIGINAL ENG REMOVED 12/1/84  
← TISU WHEN REMOVED 2101.3 HRS  
TCSN " " 1220 CYCLES

① 2-5-85 R/H AUDIO PANEL NITE LITES ARE DEFERRED AT THIS TIME.  
→ END → G. Tracy AP350483387

CAPTAIN S. WINNER  
 FIRST OFFICER S. BLOOM

# MAINTENANCE LOG

DATE 1/22/85  
 AIRCRAFT NUMBER 28000

1340  
1  
42  
43  
44

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1339	REF	MDW	.4	.5
1340	MDW	TPA	2.1	2.4
1341	TPA	<del>JAA</del>	2.0	2.1
1342	<del>IAD</del> DCA	MDW	1.4	1.8
1343	MDW	REF	.5	.6
TOTAL			6.4	7.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2189.4		
THIS DATE	6.4		
TOTAL TIME	2195.8		

2194.7

LANDINGS	BROUGHT FORWARD	1338	1266
	THIS DATE	5	5
	TOTAL	1343	1271

NEXT CHECK DUE			
TYPE	A	B	C
AT	2200		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

None

1342

CAPTAIN <b>S. WINNER</b>	<b>MAINTENANCE LOG</b>	DATE <b>1 / 21 / 85</b>
FIRST OFFICER <b>S. Bloom</b>		AIRCRAFT NUMBER <b>28W</b>

2182.7      2182.7      81.4

1337  
38  
3A

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1336	RFD	MDW	.4	.7
1337	MDW	DEN	2.4	2.6
1338	DEN	RFD	2.8	2.9
TOTAL			5.6	6.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	21838	—	—
THIS DATE	5.6		
TOTAL TIME	2189.4		

L A Z E R S	BROUGHT FORWARD	1334	1260
	THIS DATE	3	3
	TOTAL	1338	1266

NEXT CHECK DUE			
TYPE	A	B	C
AT 2200			

<b>DISCREPANCIES-</b> REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	<b>CORRECTIVE ACTION-</b> ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
---	--

#1 F/O AUDIO PANEL CONTROL LIGHTS INOP

① 2-5-85 R/H AUDIO PANEL LITES ARE DEFERRED. — END — *D.C. Tracy*

#2 TENTH'S DIGITS ON LH N2 GAUGE. NONMOVING LED BURNED OUT (SAME FOR I++ FOR LEFT SIDE)

② 2-5-85 L/H N2 GAGE C.E.D.'S ARE DEFERRED. — END — *D.C. Tracy*  
AP350483387



CAPTAIN  
 FIRST OFFICER

MMW  
 SB

**MAINTENANCE LOG**

DATE 1/20/55  
 AIRCRAFT NUMBER 2840

1336

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1334	DEN	MDW	2.0	2.1
1335	MDW	RFD	.4	.5
TOTAL			2.4	2.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2182.8	→	→
THIS DATE	24	→	→
TOTAL TIME	2183.2	→	→

2182.7

L A Z E R S	BROUGHT FORWARD	1335	1261
	THIS DATE	2	2
	TOTAL	1335	1262

NEXT CHECK DUE			
TYPE	A	B	C
AT 2200			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

1334 1760

NTR



CAPTAIN <div style="text-align: center; font-size: 1.2em;">MMM</div>	MAINTENANCE LOG	DATE <div style="text-align: center; font-size: 1.2em;">1 / 17 / 85</div>
FIRST OFFICER <div style="text-align: center; font-size: 1.2em;">TFD</div>		AIRCRAFT NUMBER <div style="text-align: center; font-size: 1.2em;">28mm</div>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1328	RFD	MDW	0.4	0.6
1329		DEN	2.1	2.4
1330		LAX	1.9	2.1
1331		DEN	2.1	2.3
TOTAL			6.5	7.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2170.5	—	—
THIS DATE	6.5		
TOTAL TIME	2177.0		

LANDINGS	BROUGHT FORWARD	1327	1255
	THIS DATE	4	4
	TOTAL	1331	1259

NEXT CHECK DUE			
TYPE	A	B	C
AT 2200			

**DISCREPANCIES -** REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

**CORRECTIVE ACTION -** ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

- |   |  |
|---|--|
| ① L/H MST IS A LOANER                                       | ① 1-16-85 REMOVED LOANER AND INSTALLED A SERVICEABLE L/H MST. S/N OFF 358, S/N ON 1287 - END<br>D.C. Tracy AP350483387 |
| ② STRUTS LOW, NEED SERVICING.                               | ② 2-5-85 SERVICED STRUTS. — END — D.C. Tracy AP350483387   |
| ③ YELLOW LETTERS ON CRT ARE OUT OF FOCUS, DIFFICULT TO READ | ③ 2-5-85 RADAR LETTERING IS DEFERRED. — END — D.C. Tracy AP350483387   |

CAPTAIN MMW		MAINTENANCE LOG	DATE 1/15/84
FIRST OFFICER TD			AIRCRAFT NUMBER 28000

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1322	RFD	DEN	2.2	2.4
1323	DEN	LAX	1.9	2.1
1324	LAX	DEN	2.3	2.5
1325	DEN	TER	3.2	3.4
1326	TER	DEN	4.1	4.3
1327	DEN	RFD	1.7	2.1
TOTAL			15.4	16.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2155.1	---	---
THIS DATE	15.4	---	---
TOTAL TIME	2170.5	---	---

L V E L S	BROUGHT FORWARD	1321	1249
	THIS DATE	6	6
	TOTAL	1327	1255

NEXT CHECK DUE			
TYPE	A	B	C
AT 2200			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

① PHASE 7 INSPECTION IS DUE.

① 1-10-85 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED (AS) A PHASE 7 INSPECTION. A LIST OF SQUAKS AND SIGN-OFFS IS ON FILE IN THE E.A.C. MAINTENANCE OFFICE. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION. -END- D.P. Lang AP350483387

CAPTAIN  
**M. McGRATH**  
 FIRST OFFICER  
**S. Bloom**

**MAINTENANCE LOG**

DATE  
**12 / 27 / 84**  
 AIRCRAFT  
 NUMBER **28WV**

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1317	DEN	MRY	2.6	2.7
1318	MRY	DEN	2.0	2.2
1319	DEN	MMSD	2.9	3.1
1320	MMSD	MDW	4.1	4.4
1321	MDW	RFD	.4	.5
TOTAL			12.0	12.9

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2143.1	—	—
THIS DATE	12.0		
TOTAL TIME	2155.1	—	—

L A Z E R S	BROUGHT FORWARD	1316	1244
	THIS DATE	5	5
	TOTAL	1321	1249

NEXT CHECK DUE			
TYPE	A	B	C
AT 2150			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1. **MICK RELAY STICKS ON CAPT. SIDE** **① 1-10-85 REPAIRED THE L/H MIC JACK AND REPLACED THE MIC.**  
**-END- N.G. Tracy AP350483387**

CAPTAIN <b>Mc GRATH</b>	<b>MAINTENANCE LOG</b>	DATE <b>12 / 22 / 84</b>
FIRST OFFICER <b>BLOOM</b>		AIRCRAFT NUMBER <b>22814</b>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<b>1315</b>	<b>RFI</b>	<b>MDW</b>	<b>.4</b>	<b>.5</b>
<b>1316</b>	<b>MDW</b>	<b>DEN</b>	<b>2.6</b>	<b>2.7</b>
TOTAL			<b>3.0</b>	<b>3.2</b>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<b>2140.1</b>	←	
THIS DATE	<b>3.0</b>		
TOTAL TIME	<b>2143.1</b>		

*See 12/19-17/2  
072202*

LANDINGS	BROUGHT FORWARD	<b>1314</b>	<b>1242</b>
	THIS DATE	<b>2</b>	<b>2</b>
	TOTAL	<b>1316</b>	<b>1244</b>

NEXT CHECK DUE			
TYPE	A	B	C
AT <b>2150</b>			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL      CORRECTIVE ACTION-      ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

**BOTH MAIN TIRES ARE WORN TO LIMITS**      **12-21-84 INSTALLED TWO NEW MAIN GEAR TIRES. - END -**  
*DC Mary AP350483387*

CAPTAIN WIGNER S. / McGRATH M.		DATE 12/21/84
FIRST OFFICER BLOOM S.		

# MAINTENANCE LOG

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1412	TEB	MDW	2.1	2.4
1413	MDW	DEN	2.4	2.7
1414	DEN	RFD	1.7	1.8
TOTAL			6.2	6.9

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2133.9	-	-
THIS DATE	6.2	-	-
TOTAL TIME	2140.1	-	-

LANDINGS	BROUGHT FORWARD	1311	1239
	THIS DATE	3	3
	TOTAL	1314	1242

NEXT CHECK DUE			
TYPE	A	B	C
AT 2150			

DISCREPANCIES- MALFUNCTION IN DETAIL	REPORT EACH SYSTEM AND/OR COMPONENT	CORRECTIVE ACTION-	ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
#1. CAPT. FLT INSTRUMENT LITES (BACK LITES) INOP			① 1-10-85 REPLACED THE CAPT'S FLT INSTRUMENT LITES DIMMER. OPS. ✓ IS OK. - END - A. Tracy AP350483387
#2. DRAIN UNDER COFFEE POTS PLUGGED I/P			② 1-10-85 CLEANED THE COFFEE POT DRAIN. OPS. ✓ IS OK. - END - A. Tracy AP350483387
#3. L position light out			③ 12-21-84 INSTALLED A NEW L/H POSITION LIGHT LAMP. OPS ✓ IS OK - END - A. Tracy AP350483387

CAPTAIN <b>WINNER S.</b> FIRST OFFICER <b>BLOOM S.</b>	<b>MAINTENANCE LOG</b>	DATE <b>12/ 18/84</b> AIRCRAFT NUMBER <b>286W</b>
---	------------------------	--

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1407	RFO	DEN	2.2	2.4
1408	DEN	LAX	2.8	3.0
1409	LAX	DEN	1.6	2.1
1410	DEN	MDW	1.6	1.8
1411	MDW	TEB	1.4	1.6
TOTAL			9.6	10.9

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2124.3		
THIS DATE	9.6		
TOTAL TIME	2133.9		

L O A D I N G S	BROUGHT FORWARD	1306	1234
	THIS DATE	5	5
	TOTAL	1311	1239

NEXT CHECK DUE			
TYPE	A	B	C
AT 2150			

<b>REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL</b>	<b>CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL</b>
---	--

NONE



CAPTAIN  
 FIRST OFFICER

*SM*  
*TD*

# MAINTENANCE LOG

DATE  
*12 / 18 / 84*

AIRCRAFT  
 NUMBER  
*28644*

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>1405</i>	<i>RFD</i>	<i>SPI</i>	<i>.5</i>	<i>.6</i>
<i>1406</i>		<i>RFD</i>	<i>.5</i>	<i>.6</i>
TOTAL			<i>1.0</i>	<i>1.2</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>2123.3</i>		
THIS DATE	<i>1.0</i>		
TOTAL TIME	<i>2124.3</i>		

LANDINGS	BROUGHT FORWARD		
		<i>1304</i>	<i>1232</i>
	THIS DATE	<i>2</i>	<i>2</i>
TOTAL	<i>1306</i>	<i>1234</i>	

NEXT CHECK DUE			
TYPE	A	B	C
AT	<i>2100</i>		

*→ ?*

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

*NTR*

CAPTAIN *Winger S.*  
 FIRST OFFICER *Brown*

**MAINTENANCE LOG**

DATE *12/17/84*  
 AIRCRAFT NUMBER *28100*

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>1403</i>	<i>RFD</i>	<i>DEW</i>	<i>2.4</i>	<i>2.6</i>
<i>1404</i>	<i>DEW</i>	<i>RFD</i>	<i>1.5</i>	<i>1.8</i>
TOTAL			<i>3.9</i>	<i>4.3</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>2119.4</i>	<i>—</i>	<i>—</i>
THIS DATE	<i>3.9</i>		
TOTAL TIME	<i>2123.3</i>	<i>—</i>	<i>—</i>

LANDINGS	BROUGHT FORWARD	1302	1250
	THIS DATE	<i>2</i>	<i>2</i>
	TOTAL	<i>1304</i>	<i>1252</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT	<i>2100</i>		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

*#1 R/H ITT INTERMIT.*  
*#2 R/H OIL PRES 50 PSI*

*CHANGED OUT I.T.T. SYSTEM FOUND LOOSE CONNECTION AND TIGHTENED. OPS CHECKED O.K.*  
*AP350483387*  
 for AirResearch Aviation Co.  
 Repair Station 3760 Springfield, IL

*② 1-10-85 ADJUSTED THE R/H OIL PRESSURE. — END —*  
*AP350483387*

CAPTAIN S. WINNER		<b>MAINTENANCE LOG</b>	DATE 12 / 12 / 84
FIRST OFFICER S. BLOOM			AIRCRAFT NUMBER 2800W

2109.4

1300

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1399	RFD	MDW	.4	.5
1400	MDW	MRY	4.7	4.9
1401	MRY	MDW	4.0	4.2
1402	MDW	RFD	.4	.5
TOTAL			9.5	10.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2109.9	—	—
THIS DATE	9.5	—	—
TOTAL TIME	2119.4	—	—

LANDINGS	BROUGHT FORWARD	1298	1227
	THIS DATE	4	3
	TOTAL	1302	1230

NEXT CHECK DUE			
TYPE	A	B	C
AT 2100			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL      CORRECTIVE ACTION-      ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

- |   |  |
|---|--|
| 1) AUX BATTERY IS DUE FOR DEEP CYCLE.                           | 1) 12-12-84 DEEP CYCLED THE AUX BATTERY. - END - <i>D. C. Tracy</i><br>AP350483387   |
| 2) NICAD BATTERIES UNSERVICEABLE                                | 2) 12-12-84 REMOVED BOTH NICAD BATTERIES AND INSTALLED 2 NEW GILL BB638T LEAD ACID BATTERIES PER THE INSTRUCTIONS OF STL SA121450. REVISED WEIGHT & BALANCE DATA, INSERTED SUPPLEMENT IN AIRPLANE FLIGHT MANUAL. SEE 337 DATED 12/12/84 FOR DETAILS, AIRCRAFT RETURNED TO SERVICE IN AIRWORTHY CONDITION<br><i>J. O. N. G. H. A. A. P. 323484823</i> |
| 3) R/H REAR SEAT WILL NOT RECLINE                               | 3) HYD LOCK BUTTON STUCK, UNSTUCK WORKS NORMALLY   |
| 4) DRAIN UNDER COFFEE POT WILL NOT DRAIN (BUTTON STUCK CLOSED). | 4) LUBED BUTTON WORKS OK   |
| 5) ALERON TRIM INOP   | 5) 12-17-84 REPLACED THE ALERON TRIM ACTUATOR OPS. ✓ IS OK. S/N OFF 1225 S/N ON 1256. - END - <i>D. C. Tracy</i><br>AP350483387  |
| 6) FLAP UNBAL AT 22° (APPROX)                                   | 6) 12-17-84 REPLACED THE R/H FLAP X-METER OPS. ✓ IS OK. - END - <i>D. C. Tracy</i><br>AP350483387 S/N OFF H164 S/N ON H330   |

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

Form Approved  
Budget Bureau No. 04-R060.1

**MAJOR REPAIR AND ALTERATION**  
**(Airframe, Powerplant, Propeller, or Appliance)**

FOR FAA USE ONLY  
OFFICE IDENTIFICATION

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE ISRAEL AIRCRAFT INDUSTRIES	MODEL WESTWIND 1124A
	SERIAL NO. 368	NATIONALITY AND REGISTRATION MARK N28WW
2. OWNER	NAME (As shown on registration certificate) MKDG, INC	ADDRESS (As shown on registration certificate) 410 17th Street Suite 1400 Denver, CO 80202

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
RFRAME	***** (As described in item 1 above) *****				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
James N. Rezich 1811 Colorado Ave. Rockford, IL 61108	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	A & P 323484873
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE 12/12/84	SIGNATURE OF AUTHORIZED INDIVIDUAL. <i>James N. Rezich</i>
------------------	---

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION 12/12/84	CERTIFICATE OR DESIGNATION NO. 323484873	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>James N. Rezich</i>
---	---	--

## NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (if more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

12-12-84

Total Time 2109.9

Installed Lead Acid Batteries per STC SA121450.

Revised weight & Balance Data, added Supplement to Airplane Flight Manual

Nothing Follows

ADDITIONAL SHEETS ARE ATTACHED

CAPTAIN SM S. Winner  
 FIRST OFFICER TD

**MAINTENANCE LOG**

DATE 107 12 09 84  
 AIRCRAFT NUMBER 280W

1295  
1299

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1293	RFD	SPI	5	6
1294	SPI	DEN	1.9	2.0
1295	DEN	LAX	2.2	2.3
1296	LAX	DEN	1.8	2.2
1297	DEN	MDW	1.9	2.2
1298	MDW	RFD	0.3	0.5
8.1		TOTAL	8.7	9.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2101.3	2101.3	-0-
THIS DATE	8.68.1	---	---
TOTAL TIME	2109.9		8.1

L 1293-1298	BROUGHT FORWARD	1292	1221
	THIS DATE	5	4
	TOTAL	1298	1227

NEXT CHECK DUE			
TYPE	A	B	C
AT 2100			

2109.4

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION.

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

4 DEC 84 BOTH ENGINES HAD MAJOR INSPECTIONS PERFORMED C/W 600HR INSPECTION BOTH THRUST REVERSERS, LUBED THRUST REVERSER FEED BACK CABLES, CHANGED WATER SEPARATOR SOCK

for AirResearch Aviation Co.  
 Repair Station 3760 Springfield, IL

#1 FLAP UNBALANCE OCCURS A APPROX 22° FLAP INDICATION. FLAPS WILL RESET ON THE GROUND

① 12-12-84 FLAP X-METERS WERE GRET. DRYED OUT. OPS. ✓ IS OK. -END- DD-Jerry AP350483387

#2 ELEVATOR TRIM VIBRATOR INOP

② 12-12-84 CLEANED BELL AND OPS CHECK - OK JERRY/A AP323484873

③ A PHASE 6 INSPECTION IS DUE AT 2100 HRS. T.T.

③ 12-12-84 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 6 INSPECTION. A LIST OF SQUAKS IS ON FILE IN THE E.A.C. MAINTENANCE OFFICE. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION -END- DD-Jerry AP350483387

Rt ENG Removed - LOANED INSTALLED AT AIRSEARCH SPI







CAPTAIN <i>JCE</i>	<b>MAINTENANCE LOG</b>	DATE <i>11 / 16 / 84</i>
FIRST OFFICER <i>SB</i>		AIRCRAFT NUMBER <i>28612</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>1286</i>	<i>RFD</i>	<i>RFD</i>	<i>.7</i>	<i>1.2</i>
TOTAL			<i>.7</i>	<i>1.2</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>2085.4</i>	—	—
THIS DATE	<i>.7</i>		
TOTAL TIME	<i>2086.1</i>	—	—

L A S T C H E C K S	BROUGHT FORWARD	1284	1214
	THIS DATE	<i>1</i>	<i>1</i>
	TOTAL	<i>1285</i>	<i>1215</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT	<i>2100</i>		

<p style="font-size: small; margin: 0;">REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL</p>	<p style="font-size: small; margin: 0;">CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL</p>
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CAPTAIN  
 WINNER S.  
 FIRST OFFICER  
 Bloom S.

**MAINTENANCE LOG**

DATE  
 11 / 15 / 84  
 AIRCRAFT  
 NUMBER 288W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1281	RFD	MDW	.3	.5
1282	MDW	LAX	4.5	4.7
1283	LAX	DEN	1.7	2.0
1284	DEN	MDW	1.9	2.3
1285	MDW	RFD	.4	.7
TOTAL			8.8	10.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2076.6		
THIS DATE	8.8		
TOTAL TIME	2085.4		

L A Z E R S	BROUGHT FORWARD	1279	1209
	THIS DATE	5	5
	TOTAL	1284	1214

NEXT CHECK DUE			
TYPE	A	B	C
AT 2100			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1 R/H WINDSHIELD WIPER NEEDS TO BE REPLACED

11/18/84  
 ① INSPECTED WIPER BLADE AND IS OP

#2. F/O's HORIZON IS DIFFICULT TO ERECT.

② REMOVED HORIZON AND INSTALLED ON UNIT SIN 6610212 OPERATIONAL CHECK OK  
 ③ REMOVED CONTROLLER AND INSTALLED CONTROLLER FROM 288NW FOR

#3. DURING CLIMB TO CRUISE ALT. MAX. CABIN RATE OF CLIMB OBTAINABLE IS 500 FPM CABIN ALT. AT CRUISE SHOULD HAVE BEEN 7700' CABIN LEVELLED OFF AT 6100'. CABIN ALT. WAS RAISED TO 7500 BY SELECTING R/H ENGINE BLEED AIR AND OPENING MANUAL DUMP VALVE TO A RATE OF CABIN CLIMB OF 500 FPM.

TRON BUSHING APPROX.  
 ④ SUPPLY LAMP  
 JURY A9P.323484875

#4. ~~OVER HEAT SWITCH INTER~~  
 #4. NEEDS SUPPLY OF 387 & 327 LIGHT BULBS



CAPTAIN <span style="font-size: 1.5em; margin-left: 100px;">SRW</span> FIRST OFFICER <span style="font-size: 1.5em; margin-left: 100px;">TFD</span>	<h2 style="margin: 0;">MAINTENANCE LOG</h2>	DATE <span style="font-size: 1.5em; margin-left: 20px;">11/8/84</span> AIRCRAFT NUMBER <span style="font-size: 1.5em; margin-left: 20px;">28WW</span>
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FLT. NO.	FROM	TO	FLIGHT	BLOCK
1275	DEN	MRY	2.5	2.9
1276	MRY	MDW	3.7	4.0
1277	MDW	RFD	.3	.5
TOTAL			6.5	7.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2059.1		
THIS DATE	6.5		
TOTAL TIME	2065.6		

LANDINGS	BROUGHT FORWARD	1273	1201
	THIS DATE	3	3
	TOTAL	1276	1204

NEXT CHECK DUE			
TYPE	A	B	C
AT	2100		

DISCREPANCIES - REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION - ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
<p>① FWD. FUEL INTERCONNECT VALVE STUCK IN CLSD. POSITION</p>	<p>① 11/2/84 DEFERRED PER MNC, SECTION 9, PAGE 55, ITEM 3 <span style="font-size: 0.8em;">JULY 21 44323484573</span>  <del>PICTURE INSTALLED IN COCKPIT</del></p>
<p>② 4H SIDE OF A/C LAST TWO WINDOW LIGHTS INOP</p>	<p>② CHECK SYSTEM, O/B CHECK - OK.          MAY BE MORE SENSITIVE THAN 288WW  <span style="font-size: 0.8em;">JULY 21 44323484573</span></p>
<p>③ FWD GARBAGE FLAP DOOR SPRING IS WEAR.</p>	<p>③ CHIPPING APPROX TO BE AS IT WAS PREVIOUSLY <span style="font-size: 0.8em;">JULY 21 44323484573</span></p>
<p>④ YAW DAMPER SEEMS TO BE A LITTLE WEAR. (A/c Dutch Roll)</p>	<p>④ DEFERRED PER MNC, SECTION 9, PAGE 62, ITEM 5 <span style="font-size: 0.8em;">JULY 21 44323484573</span></p>
<p>⑤ #1 COM #2 COM, TRANSPONDER FMS 90, FLIGHT DIRECTOR SELECT BUTTONS, HAVE NO NIGHT LIGHTS. (SUSPECT CENTER CONSOLE RED SAT)</p>	<p>② BUILDS CHANGED BY KR</p> <p>③ Temporary Repair BY KR</p>
<p>⑥ PILOTS DV WINDOW SEEMS TO BE CHIPPING MORE.</p>	

CAPTAIN S RW		MAINTENANCE LOG	DATE / /
FIRST OFFICER TFD			AIRCRAFT NUMBER 2866

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1270	RFD	MDW	0.4	0.5
1271	MDW	DEN	2.3	2.5
1272	DEN	LAX	2.3	2.4
1273	LAX	MRY	0.9	1.1
1274	MRY	LAX	0.8	1.2
1275	LAX	DEN	1.7	2.0
TOTAL			8.4	9.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2050.7		
THIS DATE	8.4		
TOTAL TIME	2059.1		

LAX-MS	BROUGHT FORWARD	1267	1195
	THIS DATE	6	6
	TOTAL	1273	1201

NEXT CHECK DUE			
TYPE	A	B	C
AT 2100			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

TIME CORRECTED 11/5/84

① 11-6-84 OVERHAULED BRAKES. END - 2027-acy AP350483387

② BRAKES ARE WORN TO LIMITS.

③ Inspection Due at 2050 hours T.T.

② 11-6-84 I certify that A PHASE 5 Inspection WAS done TAW 1124 Westwind 50 hour PHASE 5 Inspection There were 2 large holes in the L/H + 1 large hole in the R/H HORIZONTAL STABILIZER De-icer BOOT. They were patched + sealed. The Emergency + both MAIN BATTERIES were All Deep Cycled + returned to the AIRCRAFT. All other minor Sgawks + repairs are on file in the Emery Air Charter MAINTENANCE office. This AIRCRAFT is returned to service in Airworthy condition. END - KW Reyer AP355561545

CAPTAIN  
 MORRIS / WINNERS  
 FIRST OFFICER  
 DETZNER T.

MAINTENANCE LOG

DATE  
 10/31/84  
 AIRCRAFT  
 NUMBER 28600

2038.4

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1264	LAX	DEN	2.3	3.5
1265	DEN	TEB	3.1	3.3
1266	TEB	ILG	.6	.9
1267	ILG	TEB	.5	.9
1268	TEB	DEN	4.2	4.4
1269	DEN	RFD	1.6	2.0
TOTAL			17.3	14.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2037.5		
THIS DATE	12.3		
TOTAL TIME	2049.8		

2050.7

L-1011	BROUGHT FORWARD	1261	1199
	THIS DATE	6	6
	TOTAL	1267	1195

NEXT CHECK DUE			
TYPE	A	B	C
AT 2050			

ISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

- 1# CAPT. MIC INOP ON EITHER SIDE  
 1/ 11-1-84 INSTALLED OVERHAULED MIC FROM ELECTRO-VOICE, INC.
- 2# FMS 90 NITE LINES INOP  
 3/ 11-1-84 REPAIRED TOILET SEAT COVER
- #3. TOILET COVER BROKE OFF  
 2/ 11-84 REPAIRED BY ATLANTIC AVIATION W.O. A-2825
- #4. BOTH DG'S WON'T SLAVE  
 4/ 11-1-84 REPAIRED BY ATLANTIC AVIATION W.O. A-2820
- #5. R/H WINDSHIELD INDPT  
 5/ 11-3-84 REPAIRED BY ATLANTIC AVIATION W.O. 2746
- #6 OXYGEN VALVE LEAKS  
 6/ 11-3-84 REPAIRED BY ATLANTIC AVIATION W.O. 2746
- #7 PRESSURIZATION SYSTEM WORK ERRATIC  
 7/ 11-3-84 REPAIRED BY ATLANTIC AVIATION W.O. 2746



ATLANTIC AVIATION CORPORATION

LOG BOOK INSERT

MAKE & MODEL Westwind 1124 N N28WW  
DATE 11-1-84 S/N 368  
CUSTOMER Emery Air Charter W/O # A-2820

- 1- Replaced #1 Slave/DG Switch. Ground check ok.
- 2- Replaced #2 Slave/DG Switch. Ground check ok.
- 3- Replaced seven lamps in CDU 90 CPN 622-5611-001 S/N 40.  
Ground check ok.

The item identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service.

Repair Station No. 3514

Date

4/6/84

Signed

[Signature]

For Atlantic Aviation Corp.  
Wilmington, Delaware

ATLANTIC AVIATION CORPORATION

LOG BOOK INSERT

MAKE & MODEL IAI 1124

N 2811W

DATE 11-3-84

S/N 368

A/C TOTAL TIME 2043.6

LANDINGS                     

REF. W.O. 2746

REMOVED R/H OUTER WINDSHIELD SIN O-H-9-15-1240, INSTALLED  
SIN 84-H-1-2-096. REMOVED FREE AIR TEMP. PROBE SIN 9223,  
INSTALLED NEW UNIT SIN 11166. SERVICED ENGINE OIL. REPLACED  
COCKPIT OXYGEN SHUT-OFF VALVE. TIGHTENED LEAKING PRESS-  
URIZATION CONTROL LINE FITTINGS AT PNEUMATIC RELAY TEE,  
SAFETY VALVE SOLENOID VALVE, CABIN AIR FLOW VENTURI.

*Philip J. Muletta*

ATLANTIC AVIATION CORP. ORS 3514









CAPTAIN		<b>MAINTENANCE LOG</b>	DATE
FIRST OFFICER			AIRCRAFT NUMBER

*M M W*  
*TD*

*10 / 23 / 84*  
*28200*

1247

2011.3

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<del>1248</del>	BFD	MDW	.4	.6
1248	MDW	TER	1.4	1.5
1249	TER	MDW	2.1	2.6
1250	MDW	DEN	2.4	2.6
1251	DEN	LAX	1.7	1.9
1252	LAX	DEN	2.1	2.3
TOTAL			10.1	11.5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<del>2010.4</del>	---	---
THIS DATE	10.1	---	---
TOTAL TIME	2020.5	---	---

2021.4

L A D S	BROUGHT FORWARD	1248	1172
	THIS DATE	6	6
	TOTAL	<del>1250</del>	1178

NEXT CHECK DUE			
TYPE	A	B	C
AT 2050			

1252

**ISCREPANCIES-** REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

**CORRECTIVE ACTION-**

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

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CAPTAIN Winner S	<b>MAINTENANCE LOG</b>	DATE 10/18/84
FIRST OFFICER Bloom S.		AIRCRAFT NUMBER 28ww

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1335	RFD	MDW	3	5
1336	MDW	BOS	1.8	2.0
1337	BOS	MDW	2.4	2.6
1338	MDW	RFD	1.4	1.7
TOTAL			4.9	5.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1998.0		
THIS DATE	4.9		
TOTAL TIME	2002.9		

LANDINGS	BROUGHT FORWARD	1229	1208
	THIS DATE	4	3
	TOTAL	1233	1211

NEXT CHECK DUE			
TYPE	A	B	C
AT 2050			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL      CORRECTIVE ACTION-      ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

- |  |   |
|--|---|
| <p>1) A PHASE 4 INSP. IS DUE AT 2000 HRS. T.T.</p>         | <p>1) 10-17-84 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 4 INSPECTION. A LIST OF MINOR SQUARKS AND SIGN-OFFS IS ON FILE IN THE F.A.C. MAINT OFFICE. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION. -END- A.G. Tracy AP350483387</p> |
| <p>2) The R/H nose tire has a gouge in the side of it.</p> | <p>2) 10-17-84 Removed + Replaced both nose tires + balanced them. + Installed them back on A/C. Inflated to 60PSI. END Klu Regu. AP355561545</p>   |
| <p>3) ELEVATOR TRIM VIBRATOR INOP</p>                      | <p>3) 10-17-84 INSTALLED A NEW ELEVATOR TRIM BEIL. OPS. ✓ IS OK. -END- A.G. Tracy AP350483387</p>   |







CAPTAIN <i>MMM</i> FIRST OFFICER <i>SB</i>	<b>MAINTENANCE LOG</b>	DATE <i>10/3/84</i> AIRCRAFT NUMBER <i>2826</i>
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FLT. NO.	FROM	TO	FLIGHT	BLOCK
1322	RFD	MDW	.3	15
1323	MDW	BOS	1.9	2.1
1324	BOS	MDW	2.4	2.8
1325	MDW	RFD	.3	.4
TOTAL			4.9	58

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1979.2	—	—
THIS DATE	4.9		
TOTAL TIME	1984.1	—	—

L A Z E R S	BROUGHT FORWARD	1216	1196
	THIS DATE	4	3
	TOTAL	1220	1199

NEXT CHECK DUE			
TYPE	A	B	C
AT 2000			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

*NTR*

CAPTAIN  
WINNER S  
FIRST OFFICER  
DETZNER T.

MAINTENANCE LOG

DATE  
10/12/84  
AIRCRAFT  
NUMBER  
285000

1219

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1318	RED	DEN	2.0	2.3
1319	DEN	BFI	2.3	2.5
1320	BFI	DEN	2.4	2.6
1321	DEN	RED	1.8	2.2
TOTAL			8.5	9.6

1971.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1970.7	→	→
THIS DATE	8.5		
TOTAL TIME	1979.2		

1216 1146

LANDINGS	BROUGHT FORWARD	1212	1192
	THIS DATE	4	4
	TOTAL	1216	1196

NEXT CHECK DUE			
TYPE	A	B	C
AT 2000			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1. R/H COMPASS SYSTEM  
DRIFTS OFF APPROX  
-30° EVERY 35 MIN.  
(LAST LEG DEN-RED  
WORKED OK)

#2. NO LITES ON FMS 90

CAPTAIN  
 FIRST OFFICER MWH  
SB

**MAINTENANCE LOG**

DATE 9/30/84  
 AIRCRAFT NUMBER 286W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1314	RFD	MDW	4	6
1315	MDW	DEN	29	30
1316	DEN	MDW	20	21
1218 1317	MDW	RFD	3	4
TOTAL			56	61

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1965.1	—	—
THIS DATE	5.6	→	→
TOTAL TIME	1970.7	→	→

L A Z E R S	BROUGHT FORWARD	1208	1185
	THIS DATE	4	4
	TOTAL	1212	1192

NEXT CHECK DUE			
TYPE	A	B	C
AT	2000		
1216/1146			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

Empty grid area for reporting discrepancies and corrective actions.

CAPTAIN  
*WINNER S.*  
FIRST OFFICER  
*DETZNER T.*

# MAINTENANCE LOG

DATE  
*9/26/88*  
AIRCRAFT  
NUMBER  
*28WV*

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1210	RFD	MDW	.4	.5
1211	MDW	DEN	2.8	3.1
1212	DEN	MDW	1.7	2.0
1313	MDW	RFD	.4	.6
TOTAL			5.3	6.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1951.8	→	→
THIS DATE	53	→	→
TOTAL TIME	1951.1	→	→

LANDINGS	BROUGHT FORWARD	1209   1188
	THIS DATE	4   3
	TOTAL	1208   1188

NEXT CHECK DUE			
TYPE	A	B	C
AT	2000		

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1. ROTATING BECCO ON TAIL DOES NOT ROTATE

#1 REPLACED MOTOR *JNK* A14P.32348487J

#2. NONE



CAPTAIN  
FIRST OFFICER

# MAINTENANCE LOG

DATE / /  
AIRCRAFT NUMBER 28 WW

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1203	RFD	STL	.8	1.0
1204		MDW	.8	.8
1205		RFD	.3	.4
TOTAL			1.9	2.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1950.3	→	→
THIS DATE	1.9		
TOTAL TIME	1952.2		

LANDINGS	BROUGHT FORWARD	1197	1178
	THIS DATE	3	3
	TOTAL	1200	1181

NEXT CHECK DUE			
TYPE	A	B	C
AT 2000			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

NTR

CAPTAIN	MMW TD	<b>MAINTENANCE LOG</b>	DATE	9/28/84
FIRST OFFICER			AIRCRAFT NUMBER	28WV

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1198	RFD	MDW	1.3	1.5
1199	MDW	NEW	2.0	2.3
1200	NEW	495	1.3	1.5
1201	495	MDW	1.9	2.0
1202	MDW	RFD	.4	.5
TOTAL			5.9	6.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1944.4	—	—
THIS DATE	5.9	—	—
TOTAL TIME	1950.3	—	—

LANDINGS	BROUGHT FORWARD	1192	1174
	THIS DATE	5	4
	TOTAL	1197	1178

NEXT CHECK DUE			
TYPE	A	B	C
AT	1950		

**DISCREPANCIES-** REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

**CORRECTIVE ACTION-** ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

9-22-84 I CERTIFY THAT A PHASE 3 INSPECTION HAS BEEN ACCOMPLISHED IN ACCORDANCE WITH IAI INSPECTION FORM AND MAINTENANCE MANUAL. PERFORMED ALL ROUTINE MAINTENANCE, REATTACH VORTEX GENERATOR TO LEFT TIP TANK. ALSO ACCOMPLISHED A 600HR ENGINE INSPECTION, REPLACED ALL IGNITER PLUGS, FUEL FILTERS, SOAP & CHIP DETECTORS, AND LUBED ACCESSORY DRIVE SPLINES. COMPLETED WITH SIC-F731-68 ENGINE ROLL DOWN CHECK. BOTH ENGINES WITHIN LIMITS, DUE AGAIN AT 1890 HRS. INSPECTION FORM IS ON FILE AT EMERY AIR CHARTER AND AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION (APR 22 1984)



RIGHT ENGINE  
S/N P-77482

SEP 20 1984



AIRSEARCH AVIATION  
RS 4022

6201 West Imperial Highway · Los Angeles, California 90045 · (213) 646-2770

CUSTOMER EMERY AIR CHARTER

AIRCRAFT 1124 W/W N# 28WW

S/N 368

RIGHT ENGINE T/T 1940.60 hr's., 1172 cycles

Accomplished a SOAP check of this engine, and installed a new filter. Ops.  
leak check on run found to be satisfactory.

SEP 20 1984

AIRESEARCH AVIATION COMPANY  
LOS ANGELES INTERNATIONAL AIRPORT  
F.A.A. APPROVED REPAIR STATION 4022

BY   
AIRCRAFT ENGINE HOURS 1940.60

LEFT ENGINE  
S/N P-77488

SEP 20 1984



AIRSEARCH AVIATION  
RS 4022

6201 West Imperial Highway · Los Angeles, California 90045 · (213) 646-2770

CUSTOMER EMERY AIR CHARTER

AIRCRAFT 1124 W/W N# 28WW

S/N 368

LEFT ENGINE T/T 1940.60 hr's., 1190 cycles

Accomplished a SOAP check of this engine, and installed a new filter. Ops,  
leak check on run found to be satisfactory.

SEP 20 1984

AIRESEARCH AVIATION COMPANY  
LOS ANGELES INTERNATIONAL AIRPORT  
F.A.A. APPROVED REPAIR STATION 4022

BY   
AIRCRAFT ENGINE HOURS 1940.60

CAPTAIN  
 WINNER S.  
 FIRST OFFICER  
 DIXON B.

**MAINTENANCE LOG**

DATE 9/20/84  
 AIRCRAFT NUMBER 28WW

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1195	DEN	LAX	2.0	2.2
1196	LAX	DEN	2.0	2.2
1197	DEN	RFD	1.8	2.0
TOTAL			5.8	6.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1938.6		
THIS DATE	5.8		
TOTAL TIME	1944.4		

LANDINGS	BROUGHT FORWARD	1189	1171
	THIS DATE	3	3
	TOTAL	1192	1174

NEXT CHECK DUE			
TYPE	A	B	C
AT 1950			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

~~None~~  
 No lights in FMS other than Digits.

Repaired by ATATL SEE 11-1-84

CAPTAIN  
 WIGNER S  
 FIRST OFFICER  
 DETROIT T / DUNN B

**MAINTENANCE LOG**

DATE  
 9/18/84  
 AIRCRAFT  
 NUMBER 28600

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1190	RFD	DEN	2.0	2.2
1191	DEN	MDW	2.0	2.2
1192	MDW	RFD	.3	.4
1193	RFD	MDW	.3	.5
1194	MDW	DEN	2.1	2.3
TOTAL			6.7	7.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1931.9		
THIS DATE	67		
TOTAL TIME	1938.6		

LANDINGS	BROUGHT FORWARD	1184	1166
	THIS DATE	5	5
	TOTAL	1189	1171

NEXT CHECK DUE			
TYPE	A	B	C
AT 1950			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

R/H ENGINE INLET ACOUSTIC STRIP HAS A HOLE IN IT.

① 9-18-84 C/W TEMPORARY REPAIR PROCEDURES FOR THE R/H ENGINE INLET ACOUSTIC STRIP. CHECK THE INTEGRITY OF THE REPAIR AFTER EACH LANDING. — END - 0.97 - AP350483387

CAPTAIN WUNDER S.  
 FIRST OFFICER PETZNER T.

**MAINTENANCE LOG**

DATE 9/14/84  
 AIRCRAFT NUMBER 28644

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1186	RFD	MDW	.4	.6
1187	MDW	IAD	1.4	1.6
1188	IAD	MDW	1.7	2.1
1189	MDW	RFD	4	5
TOTAL			3.9	4.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1928.0		
THIS DATE	3.9		
TOTAL TIME	1931.9		

LANDINGS	BROUGHT FORWARD	1180	1183
	THIS DATE	4	3
	TOTAL	1184	1166

NEXT CHECK DUE			
TYPE	A	B	C
AT	1950		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

NONE

CAPTAIN	MAINTENANCE LOG	DATE / /
FIRST OFFICER		AIRCRAFT NUMBER <u>28ww</u>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1180	RFD	DEN	2.0	2.3
1181		TEB	3.3	3.6
1182		DEN	4.1	4.3
1183		ASE	.9	1.1
1184		MDW	2.1	2.3
1185		RFD	3	5
TOTAL			12.7	14.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1915.3	—	—
THIS DATE	12.7		
TOTAL TIME	1928.0		

	BROUGHT FORWARD	1174	1157
L	THIS DATE	6	6
	TOTAL	1180	1163

NEXT CHECK DUE			
TYPE	A	B	C
AT	1950		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

① 9-12-84 INSTALLED A NEW R/H MAIN TIRE. — END. —  
 N.G. Tracy AP350483387

1. R+ TIRE - needs  
 A NEW ONE.

CAPTAIN <i>SCE/mmm</i>		<b>MAINTENANCE LOG</b>	DATE <i>9 / 3 / 84</i>
FIRST OFFICER <i>TFD</i>			AIRCRAFT NUMBER <i>288W</i>

1911.0

1176

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1175	RFD	MDW	0.3	0.5
1176	MDW	OMA	1.2	1.4
1177	OMA	DEN	1.4	1.7
1178	DEN	MDW	2.0	2.1
1179	MDW	RFD	0.3	0.4
TOTAL			5.2	6.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1910.1	—	—
THIS DATE	5.2	—	—
TOTAL TIME	1915.3	—	—

1911.0	BROUGHT FORWARD	1173 / 1106
	THIS DATE	5 / 5
	TOTAL	1174 / 1157

NEXT CHECK DUE			
TYPE	A	B	C
AT	1950		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL      CORRECTIVE ACTION-      ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

① Removed lower FMS AEU-90 P/N 622-5615-004 S/N 0.32.      ① 8-28-84 Reinstalled FMS AEU-90 P/N 622-5615-004 S/N 092. END  
KW Regen AP355561545

② Removed 288W Radar Altimeter Box which was used for T-Shooting.      ② 8-28-84 Reinstalled repaired ORIGINAL Radar Altimeter. END KW Regen AP355561545

③ STL-F731-68 (ENG. ROLL DOWN) NEEDS TO BE C/W.      ③ 8-30-84 C/W STL-F731-68, (ENG. ROLL DOWN) R/H ENG. 85 SEC. L/H ENG. 95 SEC. — END — J.G. Tracy AP350483387

④ R/H ENGINE NACELLE INLET HAS NUMEROUS CRACKS.      ④ 8-30-84 INSTALLED AN OVERHAULED R/H ENGINE NACELLE INLET. ENG INLET HEAT OPS. ✓ IS OK. — END — J.G. Tracy AP350483387

CAPTAIN W. W. W. / SRW		<b>MAINTENANCE LOG</b>	DATE 8/23/84
FIRST OFFICER E. B. D. / BD			AIRCRAFT NUMBER 25 WWT

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1171	RFD	MDW	.3	.5
1172	MDW	DEW	2.3	2.6
1173	DEW	MDW	2.0	2.4
1175	MDW	RFD	.4	.5
TOTAL			5.0	6.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1905.1	→	→
THIS DATE	5.0		
TOTAL TIME	1910.1		

L-1011-200	BROUGHT FORWARD	1165	1148
	THIS DATE	4	4
	TOTAL	1169	1152

NEXT CHECK DUE			
TYPE	A	B	C
AT 1950			

1173/1106

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

- |  |   |
|--|---|
| <p>① R/H HYDRAULIC PUMP WAS removed to T-Shoot another EAC AIRCRAFT.</p>                                       | <p>① 8-22-84 Reinstalled R/H HYDRAULIC PUMP. END AP.35556/545</p>   |
| <p>② AIRCRAFT requires an engine run R/H to leak &amp; bleed hydraulic system due to R/R of hydraulic pump</p> | <p>② 8-23-84 BLED THE R/H HYDRAULIC PUMP. PRESSURE ✓ AND LEAK ✓ ARE OK. -END- @ C. Tracy AP35048/3387</p>   |
| <p>③ PHASE 2 INSPECTION Due AT 1900 hours TOTAL time.</p>  | <p>③ 8-22-84 I certify that a 50 hour Phase 2 Inspection has been complied with the L/H MAIN wheel ASSEMBLY WAS replaced. The nacelle on R/H engine had CRACKS that were stop drilled. All other minor SgAWKS &amp; Sig-off's are on file in EAC MAINTENANCE office. I return this aircraft back to service in Airworthy condition. END<br/>KW Regan AP.35556/545</p> |
| <p>④ R/H WOP INOP ON FREQ THAT END WITH .00</p>  |   |

CAPTAIN M. W. W.	<b>MAINTENANCE LOG</b>	DATE 8/21/84
FIRST OFFICER D.		AIRCRAFT NUMBER 2800

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1168	DEN	TER	3.4	3.8
1169	TER	DEN	3.7	4.0
1170	DEN	RFD	1.8	1.9
TOTAL			8.9	9.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1896.2	←	→
THIS DATE	8.9	←	→
TOTAL TIME	190.51	←	→

LANDINGS	BROUGHT FORWARD	1162	1145
	THIS DATE	3	3
	TOTAL	1165	1148

NEXT CHECK DUE			
TYPE	A	B	C
AT 1900			

REPORT EACH SYSTEM AND/OR COMPONENT ISCREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
NAV#1 INOP ON ALL frequencies MATERIA WITH .00	① 8-22-84 SWAPPED NAV 1 & 2 BOXES (VIR-30) FOR T-SHOOTING -END- D.Q. Tracy AP350483387
FMS WAYPOINT loss WARNING	② 8-22-84 COANER INSTALLED BY AIRSEARCH OPS. ✓ IS OK. -END- D.Q. Tracy AP350483387 SEE BACK of page
4 MORE CRACKS IN R. NACELLE	③ 8-22-84 Stopdrilled CRACKS in R/H NACELLE. END XW Regan AP355561545
nail hole in L. MAIN TIRE	
R. windscreen delaminating 1" deep - across top of window	④ 8-22-84 Remove & Replaced <sup>L/M MAIN</sup> Wheel ASSEMBLY END XW Regan AP355561545
gear handle warning bulb burned out.	⑤ 8-22-84 WINDSCREEN DELAMINATION IS WITHIN LIMITS. -END- D.Q. Tracy AP350483387
	⑥ 8-22-84 Replaced gear HANDLE warning light bulb ops ✓ good. END XW Regan AP355561545





AIRSEARCH AVIATION  
RS 4022

6201 West Imperial Highway · Los Angeles, California 90045 · (213) 646-2770

CUSTOMER EMER-1

AIRCRAFT N284W

S/N \_\_\_\_\_

1. INSTALLED THE FOLLOWING REPAIRED AVIONICS UNITS.  
CRU 3/4 ON-OFF 052. CDU 3/4 ON-OFF 040. RTU 3/4 ON-OFF 050.  
AND AEU 3/4 32 ON 3/4 092 OFF. FUNCTIONAL CHECK FOUND  
SATISFACTORY

AIRSEARCH AVIATION COMPANY  
LOS ANGELES INTERNATIONAL AIRPORT  
F.A.A. APPROVED REPAIR STATION 4022

BY [Signature]

AIRCRAFT ENGINE HOURS 1890



CAPTAIN <i>MMK</i>	MAINTENANCE LOG	DATE <i>8 / 15 / 84</i>
FIRST OFFICER <i>TFD</i>		AIRCRAFT NUMBER <i>28WW</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>1162</i>	<i>DEN</i>	<i>LAX</i>	<i>1.9</i>	<i>2.1</i>
<i>1163</i>	<i>LAX</i>	<i>SFO</i>	<i>0.9</i>	<i>1.1</i>
<i>1164</i>	<i>SFO</i>	<i>LAX</i>	<i>0.9</i>	<i>1.3</i>
<i>1165</i>	<i>LAX</i>	<i>DEN</i>	<i>2.0</i>	<i>2.2</i>
TOTAL			<i>5.7</i>	<i>7.7</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>1885.9</i>	---	---
THIS DATE	<i>5.7</i>	---	---
TOTAL TIME	<i>1891.6</i>	---	---

L A N D I N G S	BROUGHT FORWARD	<i>1156</i>	<i>1139</i>
	THIS DATE	<i>4</i>	<i>4</i>
	TOTAL	<i>1160</i>	<i>1143</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT <i>1900</i>			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
--	---

<p><i>① FMS VOR DME OPTION IS INOP</i></p>	<p><i>① LOANER UNIT INSTALLED HAS PROBLEM WITH THIS FUNCTION. ORIGINAL UNIT BACK NEXT WEEK. —</i>  <i>END — D.G. Tracy AP350483387 8-22-84</i></p>
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CAPTAIN	MM M	<b>MAINTENANCE LOG</b>	DATE	8 / 9 / 84
FIRST OFFICER	TFD		AIRCRAFT NUMBER	2800

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1159	RFD	DEN	2.0	2.3
1160	DEN	TEB	3.4	3.5
1161	TEB	DEN	3.9	4.7
TOTAL			9.3	10.5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1876.6	—	—
THIS DATE	9.3	—	—
TOTAL TIME	1885.9	—	—

L A B E L S	BROUGHT FORWARD	1153	1136
	THIS DATE	3	3
	TOTAL	1156	1139

NEXT CHECK DUE			
TYPE	A	B	C
AT	1900		

<b>DISCREPANCIES -</b> REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	<b>CORRECTIVE ACTION -</b> ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
--	---

NTR

Empty space for reporting discrepancies	Empty space for corrective actions
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CAPTAIN S MADRIS  
 FIRST OFFICER T DETZNER

**MAINTENANCE LOG**

DATE 8/1/84  
 AIRCRAFT NUMBER 28120

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1142	RFD	SLN	1.2	1.3
1143		SNA	2.7	2.8
1144		RFD	3.8	3.9
TOTAL			7.7	8.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1852.3	---	---
THIS DATE	7.7	---	---
TOTAL TIME	1860.0	---	---

LANDINGS	BROUGHT FORWARD	1134	1119
	THIS DATE	3	3
	TOTAL	1139	1122

NEXT CHECK DUE			
TYPE	A	B	C
AT	1850		
	1900		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

① A PHASE I INSPECTION DUE AT 1850 HOURS T.I.

① 7-27-84 I certify that a PHASE I INSPECTION HAS BEEN COMPLIED WITH I.A.W. West Wind 50 hour PHASE I INSPECTION FORM. There were no Air worthy items to be fixed. Minor Sgawks and Sign offs are on file in EAC MAINTENANCE OFFICE. This aircraft is returned to Service in air-worthy condition. END KW Regen AP.355561545

② R/H STARTER/GENERATOR HAS CRUSHES WORN & WAS REMOVED TO BE REPAIRED.

② R/H STARTER/GENERATOR WAS OVERHAULD BY AIRCRAFT SYSTEMS, ROCKFORD, ILL. AND P/N 23065-018-1 S/N 3005 WAS REINSTALLED BY EAC. OPS ✓ GOOD ON GROUND. END 8-1-84 KW Regen AP.355561545 w/o 2306

CAPTAIN SRLW  
 FIRST OFFICER JEE

# MAINTENANCE LOG

DATE 7/23/84  
 AIRCRAFT NUMBER 28ww

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1137	RFD	MDW	.3	.6
1138	MDW	MRY	3.6	4.2
1139	MRY	BOS	5.4	5.6
1140	BOS	MDW	2.4	2.8
1141	MDW	RFD	.3	.4
TOTAL			12.0	13.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1840.3	→	→
THIS DATE	12.0		
TOTAL TIME	1852.3	→	→

L A Z E R S	BROUGHT FORWARD	1132	1114
	THIS DATE	4	5
	TOTAL	1136	1119

NEXT CHECK DUE			
TYPE	A	B	C
AT 1850			

REPORT EACH SYSTEM AND/OR COMPONENT CREPANCIES- MALFUNCTION IN DETAIL

**CORRECTIVE ACTION.**

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

① LEFT HAND Oil Pressure Shows 51 PSI AT CRUISE.

① 7-30-84 Adjusted LH oil pressure to read within Green ARC. OPS ✓ good on ground. END XW Regan AR35556/545

② RHT. HAND Oil Press. Shows 47 PSI AT CRUISE.

② 7-30-84 Adjusted RH oil pressure to read within Green ARC. OPS ✓ good on ground. END XW Regan AR35556/545



CAPTAIN  
**WINNER S.**  
 FIRST OFFICER  
**DETZER T.**

**MAINTENANCE LOG**

DATE  
**7/15/84**  
 AIRCRAFT NUMBER  
**2860**

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1130	RFD	MDW	.3	.5
1131	MDW	SFO	4.4	4.6
1132	SFO	MRY	.4	.7
1133	MRY	SFO	5	.6
TOTAL			5.6	6.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1830.2		
THIS DATE	5.6		
TOTAL TIME	1835.8		

L E A D I N G	BROUGHT FORWARD	1125	1107
	THIS DATE	4	4
	TOTAL	1129	1112

NEXT CHECK DUE			
TYPE	A	B	C
AT 1850			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

NONE

CAPTAIN  
WINNERS  
FIRST OFFICER  
DIXON B.

**MAINTENANCE LOG**

DATE  
7/12/84  
AIRCRAFT  
NUMBER  
28000

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1126	RFD	MDW	.3	5
1127	MDW	SAT	2.5	2.7
1128	SAT	MDW	2.3	2.5
1129	MDW	RFD	.3	.5
TOTAL			5.4	6.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1824.8	—	—
THIS DATE	5.4	—	—
TOTAL TIME	1830.2	—	—

L A S T C O S T	BROUGHT FORWARD	1125	1108
	THIS DATE	4	3
	TOTAL	1129	1111

NEXT CHECK DUE			
TYPE	A	B	C
AT			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1 R/H OIL PRESS READS 53 PSI ABOVE GREEN ARC  
~~R/H OIL PRES READS~~ 46 PSI TOP OF GREEN ARC

#1 LOWERED OIL PRESSURE BY ADJUSTING RELIEF VALVE ON RFT ENGINE  
JREICH A4P323484823

#2.



CAPTAIN  
 MMM  
 FIRST OFFICER  
 JEF

**MAINTENANCE LOG**

DATE  
 07/03/84  
 AIRCRAFT NUMBER  
 29000

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1117	RED	MOW	.4	.5
1118	MOW	BOS	2.0	2.1
1119	BOS	MOW	2.4	2.8
1120	MOW	RED	.3	.4
TOTAL			5.1	5.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1814.1	—	—
THIS DATE	51	—	—
TOTAL TIME	1819.2	—	—

L A Z E R S	BROUGHT FORWARD	1116	1100
	THIS DATE	4	4
	TOTAL	1120	1104

NEXT CHECK DUE			
TYPE	A	B	C
AT			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

① Fwd interconnect valve stuck open

① 7-11-84 REPLACED THE FWD INTERCONNECT VALVE. OPS. ✓ IS OK. P/N 653014-501 S/N OFF 187 S/N ON 031-END - A.G. Trowley  
 AP350483387





CAPTAIN Winnor S		MAINTENANCE LOG	DATE 6/27/84
FIRST OFFICER Dixon B			AIRCRAFT NUMBER 28WV

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1109	RFD	MDW	.4	.6
1110	MDW	DEN	2.1	2.6
1111	DEN	LAX	2.0	2.1
1112	LAX	DEN	1.9	2.3
1113	DEN	RFD	1.9	2.1
TOTAL			8.3	9.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1801.4	—	—
THIS DATE	8.3		
TOTAL TIME	1809.7	—	—

1810.6

L A S T C H E C K S	BROUGHT FORWARD	1108	1092
	THIS DATE	5	5
	TOTAL	1113	1097

NEXT CHECK DUE			
TYPE	A	B	C
AT	1		

1113/1048

1114

DISCREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION.
#1 R/H FUEL FLOW INTERMITTANT	6-27-84 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 12 INSPECTION, A 150-HR. ENG. INSPECTION, C/W SL2457-WING FLAP INSP. PART A AND B, C/W SL2450-NACELLE INLET COWL INSP. AND C/W THE ENGINE SPOOL DOWN. ✓- R/H 81 SEC., L/H 97 SEC. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION. -END- D.G. Tracey AP350483387
#2 R/H ITT DROP TO 0° FOR ABOUT 5 MIN THEN CAME UP TO NORMAL OPS OK NOW	6-29-84 SWAPPED FUEL FLOW X-MITTERS FOR T-SHOOTING. -END- D.G. Tracey AP350483387
#3 4H OIL PRESS READS 59° PSTG R/H READ 56°	6-29-84 R/H ITT OPS. ✓'S OK DURING 4 MAINTENANCE RUNS. -END- D.G. Tracey AP350483387
#4 AOA HEAT 110°F	③
	④ 7-2-84 INSTALLED AN OVERHAULED AOA PROBE. P/N SL27259 S/N OFF KE 1083 S/N ON KE1100. HEAT OPS. ✓ IS OK. -END- D.G. Tracey AP350483387

CAPTAIN <i>WINNER S</i>	<b>MAINTENANCE LOG</b>	DATE <i>6/25/84</i>
FIRST OFFICER <i>FITCH J.</i>		AIRCRAFT NUMBER <i>28100</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>1106</i>	<i>DEN</i>	<i>LAX</i>	<i>2.1</i>	<i>2.3</i>
<i>1107</i>	<i>LAX</i>	<i>DEN</i>	<i>1.8</i>	<i>2.2</i>
<i>1108</i>	<i>DEN</i>	<i>RFD</i>	<i>1.7</i>	<i>2.0</i>
TOTAL			<i>5.6</i>	<i>6.5</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>1795.8</i>	—	—
THIS DATE	<i>5.6</i>		
TOTAL TIME	<i>18014</i>	—	—

LANDINGS	BROUGHT FORWARD	<i>1105</i>	<i>1089</i>
	THIS DATE	<i>3</i>	<i>3</i>
	TOTAL	<i>1108</i>	<i>1092</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT	<i>1800</i>		

<b>REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL</b>	<b>ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL</b>
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<p><b>SCREPARNCIES-</b></p>	<p><b>CORRECTIVE ACTION-</b></p>
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CAPTAIN  
*WINNER S.*  
FIRST OFFICER  
*PETZNER T*

# MAINTENANCE LOG

DATE  
*6/24/84*  
AIRCRAFT  
NUMBER  
*28444*

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>1103</i>	<i>DEN</i>	<i>TEB</i>	<i>3.3</i>	<i>3.7</i>
<i>1104</i>	<i>TEB</i>	<i>HPN</i>	<i>.3</i>	<i>.7</i>
<i>1105</i>	<i>HPN</i>	<i>DEN</i>	<i>4.0</i>	<i>4.5</i>
TOTAL			<i>7.6</i>	<i>8.9</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>1788.2</i>	<i>→</i>	<i>→</i>
THIS DATE	<i>76</i>		
TOTAL TIME	<i>1795.8</i>		

LANDINGS	BROUGHT FORWARD	<i>1103</i>	<i>1089</i>
	THIS DATE	<i>3</i>	<i>3</i>
	TOTAL	<i>110</i>	<i>1089</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT	<i>1800</i>		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

*NONE*

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

CAPTAIN  
 FIRST OFFICER  
 SM  
 TO

**MAINTENANCE LOG**

DATE 6/17/84  
 AIRCRAFT NUMBER 2800

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1100	RFD	DEN	2.0	2.2
<del>1101</del>		SSE	2.3	2.5
1102		DEN	2.1	2.2
TOTAL			6.4	6.9

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1781.8	—	—
THIS DATE	6.4		
TOTAL TIME	1788.2	—	—

LANDINGS	BROUGHT FORWARD	1099	1083
	THIS DATE	3	3
	TOTAL	1102	1086

NEXT CHECK DUE			
TYPE	A	B	C
AT 1800			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MAL FUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

REPLACED 1/2 AMP STARTER COIL BREAKER  
 ops ok ok 2000 of Joplin APT 31549??  
 DANGER JET CLARIFIER

NTR



CAPTAIN <i>M.M.W.</i>	MAINTENANCE LOG	DATE <i>6/10/84</i>
FIRST OFFICER <i>TD</i>		AIRCRAFT NUMBER <i>28000</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>1091</i>	<i>RFD</i>	<i>MDW</i>	<i>.3</i>	<i>.6</i>
<i>1092</i>	<i>MDW</i>	<i>49J</i>	<i>1.8</i>	<i>2.1</i>
<i>1093</i>	<i>49J</i>	<i>MDW</i>	<i>1.8</i>	<i>1.9</i>
<i>1094</i>	<i>MDW</i>	<i>RFD</i>	<i>.3</i>	<i>.5</i>
<b>TOTAL</b>			<i>4.2</i>	<i>5.1</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
<b>BROUGHT FORWARD</b>	<i>1768.1</i>	<i>—</i>	<i>—</i>
<b>THIS DATE</b>	<i>42</i>	<i>—</i>	<i>—</i>
<b>TOTAL TIME</b>	<i>1772.3</i>	<i>—</i>	<i>—</i>

L-1011	<b>BROUGHT FORWARD</b>	<i>1090</i>	<i>1074</i>
	<b>THIS DATE</b>	<i>4</i>	<i>4</i>
	<b>TOTAL</b>	<i>1094</i>	<i>1078</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT <i>1600</i>			

<b>DISCREPANCIES- MAL FUNCTION IN DETAIL</b>	<b>CORRECTIVE ACTION-</b>
--	---------------------------

*① Fuel Status Reset Knob loose*

*① 6-11-84 TIGHTENED THE FUEL STATUS RESET KNOB. —END—  
D.G. Tracey AP350483387*

CAPTAIN  
 WINNER S.  
 FIRST OFFICER  
 OLSON T.

**MAINTENANCE LOG**

DATE 6/7/84  
 AIRCRAFT NUMBER 286W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1086	MRY	SFO	.3	.6
1087	SFO	MRY	.3	.5
1088	MRY	GJT	1.5	1.7
1089	GJT	MDW	2.2	2.4
1090	MDW	RED	.2	.5
TOTAL			4.5	5.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1763.6	—	—
THIS DATE	4.5		
TOTAL TIME	1768.1	—	—

LANDINGS	BROUGHT FORWARD	1085	1070
	THIS DATE	5	4
	TOTAL	1090	1074

NEXT CHECK DUE			
TYPE	A	B	C
AT 1800			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1. BAD SMELL IN CABIN  
 WHEN A/C ~~STARTS~~ COMES  
 ON SUSPECT WATER  
 SEPARATOR OR SOCK

① 6-8-84 INSTALLED A NEW WATER  
 SEPERATOR SOCK AND BLEW OUT THE  
 DRAIN LINES. -END- D.C. Tracy  
 AP35048338P

CAPTAIN JUNNER S	<b>MAINTENANCE LOG</b>	DATE 6/3/84
FIRST OFFICER OLSON T		AIRCRAFT NUMBER 28660

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1080	RFD	DEN	2.2	24
1081	DEN	TEB	3.3	35
1082	TEB	MDW	1.8	2.1
1083	MDW	DEN	2.2	23
1084	DEN	LAX	2.0	24
1085	LAX	MRY	.9	1.2
TOTAL			12.4	139

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1751.2	---	---
THIS DATE	12.4		
TOTAL TIME	1763.6	---	---

LANDINGS	BROUGHT FORWARD	079	1024
	THIS DATE	6	6
	TOTAL	1085	11070

NEXT CHECK DUE			
TYPE	A	B	C
AT 1800			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL  
**DISCREPANCIES-** CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

① A/C IS DUE A PHASE II INSPECTION AT 1750 HRS. T.T.  
 ① 6-2-84 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE II INSPECTION. A LIST OF MINOR SQUAKS AND SIGN-OFFS IS ON FILE IN THE E.A.C. MAINTENANCE OFFICE. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION.  
 END - D.G. Tracy AP350483387

② PILOT'S AIRSPEED INDICATOR IS A LOANER.  
 ② 6-2-84 REMOVED THE LOANER AND INSTALLED A REPAIRED PILOT'S AIRSPEED INDICATOR. S/N OFF 1267, P/N ON AND OFF 622-4382-013, S/N ON 1287. - END - D.G. Tracy AP350483387







CAPTAIN  
 JCF  
 FIRST OFFICER  
 TD

**MAINTENANCE LOG**

DATE 5/21-22/84  
 #28  
 AIRCRAFT NUMBER 2866

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1066	RFD	MDW	.4	.6
1067	MDW	DEN	2.2	2.5
1068	DEN	BOS	3.6	3.9
1069	BOS	MDW	2.4	2.6
1070	MDW	RFD	0.3	0.5
TOTAL			8.9	10.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1725.9		
THIS DATE	8.9		
TOTAL TIME	1734.8		

L A Z E R	BROUGHT FORWARD	1065	1050
	THIS DATE	5	5
	TOTAL	1070	1055

NEXT CHECK DUE			
TYPE	A	B	C
AT 1750			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

NTR

CAPTAIN <i>MMM</i>	MAINTENANCE LOG	DATE <i>5/20/81</i>
FIRST OFFICER <i>TO</i>		AIRCRAFT NUMBER <i>28006</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>1062</i>	<i>RFD</i>	<i>MDW</i>	<i>.3</i>	<i>.5</i>
<i>1063</i>	<i>MDW</i>	<i>BOS</i>	<i>1.8</i>	<i>2.0</i>
<i>1064</i>	<i>BOS</i>	<i>MDW</i>	<i>2.4</i>	<i>2.6</i>
<i>1065</i>	<i>MDW</i>	<i>RFD</i>	<i>.4</i>	<i>.5</i>
TOTAL			<i>4.9</i>	<i>5.6</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>1721.0</i>	<i>—</i>	<i>—</i>
THIS DATE	<i>4.9</i>		
TOTAL TIME	<i>1725.9</i>		

L A S T 1 0 0 0 S	BROUGHT FORWARD	<i>1061</i>	<i>1046</i>
	THIS DATE	<i>4</i>	<i>4</i>
	TOTAL	<i>1065</i>	<i>1050</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT	<i>1750</i>		

REPORT EACH SYSTEM AND/OR COMPONENT <b>DISCREPANCIES- MALFUNCTION IN DETAIL</b>	ENTER ALL UNIT CHANGES AND/OR NONROUTINE <b>CORRECTIVE ACTION- MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL</b>
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*WTR*

CAPTAIN	<b>MAINTENANCE LOG</b>	DATE
FIRST OFFICER		AIRCRAFT NUMBER

MMMM  
TD

5/18/84  
28100

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1059	RFD	MDW	1.5	1.6
1060	MDW	DEN	2.5	2.6
1061	DEN	RFD	2.0	2.6
TOTAL			5.0	5.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1716.0		
THIS DATE	5.0		
TOTAL TIME	1721.0		

LANDINGS	BROUGHT FORWARD	1059	1043
	THIS DATE	5	3
	TOTAL	1061	1046

NEXT CHECK DUE			
TYPE	A	B	C
AT 1750			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

PILOT'S AIRSPEED IND. INOP.

5-18-84 INSTALLED A SERVICABLE AIRSPEED IND. (PILOT'S SIDE) S/N OFF 1287 S/N ON 1267 P/N OF BOTH MSI-80C. - END  
D. Tracey AP350483387





CAPTAIN <i>SM / MWM</i>	MAINTENANCE LOG	DATE <i>5/14/84</i>
FIRST OFFICER <i>TD / TO</i>		AIRCRAFT NUMBER <i>28644</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1047	DEN	MDW	1.9	2.1
1048	MDW	DCA <sup>®</sup>	1.4	1.5
1049	DCA	MDW	1.9	2.1
1050	MDW	DEN	2.3	2.5
1051	DEN	RFN	1.8	2.5
TOTAL			9.3	10.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1698.1	→	→
THIS DATE	4.3		
TOTAL TIME	1707.4		

L A N D I N G S	BROUGHT FORWARD	1046	1031
	THIS DATE	5	6*
	TOTAL	1051	1037

NEXT CHECK DUE			
TYPE	A	B	C
AT	<del>1750</del>		

*1750*

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
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<p><i>DA PHASE 10 INSPECTION IS DUE.</i></p>	<p><i>① 5-15-84 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 10 INSPECTION AND HAS BEEN RETURNED TO SERVICE IN AIRWORTHY CONDITION. THE INSPECTION FORM IS ON FILE IN THE EAC MAINTENANCE OFFICE. -END- E.G. Tracy AP350483387</i></p>
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CAPTAIN  
EMERY J.  
FIRST OFFICER  
WINNERS.

**MAINTENANCE LOG**

DATE  
5/9/84  
AIRCRAFT  
NUMBER  
28611

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1041	RFD	DEN	2.2	2.4
1042	DEN	MDW	1.9	2.1
1043	MDW	RFD	.3	.4
TOTAL			4.4	4.9

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1687.5	---	---
THIS DATE	4.4		
TOTAL TIME	1691.9	---	---

LANDINGS	BROUGHT FORWARD	1040	1026
	THIS DATE	3	2
	TOTAL	1043	1028

NEXT CHECK DUE			
TYPE	A	B	C
AT 1700			

**DISCREPANCIES-** REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

**CORRECTIVE ACTION-** ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

*Done*





CAPTAIN <div style="text-align: center; font-size: 2em; margin: 5px 0;">SM</div> 1ST OFFICER <div style="text-align: center; font-size: 2em; margin: 5px 0;">TD</div>	MAINTENANCE LOG	DATE <div style="font-size: 2em; margin: 5px 0;">4 / 26 / 84</div> AIRCRAFT NUMBER <div style="font-size: 1.5em; margin: 5px 0;">28444</div>
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FLT. NO.	FROM	TO	FLIGHT	BLOCK
1027	RFD	DEN	2.1	2.4
1028	DEN	BFI	2.3	2.5
1029	BFI	SFO	1.6	1.9
1030	SFO	MDW	3.9	4.1
1031	MDW	RFD	.3	.5
TOTAL			10.2	11.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1666.1	—	—
THIS DATE	10.2		
TOTAL TIME	1676.3		

1677.2

LANDINGS	BROUGHT FORWARD	1026	1034
	THIS DATE	5	5
	TOTAL	1031	1039

NEXT CHECK DUE			
TYPE	A	B	C
AT	1700		
	1031	1970	

REPORT EACH SYSTEM AND/OR COMPONENT DEFICIENCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

NTR



CAPTAIN JCE		MAINTENANCE LOG	DATE 4/21/84
FIRST OFFICER TD			AIRCRAFT NUMBER 28000

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1019 RFD	RFD	MDW	.5	.7
1020	MDW	49J	1.7	1.8
1021	49J	MDW	2.0	2.1
1022	MDW	RFD	.3	.4
TOTAL			4.5	5.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1657.0	—	—
THIS DATE	4.5		
TOTAL TIME	1661.5	—	—

LANDINGS	BROUGHT FORWARD	1018	1006
	THIS DATE	4	4
	TOTAL	1022	1010

NEXT CHECK DUE			
TYPE	A	B	C
AT 1700			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
1 L/H Tire worn	① 4-20-84 Removed & Replaced L/H MAIN TIRE ASSY, END KW Reyer AP35556/1545
2 A 300-HR ENGINE INSPECTION IS DUE.	② 4-21-84 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A 300-HR ENGINE INSPECTION. A LIST OF MINOR SQUAKS AND SING OFFS IS ON FILE IN THE MAINTENANCE OFFICE. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION. - END - D.P. Tracey AP350483389

CAPTAIN <div style="text-align: center; font-size: 1.2em; font-weight: bold;">WINNER, S.</div>	MAINTENANCE LOG	DATE <div style="text-align: center; font-size: 1.2em;">4/18/84</div>
FIRST OFFICER <div style="text-align: center; font-size: 1.2em; font-weight: bold;">OLSON, T.</div>		AIRCRAFT NUMBER <div style="text-align: center; font-size: 1.2em;">2810W</div>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1014	RFD	DEN	2.1	2.3
1015	DEN	TEB	3.4	3.5
1016	TEB	HPN	.2	.6
1017	HPN	DEN	3.9	4.1
1018	DEN	RFD	1.8	2.3
TOTAL			11.4	12.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1645.6	—	—
THIS DATE	11.4	—	—
TOTAL TIME	1657.0	—	—

LANDINGS	BROUGHT FORWARD	1013	1001
	THIS DATE	5	5
	TOTAL	1018	1006

NEXT CHECK DUE			
TYPE	A	B	C
AT	1650		

1700

DISCREPANCIES - REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION - ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
#1 NACELLE HEAT PRESSURE SWITCH IS INTERMITTENT R/H ENG.	#1 4-18-84 INSTALLED A NEW R/H NACELLE HEAT PRESSURE SWITCH. END - D.Q. Tracy AP350483387 4-20-84
#2 CRACK IN R/H NAC NEAR PITE PROBE	#2 CRACK IN NACELLE INLET IS WITHIN LIMITS FOR CONTINUED OPERATION AT THIS TIME.
#3 #2 NAV INTERMITTANT ON FREQ 117.0	#3 4-20-84 SWAPPED #1 AND #2 NAV RADIOS FOR T-SHOOTING. D.Q. Tracy AP350483387
#4 ONLY TWO VLF STATIONS RECEIVED GOOD ENOUGH <del>THE</del> <del>MAGNITUDE</del> FOR NAV (EAST BAND 4RY8.44W) (WEST BAND 6RBT.1MRY8) VOR/DME MODE OK	#4 4-20-84 VLF OPS. ✓ IS OK. VLF-1=0, 2=0, 3=0, 4=0, 5=9, 6=9, 7=1, 8=0, OMEGA - A=3, B=3, C=9, D=9, E=0, F=3, G=4, H=2. END - D.Q. Tracy AP350483387
#5 when speed brakes come out, right one comes first, and a/c rolls to the right.	#5 4-20-84 CONFIRMED SPEED BRAKES SQUAK PARTS ON ORDER AT THIS TIME. - END - D.Q. Tracy AP350483387 OPS. ✓ IS OK.
#6 A PHASE 9 INSPECTION AND A 150-HR ENG. INSP. IS DUE AT THIS TIME. ALSO JAC INLET, FLAP PART A, AND ENG. SPOOL DOWN INSPECTION ✓'S ARE DUE.	#6 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 9, 150-HR ENGINE, NACELLE INLET (SL-WW-2450), WING FLAP PART A (SL-WW-2457), AND BOTH ENGINES SPOOL DOWN INSPECTION ✓'S. A LIST OF MINOR SQUAKS FOUND DURING THESE INSPECTIONS IS ON FILE IN THE EAC MAINTENANCE OFFICE. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION. END - D.Q. Tracy AP350483387





CAPTAIN  
 FIRST OFFICER

# MAINTENANCE LOG

DATE  
 AIRCRAFT NUMBER

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1007	RFD	DEN	2.0	2.3
1008	DEN	MOW	1.9	2.0
1009	MOW	DEN	2.2	2.3
1010	DEN	RFD	1.9	1.9
TOTAL			7.9	8.5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1633.5		
THIS DATE	7.9		
TOTAL TIME	1641.4		

L A Z I N G S	BROUGHT FORWARD	1006	984
	THIS DATE	4	4
	TOTAL	1010	998

NEXT CHECK DUE			
TYPE	A	B	C
AT 1650			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

① Strobe C/A pops w/ strobe in

① 4-25-84 INSTALLED A SERVICE-ABLE B/H STROBE POWER SUPPLY. OPS. ✓ IS OK. - END - D.C. Tracy S/N OFF 6701 S/N ON 10129 AP350483387

CAPTAIN  
MMW

FIRST OFFICER  
SRW

**MAINTENANCE LOG**

DATE  
4/10/84

AIRCRAFT  
NUMBER  
2800W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1003	RFD	MDW	.4	.6
1004	MDW	DEU	2.2	2.5
1005	DEU	MDW	1.9	2.0
1006	MDW	RFD	.3	.5
TOTAL			4.8	5.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1628.7	—	—
THIS DATE	4.8		
TOTAL TIME	1633.5	—	—

LANDINGS	BROUGHT FORWARD	1002	991
	THIS DATE	4	3
	TOTAL	1006	994

NEXT CHECK DUE			
TYPE	A	B	C
AT	1650		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1 TEMP GAUGE WOP

① 4-13-84 Removed Free Air Temp gauge P/N 883753-3 S/N 64128-39 + Replaced with S/N 64128-13 END KW Regan AP 355561545

CAPTAIN  
S. WINNER

FIRST OFFICER  
T. OLSON

## MAINTENANCE LOG

DATE  
4/8-9/84

AIRCRAFT NUMBER  
28WJ

FLT. NO.	FROM	TO	FLIGHT	BLOCK
998	RFD	DEN	1.9	2.1
999	DEN	LAX	2.2	2.5
1000	LAX	DEN	2.4	2.7
1001	DEN	MDW	2.1	2.3
1002	MDW	RFD	.3	.4
TOTAL			8.9	10.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1619.8	—	—
THIS DATE	8.9	—	—
TOTAL TIME	1628.7	—	—

L O G D A T E	BROUGHT FORWARD	997	997
	THIS DATE	5	4
	TOTAL	1002	991

NEXT CHECK DUE			
TYPE	A	B	C
AT	1650		

**DISCREPANCIES-** REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

**CORRECTIVE ACTION-**

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1 LOGS

Empty grid area for recording discrepancies and corrective actions.

CAPTAIN <b>S R WINNER</b>		<b>MAINTENANCE LOG</b>	DATE <b>4 / 6 / 84</b>
FIRST OFFICER <b>T F DETZNER</b>			AIRCRAFT NUMBER <b>Z8WW</b>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
994	RFD	MDW	0.4	0.6
995		EWR	1.9	2.1
996		MDW	1.7	1.8
997		RFD	0.4	0.5
TOTAL			4.4	5.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1615.4	—	—
THIS DATE	4.4	—	—
TOTAL TIME	1619.8	—	—

L A Z E R S	BROUGHT FORWARD	993	983
	THIS DATE	4	4
	TOTAL	997	987

NEXT CHECK DUE			
TYPE	A	B	C
AT	1650		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

1.) LOWER LH BULB IN FIRE DET SYST. PRESS-TO-TEST FAILS CONTINUITY CHECK, BULB GOOD

① 4-~~16~~-84 REPLACED A FUSE IN THE LH BULB CIRCUIT. PRESS TO TEST ✓ IS OK. - END - *D.Q. Tracey*  
AP350483387

2.) RH NAC HT LIGHT WONT GO OUT.

4-6-84  
② RIGHT NACELLE HEAT LIGHT PRESSURE SWITCH WAS STUCK CLOSED. RAPPED SWITCH, OPS CHECKS OK. *KCKingall 2197965*

CAPTAIN  
**WINNER S.**  
 FIRST OFFICER  
**DETZNER T.**

# MAINTENANCE LOG

DATE  
**4 / 4 / 84**  
 AIRCRAFT NUMBER  
**286W**

FLT. NO.	FROM	TO	FLIGHT	BLOCK
991	DEN	BFI	2.4	2.6
992	BFI	DEN	2.3	2.6
993	DEN	RFD	1.9	2.2
TOTAL			6.6	7.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1608.8	—	—
THIS DATE	6.6		
TOTAL TIME	1615.4	—	—

LANDINGS	BROUGHT FORWARD	990	890
	THIS DATE	3	3
	TOTAL	993	893

NEXT CHECK DUE			
TYPE	A	B	C
AT			

REPORT EACH SYSTEM AND/OR COMPONENT ISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1. VLF GROUND SPEED IW ERROR + 30-50 KNOTS ONLY 1 VLF STATION RECEIVED.

#1 4-4-84 NEED ADDITIONAL DATA TO TROUBLE SHOOT - TEST FLY & REPORT. KCKmyil 2197965

#2. CRACK IN R/H ENGINE NAC 4 INCHES TO THE RIGHT OF PTD2 PROBE CRACK APPROX 3 LONG W SHAPE OF "Y"

#2 4-6-84 THE CRACK IN R/H ENGINE INLET DUCT IS WITHIN OPERATING LIMITS; STOP DRILLED AND MARKED. MONITOR FOR ADDED LENGTH. KCKmyil 2197965

#3 SWITCH FOR TOILET FLUSH WORKS ONLY OCCASIONALLY

#3 4-5-84 INSTALLED AN OVERHAULED TOILET FLUSH MOTOR. OPS. ✓ IS OK. -END- D.G. Tracy AP350483387

#4 RH NAV LIGHT INOP

#4 4-5-84 INSTALLED A NEW R/H NAV LITE LAMP. OPS. ✓ IS OK. -END- D.G. Tracy AP350483387

CAPTAIN  
 WINNER S.  
 FIRST OFFICER  
 DETZNER T.

MAINTENANCE LOG

DATE  
 4 / 3 / 84  
 AIRCRAFT  
 NUMBER 28WW

FLT. NO.	FROM	TO	FLIGHT	BLOCK
987	RFD	MDW	.4	.6
988	MDW	DCA	1.5	1.6
989	DCA	MDW	1.6	2.0
990	MDW	DEN	2.1	2.3
TOTAL			5.6	6.5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1603.2	→	→
THIS DATE	5.6		
TOTAL TIME	16088		

LANDINGS	BROUGHT FORWARD	986	886
	THIS DATE	4	4
	TOTAL	990	890

NEXT CHECK DUE			
TYPE	A	B	C
AT			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

① A/C IS DUE A PHASE 8 INSPECTION.

① 4-2-84 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED TAW A PHASE 8 INSPECTION DEEP CYCLED

② X-PONDER IS REMOVED FROM THE AIRCRAFT FOR REPAIRS.

BOTH MAIN BATTERIES. A RECORD OF MINOR SQUAKS AND SIG-ON-OFFS IS ON RECORD IN THE E.A.C. MAINTENANCE OFFICE. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION

-END- D.G. Tracy AP350483387

② 4-2-84 INSTALLED REPAIRED X-PONDER. S/N 13113. -END- D.G. Tracy AP350483387









CAPTAIN  
 FIRST OFFICER

M M M  
 TD

**MAINTENANCE LOG**

DATE 3/22/84  
 AIRCRAFT NUMBER 28WJII

FLT. NO.	FROM	TO	FLIGHT	BLOCK
971	RFD	MOW	.4	.4
972	MOW	DEN	2.3	2.5
973	DEN	LAX	2.0	2.3
974	LAX	DEN	3.0	3.5
975	DEN	MOW	2.1	2.3
976	MOW	RFD	.2	.4
TOTAL			10.1	11.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1573.4	—	—
THIS DATE	10.1	—	—
TOTAL TIME	1583.5	—	—

L A S T C H E C K	BROUGHT FORWARD	970	870
	THIS DATE	6	6
	TOTAL	976	876

NEXT CHECK DUE			
TYPE	A	B	C
AT	1600		

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

R/H FWD RETRACT CYLINDER LEAKS.

3-21-84 OVERHAULED THE R/H FWD RETRACT CYLINDER. OPS. AND LEAK ARE OK. —END—  
 A.G. Tracey  
 AP350483387

CAPTAIN  
SRW

FIRST OFFICER  
TFD

**MAINTENANCE LOG**

DATE  
3 / 20 / 84

AIRCRAFT  
NUMBER 286WII

FLT. NO.	FROM	TO	FLIGHT	BLOCK
968	RFD	DEN	2.0	2.3
969	DEN	MDW	2.1	2.2
970	MDW	RFD	0.3	0.5
TOTAL			4.4	5.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1569.0		
THIS DATE	4.4		
TOTAL TIME	1573.4		

LANDINGS	BROUGHT FORWARD	867	867
	THIS DATE	3	3
	TOTAL	970	870

NEXT CHECK DUE			
TYPE	A	B	C
AT	1600		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

1. PILOT'S WINDSHIELD HEAT INOP.

3-19-84 INSTALLED A LOANER L/H WINDSHIELD HEAT RELAY. OPS. ✓ IS OK. -END- D. Q. Tracey AP350483387

CAPTAIN <u>WILNER S.</u> FIRST OFFICER <u>OLSEN T.</u>	<b>MAINTENANCE LOG</b>	DATE <u>3/16/84</u> AIRCRAFT NUMBER <u>28www</u>
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FLT. NO.	FROM	TO	FLIGHT	BLOCK
964	RFD	MDW	<del>4</del>	.6
965	MDW	22G	<del>3.7</del>	1.0
966	22G	MDW	1.0	1.2
967	MDW	RFD	.3	.6
TOTAL			2.4	3.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1566.6	—	—
THIS DATE	2.4		
TOTAL TIME	1569.0		

L 432-120	BROUGHT FORWARD	963	864
	THIS DATE	4	3
	TOTAL	967	867

NEXT CHECK DUE			
TYPE	A	B	C
AT 1600			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
--	---

#1 NONE

CAPTAIN MMMM	<b>MAINTENANCE LOG</b>	DATE 3/15/84
FIRST OFFICER TD		AIRCRAFT NUMBER 28WW

FLT. NO.	FROM	TO	FLIGHT	BLOCK
958	RFD	DEN	2.2	2.3
959	DEN	TER	2.9	2.1
960	TEB	DEN	4.3	4.6
961	DEN	LAX	2.2	2.7
962	LAX	DEN	1.8	2.0
963	DEN	REN	1.8	2.0
TOTAL			15.2	16.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1551.4	—	—
THIS DATE	152	—	—
TOTAL TIME	1566.6	—	—

LANDINGS	BROUGHT FORWARD	957	858
	THIS DATE	6	6
	TOTAL	963	864

NEXT CHECK DUE			
TYPE	A	B	C
AT	1600		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

- |  |   |
|--|---|
| <p>① A PHASE #7 INSPECTION IS DUE AT 1550 TTSN.</p> <p>② lower MSI is in A/C.</p> <p>③ PILOTS SEAT lever broken.</p> <p>④ BRAKES ARE WORN OUT.</p> | <p>① 3-8-84 COMPLETED A PHASE 7 INSPECTION AS REQUIRED AT 1550 TTSN; PERTAINING TO THE LANDING GEAR. BOTH A/C NI-CAD BATTERIES DEEP CYCLED. MINOR SQUAWKS LISTED &amp; CLEARED AT TIME OF INSP. FORM ON FILE EAC MAINT. OFFICE. — END —<br/>K Kengel 2197965</p> <p>② <del>3-8-84</del> Removed MACH Speed Indicator P/N 622-4382-018 S/N 1271 + Reinstalled S/N 1287 END KW Regan AP355361545 3-8-84</p> <p>③ Removed + Repaired + Replaced pilots SEAT lever. (Fwd + Aft Movement) END 3-8-84<br/>KW Regan AP35561545</p> <p>④ 3-10-84 RE-BUILT THE BRAKES — END — G. G. Tracey AP350483387</p> |
|--|---|

CAPTAIN  
WUNDER S.  
FIRST OFFICER  
MORRIS S.

**MAINTENANCE LOG**

DATE 3/5<sup>6</sup>/84  
AIRCRAFT NUMBER 28W02

FLT. NO.	FROM	TO	FLIGHT	BLOCK
952	RFD	DEN	2.0	2.2
953	DEN	MDW	1.9	2.1
954	MDW	DEN	2.2	2.4
955	DEN	SFO	2.3	2.6
956	SFO	DEN	2.1	2.4
957	DEN	RFD	1.8	2.0
TOTAL			12.3	13.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1539.1	—	—
THIS DATE	12.3		
TOTAL TIME	1551.4	—	—

L A Z E R S	BROUGHT FORWARD	951	852
	THIS DATE	6	6
	TOTAL	957	858

NEXT CHECK DUE			
TYPE	A	B	C
AT 1550 #7			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

① Both nose tires are worn

① 3-5-84 Removed + Replaced Both nose tires. FUD KW Regan AP 3556/545

CAPTAIN <i>WILKINER S.</i>	MAINTENANCE LOG	DATE <i>3/1/84</i>
FIRST OFFICER <i>MORRIS S.</i>		AIRCRAFT NUMBER <i>28W014</i>

950

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>949</i>	<i>RFD</i>	<i>MKE</i>	<i>3</i>	<i>.5</i>
<i>950</i>	<i>MKE</i>	<i>APF</i>	<i>2.6</i>	<i>2.7</i>
<i>951</i>	<i>APF</i>	<i>RFD</i>	<i>2.8</i>	<i>3.1</i>
TOTAL			<i>5.7</i>	<i>6.3</i>

1534.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>1533.4</i>	—	—
THIS DATE	<i>5.7</i>		
TOTAL TIME	<i>1539.1</i>	—	—

948 890

L A Z E R S	BROUGHT FORWARD	<i>948</i>	<i>849</i>
	THIS DATE	<i>3</i>	<i>3</i>
	TOTAL	<i>951</i>	<i>852</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT	<i>1550#7</i>		

<p style="font-size: 12px; margin: 0;">DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL</p>	<p style="font-size: 12px; margin: 0;">CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL</p>
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CAPTAIN  
 WINNER S  
 FIRST OFFICER  
 DETZNER T.

**MAINTENANCE LOG**

DATE 2/24<sup>28</sup> 84  
 AIRCRAFT NUMBER 280011

FLT. NO.	FROM	TO	FLIGHT	BLOCK
943	RFD	MDW	4	5
944	MDW	DEN	2.2	2.4
945	DEN	DEN	.2	.4
946	DEN	BED	3.8	4.0
947	BED	DEN	4.0	4.5
948	DEN	RFD	1.8	2.3
TOTAL			12.4	14.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1521.0		
THIS DATE	12.4		
TOTAL TIME	1533.4		

1534.3

LANZONS	BROUGHT FORWARD	942	843
	THIS DATE	6	6
	TOTAL	948	849

NEXT CHECK DUE			
TYPE	A	B	C
AT 1550 #7			
948 / 890			

949

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

- #1. #1 TRANSPONDER INOP (1) 3-5-84 Defferred Per M.E.L. PAGE 21-4. END KW Regen AP355561545
- #2. CABIN AIR TEMP SELECTOR AUTO MODE INTERMITTANT MANUAL MODE OK (1) 3-5-84 Defferred Per M.E.L. PAGE 34-4. END KW Regen AP355561545
- #3. V.C.R FUSES KEEP BURNING OUT. SUSPECT SHORT (3) 3-5-84 V.C.R. (Video CASsette Recorder) Removed. END KW. Regen AP355561545

CAPTAIN  
 WINNER S.  
 FIRST OFFICER  
 DETMOR T.

**MAINTENANCE LOG**

DATE  
 2/22/84  
 AIRCRAFT  
 NUMBER 28000

FLT. NO.	FROM	TO	FLIGHT	BLOCK
938	RFD	MDW	3	5
939	MDW	DEN	2.3	2.6
940	DEN	MBY	2.4	2.7
941	MBY	MDW	38	40
942	MDW	RFD	3	5
TOTAL			9.1	16.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1511.9		
THIS DATE	9.1		
TOTAL TIME	1521.0		

LANDINGS	BROUGHT FORWARD	937	839
	THIS DATE	5	4
	TOTAL	942	843

NEXT CHECK DUE			
TYPE	A	B	C
AT 1550 #7			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

① A/C CLOCK WILL NOT KEEP TIME WHEN BATTERY MASTER IS OFF AND NO GEN IS OP.

2-22-84 COMPLIED WITH SERVICE LETTER WW-2450 WHICH IS THE NACELLE INLET COWLING INSPECTION. -END- D.C. Tracey AP350483387

2-22-84 COMPLIED WITH SERVICE LETTER WW-2457 WHICH IS THE WING FLAP BEARING INSPECTION. -END- D.C. Tracey AP350483387

① INSTALLED A/C CLOCK BATTERY OPS VOK IN HAUGHAN END KW Regier AP355561545



CAPTAIN <i>M. W. W.</i>	MAINTENANCE LOG	DATE <i>2/20/84</i>
FIRST OFFICER <i>S. M.</i>		AIRCRAFT NUMBER <i>28000</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>932</i>	<i>TER</i>	<i>DEAL</i>	<i>3.9</i>	<i>4.2</i>
<i>933</i>	<i>DEN</i>	<i>RFD</i>	<i>1.9</i>	<i>2.3</i>
TOTAL			<i>5.8</i>	<i>6.5</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>1501.1</i>	<i>—</i>	<i>—</i>
THIS DATE	<i>5.8</i>	<i>—</i>	<i>—</i>
TOTAL TIME	<i>1506.9</i>	<i>—</i>	<i>—</i>

L A Z E R S	BROUGHT FORWARD	<i>931</i>	<i>834</i>
	THIS DATE	<i>2</i>	<i>2</i>
	TOTAL	<i>933</i>	<i>836</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT	<i>1500 # 6</i>		

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL      CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

*AIRCRAFT IS DUE A PHASE #6 INSPECTION -*      *2-20-84 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 6 INSPECTION AND HAS BEEN RETURNED TO SERVICE IN AIRWORTHY CONDITION. — END - D. G. Tracy AP350483387*

*ENGINES ARE DUE 150/300 H. INSPECTIONS AT 1500 H. TTSN. EMERG. POWER SUPPLY SER. SL-2457 WING FLAPS & SL-2450 NAC. INSP. ARE DUE.*      *2-20-84 COMPLETED THE 150/300 H. ENGINE INSPECTIONS AS REQUIRED AT 1500 TTSN. OVERHAUL THE GENERATOR S/N 3005. SERVICE EMERGENCY POWER SUPPLY AT AIRCRAFT SYSTEMS. PERFORMED SL2457 PART A ON WING FLAPS, AND SL2450 ON L/H NACELLE.*











CAPTAIN	<b>MAINTENANCE LOG</b>	DATE 2 / 17 / 84
FIRST OFFICER		AIRCRAFT NUMBER 28WV

FLT. NO.	FROM	TO	FLIGHT	BLOCK
914	RFD	DEN	2.2	2.1
915	DEN	SPC	2.2	2.7
916	SPC	LAX	1.0	1.1
TOTAL			5.5	6.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1475.3	—	—
THIS DATE	55	—	—
TOTAL TIME	1430.8	—	—

LANDINGS	BROUGHT FORWARD	12 / 27
	THIS DATE	3 / 2
	TOTAL	915 / 320

NEXT CHECK DUE			
TYPE	A	B	C
AT 1500 #6			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1 AIRSPEED/MACH METER INTERMITTS ON LEG INTO LAX

FEB 08 1984 EMERY AIR CHARTER N28WV

1. INSTALLED CUSTOMER FURNISHED PILOTS AIR SPEED INDICATOR P/N 622-4382-013 S/N 1271 <sup>ON</sup> S/N 1287 <sup>OFF</sup>  
GROUND CHECK SATISFACTORY

AIRESEARCH AVIATION COMPANY  
LOS ANGELES INTERNATIONAL AIRPORT  
F.A.A. APPROVED REPAIR STATION 4022  
BY E. J. [Signature]  
AIRCRAFT ENGINE HOURS 1480.0



CAPTAIN M. W. W.	<b>MAINTENANCE LOG</b>	DATE 1/31/84
FIRST OFFICER T. F. D.		AIRCRAFT NUMBER 28000

FLT. NO.	FROM	TO	FLIGHT	BLOCK
406	RFD	DEN	2.0	2.2
907	DEN	TUL	1.2	1.4
908	TUL	DEN	1.4	1.6
909	DEN	RFD	1.9	2.0
TOTAL			6.5	7.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1461.7	—	—
THIS DATE	6.5	—	—
TOTAL TIME	1468.2	—	—

L-1520-200	BROUGHT FORWARD	904	809
	THIS DATE	4	4
	TOTAL	908	813

NEXT CHECK DUE			
TYPE	A	B	C
AT 1500 #6			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

① L- Nacelle right Remover out

~~1-2-84~~ ① 1-2-84 R+R<sup>4H</sup> WACELLE heat VALVE P/W F104SSCP 102-50 H. S/N off 208 S/N ON 193 RW. EWD X/W Regon AP.355561545

1-30-84  
② R/H ENGINE SHOWS HYDRAULIC LEAK.

Westwind 1124 1-31-84  
Removed R/H engine hydraulic pump S/N-A3-68 and installed service-able unit S/N-A2-84. Engine ran and leak and operational checked ok.

TTA 1463.7

W/O 51086 Date 1-31-84  
Signed Gerald R. Davidson  
COMES GATES DENVER INC. Repair Sta. 4152  
Hangar 7 Stapleton International Airport  
DENVER, COLORADO

CAPTAIN  
 WINNER  
 FIRST OFFICER  
 OLSON

**MAINTENANCE LOG**

DATE  
 1/26/84  
 AIRCRAFT  
 NUMBER 28ww

FLT. NO.	FROM	TO	FLIGHT	BLOCK
902	RFD	MDW	.3	.6
903	MDW	OEI	2.3	2.6
904	DEN	MDW	2.0	2.2
905	MDW	RFD	.3	.6
TOTAL			4.9	6.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1452.8	—	—
THIS DATE	4.9	—	—
TOTAL TIME	1461.7	—	—

LANDINGS	BROUGHT FORWARD	900	807
	THIS DATE	4	2
	TOTAL	904	809

NEXT CHECK DUE			
TYPE	A	B	C
AT			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

① ANTI-SKID L/R P-L SIDE

① 1-27-84 Removed Both ANTI-SKID TRANSDUCERS, cleaned CONTACTS removed WATER, ✓ TRANSDUCERS with VOLTmeter + WAS FOUND TO BE GOOD IN HANGAR. Reinstalled + OPS ✓ gd. in HANGAR. END.  
 KW Reyer AP 355561545

② DISCOVERED L/H ANTI-SKID TRANSDUCER IS SHORTED INTERNALLY.

② 1-28-84 REMOVED THE L/H ANTI-SKID TRANSDUCER P/N 40-921 S/N 531 AND INSTALLED S/N 553. OPS CHECKS OK WITH SELF TEST FUNCTIONAL CHECK. K. Kuzel 21979605

CAPTAIN  
 M.M.M.  
 FIRST OFFICER  
 T.O.

**MAINTENANCE LOG**

DATE  
 1 / 25 / 84  
 AIRCRAFT  
 NUMBER 28000

1455.2

901

FLT. NO.	FROM	TO	FLIGHT	BLOCK
900	11G	11G	1.5	1.6
901	11G	RFD	2.0	2.2
TOTAL			2.5	3.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1454.3	→	→
THIS DATE	2.5	→	→
TOTAL TIME	1456.8	→	→

899 / 846

L A Z E R S	BROUGHT FORWARD	898	808
	THIS DATE	2	2
	TOTAL	900	807

NEXT CHECK DUE			
TYPE	A	B	C
AT			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

1-25-84

SEE REPAIRS MADE AT ATLANTIC AVIATION - SHEETS ATTACHED

1/25/84 O/W WW - S/B 24-29

THIS DATE J. C. Emery # 07 Kue

EXTRA COPY FOR EUSTI

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

Form Approved  
Budget Bureau No. 04-R060.1

**MAJOR REPAIR AND ALTERATION**  
(Airframe, Powerplant, Propeller, or Appliance)

FOR FAA USE ONLY  
OFFICE IDENTIFICATION

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE ISRAEL AIRCRAFT INDUSTRIES	MODEL WESTWIND 1124A
	SERIAL NO. 368	NATIONALITY AND REGISTRATION MARK N28WW
2. OWNER	NAME (As shown on registration certificate) MKDG INC	ADDRESS (As shown on registration certificate) 410 17TH ST SUITE 1400 DENVER, CO 80202

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****			X	
PLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS ATLANTIC AVIATION CORPORATION P. O. BOX 15000 WILMINGTON, DELAWARE 19850	B. KIND OF AGENCY	C. CERTIFICATE NO. CRS 3514 AIRFRAME CLASS 4
	U.S. CERTIFICATED MECHANIC	
	FOREIGN CERTIFICATED MECHANIC	
	X CERTIFICATED REPAIR STATION	
	MANUFACTURER	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE 1/23/84	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>[Signature]</i>
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7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
FAA DESIGNEE	X REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION 1/25/84	CERTIFICATE OR DESIGNATION NO. CRS 3514	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>[Signature]</i>
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## NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Repaired damaged fuselage skin below pilot's windshield from Station 37.28 to forward of main entry door Station 85.70 and two (2) frame lower sections Station 44.5 and 54.8 utilizing the following T. C. supplied and CAA approved parts:

P/N 313017-505	Skin
P/N 313042-45T	Frame
P/N 313043-23.K	Frame

The above repair was made in accordance with the manufacturer's recommendations and FAA Advisory Circular 43.13-1A, Chapters 2, 5 and 6, as applicable.

The repair was pressure checked after completion in accordance with the procedures specified in the manufacturer's Maintenance Manual.

Weight change negligible.

-----END-----

ADDITIONAL SHEETS ARE ATTACHED



MKDG INC.  
N28WW S/N 368

JANUARY 25, 1984  
REF. AAC W.O. 8659  
REF: AAC W.O. 8676

1. Repaired damaged fuselage skin below pilot's windshield from Station 37.28 to forward of main entry door, Station 85.70. Reference FAA 337 Form dated 1/25/84.
2. Bench checked left air data computer, P/N 622-5465-214, S/N 1080.
3. Deep cycled J.E.T. pack battery.
4. Adjusted nose gear squat switch.
5. Tightened loose connector on oat guage.
6. Right hydraulic pump repaired, servicable tag in book.
7. Repaired several faulty solder connections on cockpit overhead overlays.
8. Replaced right landing light lamp.
9. Replaced aft belly beacon bulb.
10. Removed and Replaced Left Eng. Generator Cut-out Relay with an overhauled Unit, S/N <sup>OFF</sup> CD 18607 S/N ON CD 18577

The item identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Agency and is approved for return to service.

Repair Station No. 3514 Date 1-25-84

Signed Walter F. Beck

For Atlantic Aviation Corp.  
Wilmington, Delaware

MAKE & MODEL 1124-2 Westwind

N 28WW

DATE 1/25/84

S/N 368

- ① Complied with Service Bulletins # 12, 13 and 15 To CRU and Service Bulletin # 5 To AEU.
- ② Replaced #2 Keyboard Lamp on RTU 90
- ③ Replaced Unit Digit on HSI 84
- ④ Replaced Tens Digit on HSI 84 after

The item identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Agency and is approved for return to service.  
Repair Station No. 3514 Date 1/25/84  
Signed Russell W. Snyder  
For Atlantic Aviation Corp.  
Wilmington, Delaware



CAPTAIN <div style="text-align: center; font-size: 1.5em; font-family: cursive;">MMM</div>	MAINTENANCE LOG	DATE <div style="text-align: center; font-size: 1.5em; font-family: cursive;">12/17/83</div>
FIRST OFFICER <div style="text-align: center; font-size: 1.5em; font-family: cursive;">J.E.F.</div>		AIRCRAFT NUMBER <div style="text-align: center; font-size: 1.5em; font-family: cursive;">28W3</div>

900

FLT. NO.	FROM	TO	FLIGHT	BLOCK
899	RED	ILG	1.9	2.0
TOTAL			1.9	2.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1452.4	←	→
THIS DATE	1.9		
TOTAL TIME	1454.3	←	→

1455.2

L A Z E R S	BROUGHT FORWARD	397	805
	THIS DATE	1	1
	TOTAL	398	806

NEXT CHECK DUE			
TYPE	A	B	C
AT			

899/846

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION: ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
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12-16-83 FOLLOWING DAMAGE TO L/H FUSELAGE WHILE TOWING. AIRCRAFT REPAIRED IN TEMPORARY FASHION TO ALLOW FERRY FLIGHT TO WILMINGTON, DEL. SKIN PATCHED WITH .040 ALUM., PITOT DRAIN LINE PLUGGED, O2 SUPPLY LINE SECURED, ALL CONTROL SURFACES CHECK FOR PROPER MOVEMENT. AIRCRAFT IS APPROVED FOR 1 TIME FERRY FLIGHT FROM ROCKFORD ILL. TO WILMINGTON, DEL. TO ACCOMPLISH REPAIRS. LOCAL GADO OFFICE NOTIFIED AND FERRY PERMIT OBTAINED TO BE ON BOARD IN FLIGHT. AIRCRAFT IS APPROVED FOR DAYTIME VFR, UN-PRESSURIZED FLIGHT ONLY. KCKunzel

12-16-83 2197985  
 INSPECTED PRIOR TO FLIGHT AS REQUIRED BY FERRY PERMIT; NO AIRWORTHINESS DIRECTIVES APPLY TO THIS AIRCRAFT AT PRESENT.  
 KCKunzel 2197965  
 (SEE ATTACHED COPY)

**OPERATING LIMITATIONS**

N 28WW

Date 12/15/83

The pilot is responsible for the following:

1. Flight to be flown in accordance with Visual Flight Rules, Day Only.
2. Carriage of persons other than essential crewmembers prohibited.
3. All flights shall be conducted to avoid areas having heavy traffic and when operated in the vicinity of cities, towns and congested areas, the aircraft shall be operated in a manner which will not create a hazard to persons or property on the ground.
4. Prior to flight, the aircraft must be inspected by an appropriately rated mechanic or certified repair station and an entry made in the aircraft records certifying that: "This aircraft is safe for this flight, and that there are no Airworthy Directives requiring compliance prior to flight."
5. The Special Airworthiness Certificate and these Operating Limitations must be displayed in the aircraft in accordance with FAR 91.27(b).

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE			
A	CLASSIFICATION:	SPECIAL FLIGHT PERMIT	
	PURPOSE:	REPAIRS	
B	MANU-FACTURER	NAME	NA
		ADDRESS	NA
C	FLIGHT	FROM	ROCKFORD, ILLINOIS
		TO	WILMINGTON, DELAWARE
D	N- <u>28WW</u>	SERIAL NO.	368
	BUILDER <u>WESTWIND</u>	MODEL	1124A
E	DATE OF ISSUANCE	<u>12/15/83</u>	EXPIRY <u>12/25/83</u>
	OPERATING LIMITATIONS DATED	<u>12/15/83</u>	ARE A PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE <i>Walter E. Lohmeyer</i> WALTER E. LOHMEYER		DESIGNATION OR OFFICE NO. AGL-GADO-3
<small>Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.</small>			

CAPTAIN JCE	<b>MAINTENANCE LOG</b>	DATE 12 / 9-13 / 83
FIRST OFFICER TD / TK		AIRCRAFT NUMBER 280W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
894	RFD	MDW	.3	.5
895	MDW	DEN	2.4	2.7
896	DEN	LAX	2.0	2.3
897	LAX	MDW	2.8	4.0
898	MDW	RFD	.3	.4
TOTAL			8.8	9.9

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1443.6	—	—
THIS DATE	8.8		
TOTAL TIME	1452.4	—	—

L-1011-1	BROUGHT FORWARD	892	802
	THIS DATE	5	3
	TOTAL	897	805

NEXT CHECK DUE			
TYPE	A	B	C
AT			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

① AIRCRAFT IS DUE A ① PHASE NO. 5 INSP AT 1450 TFSN

12-14-83 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 5 INSPECTION AND HAS BEEN RETURNED TO SERVICE IN AIR-WORTHY CONDITION. CHANGED AIR CYCLE MACHINE OIL - END  
D.Q. Tracy AP350483387

② Aux Gyro Test is NOT NORMAL

② 12-14-83 INSPECTED THE EMERG-AUX. GYRO BATTERY PACK; ALL CELLS CHECK OK.  
K King 2197965

CAPTAIN <i>WINNER</i>	<b>MAINTENANCE LOG</b>	DATE <i>12/6/83</i>
FIRST OFFICER <i>CLSON</i>		AIRCRAFT NUMBER <i>28ww</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>891</i>	<i>SFO</i>	<i>DEN</i>	<i>1.9</i>	<i>2.4</i>
<i>892</i>	<i>DEN</i>	<i>MDW</i>	<i>2.0</i>	<i>2.1</i>
<i>893</i>	<i>MDW</i>	<i>RED</i>	<i>.3</i>	<i>.5</i>
TOTAL			<i>4.2</i>	<i>5.0</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>1439.4</i>	<i>—</i>	<i>—</i>
THIS DATE	<i>4.2</i>		
TOTAL TIME	<i>1443.6</i>	<i>—</i>	<i>—</i>

LANDINGS	BROUGHT FORWARD	<i>889</i>	<i>859</i>
	THIS DATE	<i>3</i>	<i>3</i>
	TOTAL	<i>892</i>	<i>862</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT <i>1450</i>			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

*#1. RADBAR WOP*

*AT ATLANTIC 12-19-83*

*NO ~~BE~~ RADAR ALT  
CALLOUTS, AND ~~TALKS~~  
AND TALKS. ~~RESET~~*

CAPTAIN <i>WINNER</i>	MAINTENANCE LOG	DATE <i>12 / 5 / 83</i>
FIRST OFFICER <i>OLSON</i>		AIRCRAFT NUMBER <i>28ww</i>

*1434.3*

*888*

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>887</i>	<i>RFD</i>	<i>MDW</i>	<i>.3</i>	<i>.5</i>
<i>888</i>	<i>MDW</i>	<i>DEN</i>	<i>2.6</i>	<i>2.8</i>
<i>889</i>	<i>DEN</i>	<i>LAX</i>	<i>2.1</i>	<i>2.3</i>
<i>890</i>	<i>LAX</i>	<i>SFO</i>	<i>1.0</i>	<i>1.2</i>
TOTAL			<i>6.0</i>	<i>6.8</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>1433.4</i>	<i>—</i>	<i>—</i>
THIS DATE	<i>60</i>		
TOTAL TIME	<i>1439.4</i>	<i>—</i>	<i>—</i>

*886/835*

L A Z A R O S O W	BROUGHT FORWARD	<i>885</i>	<i>855</i>
	THIS DATE	<i>4</i>	<i>4</i>
	TOTAL	<i>889</i>	<i>859</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT	<i>1450</i>		

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION. ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
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CAPTAIN <i>WINNER</i>	MAINTENANCE LOG	DATE <i>11/27/83</i>
FIRST OFFICER <i>OLSON</i>		AIRCRAFT NUMBER <i>28WU</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>882</i>	<i>RST</i>	<i>DEN</i>	<i>1.7</i>	<i>2.0</i>
<i>883</i>	<i>DEN</i>	<i>MDW</i>	<i>1.7</i>	<i>1.9</i>
<i>884</i>	<i>MDW</i>	<i>TEB</i>	<i>1.5</i>	<i>1.7</i>
<i>885</i>	<i>TEB</i>	<i>DEN</i>	<i>4.3</i>	<i>4.7</i>
<i>886</i>	<i>DEN</i>	<i>RFD</i>	<i>1.6</i>	<i>1.7</i>
TOTAL			<i>10.8</i>	<i>18.0</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>1422.6</i>	—	—
THIS DATE	<i>10.8</i>		
TOTAL TIME	<i>1433.4</i>		

*1434.3*

L A N D I N G	BROUGHT FORWARD	<i>880830</i>
	THIS DATE	<i>5 5</i>
	TOTAL	<i>885835</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT <i>1450</i>			

*886/835*

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
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*#1. DOOR TO CABINET BROKEN*

*REGLUED THE CABINET DOOR HINGE AREA. K. Kuyal 2197405*

CAPTAIN  
*WINNER*

FIRST OFFICER  
*OLSON*

**MAINTENANCE LOG**

DATE  
*11 / 28 / 83*

AIRCRAFT NUMBER  
*2810W*

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>879</i>	<i>RFD</i>	<i>RST</i>	<i>.6</i>	<i>.7</i>
<i>880</i>	<i>RST</i>	<i>HPN</i>	<i>2.2</i>	<i>2.4</i>
<i>881</i>	<i>HPN</i>	<i>RST</i>	<i>2.7</i>	<i>2.9</i>
TOTAL			<i>5.5</i>	<i>6.0</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>1417.1</i>	<i>—</i>	<i>—</i>
THIS DATE	<i>5.5</i>	<i>—</i>	<i>—</i>
TOTAL TIME	<i>1422.6</i>	<i>—</i>	<i>—</i>

LANDINGS	BROUGHT FORWARD	<i>877</i>	<i>827</i>
	THIS DATE	<i>3</i>	<i>3</i>
	TOTAL	<i>880</i>	<i>830</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT	<i>1450</i>		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

*None*

11/18  
11/17

CAPTAIN <b>MMM</b>	<b>MAINTENANCE LOG</b>	DATE <b>11 / 16 / 83</b>
FIRST OFFICER <b>TFD</b>		AIRCRAFT NUMBER <b>2844</b>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
874	SAT	ASE	2.1	2.6
875	HSE	MPV	2.2	2.4
876	MPV	MMSD	2.3	2.6
877	MMSD	ELP	1.6	1.7
878	ELP	RSD	2.4	2.5
TOTAL			10.6	11.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1406.5	—	—
THIS DATE	10.6	—	—
TOTAL TIME	1417.1	—	—

L A Z O - 2 0 5	BROUGHT FORWARD	872	877
	THIS DATE	5	5
	TOTAL	877	827

NEXT CHECK DUE			
TYPE	A	B	C
AT	1450		

<b>REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL</b>	<b>CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL</b>
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CAPTAIN  
MMM

FIRST OFFICER  
TFD

# MAINTENANCE LOG

DATE  
11 / 16 / 83

AIRCRAFT  
NUMBER 28661

FLT. NO.	FROM	TO	FLIGHT	BLOCK
872	RFD	MDW	0.5	0.6
873	MDW	SAT	2.4	2.5
TOTAL			2.9	3.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1404.1		
THIS DATE	2.4		
TOTAL TIME	1406.5		

LANDINGS	BROUGHT FORWARD	870	872
	THIS DATE	2	2
	TOTAL	872	872

NEXT CHECK DUE			
TYPE	A	B	C
AT 1450			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

NTR

11-14-83 REPLACED THE L/H GENERATOR CONTROL UNIT, RUN AND ADJUSTED OUTPUT. KCKingel 2197965

11-14-83 THE ABOVE GCU IS THE ORIGINAL UNIT BANG FROM O.H., S/N 681926M1 KCKingel 2197965

Incorrect hours added this date

should be	2.9
not	2.4
	<u>.5</u>

CAPTAIN <div style="text-align: center; font-size: 1.2em;">WINNER S.</div>	MAINTENANCE LOG	DATE <div style="text-align: center; font-size: 1.2em;">11 / 13 / 83</div>
FIRST OFFICER <div style="text-align: center; font-size: 1.2em;">OLSON T</div>		AIRCRAFT NUMBER <div style="text-align: center; font-size: 1.2em;">28600</div>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
869	SFO	BUR	.8	1.1
870	BUR	DEN	1.7	1.9
871	DEN	RFD	1.6	2.0
TOTAL			4.1	5.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1400.0	—	—
THIS DATE	4.1		
TOTAL TIME	1404.1	—	—

L A S T S E R V I C E S	BROUGHT FORWARD	861	818
	THIS DATE	3	2
	TOTAL	879	820

NEXT CHECK DUE			
TYPE	A	B	C
AT 1400			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1. FUEL ACCESS DOOR IS SPRUNG (NEEDS NEW SPRING)

11-12-83 COMPLETED A PHASE #4 INSP PERTAINING TO GEAR AT THIS TIME. INSP. FORM ON FILE EAC MAINT. OFFICE - KCKmyel  
2197905

#2.

CAPTAIN <b>WINNER S.</b>	<b>MAINTENANCE LOG</b>	DATE 11/10/83 11/11/83
FIRST OFFICER <b>OLSON T.</b>		AIRCRAFT NUMBER <b>28000</b>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
865	RFD	DEN	2.0	2.2
866	DEN	SFO	2.4	2.6
867	SFO	LAX	1.0	1.4
868	LAX	SFO	1.0	1.5
TOTAL			6.4	7.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1393.6		
THIS DATE	6.4		
TOTAL TIME	1400.0		

L-1011-200	BROUGHT FORWARD	863	819
	THIS DATE	4	4
	TOTAL	867	818

NEXT CHECK DUE			
TYPE	A	B	C
AT 1400			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
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<p>#1 <del>LINE</del> A LOANER AUTO-PILOT COMPUTER IS IN PLACE.</p>	<p>11-9-83 INSTALLED AN OVERHAULLED AUTO PILOT COMPUTER. S/N OFF 2055 S/N ON 2198. - END - D.C. Tracy AP350483387</p>
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CAPTAIN <b>WINNER</b>	<b>MAINTENANCE LOG</b>	DATE <b>11/3-4/83</b>
FIRST OFFICER <b>OLSON</b>		AIRCRAFT NUMBER <b>28WW</b>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
855	RFD	TEB	1.7	2.0
856	TEB	MDW	1.9	2.6
857	MDW	RFD	1.6	1.8
TOTAL			<b>5.2</b>	<b>6.4</b>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<b>1378.3</b>		
THIS DATE	<b>5.2</b>		
TOTAL TIME	<b>1383.5</b>		

SACZ-0231 L	BROUGHT FORWARD	853	804
	THIS DATE	3	3
	TOTAL	<b>856</b>	<b>807</b>

NEXT CHECK DUE			
TYPE	A	B	C
AT	<b>1400</b>		

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

1) L/H GEN Will Not Come  
ON LINE 4B WILL NOT STAY  
IN

11-6-83 INSTALLED A LOANER  
GENERATOR CONTROL UNIT IN L/H  
SIDE. RUN AND ADJUSTED VOLTAGE  
TO GIVE EVEN LOAD METER  
READINGS UP TO 80% RPM.  
KCKWJL 2197965







CAPTAIN <div style="text-align: center; font-size: 1.2em;">SRW</div>	MAINTENANCE LOG	DATE <div style="text-align: center; font-size: 1.2em;">10/30/83</div>
FIRST OFFICER <div style="text-align: center; font-size: 1.2em;">TO</div>		AIRCRAFT NUMBER <div style="text-align: center; font-size: 1.2em;">28WJ</div>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
843	RFD	AGS	1.6	1.8
844	AGS	PWK	1.8	2.0
845	PWK	RFD	.4	.7
TOTAL			3.8	4.5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1361.2	←	→
THIS DATE	3.8	→	→
TOTAL TIME	1365.0	←	→

1365.4

L A Z E R S	BROUGHT FORWARD	841	792
	THIS DATE	3	3
	TOTAL	844	795

NEXT CHECK DUE			
TYPE	A	B	C
AT 1400			

8451 795

<p style="font-size: 0.8em; margin: 0;">DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL</p>	<p style="font-size: 0.8em; margin: 0;">CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL</p>
--	---

RIGHT BRAKE LEAKING

CAPTAIN  
WINNERS  
FIRST OFFICER  
RAMOUSIK.

**MAINTENANCE LOG**

DATE  
10/27/83  
AIRCRAFT  
NUMBER  
2800

FLT. NO.	FROM	TO	FLIGHT	BLOCK
840	RFD	MDW	3	5
841	MDW	AGS	1.4	1.6
842	AGS	RFD	1.8	2.0
TOTAL			3.5	4.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1357.7		
THIS DATE	35		
TOTAL TIME	1361.2		

LANDINGS	BROUGHT FORWARD	838	789
	THIS DATE	3	3
	TOTAL	841	792

NEXT CHECK DUE			
TYPE	A	B	C

1400

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

None

CAPTAIN <p style="text-align: center;">JCE</p>	<h2 style="margin: 0;">MAINTENANCE LOG</h2>	DATE <p style="text-align: center;">10 / 25 / 83</p>
FIRST OFFICER <p style="text-align: center;">KDR</p>		AIRCRAFT NUMBER <p style="text-align: center;">2800</p>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
836	RFD	PWK	.3	.5
837	PWK	LEX	.9	1.4
838	LEX	PWK	1.1	1.3
839	PWK	RFD	.3	.4
TOTAL				2.6 3.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1355.1	—	✓
THIS DATE	2.6	—	✓
TOTAL TIME	1357.7	—	✓

LANDINGS	BROUGHT FORWARD	834	781
	THIS DATE	4	2
	TOTAL	838	783

NEXT CHECK DUE			
TYPE	A	B	C
AT	350	#2	
	1400		

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

10-24-83 COMPLETED A PHASE 3 INSPECTION ON WING, THRUST REVERSER, ENGINES, AS REQUIRED AT 1350 T.T. INSP. FORM ON FILE EAC MAIN OFFICE. COMPLIED WITH BRAKE MAIN GEAR ACTUATOR INBOARD BOLT REPLACED AS PER SLWW2494 KIT INSTALLED. K Kumel 2197965

10-24-83 COMPLETED SLWW2457 PART A ON WING FLAP INSP. AND SLWW2450 ON ENGINE INLET NOZZLE INSP. (LEFT SIDE ONLY REQ'D.) K Kumel 2197965

CAPTAIN <b>SRW</b>	<b>MAINTENANCE LOG</b>	DATE 10/23/83
FIRST OFFICER <b>TO</b>		AIRCRAFT NUMBER <b>280007</b>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
832	MDW	DEN	2.1	2.4
833	DEN	MDW	1.9	2.1
834	MDW	DEN	2.2	2.8
835	DEN	RFD	1.7	1.9
TOTAL			7.9	9.2
TOTAL			7.3	8.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1347.6	—	—
THIS DATE	7.5		
TOTAL TIME	1355.1		

L A N D I N G	BROUGHT FORWARD	830	783
	THIS DATE	4	4
	TOTAL	834	787

NEXT CHECK DUE			
TYPE	A	B	C
AT 1350. #2			
			1400

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1. ~~2~~ LANDING LITES NEED TO BE REPAINTED

#2. REAR BAGGAGE HEAT LITE IS INOP (RESIDUAL BULB)

#3.

(2) OPS CHECKED BAGGAGE HEAT AND REPLACED BOTH IND. BULBS. KCKuyel 2197965

Error in entry should be 7.9 not 7.5





CAPTAIN <span style="font-size: 1.5em; margin-left: 150px;">SRW</span>	<b>MAINTENANCE LOG</b>	DATE <span style="font-size: 1.2em;">10 / 20 / 83</span>
FIRST OFFICER <span style="font-size: 1.5em; margin-left: 150px;">TC</span>		AIRCRAFT NUMBER <span style="font-size: 1.2em; margin-left: 100px;">28444</span>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
823	RFD	MDW	.4	.7
824	MDW	DEN	2.6	2.7
825	DEN	LAX	2.1	2.2
826	LAX	SDL	1.0	1.4
827	SDL	DEN	1.4	1.7
828	DEN	MDW	2.1	2.6
TOTAL			9.6	11.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1336.1		
THIS DATE	9.6		
TOTAL TIME	1345.7		

LANDINGS	BROUGHT FORWARD	821 774
	THIS DATE	6 6
	TOTAL	827 780

NEXT CHECK DUE			
TYPE	A	B	C
AT 1350 #2			

<p>REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL</p>	<p>CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL</p>
--	--

#1. R/H NAC HEAT STUCK IN THE ON POSITION

CAPTAIN  
 MMM

FIRST OFFICER  
 TC

# MAINTENANCE LOG

DATE  
 10 / 19 / 53

AIRCRAFT  
 NUMBER 28000

FLT. NO.	FROM	TO	FLIGHT	BLOCK
820	RFD	MDW	.4	.6
821	MDW	STL	1.0	1.1
822	STL	RFD	.6	.9
TOTAL			2.0	2.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1334.1	→	→
THIS DATE	2.0	→	→
TOTAL TIME	1336.1	→	→

LANDINGS	BROUGHT FORWARD	618	771
	THIS DATE	3	3
	TOTAL	621	774

NEXT CHECK DUE			
TYPE	A	B	C
AT 1350 #2			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

no. 1 ok. no. 2 ok.



CAPTAIN <span style="font-size: 1.2em; margin-left: 100px;">WINNER S.</span>	MAINTENANCE LOG	DATE <span style="font-size: 1.2em; margin-left: 20px;">10/18/83</span>
FIRST OFFICER <span style="font-size: 1.2em; margin-left: 100px;">KAMELST K</span>		AIRCRAFT NUMBER <span style="font-size: 1.2em; margin-left: 100px;">28W</span>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
816	RFD	MDW	.4	.6
817	MDW	DFW	2.3	2.6
818	DFW	MDW	1.8	2.1
819	MDW	RFD	.3	.5
TOTAL			4.8	5.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1329.3	—	→
THIS DATE	4.8		
TOTAL TIME	1334.1		

L A S T C H E C K	BROUGHT FORWARD	814	768
	THIS DATE	4	3
	TOTAL	818	771

NEXT CHECK DUE			
TYPE	A	B	C
AT 1350#2			

<b>DISCREPANCIES-</b> REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	<b>CORRECTIVE ACTION-</b> ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
---	--

#1. Auto Pilot Heading & NAV MODE IN OP

#2. WFT Dump Slow IN DEPLOYMENT AFTER SWITCH AND GROUND CONTACT HAVE BEEN MADE

CAPTAIN SRV		<b>MAINTENANCE LOG</b>	DATE 10/16, 17/83
FIRST OFFICER KOR			AIRCRAFT NUMBER 28WV

FLT. NO.	FROM	TO	FLIGHT	BLOCK
812	RFD	DEN	2.1	2.3
813	DEN	MDW	1.8	2.0
814	MDW	DEN	2.3	2.6
815	DEN	RFD	1.7	1.9
TOTAL			7.9	8.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1321.4	---	---
THIS DATE	7.9	---	---
TOTAL TIME	1329.3	---	---

L K R E G S	BROUGHT FORWARD	810	764
	THIS DATE	4	4
	TOTAL	814	768

NEXT CHECK DUE			
TYPE	A	B	C
AT 1350 #3			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

R/A NACELLE HEAT VALVE STICKS OPEN (HEAT ON) WHEN SWITCHED OFF.

10-14-83 REPLACED THE R/A NACELLE HEAT VALVE S/N ~~201~~ 201 WITH SUNSTRAND MFG, S/N 8100435. KCKingel 2197965

OVERHEAD PANEL LITES FOR THE FOLLOWING SWITCH ARE IN OP: NAC LTR WINDSHIELD HEAT LTR, DE-ICE NORMANC + MANUAL EXT POW + BATT. GEN LTR BATT DISCONNECT 42









CAPTAIN  
 FIRST OFFICER

**MAINTENANCE LOG**

DATE 10/7/83  
 AIRCRAFT NUMBER 28444

FLT. NO.	FROM	TO	FLIGHT	BLOCK
796	AZC	REN	.6	.7
TOTAL			.6	.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1300.6	→	→
THIS DATE	.6	→	→
TOTAL TIME	1301.2	→	→

LANDINGS	BROUGHT FORWARD	794 748
	THIS DATE	
	TOTAL	795 749

NEXT CHECK DUE			
TYPE	A	B	C
AT 1350 #3			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

PERFORM 91.172 ON BOTH TRANSPONDERS

In Accordance With FAR 91.172 This Aircraft's ATC Transponder (Manufacturer COLLINS Type TD290, S/N 9608) Was Found To Comply With FAR 43 Appendix F On 10-7-83 Using Ramp Checker Type 600A, S/N 169 KAL-AERO, INC. CRS 3240  
 W.O. # 7266.7  
 Signed Robert D. Eckert

In Accordance With FAR 91.172 This Aircraft's ATC Transponder (Manufacturer COLLINS Type TD290, S/N 18112) Was Found To Comply With FAR 43 Appendix F On 10-7-83 Using Ramp Checker Type 600A, S/N 169 KAL-AERO, INC. CRS 3240  
 W.O. # 7266.1  
 Signed Robert D. Eckert

A/P Rolls Right AFTER ENGAGEMENT -

Removed APC-80 PN-522-2901-016 SN: 2198 AND INSTALLED COLLINS WARRANTY COASER SN: 2055  
 KAL-AERO CRS 3240  
Robert D. Eckert

CAPTAIN <i>N.W.W.</i>	<b>MAINTENANCE LOG</b>	DATE <i>10/5/83</i>
FIRST OFFICER <i>T.O.</i>		AIRCRAFT NUMBER <i>23W</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>795</i>	<i>RFD</i>	<i>A20</i>	<i>5</i>	<i>6</i>
TOTAL			<i>5</i>	<i>6</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>1300.1</i>	—	—
THIS DATE	<i>5</i>	—	—
TOTAL TIME	<i>1300.60</i>	—	—

L A Z O N O S	BROUGHT FORWARD	<i>793</i>	<i>717</i>
	THIS DATE	<i>1</i>	<i>1</i>
	TOTAL	<i>794</i>	<i>718</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT	<i>1300</i>	<i>#6</i>	

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
<p><i>27-075</i></p> <p>I certify that the Altimeter and Static System tests Required by F.A.R. Part 91.171 have been performed. The Altimeter was tested to <u><i>50,000</i></u> feet on <u><i>10-7-83</i></u> Date of Altimeter Test</p> <p>Signature <u><i>Richard E. Hix</i></u></p> <p>Date of Static System Test <u><i>10-7-83</i></u></p> <p>Certification Number <u><i>CRS-3240</i></u></p>	<p><i>10-7-83</i></p> <p><i>C/W PHASE 2 INSPECTION REQUIREMENTS</i></p> <p><i>BOTH BATTERIES DEEP CYCLED. REPLACED ONE</i></p> <p><i>DAMAGED STATIC WICK ON TIP OF RT</i></p> <p><i>ELEVATOR PIN 16310. INSTALLED NEW GEAR</i></p> <p><i>AND CAM ASSY IN TOP BEACON. INSTALLED</i></p> <p><i>NEW BULBS IN TOP BEACON. REPLACED ALL</i></p> <p><i>4 BULBS IN 1050 LIGHTS IN DASH. RE</i></p> <p><i>PAIRED BOND SPICE IN L/H BLEED AIR</i></p> <p><i>OVERHEAT DETECT. SYSTEM. REPAIRED PITOT</i></p> <p><i>STATIC LEAK ON LEFT SIDE (LOOSE FITTING</i></p> <p><i>AT PRESSURE BULKHEAD). SERVICED HYD.</i></p> <p><i>RESERVOIR. REPLACED TWO BULBS IN ANN.</i></p> <p><i>UNCINATOR PANEL (RT. HYD. PRESSURE + #2 AC.</i></p> <p><i>FAIL) REPLACED DESSICANT IN BOTH W/S</i></p> <p><i>TUBES, C/W 91.171. BOTH SIDES ADD</i></p> <p><i>ADC.</i></p>
<p><i>10-17-075</i></p> <p>I certify that the Altimeter and Static System tests Required by F.A.R. Part 91.171 have been performed. The Altimeter was tested to <u><i>50,000</i></u> feet on <u><i>10-7-83</i></u> Date of Altimeter Test</p> <p>Signature <u><i>Richard E. Hix</i></u></p> <p>Date of Static System Test <u><i>10-7-83</i></u></p> <p>Certification Number <u><i>CRS-3240</i></u></p>	<p>This aircraft (air-frame, aircraft engine, propeller, or appliance) identified on _____ this form, was repaired and inspected in accordance with _____ regulations of the Federal Aviation Administration and is approved for return to service. A record of details of the repair are on file at this repair station under order No. <u><i>911718</i></u></p> <p>Date <u><i>10-7-83</i></u> Signed <u><i>Richard E. Hix</i></u> For:  <b>KAL-AERO INC. CERTIFIED REPAIR STATION 3240</b>          5605 Portage Road, Kalamazoo, Michigan 49002</p>
<p>The Air Data Computer tests Required by FAR Part 91.171 have been performed on the following date <u><i>10-7-83</i></u>. The maximum altitude to which tested was <u><i>50,000</i></u> feet</p>	



CAPTAIN JCE		MAINTENANCE LOG	DATE 10/1-4/83
FIRST OFFICER KR			AIRCRAFT NUMBER 28000

FLT. NO.	FROM	TO	FLIGHT	BLOCK
790	RFD	DFB	2.0	2.3
791	JFK	DEV	3.8	4.1
792	DEV	MDW	1.8	2.0
793	MDW	DEV	2.5	2.7
794	DEV	MDW	2.0	2.2
795	MDW	RFD	.3	.4
TOTAL			12.4	13.7

1289.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1287.7	→	→
THIS DATE	12.4	→	→
TOTAL TIME	1300.1	→	→

788 741

LAZ-205	BROUGHT FORWARD	787 741
	THIS DATE	6 6
	TOTAL	793 747

NEXT CHECK DUE			
TYPE	A	B	C
AT 1300	#	3	

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

10-5-83 INSTALLED RE-BUILT BRAKE ASSYS ON BOTH MLG; OVERHAUL BY G-N AIRCRAFT GRIFFITH, IND. COMPLIED WITH SERVICE LETTER IWW-24103, PERTAINING TO MOUNTING HARDWARE, BRAKES TO GEAR LEGS, BY INSTALLING ALL NEW BOLTS, NUTS, AND WASHERS AS PER S.L. PARTS LIST. K. Kenzel 2197965

10-5-83 INSTALL CHD COLLINS FMS-90, Box; CRU-90 S/N 052. OPS CHECKED, DATA BASE SHOWS OK. OP'S CHECK OF NAV. MARKER ON RADAR SHOWS OK. K. Kenzel 2197965



CAPTAIN <div style="text-align: center; font-size: 1.5em; margin: 5px 0;">M. W. W. W.</div>	<b>MAINTENANCE LOG</b>	DATE <div style="text-align: center; font-size: 1.5em; margin: 5px 0;">9 / 26 / 83</div>
FIRST OFFICER <div style="text-align: center; font-size: 1.5em; margin: 5px 0;">TD</div>		AIRCRAFT NUMBER <div style="text-align: center; font-size: 1.5em; margin: 5px 0;">25444</div>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
782	RFI	ORD	.5	.7
783	ORD	DAL	1.8	2.2
784	DAL	SNA	3.0	3.2
785	SNA	FDE	1.2	1.6
786	FDE	SFO	1.3	.7
787	SFO	Bjc	2.1	2.3
TOTAL			8.9	10.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1276.5	→	→
THIS DATE	8.9	→	→
TOTAL TIME	1285.4	→	→

LANDINGS	BROUGHT FORWARD	779   739	
	THIS DATE	6	6
	TOTAL	785	739

NEXT CHECK DUE			
TYPE	A	B	C
AT 1300 #3			

**DISCREPANCIES-** REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

**CORRECTIVE ACTION-**

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

Empty space for reporting discrepancies	Empty space for corrective action
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CAPTAIN <i>MMMM</i>	<b>MAINTENANCE LOG</b>	DATE <i>9/22/83</i>
FIRST OFFICER <i>TD</i>		AIRCRAFT NUMBER <i>28000</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
773	REF	MDW	4	5
774	MDW	SUN	35	36
775	SUN	PHV	18	19
776	DEX	ORD	30	32
777	ORD	CIE	8	9
778	CIE	REF	10	13
TOTAL			105	114

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	12592	→	→
THIS DATE	105	→	→
TOTAL TIME	12697	→	→

L A Z E R S	BROUGHT FORWARD	771 724
	THIS DATE	0 6
	TOTAL	776/730

NEXT CHECK DUE			
TYPE	A	B	C
AT 1300 #3			

<b>REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL</b>	<b>CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL</b>
---	--

9-22-83 LEFT BLEED VALVE IS NOT TO BE USED AS PER MINIMUM EQUIPMENT LIST APPROVED BY FAA LOCAL GADO #3. THIS IS SO STATED ON PLACARDED INSTRUMENT PANEL. LEFT BLEED VALVE LEAK WARNING LIGHT WILL REMAIN ON; FALSE INDICATION. *KCKunzel*  
 21979650

CAPTAIN  
 FIRST OFFICER

**MAINTENANCE LOG**

DATE 9/21/83  
 AIRCRAFT NUMBER 28WU

FLT. NO.	FROM	TO	FLIGHT	BLOCK
769	RFD	MDW	13	.5
770	MDW	BOS	19	20
771	BOS	MDW	24	26
772	MDW	RFD	2	5
TOTAL			50	56

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1254.2	→	
THIS DATE	50	→	
TOTAL TIME	1259.2	→	

L A Z E R S	CYCLES	
	BROUGHT FORWARD	767 / 720
	TOTAL	771 / 724

NEXT CHECK DUE			
TYPE	A	B	C
AT			

1300 #2

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

Time & Cycles Corrected  
 9/19/83

L Bleed Air Light on

9-20-83 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE I (LANDING GEAR) INSPECTION AND HAS BEEN FOUND TO BE IN AIRWORTHY CONDITION.  
 -END- R.G. Tracy AP350483387

9-20-83 REPOSITIONED THE LEFT BLEED VALVE OVER HEAT SENSE ELEMENT (LOOP) TO PRECLUDE FALSE OVER HEAT INDICATIONS AS NOTED IN WN SERVICE LETTER 2499. K Kenzel 2197965







CAPTAIN J. C. F. MEER  
 FIRST OFFICER J. E. F.

**MAINTENANCE LOG**

DATE 9/14/83  
 AIRCRAFT NUMBER 2800

FLT. NO.	FROM	TO	FLIGHT
759	RFD	DCA	1.0
760	DCA	ORD	1.8
761	ORD	RFD	1.5
TOTAL			3.3

BLOCK	FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
1.0	BROUGHT FORWARD	1230.7	→	→
1.8	THIS DATE	3.4		
1.5	TOTAL TIME	1234.1	→	→

L A T I T I O N S	BROUGHT FORWARD	757	710
	THIS DATE	3	3
	TOTAL	760	713

NEXT CHECK DUE			
TYPE	A	B	C
AT	1250		

DISCREPANCIES- REPORT EACH SYSTEM AND/OR MALFUNCTION IN DETAIL

None

COMPONENT CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

Blank lines for component and corrective action entries.

CAPTAIN <div style="text-align: center; font-size: 1.5em; font-weight: bold;">WINNER S</div>	MAINTENANCE LOG	DATE <div style="text-align: center; font-size: 1.5em;">9 / 13 / 83</div>
FIRST OFFICER <div style="text-align: center; font-size: 1.5em; font-weight: bold;">DETZNER T.</div>		AIRCRAFT NUMBER <div style="text-align: center; font-size: 1.5em; font-weight: bold;">28W11</div>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
755	RFD	MDW	.6	.7
756	MDW	DEN	2.3	2.6
757	DEN	MDW	1.9	2.1
758	MDW	RFD	.3	.6
TOTAL			5.1	6.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1235.6	→	→
THIS DATE	5.1		
TOTAL TIME	1230.7	→	→

LANDINGS	BROUGHT FORWARD	753	707
	THIS DATE	4	3
	TOTAL	757	710

NEXT CHECK DUE			
TYPE	A	B	C
AT 1250			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
--	---

#1. LH STRUT HAS TOO MUCH PRESSURE.

9-13-83 SERVICED THE LH STRUT. - END - 1007 by AP35048338

CAPTAIN  
WINNER S.  
FIRST OFFICER  
DETZNER T.

**MAINTENANCE LOG**

DATE  
9/12/83  
AIRCRAFT  
NUMBER 280011

FLT. NO.	FROM	TO	FLIGHT	BLOCK
752	RFD	BCT	2.7	3.1
753	BCT	RST	3.2	3.4
754	RST	RFD	5	7
TOTAL			6.4	7.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1229.2		
THIS DATE	6.4		
TOTAL TIME	1235.6		

CYCLES

LANDINGS	BROUGHT FORWARD	753	704
	THIS DATE	3	3
	TOTAL	753	707

NEXT CHECK DUE			
TYPE	A	B	C
AT	1250		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

None



CAPTAIN  
WINNER S  
FIRST OFFICER  
RAMQUIST K

MAINTENANCE LOG

DATE  
9/2/83  
AIRCRAFT  
NUMBER 28WV11

1222.0

745

FLT. NO.	FROM	TO	FLIGHT	BLOCK
745	RFD	MDW	.3	5
746	MDW	SAT	2.3	2.5
747	SAT	MDW	2.7	2.9
748	MDW	RFD	.3	.4
TOTAL			5.6	6.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1221.9	→	→
THIS DATE	5.6		
TOTAL TIME	1227.5		

LANDINGS	BROUGHT FORWARD	743697	
	THIS DATE	4	4
	TOTAL	747	701

NEXT CHECK DUE			
TYPE	A	B	C
AT 1250			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION.

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1 TAIL ROTATING BEACON DOES NOT ROTATE

9-9-83 OVERHAULED THE TAIL ROTATING BEACON. OPS ✓ IS OK.  
-END- D. Gracy AP350483387

#2



CAPTAIN  
 MMM  
 FIRST OFFICER  
 JF

**MAINTENANCE LOG**

DATE  
 8 / 28 / 83  
 AIRCRAFT  
 NUMBER  
 2800

FLT. NO.	FROM	TO	FLIGHT	BLOCK
738	REF	495	1.8	20
739	MDW	REF	1.9	21
740	MDW	REF	4	5
TOTAL			4.1	46

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1213.0	→	
THIS DATE	4.1	→	
TOTAL TIME	1217.1	→	→

L A Z E R S	BROUGHT FORWARD	738	690
	THIS DATE	3	3
	TOTAL	739	693

NEXT CHECK DUE			
TYPE	A	B	C
AT 1250			

REPORT EACH SYSTEM AND/OR COMPONENT  
 ISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE  
 MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF  
 AND ON, REASON FOR REMOVAL

8-27-83 INSTALLED LOANER  
 RATE GYRO IN PILOTS TURN  
 CO-ORDINATOR SYSTEM TO PRE-  
 CLUDE THE 1 AMP A-C BREAKER  
 POPPING. INSTALLED LOANER  
 CRU-90 BOX IN THE FMS-90  
 SYSTEM TO PRECLUDE NAV POINT  
 ON RADAR DISPLAY AND BEARING  
 POINTER IN #1 FLIGHT DIRECTOR  
 BEING OFF 45° TO THE LEFT.  
 K Kingel 2197965





CAPTAIN SFO	<b>MAINTENANCE LOG</b>	DATE 8/22/83
FIRST OFFICER SFO		AIRCRAFT NUMBER 2890011

FLT. NO.	FROM	TO	FLIGHT	BLOCK
700	RFD	DEN	2.1	2.3
701	DOV	LAX	2.1	2.4
702	LAX	SFO	1.0	1.2
703	SFO	DEN	1.9	2.2
704	DEN	RFD	1.8	1.9
TOTAL			8.9	10.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1200.2	→	→
THIS DATE	8.9		
TOTAL TIME	1209.1		

LANDINGS	BROUGHT FORWARD	627.625
	THIS DATE	5.5
	TOTAL	622.634

NEXT CHECK DUE			
TYPE	A	B	C
AT			

1250 #1

REPORT EACH SYSTEM AND/OR COMPONENT ISCREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
1. 1/4 ITT GAGE WILL NOT DIM WITH OTHER GAGES IF STAYS BRIGHT	8-21/22-83 COMPLETED A PHASE #12 INSPECTION AS REQD. PERTAINING TO WINGS, ENGINES, AND THRUST REVERSERS. INSP FORM IS ON FILE EAC MAINT. OFFICE. 600 W. FLAP CABLE LUBE C/W ON THIS INSP. INTERVAL. - END - K Kumpel 2197965
	8-22-83 COOLING TURBINE P/N 572375-2 S/N 11309 REMOVED IN SEIZED CONDITION, S/N 120.333 INSTALLED. THE FOLLOWING SERVICE LETTERS: S/L 244 2424 FLAP CABLES, 2457 A & B FLAP HINGE, AND 2457 AILERON ROD ENDS COMPLIED WITH AT THIS TIME. ENGINE NACELLE INLET INSP AS PER S/L 2450 IS NO LONGER REQUIRED ON R/H NACELLE AS PER REPLACED NEW PART NUMBER; L/H NACELLE SHOWS 1 RIVET ONLY MISSING AT 5:00 POSITION. K Kumpel 2197965
	8-22-83 WW S/L 24-28 C/W THIS DATE [Signature] ON FILE

CAPTAIN  
 FIRST OFFICER

MMW  
 TO

**MAINTENANCE LOG**

DATE 8/18-21/83  
 AIRCRAFT NUMBER 28WLO II

FLT. NO.	FROM	TO	FLIGHT	BLOCK
694	RFD	MDW	1.3	1.5
695	MDW	ASE	2.5	2.7
696	ASE	MBY	2.0	2.2
697	MBY	ASE	1.8	2.0
698	ASE	MDW	2.4	2.6
699	MDW	RFD	1.3	1.5
TOTAL			9.3	10.5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1190.9	→	→
THIS DATE	9.3	→	→
TOTAL TIME	1200.2	→	→

LANDINGS	BROUGHT FORWARD	661	623
	THIS DATE	6	6
	TOTAL	667	629

NEXT CHECK DUE			
TYPE	A	B	C
AT 1200			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

Multiple horizontal lines for reporting discrepancies and corrective actions.



CAPTAIN WINTER S.	<b>MAINTENANCE LOG</b>	DATE 8/24/83
FIRST OFFICER CUSEN T.		AIRCRAFT NUMBER 2800

FLT. NO.	FROM	TO	FLIGHT	BLOCK
683	SUN	SLC	.6	.8
684	SLC	SUN	.6	.7
685	SUN	DEN	1.3	1.5
686	DEN	MDW	2.1	2.3
687	MDW	RED	.5	.5
TOTAL			4.9	5.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	11746		
THIS DATE	4.9		
TOTAL TIME	11795		

LANDINGS	BROUGHT FORWARD	650	613
	THIS DATE	5	5
	TOTAL	655	618

NEXT CHECK DUE			
TYPE	A	B	C
AT			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1. WINDSHIELD WIPER ON R/H PARKED MIDDLE OF WINDSHIELD

#1) R/H WINDSHIELD WIPER PARK POSITION RE-POSITIONED TO THE INBOARD EDGE OF THE WINDSHIELD  
K. Kuyel 2197965

2.

CAPTAIN  
 WINNER S.  
 FIRST OFFICER  
 OLSON T.

**MAINTENANCE LOG**

DATE  
 8/10/83  
 AIRCRAFT  
 NUMBER 28WV

FLT. NO.	FROM	TO	FLIGHT	BLOCK
677	RFD	MDW	.3	.7
678	MDW	DEN	2.2	2.4
679	DEN	MDW	2.1	2.2
680	MDW	TEB	1.6	1.7
681	TEB	DEN	3.9	4.6
682	DEN	SUN	1.4	1.6
TOTAL			11.5	13.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1163.1	→	→
THIS DATE	4.5		
TOTAL TIME	1174.6		

L K E Y	BROUGHT FORWARD	644	607
	THIS DATE	6	6
	TOTAL	650	613

NEXT CHECK DUE			
TYPE	A	B	C
AT			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

NONE

8-8-83 INSTALLED A NEW TIRE ON THE LEFT SIDE OF THE AIRCRAFT AND CLEANED AND GREASED THE BEARINGS AND ANTI-SKID TRANSDUCER -  
 KCKmyl 2197965



CAPTAIN  
 FIRST OFFICER

**MAINTENANCE LOG**

DATE 8/5/83  
 AIRCRAFT NUMBER 2800

FLT. NO.	FROM	TO	FLIGHT	BLOCK
671	REF	MDW	A	.6
672	MDW	FRH	.6	.8
673	FRH	REF	.5	.9
TOTAL			1.8	2.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1159.7	→	→
THIS DATE	1.8	→	→
TOTAL TIME	1161.5	→	→

LANDINGS	BROUGHT FORWARD	638	601
	THIS DATE	3	3
	TOTAL	641	604

NEXT CHECK DUE			
TYPE	A	B	C
AT			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

Large grid area for reporting malfunctions and corrective actions.

CAPTAIN  
 WINNER S.  
 FIRST OFFICER  
 RAMQUIST K.

**MAINTENANCE LOG**

DATE  
 8 / 4 / 83  
 AIRCRAFT  
 NUMBER 28WW

FLT. NO.	FROM	TO	FLIGHT	BLOCK
697	RFD	MDW	.3	.5
698	MDW	DEN	2.2	2.4
699	DEN	MDW	2.2	2.4
670	MDW	RFD	.4	.5
TOTAL			5.1	5.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1154.6	—	✓
THIS DATE	5.1	—	✓
TOTAL TIME	1159.7	—	✓

LANDINGS	BROUGHT FORWARD	634	597
	THIS DATE	7	4
	TOTAL	638	601

NEXT CHECK DUE			
TYPE	A	B	C
AT			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1 FMS 90 MODE SELECTOR NEED ALIGNURENCH TO TIGHTEN

#1) FMS 90 MODE SELECTOR AND  
 #2) FLAP UNBALANCE TEST SWITCH RE-TIGHTENED. UPDATED FMS 90 DATA BASE. 8-5-83 KKK/KML 21979650

#2. FLAP UNBALANCE SWITCH NEEDS TO BE TIGHTENED



CAPTAIN  
FIRST OFFICER

**MAINTENANCE LOG**

DATE 8 / 1 / 53  
AIRCRAFT NUMBER 28400

FLT. NO.	FROM	TO	FLIGHT	BLOCK
✓ 695	ASE	MDW	2.3	2.5
696	MDW	RFD	.4	.6
TOTAL			2.7	3.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	✓ 11519	—	—
THIS DATE	2.7	—	—
TOTAL TIME	11546	—	—

LANDINGS	BROUGHT FORWARD	THIS DATE	TOTAL
	632595	2 7	6341597

NEXT CHECK DUE			
TYPE	A	B	C
AT 1150			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1 R/H LANDING LIGHT OUT  
#2 L/H WINDSHIELD WASH HEAT

#1) R/H LANDING LAMP REPLACED.  
#2) L/H WINDSHIELD HEAT RELAY REPLACED WITH SERVICEABLE ITEM. OPS CHECK OF SYSTEM SHOWS OK - KCKmyll 2197965

COMPLETED A PHASE #11 INSP. AS REQUIRED AT 1150 ITSN. INSP. FORM ON FILE EAC MAINT. OFFICE. STARTER/GEN S/N 3005 OVER HAULED AT A/C SYSTEMS, INC. AND REINSTALL ON THE R/H ENGINE. EMERG POWER SUPPLY JET823 AUX GYRO BATTERY SERVICED AT A/C SYSTEMS, INC. AND RE INSTALLED. KCKmyll 2197965

CAPTAIN <b>WENNER S</b> FIRST OFFICER <b>REMONIST K.</b>	<h2 style="margin: 0;">MAINTENANCE LOG</h2>	DATE <b>7/23/83</b> AIRCRAFT NUMBER <b>28100</b>
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FLT. NO.	FROM	TO	FLIGHT	BLOCK
689	DFW	ORD	3	.6
690	ORD	SFO	4.2	4.5
691	SFO	APC	.2	.4
692	APC	MRY	.5	.7
693	MRY	DEN	2.2	2.4
694	DEN	ASE	.5	.6
TOTAL			7.9	9.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1:44.0	→	→
THIS DATE	7.9	→	→
TOTAL TIME	✓1151.9	→	→

LANDINGS	BROUGHT FORWARD	626 SFO
	THIS DATE	6
	TOTAL	632.595

NEXT CHECK DUE			
TYPE	A	B	C
AT LSO #11			
692 / 647			

**REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL**

**CORRECTIVE ACTION**

**ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL**

Repancies section	Corrective Action section
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CAPTAIN	<b>MAINTENANCE LOG</b>	DATE
FIRST OFFICER		AIRCRAFT NUMBER

M. M. M. M. M.  
 TO  
 7/27/83  
 28500

FLT. NO.	FROM	TO	FLIGHT	BLOCK
684	RFD	DEN	1.9	2.2
685	DEN	SFO	2.2	2.5
686	SFO	LAX	1.0	1.5
687	LAX	DEN	2.0	2.4
688	DEN	RFD	1.8	2.0
TOTAL			8.9	10.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1135.1	→	→
THIS DATE	8.9	→	→
TOTAL TIME	1144.0	→	→

L A S T C H E C K	BROUGHT FORWARD	621	584
	THIS DATE	5	5
	TOTAL	626	589

NEXT CHECK DUE			
TYPE	A	B	C
AT 1150 #11			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

REPAIRED CO-PILOT'S MIC CORE (WIRES SEPARATED IN TWO PLACES) REPLACED RELAY K-1 IN CO-PILOT'S AUDIO CONTROL PANEL.  
P. A. G. M. A. A. C. L. A. X.





CAPTAIN J.W.D.		<b>MAINTENANCE LOG</b>	DATE 7 / 18 / 80
FIRST OFFICER TTC			AIRCRAFT NUMBER 2860

FLT. NO.	FROM	TO	FLIGHT	BLOCK
679	RFD	116	17	2.1
TOTAL			1.7	2.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1129.5	→	→
THIS DATE	1.7	1.7	1.7
TOTAL TIME	1131.2	→	→

ENR 84C

LANDINGS	BROUGHT FORWARD	616	579
	THIS DATE	1	1
	TOTAL	617	580

NEXT CHECK DUE			
TYPE	A	B	C
AT	1150	HII	

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MAL FUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

21 July 83 TS.N 1131.2 (1) Replaced L/H Outer Windshield S/N OFF 04-9-15-1263 S/N ON 0-4-11-3-1201 (2) Polished out scratches in all R/H cabin windows (3) Replaced clacker for horizontal stabilizer trim (4) ~~Both~~ Both Main batteries replaced L/H S/N OFF 86 S/N ON 26 R/H S/N OFF 115 S/N ON 42 (5) Tightened leaking "B" nut in single point retuning system. R Ponteker Van Atlantic Aviation CRS 3514



CAPTAIN  
**WINNER S.**  
 FIRST OFFICER  
**DETZNER T.**

# MAINTENANCE LOG

DATE  
**7/13/83**  
 AIRCRAFT NUMBER  
**2800W**

FLT. NO.	FROM	TO	FLIGHT	BLOCK
672	RFD	MDW	.4	.6
673	MDW	JFK	1.8	2.0
674	JFK	BOS	.6	.8
675	BOS	DCA	1.2	1.4
TOTAL			4.0	4.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1119.9		→
THIS DATE	4.0		
TOTAL TIME	1123.9		

L A T E S T A T I O N	BROUGHT FORWARD	609	572
	THIS DATE	4	4
	TOTAL	613	576

NEXT CHECK DUE			
TYPE	A	B	C
AT 150 #11			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

1. None





CAPTAIN <u>M.V.</u> FIRST OFFICER <u>J.F.</u>	MAINTENANCE LOG	DATE <u>7 / 1 / 83</u> AIRCRAFT NUMBER <u>28200</u>
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FLT. NO.	FROM	TO	FLIGHT	BLOCK
666	RFD	DEH	2.2	2.4
117	DEH	DEH	2.0	2.2
127	LAY	DEH	1.8	2.0
<b>TOTAL</b>			<u>6.0</u>	<u>7.0</u>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1107.9	---	---
THIS DATE	6.0	---	---
TOTAL TIME	1113.9	---	---

LANDINGS	BROUGHT FORWARD	603	566
	THIS DATE	3	2
	TOTAL	606	568

NEXT CHECK DUE			
TYPE	A	B	C
AT <u>1150</u>			

#11

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

1 TR

7-8-83 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 10 INSPECTION AND HAS BEEN FOUND TO BE IN AIRWORTHY CONDITION AT 1100 HRS  
 TL-END-D. Q. Tracy AP350483387

CAPTAIN  
WINNER S  
FIRST OFFICER  
DETENER T.

MAINTENANCE LOG

DATE  
7/17/83  
AIRCRAFT  
NUMBER 2800

FLT. NO.	FROM	TO	FLIGHT	BLOCK
660	RFD	MDW	.4	.6
661	MDW	SAT	2.3	2.5
662	SAT	DEN	1.7	2.2
663	DEN	SFO	2.4	2.7
664	SFO	DEN	2.2	2.5
665	DEN	RFD	1.9	2.2
TOTAL			10.9	12.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1097.0	→	→
THIS DATE	10.9		
TOTAL TIME	1107.9	→	→

LANDINGS	BROUGHT FORWARD	597	560
	THIS DATE	6	6
	TOTAL	603	566

NEXT CHECK DUE			
TYPE	A	B	C
AT	1100		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

- #1. Accumulator for engine hyd is low (EMERG PUMP CYCLES ONCE EVERY 4 SEC.)  
#1) SERVICED EMERG. HYD. SYSTEM ACCUMULATOR TO 185 PSI AND CHECKED CYCLE RATE IS NORMAL. 7-8-83 K Kengel 2197965
- #2. 1/4 OIL PRESS HI. 49 PSI AT CRUISE. (RH 44 PSI)  
#2) SWAPPED TRANSMITTERS FOR T-SHOOTING OIL PRESS INDICATION. K Kengel 2197965
- #3. F/O & CAPT. TRANS MIT RELAY INTERMITTANT (FOR MINT)  
#3 F/O & CAPT. MIC & AUDIO OPS CHECKS OK 7-8-83 BY K Kengel 2197965
- #4. FMS ANNUNCIATOR LIGHT. T1 IS IN OP, DOES NOT TEST  
#4 FMS 90 T1 LAMP REPLACED AT ATLANTIC AVIATION. K Kengel 2197965
- #5. 1/4 ITT WHEEL DIMS OPPOSITE OTHER ENGINE INSTRUMENTS



CAPTAIN		<b>MAINTENANCE LOG</b>	DATE	6/25/83
FIRST OFFICER	MMW KOR		AIRCRAFT NUMBER	2800W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
649	RFD	DEU	1.9	2.1
650	DEU	TEB	3.5	3.8
651	TEB	HAN	.3	.6
652	HAN	BGM	.5	.7
653	BGM	BCT	2.5	2.7
654	BCT	TEB	2.6	2.7
TOTAL			11.3	12.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1071.7	→	
THIS DATE	11.3	→	
TOTAL TIME	1083.0	→	

CYCLES L / R

L / R	BROUGHT FORWARD	587	550
	THIS DATE	6	6
	TOTAL	593	556

NEXT CHECK DUE			
TYPE	A	B	C
AT 1100			

# 10

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
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JUNE 23, 1983 HOT SECTION INSPECTIONS COMPLIED WITH AT AIRESEARCH AVIATION SPRINGFIELD, ILL. ON L/H S/N P77488 AND R/H S/N P77482 ENGINES. SEE ENGINE LOG BOOKS FOR SPECIFIC SIGN-OFF. ADF RADIO RECEIVER S/N 8945 REPAIR AT AIRESEARCH FOR AUDIO PROBLEM. RH ENGINE NACELLE INLET REPLACED WITH EXCHANGE UNIT S/N RW83-9 ON; S/N A-187 OFF. KCKenzel 2197965



CAPTAIN <b>JCE</b>	<h2 style="margin: 0;">MAINTENANCE LOG</h2>	DATE <b>6 / 18 / 83</b>
FIRST OFFICER <b>JF</b>		AIRCRAFT NUMBER <b>98WW</b>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
647	RFD	CAP	.5	.7
TOTAL				

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1070.7	_____	_____
THIS DATE	.5	→	
TOTAL TIME	1071.2	→	

Cycles **L / R**

LANDINGS	BROUGHT FORWARD	585	548
	THIS DATE	1	1
	TOTAL	586	549

NEXT CHECK DUE			
TYPE	A	B	C
AT <b>1100</b>			#10

REPORT EACH SYSTEM AND/OR COMPONENT  
ISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE  
MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF  
AND ON, REASON FOR REMOVAL

TIME CORRECTION 6/18/83

PRIOR TO FLT # 647

CAPTAIN <i>MMMA</i>	MAINTENANCE LOG	DATE <i>6/17/83</i>
FIRST OFFICER <i>JL</i>		AIRCRAFT NUMBER <i>25100</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>642</i>	<i>SFO</i>	<i>MDF</i>	<i>1.2</i>	<i>1.5</i>
<i>643</i>	<i>MDF</i>	<i>MKV</i>	<i>4.3</i>	<i>4.5</i>
<i>644</i>	<i>MKV</i>	<i>KPC</i>	<i>1.5</i>	<i>1.5</i>
<i>645</i>	<i>KPC</i>	<i>SFO</i>	<i>1.1</i>	<i>1.6</i>
<i>645</i>	<i>SFO</i>	<i>MDF</i>	<i>2.7</i>	<i>3.9</i>
<i>646</i>	<i>MDF</i>	<i>MFD</i>	<i>1.3</i>	<i>1.5</i>
TOTAL			<i>9.7</i>	<i>17.6</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>1051.5</i>	<i>→</i>	<i>→</i>
THIS DATE	<i>9.5</i>	<i>→</i>	<i>→</i>
TOTAL TIME	<i>1061.0</i>	<i>→</i>	<i>→</i>

L A Z I - 1 3 5	BROUGHT FORWARD	<i>639</i>	<i>544</i>
	THIS DATE	<i>6</i>	<i>6</i>
	TOTAL	<i>645</i>	<i>600</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT	<i>1100</i>		

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
--	---

<p><i>#1 nacelle heat anti-ice valve inoperative w/c operating anti-ice switch</i></p> <p><i>#2 oil pump low @ idler thrust</i></p> <p><i>#3 ADF tone inop</i></p>	<p style="text-align: center; font-size: 18px;"><i>6-17-83</i></p> <p><i>#1) NACELLE HEAT ANTI-ICE VALVE ELECTRICAL CONNECTOR REPAIRED.</i></p> <p><i>#2) LEFT OIL PUMP REPLACED.</i></p> <p><i>#3) ADF TONE INOP.</i></p> <p><i>ITEMS 1,2,3 ABOVE ALL REPAIRED AT TIME OF HOT SECTION INSP. ON A/RESEARCH W/O MS1-1042 &amp; 1043. KCKingel 2197965</i></p>
--	--



CAPTAIN  
 FIRST OFFICER *JF*

# MAINTENANCE LOG

DATE *6/2/83*  
 AIRCRAFT NUMBER *25111*

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>638</i>	<i>MDW</i>	<i>MDW</i>	<i>0.3</i>	<i>.5</i>
<i>639</i>	<i>MDW</i>	<i>MDW</i>	<i>1.4</i>	<i>1.9</i>
<i>640</i>	<i>MDW</i>	<i>MDW</i>	<i>1.5</i>	<i>1.9</i>
TOTAL			<i>3.2</i>	<i>3.3</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>1048.3</i>	→	→
THIS DATE	<i>30.2</i>	→	→
TOTAL TIME	<i>1078.5</i>	→	→

LANDINGS	BROUGHT FORWARD	<i>636</i>	<i>501</i>
	THIS DATE	<i>3</i>	<i>3</i>
	TOTAL	<i>639</i>	<i>504</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT <i>1100</i>			<i>#10</i>

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

*NIR*

*6-15-83 COMPLETED A PHASE #9 INSPECTION PERTAINING TO WINGS, THRUST REVERSERS, ENGINES ON THIS DATE. INSPECTION FORM ON FILE EAC MAINT OFFICE UNDER W/O 2035. INSTALLED NEW RHMLG TIRE, AIRCRAFT RETURNED TO SERVICE IN AIRWORTHY CONDITION. KCKmyrl 2197965 - END -*













CAPTAIN  
 SP WINNER  
 FIRST OFFICER  
 TF DETNER

**MAINTENANCE LOG**

DATE  
 6 / 3 / 83  
 AIRCRAFT  
 NUMBER 2800014

FLT. NO.	FROM	TO	FLIGHT	BLOCK
614	RFD	MDW	<del>2.4</del> .4	.6
615	MDW	ZIG	<del>1.8</del> .8	1.1
616	ZIG	MDW	.9	1.1
617	MDW	RFD	.3	.6
TOTAL			2.4	3.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1015.6	—	—
THIS DATE	2.4		
TOTAL TIME	1018.0	—	—

LANDINGS	BROUGHT FORWARD	612	569
	THIS DATE	4	3
	TOTAL	616	572

NEXT CHECK DUE			
TYPE	A	B	C
AT			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1. ACCUMULATOR FOR EMERG  
 HYD IS LOW

6-3-83 CLEANED STICKING  
 BRAKE ADJUSTERS — END —

James M. Vianey AP3A3500610

#2.





CAPTAIN [Signature]	<b>MAINTENANCE LOG</b>	DATE 6/6/83
FIRST OFFICER [Signature]		AIRCRAFT NUMBER 28001

FLT. NO.	FROM	TO	FLIGHT	BLOCK
607	RFD	JFK	2.0	2.3
608	JFK	DEN	4.0	4.5
609	DEN	RFD	1.8	2.0
TOTAL			7.8	8.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	999.2	—	—
THIS DATE	7.8		
TOTAL TIME	1007.0	—	—

LANDINGS	BROUGHT FORWARD	605 362
	THIS DATE	3 3
	TOTAL	608 565

NEXT CHECK DUE			
TYPE	A	B	C
AT			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
#1. LH ENGINE LOOKING INSIDE CNG. OF FRONT FRONT CRACK DEVELOPED. LT 45" CRACK POSITION APPROX 4 INCH LONG.	#1) 5-29-83 CRACK IN RH ENGINE INLET IS ACCEPTABLE AS PER INSPECTION CRITERIA IN SLWN 2450 TOPIC FOR INLET OF NACELLE. (A REPLACEMENT PART IS ON ORDER) — END — KCKengel 2197965
#2. RH PILOT SEAT WILL NOT MOVE FORWARD OR BACK. BRACKET IS BOWEN UP + DOWN WORKS OK.	6-3-83 MADE WELDED REPAIR TO SEAT ADJUSTER BRACKET — END — James M. Vreay AP343500610
	6-3-83 COMPLETED A PHASE # B INSPECTION AS LISTED ON FILE EAC MAINT. OFFICE. DEEP-CYCLED BOTH A/C BATTERIES, REPAIRED DOOR CHAIN HOOK, PLUGGED WEE MAC DUST COLD AIR LEAK, REMOVED #1 LOANER MSI-800 S/N 801 AND INSTALLED OVERHAULED S/N 1287. AIRCRAFT RETURNED TO SERVICE IN AIRWORTHY CONDITION. — END — KCKengel 2197965



CAPTAIN  
 J. J. J. J.  
 FIRST OFFICER  
 DETZNER

MAINTENANCE LOG

DATE  
 5/24/83  
 AIRCRAFT  
 NUMBER 280011

FLT. NO.	FROM	TO	FLIGHT	BLOCK
599	MDW	MDW	1.9	2.0
600	MDW	TEB	1.6	1.9
601	TEB	MDW	1.9	2.6
602	MDW	MDW	2.3	2.5
603	MDW	RFD	1.8	2.0
TOTAL			9.5	11.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	9870	—	—
THIS DATE	9.5	—	—
TOTAL TIME	996.5	—	—

LANDINGS	BROUGHT FORWARD	599 555
	THIS DATE	5 4
	TOTAL	602 559

NEXT CHECK DUE			
TYPE	A	B	C
AT			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION.

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1. BRAKES DRAGGING

#2. R/H HYD PRESS LOW  
 NGHT CAME ON FOR ABOUT A MIN. AND THEN WENT OUT. (AT CRUISE ALT.)

#3. W/H GEN. SHOULD NOT COME ON LINE AFTER START. SHUT ENGINE DOWN TWICE IN ATTEMPT TO RESET. SHOWS VOLTAGE BUT WILL NOT AFFECT POWER TO BUS.  
 (DID NOT HIT STOP BUTTON)

1. OPS CHECK OK 5/27/83  
 ↓  
 2. OPS CHECK OK 5/27/83  
 BOTH L/H & R/H HYD PRESSURES OPERATED NORMAL  
 ↓  
 3. GROUND RUN & FLY CHECK OK — 5/27/83

J. J. J. J.

6-3-83

LH BRAKE ADJUSTERS REPLACED TO REMEDY A DRAGGING BRAKE CONDITION NOTICED INTERMITTENTLY ON EARLIER SQUAWK. — END —  
 KCKenyl 2197965

CAPTAIN  
*W. W. W. S*  
 FIRST OFFICER  
*DETENER T.*

**MAINTENANCE LOG**

DATE  
*5/23/82*  
 AIRCRAFT NUMBER  
*286W*

FLT. NO.	FROM	TO	FLIGHT	BLOCK
596	RFD	MDW	.5	.7
597	MDW	NEW	1.9	2.1
598	NEW	NEW	2.6	3.0
TOTAL			5.0	5.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	982.0	→	→
THIS DATE	5.0	→	→
TOTAL TIME	987.0	→	→

LANDINGS	BROUGHT FORWARD	594	553
	THIS DATE	3	2
	TOTAL	597	555

NEXT CHECK DUE			
TYPE	A	B	C
AT			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

*None*

CAPTAIN  
 640  
 FIRST OFFICER  
 KR

**MAINTENANCE LOG**

DATE  
 5/22/83  
 AIRCRAFT  
 NUMBER 2864

FLT. NO.	FROM	TO	FLIGHT	BLOCK
592	RFD	MDW	.4	.5
593	MDW	CMH	.9	1.0
594	CMH	MDW	.9	1.0
595	MDW	RFD	.3	.4
TOTAL			2.5	2.9

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	979.5	→	→
THIS DATE	2.5		
TOTAL TIME	982.0		

L A Z E R S	BROUGHT FORWARD	550	550
	THIS DATE	4	3
	TOTAL	594	553

NEXT CHECK DUE			
TYPE	A	B	C
AT	1000		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1 Hook to retain cabin door open has come off

1. Use Core Ia) A/c Closet

J.C. Emery

6-3-83 INSTALLED RE-PLACEMENT DOOR CHAIN

James M. Vinday AP343500610



CAPTAIN W. W. W.	<b>MAINTENANCE LOG</b>	DATE 5/30/83
FIRST OFFICER T.D.		AIRCRAFT NUMBER 28600

FLT. NO.	FROM	TO	FLIGHT	BLOCK
588	RFD	MDW	.4	.7
589	MDW	BOS	1.7	1.9
590	BOS	MDW	2.4	2.6
591	MDW	RFD	.4	.5
TOTAL			4.9	5.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	9795	→	→
THIS DATE		→	→
TOTAL TIME		→	→

L A N D I N G	BROUGHT FORWARD	586	546
	THIS DATE	1	1
	TOTAL	590	550

NEXT CHECK DUE			
TYPE	A	B	C
AT	1000		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

ADF TONE INOP / No work

5-19-83 REMOVED, OVER-HAULED AND INSTALLED MAIN LANDING GEAR BRAKES, AND CALIPERS; INSTALLED REPAIRED PRESSURE PLATES AND BACK PLATES; INSTALLED REPAIRED/REPLACEMENT LEFT TIRE ———— END ————  
James M. Vieux AP343500616

ADF TONE INOP REPAIRED ON RECEIVER S/N 89A5 AT AIRESEARCH 6-23-83. KCKmyl 2197965

CAPTAIN  
 J. GIBER 3  
 FIRST OFFICER  
 FITCH 3

**MAINTENANCE LOG**

DATE  
 5/17/83  
 AIRCRAFT  
 NUMBER 22000 II

FLT. NO.	FROM	TO	FLIGHT	BLOCK
SEW	RED	NDW	4	6
SSS	NDW	BFW	2.5	2.5
SB6	BFW	NDW	1.7	1.9
SB7	NDW	RED	1.3	1.4
TOTAL			4.9	5.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	9795	→	→
THIS DATE	4.8	→	→
TOTAL TIME	9843	→	→

LANDINGS	BROUGHT FORWARD	52	540
	THIS DATE	4	3
	TOTAL	56	546

NEXT CHECK DUE			
TYPE	A	B	C
AT	1000		

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#10 Primary Pitch Control Failure  
 for Actuator

#1) INSTALLED REPLACEMENT STAB-ACTUATOR UNIT 5/19/83. INSTALLED P/N 21164-005 S/N 048106; OFF S/N 108102AA. OPERATIONAL CHECK OF THE SYSTEM IS NORMAL. K Kengel 2197965

CAPTAIN  
 7700  
 FIRST OFFICER  
 TD

**MAINTENANCE LOG**

DATE 5/15/83  
 AIRCRAFT NUMBER 286W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
560	RFD	DEN	2.0	2.2
561	DEN	BOL	3.1	3.1
562	BOL	DEN	4.2	4.4
563	DEN	DEN	1.8	2.0
TOTAL			11.1	12.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	968.4	→	→
THIS DATE	11.1	→	→
TOTAL TIME	979.5	→	→

LANDINGS	BROUGHT FORWARD	578	539
	THIS DATE	4	4
	TOTAL	582	543

NEXT CHECK DUE			
TYPE	A	B	C
AT 1000			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

5-15-83 OVERTHAULED BOTH  
 MLG BRAKE ASSY'S AND  
 COMPLIED WITH WW SIL #31 ON  
 BRAKE TO AXEL MOUNTING  
 BOLTS AND NUTS BY INSTALLING  
 NEW HARDWARE. - END -  
 K. Kenzel 7197965





CAPTAIN		<b>MAINTENANCE LOG</b>	DATE
SRW			5 / 11 / 83
FIRST OFFICER			AIRCRAFT NUMBER
KOR			2866W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
571	MDW	DEN	2.2	2.5
572	DEN	SFO	2.3	2.6
573	SFO	DEN	2.1	2.4
574	DEN	MDW	2.0	2.4
575	MDW	RFD	3	.6
TOTAL			8.9	10.5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	956.2	—————	—————
THIS DATE	8.9	—————	—————
TOTAL TIME	965.1	—————	—————

LANDINGS	BROUGHT FORWARD	569	531
	THIS DATE	5	4
	TOTAL	574	535

NEXT CHECK DUE			
TYPE	A	B	C
AT	950 #7		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1. 2/4 OVERHEAD PANEL LIGHT INOP

5-12-83 #1, DEFERRED OVERHEAD PANEL LIGHT;

#2. HYD LEVEL LOW

#2, SERVICED HYDRALIC FLUID; INSTALLED A LOANER MSI-80 MACH INDICATOR

#3.

S/N 801, REMOVED S/N 1287 James M. Vreay AP343500610

CAPTAIN	<b>MAINTENANCE LOG</b>	DATE
FIRST OFFICER		5 / 10 / 83
		AIRCRAFT NUMBER
		28WWT

FLT. NO.	FROM	TO	FLIGHT	BLOCK
566	RFD	LSE	.5	.7
567	LSE	CKV	1.3	1.5
568	CKV	GJT	2.8	3.0
569	GJT	APA	.6	.9
570	APA	MDW	2.0	2.4
			7.2	
TOTAL			7.2	8.5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	949.0	—————	—————
THIS DATE	7.2	—————	—————
TOTAL TIME	956.2	—————	—————

LANDINGS	BROUGHT FORWARD	364	526
	THIS DATE	5	5
	TOTAL	569	531

NEXT CHECK DUE			
TYPE	A	B	C
AT 950 #7 / 1000 #8			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MAL FUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

5-9-83 PERFORMED A PHASE #7 INSPECTION PERTAINING TO THE LANDING GEAR; REBUILT THE NOSE STRUT; INSTALLED AND OVERHAULED THE RIGHT STARTER-GENERATOR — END —  
 James M. Vioay AP3A3500610

CHECKED FOR COMPLIANCE TO AD 74-08-09 PERTAINING TO LAV FIRE SAFETY PLACARDS THIS DATE; 5-10-83. KCKmyll 2197905

CAPTAIN <div style="text-align: center; font-size: 1.2em;">JCE</div>	<b>MAINTENANCE LOG</b>	DATE <div style="text-align: center; font-size: 1.2em;">5 / 4 - 5 / 83</div>
FIRST OFFICER <div style="text-align: center; font-size: 1.2em;">JF</div>		AIRCRAFT NUMBER <div style="text-align: center; font-size: 1.2em;">2800</div>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
562	RFD	MDW	.4	.6
563	MDW	SAT	2.5 <del>5</del>	2.87
564	SAT	MDW	2.83	2.85
565	MDW	RFD	4.3	4.5
TOTAL			6.1	5.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	943.5	→	→
THIS DATE	5.5	→	→
TOTAL TIME	949.0	→	→

LANDINGS	BROUGHT FORWARD	560	524
	THIS DATE	4	2
	TOTAL	564	526

NEXT CHECK DUE			
TYPE	A	B	C
AT	950	#7	

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION. ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
<div style="font-size: 1.5em; margin-bottom: 20px;">NTK.</div>	





CAPTAIN  
WINNER S  
FIRST OFFICER  
DETZNER T.

### MAINTENANCE LOG

DATE 4/27/28/53  
AIRCRAFT NUMBER 29

FLT. NO.	FROM	TO	FLIGHT	BLOCK
551	RFD	MOW	.3	.6
552	MOW	DEN	2.3	2.5
553	DEN	MOW	1.8	2.0
554	MOW	RFD	.3	.5
TOTAL			4.7	5.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	929.9	→	→
THIS DATE	4.7	→	→
TOTAL TIME	934.6	→	→

LANDINGS	BROUGHT FORWARD	549	515
	THIS DATE	4	3
	TOTAL	553	518

NEXT CHECK DUE			
TYPE	A	B	C
AT 950 # 7			

DISCREPANCIES - REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION - ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1 ~~None~~





CAPTAIN		<b>MAINTENANCE LOG</b>	DATE
FIRST OFFICER	SRW		4 <sup>th</sup> 22/83
	KOR		AIRCRAFT NUMBER
			25

FLT. NO.	FROM	TO	FLIGHT	BLOCK
543	RFD	DEN	2.1	2.4
544	DEN	LAX	2.1	2.3
545	LAX	SFO	1.1	1.3
546	SFO	DEN	2.3	2.6
547	DEN	RFD	1.7	2.0
TOTAL			9.3	10.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	916.5	→	→
THIS DATE	9.3	→	→
TOTAL TIME	925.8	→	→

LANDINGS	BROUGHT FORWARD	541	507
	THIS DATE	5	5
	TOTAL	546	512

NEXT CHECK DUE			
TYPE	A	B	C
AT 9:50	#7		

**DISCREPANCIES-** REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

**CORRECTIVE ACTION-** ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

N/C CLEANED AND CATERED B. WEEKLY SRW

① Left engine nacelle anti-ice sticks "ON" when switch is pushed "OFF"

4-18-83 INSTALLED REPLACEMENT L.H. FORWARD ARM REST RECLINE MECHANISM - James M. Vignay AP3A3500610

② TENTHS & HUNDREDTH KNOBS ON #1 COMM FELL OFF. NEEDS TO BE TIGHTENED

4-20-83 COMPLETED WITH SERVICE BULLETIN SB2491 PERTAINING TO NOSE STRUT DISASSEMBLING AND GREASING THE STEERING BEARINGS - END - D.G. Tracy AP350483387

4-23-83 SWAPPED THE LEFT NACELLE BLEED AIR VALVE WITH THE RIGHT FOR TROUBLE SHOOTING; TIGHTENED RADIO KNOBS James M. Vignay AP3A3500610

CAPTAIN <i>McGee</i>	<b>MAINTENANCE LOG</b>	DATE <i>4/15/83</i>
FIRST OFFICER <i>WINTER S.</i>		AIRCRAFT NUMBER <i>28WJ</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
539	RFD	MDW	.3	.5
540	MDW	49J	2.0	2.1
541	49J	JFK	1.5	1.6
542	JFK	DEN	3.7	4.2
543	DEN	RFD	1.7	1.8
TOTAL			9.2	10.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	907.3	→	→
THIS DATE	92	→	→
TOTAL TIME	916.5	→	→

LANDINGS	BROUGHT FORWARD	536	502
	THIS DATE	5	5
	TOTAL	541	507

NEXT CHECK DUE			
TYPE	A	B	C
AT 950 #7			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
#1. <del>L.H.</del> OIL TEMP & PRESS GAUGE DOES NOT HAVE ANY NIGHTS FUNCTIONING	4-18-83 INSTALLED RE-PLACEMENT L.H. FORWARD ARM REST RECLINE MECHANISM - <i>John Wiley AP343500610</i>
#2. PANEL LIGHTS OVER HEAD CAPTAIN'S HEAD WILL NOT ILLUMINATE BEGINNING WITH PANEL LABEL HEAT AND LOWER AND CONTINUES TO LH IGNITER SWITCH.	4-18-83 LEFT OIL TEMPERATURE GAUGE IS ON ORDER FOR LIGHTING REPAIRS; OVER HEAD PANEL LIGHTS OPS CHECK GOOD; ADF AUDIO DE-FERRED THIS DATE; DE-FERRED OAT LIGHTING THIS DATE; REPLACED WINDSHIELD HEAT RELAY; REMOVED OVEN FROM RACK — END —
#3. ADF FUNCTIONS BUT THERE IS NO VOLUME CONTROL TO IDENTIFY IT	
#4. NO DIGIT LIGHT FOR O.A.T. GAUGE	
#5. LH WINDSHIELD HEAT NOP	✓
#6. Open stuck in a/c	✓



CAPTAIN  
McGrath W

FIRST OFFICER  
W. S.

# MAINTENANCE LOG

DATE  
5/14/83

AIRCRAFT NUMBER  
28WW

FLT. NO.	FROM	TO	FLIGHT	BLOCK
532	RFD	DEN	19	22
533	DEN	JFK	35	36
534	JFK	RFD	32	34
TOTAL			86	92

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	893.8		
THIS DATE	86		
TOTAL TIME	902.4		

LANDINGS	BROUGHT FORWARD	529	495
	THIS DATE	3	3
	TOTAL	532	498

NEXT CHECK DUE			
TYPE	A	B	C
AT 900#6			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

COMPLETED A PHASE #6 INSP.  
AS REQUIRED AT 900 hrs. TTSN.  
INSPECTION FORM ON FILE EAC  
MAINT. OFFICE. RETURN AIRCRAFT  
TO SERVICE AIRWORTHY. - END -  
K. Kuyell. 21979/05

CAPTAIN <i>JCE</i>	<b>MAINTENANCE LOG</b>	DATE <i>4 / 12 / 33</i>
FIRST OFFICER <i>TD</i>		AIRCRAFT NUMBER <i>28WW</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
526	RFD	RFD	.6	1.3
527	RFD	PTK	.7	.9
528	PTK	RFD	.7	.8
529	RFD	DSM	.8	.9
530	DSM	PWK	.9	1.0
531	PWK	RFD	.2	.3
TOTAL			3.9	5.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	889.9		
THIS DATE	3.9		
TOTAL TIME	893.8		

LANDINGS	BROUGHT FORWARD	523	489
	THIS DATE	6	6
	TOTAL	529	495

NEXT CHECK DUE			
TYPE	A	B	C
AT 900 #6			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1 KNOB FOR VLF/FMS SELECT IS LOOSE

#2 TENTHS KNOB FOR #1 COM IS ALSO LOOSE

#1 KNOB FOR VLF/FMS 90 RE INSTALLED. KCKmyrl

#2 TENTHS DIGIT KNOB FOR COMM #1 RE-TIGHTENED. KCKmyrl 2197965

CAPTAIN <b>DOS</b>	<b>MAINTENANCE LOG</b>	DATE <b>4 / 10 / 83</b>
FIRST OFFICER <b>PDL</b>		AIRCRAFT NUMBER <b>28W</b>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
522	DEN	SFO	2-2	2-3
523	SFO	SJC	1-3	-6
524	SJC	DEN	2-0	2-2
525	DEN	RPD	1-7	1-8
TOTAL			6.2	6.9

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	883.7	→	→
THIS DATE	6.2	→	→
TOTAL TIME	889.9	→	→

TOTAL	BROUGHT FORWARD	519	485
	THIS DATE	4	4
	TOTAL	523	489

NEXT CHECK DUE			
TYPE	A	B	C
AT 900 #6			

REPORT EACH SYSTEM AND/OR COMPONENT SCREPARNCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
1) LEFT ENG NACELLE ANTI ICE LIGHT OUT	1) INSTALLED NEW BULB IN L/H ENGINE NACELLE ANTI-ICE BUTTON - KCKRML 2197965

DATE	TYPE CHECK	LO.	ERROR	DUE DATE
7-21-82	DUAL VOR ✓	LAX	± 2°	<del>MDP</del>
8-22-82	AIRBORNE	RPD	2°	<del>PDR</del>
9-16-82	AIRBORNE	HCT	#1 055 #2 057 2°	Sew
10-26-82	DUAL VOR ✓	RPD	± 2°	<del>MDP</del>
11-25-82	VOT	SFO	#1 ± 0° #2 ± 0°	KDR
12-16-82	DUAL VOR	HCT	± 2°	OPF
1-16-83	DUAL VOR	LNK	+ 1°	WGL
2-3-83	ORD VOT	ORD	± 0	SE
3/3/83	DUAL VOR RPD	RPD	± 1°	DOS
4/3/83	DEN VOT	DEN	± 1°	PDL





CAPTAIN DOS	<b>MAINTENANCE LOG</b>	DATE 3 / 30 / 83
FIRST OFFICER PDL		AIRCRAFT NUMBER 28WV II

FLT. NO.	FROM	TO	FLIGHT	BLOCK
510	RFD	DEN	2-1	2-2
511	DEN	BFI	2-7	2-8
512	BFI	DEN	1-9	2-2
513	DEN	DCA	3-1	3-2
514	DCA	MOW	1-7	1-9
515	MOW	RFD	.3	.5
TOTAL			11.8	12.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	861.4	————→	————→
THIS DATE	11-8	————→	————→
TOTAL TIME	873.2	————→	————→

LANDINGS	BROUGHT FORWARD	507   473	
	THIS DATE	6	6
	TOTAL	573	479

NEXT CHECK DUE			
TYPE	A	B	C
AT <del>250</del> <del>35</del>			

900 #6

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

1) BULB FOR LEFT  
ENG ANTI ICE OUT

3-25-83 INSTALLED OH'D  
FLIGHT PROFILE ADVISOR FRA-80,  
S/N 0922. OPS CHECK IS  
OK KCKmyel 2197965

4/11/83 INSTALLED NEW BULB  
IN THE LH ENGINE ANTI-ICE  
SWITCH. KCKmyel 2197965





CAPTAIN  
WINNER S  
FIRST OFFICER  
LIZER P.

MAINTENANCE LOG

DATE  
03/22/83  
23  
AIRCRAFT  
NUMBER 2844

FLT. NO.	FROM	TO	FLIGHT	BLOCK
503	RFD	ORD	3	.5
504	ORD	DEN	2.5	2.7
505	DEN	RFD	1.9	2.0
506	RFD	EVV	.9	1.1
507	EVV	TEB	1.7	1.8
<del>508</del>	1			
TOTAL			7.3	8.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	848.2	→	→
THIS DATE	7.3		
TOTAL TIME	855.5		

LANDINGS	BROUGHT FORWARD	500	466
	THIS DATE	5	5
	TOTAL	505	471

NEXT CHECK DUE			
TYPE	A	B	C
AT	850	#5	

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1 ROTATING BEACON ON BELLY IS BROKEN WENSE AND ALL.

3-25-83 REPAIRED THE BELLY BEACON. OPS. ✓ IS OK. - END -  
J. C. Tracy AP350463387

#2.

3-25-83 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 5 INSPECTION AND HAS BEEN FOUND TO BE IN AIR-WORTHY CONDITION - END -  
J. C. Tracy AP350463387

CAPTAIN  
 FIRST OFFICER

M M M W  
 K L R

**MAINTENANCE LOG**

DATE 3/21/88  
 AIRCRAFT NUMBER 28WWT

FLT. NO.	FROM	TO	FLIGHT	BLOCK
500	RFD	DTW	1.1	1.4
501	DTW	MDW	.7	1.0
502	MDW	RFD	.4	.7
TOTAL			2.2	3.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	846.0	→	→
THIS DATE	2.2	→	→
TOTAL TIME	848.2	→	→

LANDINGS	BROUGHT FORWARD	497	465
	THIS DATE	3	#
	TOTAL	500	466

NEXT CHECK DUE			
TYPE	A	B	C
AT 850#5			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

(This section contains a large grid for reporting discrepancies and corrective actions, with multiple horizontal lines for text entry.)

CAPTAIN  
**WINNER S.**  
 FIRST OFFICER  
**LIZER P.**

**MAINTENANCE LOG**

DATE  
**3 / 18<sup>th</sup> / 83**  
 AIRCRAFT  
 NUMBER **28441**

FLT. NO.	FROM	TO	FLIGHT	BLOCK
495	RFD	MDW	.4	.6
496	MDW	22G	.8	1.4
<del>507</del>	22G	49J	1.7	1.9
498	49J	ORD	2.1	2.4
499	ORD	RFD	.3	.8
TOTAL			5.3	7.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	840.7	—	→
THIS DATE	5.3		
TOTAL TIME	846.0	—	→

LANDINGS	BROUGHT FORWARD	492	465
	THIS DATE	5	5
	TOTAL	497	465

NEXT CHECK DUE			
TYPE	A	B	C
AT 850 # 5			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION. ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1 NONE



CAPTAIN <p style="text-align: center; margin: 0;">DOS</p>	MAINTENANCE LOG	DATE <p style="text-align: center; margin: 0;">3 / 11 / 83</p>
FIRST OFFICER <p style="text-align: center; margin: 0;">KDR</p>		AIRCRAFT NUMBER <p style="text-align: center; margin: 0;">28WV</p>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
486	RFD	MKE	.3	.5
487	MKE	PBI	2.5	2.7
489	PBI	MKE	3.3	3.7
490	MKE	BEO	.3	.4
TOTAL			6.4	7.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	825.8	→	→
THIS DATE	6.4	→	→
TOTAL TIME	832.2	→	→

L A S T I S S I O N	BROUGHT FORWARD	484	482
	THIS DATE	4	4
	TOTAL	488	486

NEXT CHECK DUE			
TYPE	A	B	C
AT	850 #5		

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

- 1) HF Still Inop
- 2) FPA NEEDS MORE VOLUME
- 3) ANTI-ICE PANEL LIGHTS OUT

- 1) HF RADIO REPAIRED BY PROPER CONNECTION OF POWER AMP PLUG.
- 2) FPA IS A LOANER UNIT; NO ADJUSTMENTS MADE TO VOLUME. KCKmyel 2197965
- 3) ANTI-ICE PANEL LIGHTS WORK OK - KCKmyel 2197965

CAPTAIN  
M.W.M.W.  
FIRST OFFICER  
D.L.

# MAINTENANCE LOG

DATE 3/10/88  
AIRCRAFT NUMBER 2800

FLT. NO.	FROM	TO	FLIGHT	BLOCK
484	DEN	MOW	2.2	2.3
485	MOW	RET	.3	.5
TOTAL			2.5	2.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	823.3	→	→
THIS DATE	2.5	→	→
TOTAL TIME	825.8	→	→

LANDINGS	BROUGHT FORWARD	482	451
	THIS DATE	2	1
	TOTAL	484	452

NEXT CHECK DUE			
TYPE	A	B	C
AT 8:50 #5			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

Handwritten entries in the discrepancy and corrective action sections are absent.





CAPTAIN	3.4	<b>MAINTENANCE LOG</b>	DATE	3 / 4 / 83
FIRST OFFICER	KR		AIRCRAFT NUMBER	28000

FLT. NO.	FROM	TO	FLIGHT	BLOCK
474	RFD	MDW	4	5
475	MDW	YYC	3.2	3.7
476	YYC	MDW	3.2	3.7
477	MDW	RFD	3	4
TOTAL			7.1	8.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	802.8	→	→
THIS DATE	7.1	→	→
TOTAL TIME	809.9	→	→

L A S T 2 0 0 S	BROUGHT FORWARD	472	442
	THIS DATE	4	3
	TOTAL	476	446

NEXT CHECK DUE			
TYPE	A	B	C
AT	850		
	#5		

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
1. Nose bounces badly going over bumps - nose gear always bottoms out on bumps	C/W PHASE #4 INSPECTION AS REQUIRED AT 800 hrs. TTSN. CHECKED NOSE GEAR DOOR FIT AS TIRES RETRACT FOR POSSIBLE INTERFERENCE, OPS CHECK OK. KCKmyel 2197965 3/3/83
2.	3-8-83 INSTALLED TWO NEW NOSE TIRES AND BALANCED. SERVICED THE NOSE STRUT IAW THE MAINTENANCE MANUAL -END- D.G. Tracey AP350483387
	3-8-83 INSTALLED A NEW R/H MAIN GEAR TIRE AND RE-BUILT THE L/H MAIN GEAR UP-LOCK CYLINDER OPS. V IS OK. - END - E.G. Tracey AP350483387
	3/4/83 INSTALLED BOTH ITT INDICATORS AFTER MODIFICATION TO -503 CONFIGURATION. S/N 50082 & 50077. KCKmyel 2197965

CAPTAIN <i>mm</i>	MAINTENANCE LOG	DATE <i>3 / 3 / 83</i>
FIRST OFFICER <i>IS DR</i>		AIRCRAFT NUMBER <i>286W</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>471</i>	<i>MDW</i>	<i>DEU</i>	<i>2.0</i>	<i>2.6</i>
<i>472</i>	<i>DEU</i>	<i>MDW</i>	<i>1.9</i>	<i>2.1</i>
<i>473</i>	<i>MDW</i>	<i>RED</i>	<i>1.3</i>	<i>1.5</i>
<b>TOTAL</b>				<i>4.2</i> <i>5.2</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
<b>BROUGHT FORWARD</b>	<i>798.6</i>	<i>—</i>	<i>—</i>
<b>THIS DATE</b>	<i>4.2</i>	<i>—</i>	<i>—</i>
<b>TOTAL TIME</b>	<i>802.8</i>	<i>—</i>	<i>—</i>

LANDINGS	<b>BROUGHT FORWARD</b>	<i>469</i>	<i>441</i>
	<b>THIS DATE</b>	<i>3</i>	<i>2</i>
	<b>TOTAL</b>	<i>472</i>	<i>443</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT <i>800#4</i>			

**DISCREPANCIES- MALFUNCTION IN DETAIL** REPORT EACH SYSTEM AND/OR COMPONENT

**CORRECTIVE ACTION-** ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

*L FPA (Flight Profile Advisory - "The Voice")*  
*insp*

*1) FLIGHT PROFILE ADVISOR  
FPA-80 UNIT REMOVED S/N 0922  
AND INSTALL LOANER FOR REPAIR  
PERIOD. OPS CHECKS OK. — END —  
KCK/eng 2197965*



CAPTAIN <i>DOSS/srw</i>	<b>MAINTENANCE LOG</b>	DATE <i>2/24/83</i>	
FIRST OFFICER <i>KOR</i>		AIRCRAFT NUMBER <i>28444</i>	

FLT. NO.	FROM	TO	FLIGHT	BLOCK
459	RFD	TEB	1.7	1.9
460	TEB	DEN	3.9	4.2
461	DEN	TEB	3.4	3.6
462	TEB	DEN	4.2	4.4
463	DEN	MDW	2.0	2.2
464	MDW	RFD	.3	.6
TOTAL			15.5	16.9

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	771.4	—	✓
THIS DATE	15.5	—	✓
TOTAL TIME	786.9	—	✓

L A S T C H E C K D U E	BROUGHT FORWARD	459	429
	THIS DATE	6	6
	TOTAL	463	435

NEXT CHECK DUE			
TYPE	A	B	C
AT 800 #4			

**DISCREPANCIES-** REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

**CORRECTIVE ACTION-**

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

1) RT - TAXI LIGHT OUT

CAPTAIN <p style="text-align: center;">JCE</p>	<h2 style="margin: 0;">MAINTENANCE LOG</h2>	DATE <p style="text-align: center;">2 / 20 / 83</p>
FIRST OFFICER <p style="text-align: center;">KOR</p>		AIRCRAFT NUMBER <p style="text-align: center;">J8WW</p>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
456	RFD	MDW	3	4
457	MDW	DEV	2.2	2.3
458	DEV	RFD	1.8	2.0
TOTAL			4.3	4.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	767.1	—	—
THIS DATE	4.3		
TOTAL TIME	771.4	—	—

LANDINGS	BROUGHT FORWARD	452	424
	THIS DATE	3	3
	TOTAL	<del>455</del>	429

NEXT CHECK DUE			
TYPE	A	B	C
AT 800			

<b>DISCREPANCIES -</b> REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	<b>CORRECTIVE ACTION -</b> ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
--	---

① Rt Tip Tank refueling check valve leaking fuel into tip tank when closed

N/A - operates normal  
*JCE*

CAPTAIN <p style="text-align: center; margin: 0;">DOS</p>	<b>MAINTENANCE LOG</b>	DATE <p style="text-align: center; margin: 0;">2 / 17 / 83</p>
FIRST OFFICER <p style="text-align: center; margin: 0;">KDR</p>		AIRCRAFT NUMBER <p style="text-align: center; margin: 0;">286W</p>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
454	DEW	TEB	3.3	3.5
455	TEB	RFD	2.1	2.6
TOTAL			5.4	6.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	761.7	—	—
THIS DATE	5.4	—	—
TOTAL TIME	767.1	—	—

LANDINGS	BROUGHT FORWARD	452	424
	THIS DATE	2	2
	TOTAL	454	426

NEXT CHECK DUE			
TYPE	A	B	C
AT 800 #4			

**REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL**

**CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL**

NDR

CAPTAIN <b>DOS</b>	<b>MAINTENANCE LOG</b>	DATE 2 / 14 / 83
FIRST OFFICER <b>KDR</b>		AIRCRAFT NUMBER <b>28WW</b>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
449	RFD	DEN	2.0	2.2
450	DEN	MDW	2.0	2.3
451	MDW	DEN	2.2	2.4
452	DEN	LAX	2.1	2.2
453	LAX	DEN	2.0	2.2
<del>454</del>				
TOTAL			10.3	11.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	751.4	—	—
THIS DATE	10.3	—	—
TOTAL TIME	761.7	—	—

LANDINGS	BROUGHT FORWARD	447	419
	THIS DATE	5	5
	TOTAL	452	424

NEXT CHECK DUE			
TYPE	A	B	C
AT	80074		

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION.

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

2-14-83 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 3 INSPECTION AND A 150-HR ENG. INSPECTION AND HAS BEEN FOUND TO BE IN AIRWORTHY CONDITION. —  
END - *M. Q. Jacey* AP350483387

1) H.F. INOP

2-28-83 #3, THOROUGH ACTIVATING OF SWITCHES REVEALED NORMAL OPERATION  
*James M. Vieau* AP343500610

2) FLIGHT DIRECTOR BUMPS ALTITUDE HOLD WHEN ALTITUDE ALTERER IS CHANGED

3. Main Baggage door l:te still comes on even when locked

CAPTAIN  
**WINNER S.**  
 FIRST OFFICER  
**RAMQUIST K.**

**MAINTENANCE LOG**

DATE  
**2/10<sup>+</sup>/83**  
 AIRCRAFT NUMBER  
**28WW**

FLT. NO.	FROM	TO	FLIGHT	BLOCK
443	RFD	MDW	.4	.6
444	MDW	DEN	2.2	2.5
445	DEN	YVR	3.9	3.3
446	YVR	DEN	2.5	2.8
447	DEN	MDW	2.0	2.4
448	MDW	RFD	.3	.6
TOTAL			10.3	12.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	741.1		
THIS DATE	10.3		
TOTAL TIME	751.4		

LANDINGS	BROUGHT FORWARD	441	414
	THIS DATE	6	5
	TOTAL	447	419

NEXT CHECK DUE			
TYPE	A	B	C
AT 750 #3			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES - MALFUNCTION IN DETAIL

CORRECTIVE ACTION. ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1. PANEL LIGHT FOR OAT INOP

2-7-83 REMOVED LOANER AND INSTALLED AN OVERHAULED VERTICAL GYRO. S/N OFF 874 S/N ON 6381.

#2. FLIGHT DIRECTOR INTERMITTANT.

END - O. A. Tracey AP350483387  
 #1) ORDER BULBS FOR LATER REPLACEMENT J. Veeney AR343500610

a) GO ROUND ANNUNCIATOR ON AND UNABLE TO DISENGAGE

#2) LITES OPS ✓ OK SRW

b) MACH HOLD ON FLT DIRECTOR BUTTON PANEL ILLUMINATED AND UNABLE TO EXTINGUISH

#2) GO-AROUND & MACH HOLD BUTTONS GROUND CHECK OK RCK mail 2197965

#3) SERVICED HYDRAULIC ACCUMULATOR (EMER) - JVO<sup>343</sup> 000610

#4) OPS CHECK OF LIGHTS OK RCK

#3. EMERGENCY HYD PUMP CYCLES VERY FREQUENTLY

#5) RIG FWD BAGGAGE DOOR SWITCH AND OPS CHECK James Veeney AP343500610

#4. 1/4 SIDE OF LOWER OVERHEAD PANEL LIGHTS OUT STARTING FROM 1/4 FUEL CONTROLLER AND 1/4 SHUTOFF SWITCHES TO THE LEFT.

#6. 1/4 ENGINE COMPRESSOR STALLED FL 41,000 N1 WAS BETWEEN 71 & 75% AT BEGINNING OF DESCENT ITT RISE APPROX 50°C THRUST WAS INCREASED TO ABOUT 80-85% AND STALL ACTION QUIT.

#5. MAIN BAG DOOR MICRO SWITCH DOES NOT PUT OUT MAIN PANEL LITE

ABOVE QUARK CHECKED BY GROUND RUN OF ENGINES. SURGE VALUE OK, NO EVIDENCE OF F.O.P. RETURN TO SERVICE, CANNOT DUPLICATE RCK mail 2197965











CAPTAIN  
 DC5  
 FIRST OFFICER  
 POC

# MAINTENANCE LOG

DATE  
 1 BC 183  
 AIRCRAFT NUMBER  
 28ww

FLT. NO.	FROM	TO	FLIGHT	BLOCK
427	RFD	ORD	.3	14
428	ORD	PBI	2.5	28
429	PBI	ORD	2.7	29
430	ORD	RFD	.3	.5
TOTAL			5.8	6.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	713.0		
THIS DATE	5.8		
TOTAL TIME	718.8		

LANDINGS	BROUGHT FORWARD	425 968	
	THIS DATE	4	4
	TOTAL	429	972

NEXT CHECK DUE			
TYPE	A	B	C
AT			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

I) PILOTS MACHMETER  
 INOP, ASI INTERMITTENT

II OPS CHECK CK  
 FLT TEST CK *KRM*

BOTH BATTERIES DEEP CYCLED  
 AND REINSTALLED IN AIRCRAFT.  
 KRM 7197965

CAPTAIN  
**EMERY J. WINKLER S.**  
 FIRST OFFICER  
**BAMQUIST**

# MAINTENANCE LOG

DATE  
**1/28/83**  
 AIRCRAFT NUMBER  
**28000**

FLT. NO.	FROM	TO	FLIGHT	BLOCK
424	RFD	RFD	1.3	1.6
425	RFD	IND	.7	.9
426	IND	RFD	.9	1.0
<del>427</del>				
TOTAL			2.9	3.5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	710.1		
THIS DATE	2.9		
TOTAL TIME	713.0		

LANDINGS	BROUGHT FORWARD	422	396
	THIS DATE	3	2
	TOTAL	425	398

NEXT CHECK DUE			
TYPE	A	B	C
AT			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

*None*



CAPTAIN Scharf  
 FIRST OFFICER Lehneis

**MAINTENANCE LOG**

DATE 1/20/83  
 AIRCRAFT NUMBER 28ww

FLT. NO.	FROM	TO	FLIGHT	BLOCK
415	RFD	DEN	2.0	2.2
416	DEN	SNA	2.0	2.4
417	SNA	DEN	2.2	2.6
418	DEN	MDW	2.1	2.4
419	MDW	RFD	.3	.5
TOTAL			8.6	10.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	696.3		
THIS DATE	8.6		
TOTAL TIME	704.9		

L-1011-200	BROUGHT FORWARD	413	388
	THIS DATE	5	5
	TOTAL	418	393

NEXT CHECK DUE			
TYPE	A	B	C
AT			

050 #3

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

1) RAUTISKID INTERMITTENT

COMPLETED AT 700 T.T. A PHASE #2 INSPECTION - INSP. FORM ON FILE / EAC. MAINT. OFFICE.  
 K. Kunzel 2192965 - END -





CAPTAIN <i>WINNER</i>		<b>MAINTENANCE LOG</b>	DATE <i>1/10/18/83</i>
FIRST OFFICER <i>Lehners</i>			AIRCRAFT NUMBER <i>2000</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
409	RFD	DEN	2.3	2.7
410	DEN	BDL	3.4	3.6
411	BDL	TEB	.7	1.0
412	TEB	DEN	4.2	4.6
TOTAL			10.6	11.9

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	680.2	→	→
THIS DATE	10.6	→	→
TOTAL TIME	690.8	→	→

LANDINGS	BROUGHT FORWARD	401	382
	THIS DATE	A	4
	TOTAL	411	386

NEXT CHECK DUE			
TYPE	A	B	C
AT	700		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
--	---

*N/A*

*TIMES AND CYCLES CHECKED AND CORRECTED - THIS DATE 1/13/83*

*1-16-83 Removed failed Capilot Vertical Gyro and installed new unit. S/n out 81090956 s/n in 81100948 - End - David Schmick AP349585075*

CAPTAIN <b>SCHARF</b>	<b>MAINTENANCE LOG</b>	DATE 1/11/83
FIRST OFFICER <b>Lehman</b>		AIRCRAFT NUMBER 2801011

FLT. NO.	FROM	TO	FLIGHT	BLOCK
404	RFD	DEN	2.2	2.4
405	DEN	LAX	1.8	2.2
406	LAX	SFO	1.0	1.2
407	SFO	DEN	2.0	2.4
408	DEN	RFD	1.8	1.9
TOTAL			8.8	10.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	671.4		
THIS DATE	8.8		
TOTAL TIME	680.2		

L K K M M L	BROUGHT FORWARD	402	377
	THIS DATE	5	5
	TOTAL	407	382

NEXT CHECK DUE			
TYPE	A	B	C
AT 700			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

1) PILOTS ASI, BARBER POLE SUCK ON 280

1-7-83 INSTALLED A LOANER FPA-80. OPS. ✓ IS OK. S/N OFF 0922 S/N ON 1030. - END - U. G. [unclear] AP350483387  
1) 1/16/83 LOG SHEET FOR OHD A/S IND. INSTALLED.

2) DIRECTSYN'S CABLES SWITCHED IN AVIONICS BAY

2) REPOSITIONED COMPASS GYRO CABLES TO ORIGINAL CORRECT POSITIONS. - KKKmyl 2197965

3) R H STARTER GEN CB POP ON ALL STARTS

3) ~~SEE LOG~~ C/W SB 2483 ON GEN CB POPPING. ADD SHMSTO RELAY ON BUSS BAR - KKKmyl

4) CAPTAIN'S VERTISYN THXBS 20 MIN TO COME UP WITH PLANE IS COLD SOAKED

4) LOANER VG-14 INSTALLED WHILE ORIGINAL IS OUT FOR REPAIRS. KKKmyl 2197965







CAPTAIN <div style="text-align: center; margin-top: 10px;">SSW</div>	<b>MAINTENANCE LOG</b>	DATE <div style="text-align: center; margin-top: 5px;">12 / 21 / 82</div> AIRCRAFT NUMBER <div style="text-align: center; margin-top: 5px;">28WWT</div>
FIRST OFFICER <div style="text-align: center; margin-top: 10px;">BDR</div>		

FLT. NO.	FROM	TO	FLIGHT	BLOCK
388	RFD	MDW	3	6
389	MDW	GJT	2.5	3.0
390	GJT	MADP	2.8	3.0
391	MADP	BRC	1.5	1.7
392	BRC	MADP	2.0	2.3
<del>393</del>	<del>MDW</del>	<del>MDW</del>		
TOTAL			9.4	10.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	646.2	—————	—————→
THIS DATE	9.4	—————	—————○
TOTAL TIME	655.6	—————	—————✓

LANDINGS	BROUGHT FORWARD	386	361
	THIS DATE	5	5
	TOTAL	✓391	✓366

NEXT CHECK DUE			
TYPE	A	B	C
AT 700 #2			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
--	---

NONE

12-21-82 AT 650 HRS. COMPLETED MAINTENANCE ENTAILED IN THE PROGRESSIVE INSPECTION PROGRAM FOR A PHASE ONE PERTAINING TO THE LANDING GEAR — END —

*James M. Vicary AP343500610*

12-23-82 FLAP POSITION TRANSDUCERS, LEFT AND RIGHT P/N 4833523-1 REMOVED AND REPLACED WITH P/N 4833523-501 IN ACCORDANCE WITH IAI DRG. NO. 5503584 — END —

*James M. Vicary AP343500610*





CAPTAIN  
GMP  
FIRST OFFICER  
KOR

**MAINTENANCE LOG**

DATE 12/16/52  
AIRCRAFT NUMBER 2840

FLT. NO.	FROM	TO	FLIGHT	BLOCK
383	TBR	DBU	3.8	0.2
384	DBU	RFD	1.8	2.0
TOTAL			5.6	6.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	636.1	—	D
THIS DATE	5.6		
TOTAL TIME	641.7	—	—

L A D Z N S	BROUGHT FORWARD	381	356
	THIS DATE	2	2
	TOTAL	383	358

NEXT CHECK DUE			
TYPE	A	B	C
AT			

REPORT EACH SYSTEM AND/OR COMPONENT  
ISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

Empty grid area for reporting discrepancies and corrective actions.

CAPTAIN  
WINNER  
FIRST OFFICER  
LEHNEIS

MAINTENANCE LOG

DATE  
12/14/82  
AIRCRAFT  
NUMBER  
2500

FLT. NO.	FROM	TO	FLIGHT	BLOCK
377	RFD	MDW	.4	.6
375	MDW	BOS	1.8	2.5
379	BOS	MDW	2.6	3.0
380	MDW	RFD	.4	.6
381	RFD	DEM	2.3	2.5
382	DEM	TER	3.2	3.3
TOTAL			10.7	12.5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	625.4	→	→
THIS DATE	10.7		
TOTAL TIME	636.1		

LANDINGS	BROUGHT FORWARD	375	379
	THIS DATE	6	6
	TOTAL	381	356

NEXT CHECK DUE			
TYPE	A	B	C
AT			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1 TAIL ROTATING BEACON INOP  
 (1) 12-14-82 Replaced Both Beacon bulbs functional check ok - End -  
 David Schmidt AP 349585075

#2. WHITE NAV LIGHT ON TAIL INOP  
 (2) 12-17-82 Repaired Broken ground wire Bulb is good, functional check ok - End -  
 David Schmidt AP 349585075

#3. A/S INDICATOR ON L/H SIDE MMC FLAG DOES NOT MOVE ALSO INDICATOR HAS RED FLAG. (INDICATED AIRSPEED AND MACH SPEED CHECKS OK WHEN COMPARED TO R/H AIRSPEED INDICATOR).  
 (3) 1-16-83 Installed Repaired ASI indicator s/n in 1277 s/n out Loaner. Repaired By Collins of Wichita. Functional check ok - End -  
 David Schmidt AP 349585075

#4. O<sub>2</sub> VALVE WILL NOT ROTATE (STUCK IN OPEN POSITION).  
 24 Op. ✓ ok - valve rotates  
 Ken Prang 12/15/82

#5.





CAPTAIN M M W	<b>MAINTENANCE LOG</b>	DATE 12 / 13 / 82
FIRST OFFICER PL		AIRCRAFT NUMBER 28W6

FLT. NO.	FROM	TO	FLIGHT	BLOCK
369	RFD	MOW	1.4	1.6
370	MOW	DEN	2.5	2.7
371	DEN	DCA	2.8	3.1
372	DCA	MOW	1.8	2.0
373	MOW	DEN	2.5	2.7
374	DEN	LFT	2.3	2.4
TOTAL			12.3	13.5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	609.8	→	
THIS DATE	12.3	→	
TOTAL TIME	622.1	→	

LANDINGS	BROUGHT FORWARD	367	342
	THIS DATE	6	6
	TOTAL	373	348

NEXT CHECK DUE			
TYPE	A	B	C
AT			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

12-7-82 RE-BUILT BOTH BRAKE ASSYS IAW THE MAINTENANCE MANUAL  
-END- D.Q. Tracy AP350483387

CAPTAIN *DOS*  
 FIRST OFFICER *KDR*

**MAINTENANCE LOG**

DATE *12/6/82*  
 AIRCRAFT NUMBER *2844*

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>367</i>	<i>DEW</i>	<i>MDW</i>	<i>1.9</i>	<i>2.0</i>
<i>368</i>	<i>MDW</i>	<i>RFD</i>	<i>.3</i>	<i>.6</i>
TOTAL			<i>2.2</i>	<i>2.6</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>607.6</i>	—	→
THIS DATE	<i>2.2</i>		
TOTAL TIME	<i>609.8</i>	—	→

L O A D S	BROUGHT FORWARD	<i>365</i>	<i>340</i>
	THIS DATE	<i>2</i>	<i>2</i>
	TOTAL	<i>367</i>	<i>342</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

*NTR*



CAPTAIN  
WUNDER S.  
FIRST OFFICER  
KUHONS B.

**MAINTENANCE LOG**

DATE  
12/23/82  
AIRCRAFT  
NUMBER  
28WV

FLT. NO.	FROM	TO	FLIGHT	BLOCK
357	RFD	MDW	.5	.7
358	MDW	DEN	2.3	2.6
359	DEN	MDW	2.0	2.2
360	MDW	RFD	.4	.6
TOTAL			5.2	6.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	592.3	—————	—————
THIS DATE	5.2		
TOTAL TIME	597.5		

LANDINGS	BROUGHT FORWARD	355	330
	THIS DATE	4	4
	TOTAL	359	334

NEXT CHECK DUE			
TYPE	A	B	C
AT			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1. Auto Pilot + FLIGHT DIRECTOR INTERMITTANT

#2. CABIN Door Does Not SEAT PROPERLY INTERMITTANTLY

FD, Auto Pilot ops ok - Flight #s 358-368  
Kuhons

12-3-82 INSTALL LATCH RETURN SPRING PROPERLY -  
James Vniew AP3435006K

CAPTAIN  
 FIRST OFFICER

DES  
 BDB

**MAINTENANCE LOG**

DATE  
 11 / 30 / 82  
 AIRCRAFT  
 NUMBER 286W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
352	RFD	DEU	2.1	2.3
353	DEU	SFO	2.7	3.0
354	SFO	LAX	.8	1.3
355	LAX	DEU	2.0	2.3
356	DEU	RFD	1.8	2.0
TOTAL			9.4	10.9

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	582.9		
THIS DATE	9.4		
TOTAL TIME	592.3		

LANDINGS	BROUGHT FORWARD	350	325
	THIS DATE	5	5
	TOTAL	355	330

NEXT CHECK DUE			
TYPE	A	B	C
AT			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1. FPA System (Ethanol) failed - cannot reset CR with FPA switch in any position

#2. Flap position indicator gauge reads intermittently

11-31-82 FLAP POSITION INDICATOR DEFERRED 11-20-82  
 James V. Gray AP343500610



CAPTAIN JCE  
 FIRST OFFICER DOS

**MAINTENANCE LOG**

DATE 11/29/82  
 AIRCRAFT NUMBER 2800

FLT. NO.	FROM	TO	FLIGHT	BLOCK
350	RFD	MDW	1.2	1.5
351	MDW	RFD	1.9	2.2
TOTAL			3.1	3.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	579.8		→
THIS DATE	3.1	→	
TOTAL TIME	582.9	→	→

LANDINGS	BROUGHT FORWARD	348	323
	THIS DATE	2	2
	TOTAL	350	325

NEXT CHECK DUE			
TYPE	A	B	C
AT	600		

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

ADD TRIP NOT ENTERED ON MAINT. LOG  
 9/7/82 # 5440

CAPTAIN  
FIRST OFFICER

# MAINTENANCE LOG

DATE / /  
AIRCRAFT NUMBER 28wv

579.8

FLT. NO.	FROM	TO	FLIGHT	BLOCK
350				
TOTAL				

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	565.5	<del>      </del>	<del>      </del>
THIS DATE			
TOTAL TIME			

348 323

LANDINGS	BROUGHT FORWARD	THIS DATE	TOTAL
	178	314	

NEXT CHECK DUE			
TYPE	A	B	C
AT			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

Time Corrected 11/29/82

A/c & Eng 579.8 Hours





CAPTAIN DOS  
 FIRST OFFICER KOR

**MAINTENANCE LOG**

DATE 11/16/82  
 AIRCRAFT NUMBER 28W5H

FLT. NO.	FROM	TO	FLIGHT	BLOCK
335	RFD	ORO	.3	.4
336	ORD	DOL	1.6	1.8
337	BDL	ORO	2.1	2.4
338	ORD	RFD	1.3	1.4
TOTAL			4.3	5.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	539.7		
THIS DATE	4.3		
TOTAL TIME	544.0		

LANDINGS	BROUGHT FORWARD	329	405
	THIS DATE	4	3
	TOTAL	333	408

NEXT CHECK DUE			
TYPE	A	B	C
AT	550 #1		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

NTR

CAPTAIN <i>WINNER S.</i>	<b>MAINTENANCE LOG</b>	DATE <i>11/12/82</i>
FIRST OFFICER <i>RANQUIST K.</i>		AIRCRAFT NUMBER <i>28WV</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
331	RFD	MDW	.3	6
332	MDW	LAX	4.7	4.9
333	LAX	MDW	3.6	3.7
334	MDW	RFD	.3	.5
TOTAL			<i>8.9</i>	<i>9.7</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>530.8</i>	→	
THIS DATE	<i>8.9</i>		
TOTAL TIME	<i>539.7</i>		

LANDINGS	BROUGHT FORWARD	<i>325</i>	<i>401</i>
	THIS DATE	<i>4</i>	<i>4</i>
	TOTAL	<i>329</i>	<i>405</i>

NEXT CHECK DUE			
TYPE	A	B	C
<i>AT 530</i>	<i>#1</i>		

REPORT EACH SYSTEM AND/OR COMPONENT SCREPA NCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

*#1 HI FREQ ANT. ON TAIL LOOSE ON MOUNTING.*

*SECURED ANTENNA LEAD IN WIRE TO PREVENT AIRFRAME DAMAGE. HF RADIO IS INOP. KKKuyul 2197965*

*11-13-82 REPAIR AND INSTALL HIGH FREQUENCY ANTENNA ON VERTICAL FIN — END —  
Mike M. Vaday AF343500610*







CAPTAIN <i>CMP</i>	MAINTENANCE LOG	DATE <i>11/3-4/82</i>
FIRST OFFICER <i>KR</i>		AIRCRAFT NUMBER <i>2800</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>320</i>	<i>RFD</i>	<i>DCA</i>	<i>1.5</i>	<i>1.6</i>
<i>321</i>	<i>DCA</i>	<i>MDW</i>	<i>1.5</i>	<i>1.7</i>
<i>322</i>	<i>MDW</i>	<i>RFD</i>	<i>.7</i>	<i>.6</i>
TOTAL			<i>3.7</i>	<i>3.9</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>511.3</i>	<i>—</i>	<i>—</i>
THIS DATE	<i>3.9</i>		
TOTAL TIME	<i>514.7</i>		

LANDINGS	BROUGHT FORWARD	
	<i>314</i>	<i>390</i>
	THIS DATE	<i>3 3</i>
	TOTAL	<i>317 393</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT	<i>550 #11</i>		

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL      CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

*11-3-82*

*MTR*

CAPTAIN  
SRW  
FIRST OFFICER  
PDL

# MAINTENANCE LOG

DATE  
10 / 31 / 82  
AIRCRAFT  
NUMBER 28664

FLT. NO.	FROM	TO	FLIGHT	BLOCK
317	DEN	LAX	2.0	2.3
318	LAX	DEN	1.9	2.1
319	DEN	RED	1.8	2.0
TOTAL			5.7	6.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	505.6	→	→
THIS DATE	5.7	→	→
TOTAL TIME	511.3	→	→

L A Z E R S	BROUGHT FORWARD	311	<del>389</del> 281
	THIS DATE	3	3
	TOTAL	314	<del>390</del> 290

NEXT CHECK DUE			
TYPE	A	B	C
AT	500 #10		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

NTR

BOTH BATTERIES DEEP  
CYCLED AT COMBS GATES  
DENVER 10-29-82 @ 505 T.T.  
KlKmyd 2197965

CAPTAIN J. EMERY S.  
~~LEHNER~~  
 FIRST OFFICER B. LEHNEIS K.  
~~RANDOLPH~~

**MAINTENANCE LOG**

DATE 10/26/28/82  
 AIRCRAFT NUMBER 28WLV

FLT. NO.	FROM	TO	FLIGHT	BLOCK
312	RFD	MDW	.3	.5
313	MDW	DEN	2.2	2.4
314	DEN	TEB	3.2	3.4
315	TEB	DIDW	1.9	2.2
316	MDW	DEN	2.1	2.4
<del>317</del>	<del>MDW</del>	<del>DEN</del>		
TOTAL			9.7	10.9

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	495.9	→	→
THIS DATE	9.7		
TOTAL TIME	505.6		

LANDINGS	BROUGHT FORWARD	306	382
	THIS DATE	5	5
	TOTAL	311	387

NEXT CHECK DUE			
TYPE	A	B	C
AT	500 <sup>FF</sup> / <sub>10</sub>		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

NTR

COMPLIED WITH A PHASE #10 INSPECTION AS REQUIRED AT 500 hrs. T.T.  
 K. Kuyell 2197965

CAPTAIN  
SRW

FIRST OFFICER  
ISOR

# MAINTENANCE LOG

DATE  
10/25/82

AIRCRAFT  
NUMBER  
28WW

FLT. NO.	FROM	TO	FLIGHT	BLOCK
307	RFD	PWK <del>DEU</del>	1.3	1.5
308	PWK <del>DEU</del>	DEU <del>TEB</del>	2.2	2.4
309	DEU	TEB	3.6	3.8
310	TEB	DEU	3.8	4.2
311	DEU	RFD	1.8	2.0
TOTAL			11.7	13.9

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	484.2	—————	—————
THIS DATE	11.7		
TOTAL TIME	495.9		

LANDINGS	BROUGHT FORWARD	301	277
	THIS DATE	5	5
	TOTAL	306	382

NEXT CHECK DUE			
TYPE	A	B	C
AT	500	#10	

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

FF/W NONE

10-24-82 Removed & replaced worn mlg  
Tire, right hand side IAW maintenance  
manual. ————— End —————  
David Schmitt AP349585075





# LOG BOOK INSERT

S/N 368 N28WW

OCTOBER 22, 1982  
REF. AAC W.O. 5263

A/C T.S.N - 482.4

1. Replaced left skin panel on rudder, balanced and painted. Installed new trim tab. Reference FAA Form 337 dated 10/20/82.
2. Complied with Garrett Service Bulletin TFE 731-72-3224 - Combustion liner inspection.
3. Removed R/H outboard flap actuator S/N 356, installed S/N 120. Zero T.S.O., T.S.N. - 3,300 Hrs.
4. Realigned main landing gear.
5. Adjusted density setting on R/H engine fuel computer.
6. Replaced defective anchor nut for L/H horizontal stabilizer fairing.
7. Repaired tail cone bonding strap.
8. Replaced R/H tip tank flapper valve.
9. Switched positions of outflow valves to troubleshoot pressurization bump.
10. Replaced cowl seals for both engine gear box breathers.
11. Retorqued loose nose wheel axle nuts.
12. Replaced all glareshield flood lighting bulbs.
13. Sealed leaking plug on left engine hydraulic pump.
14. Adjusted N<sub>1</sub> settings - both engines.
15. Stripped and repainted aircraft exterior to original scheme using U. S. Alumigrip Paint - 1134 Blue, 384 Red, W-68 White, 2095 Tangerine. (Reference W. O. 5005).
16. Installed a Collins VNI-80A Vertical Nav. Indicator. Reference FAA Form 337 dated 10/22/82, Avionics W. O. 5272.
17. Installed a KGS Model UC-28-14 Converter and a Puriton P/N GBC 300-37A Altitude Pressure Switch. Reference FAA Form 337 dated 10/22/82, Avionics W. O. 5272.

The item identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Agency and is approved for return to service.

Repair Station No. 3514 Date 10-22-82

Signed Philip J. Matitello

For Atlantic Aviation Corp.  
Wilmington, Delaware

18. Installed outflow valve pneumatic relay with Airesearch repaired unit T.S.O. "WOK"  
P/N 107312-2 P/N C/P 100-9363 S/N CN 11-9440

October 12, 1982

TO: D. Hughes  
cc: R. Fenimore  
FROM: H. Smith  
SUBJECT: 1124 N28WW Rudder Repair

---

Following are operations performed during repair of rudder on N28WW:

1. - Removed rudder from aircraft
2. - Removed damaged trim tab
3. - Removed damaged L.H.S. skin
4. - Cutout new skin and located on rudder
5. - Drilled, burred and dimpled all holes
6. - Alodined, and primed new skin
7. - Riveted new skin on rudder with AN and Blind rivets
8. - Re-installed balance weights
9. - Installed new trim tab
10. - Installed rudder on aircraft for painting
11. - Removed rudder after painting
12. - Re-balanced rudder
13. - Final installation of rudder

HS/fh

CAPTAIN <span style="font-size: 1.5em; margin-left: 100px;">JCE</span>	MAINTENANCE LOG	DATE <span style="font-size: 1.2em; margin-left: 20px;">10 / 4 / 82</span>
FIRST OFFICER <span style="font-size: 1.5em; margin-left: 100px;">PL</span>		AIRCRAFT NUMBER <span style="font-size: 1.2em; margin-left: 20px;">286</span>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
304	RFD	ILG	1.6	1.8
<del>305</del>	<del>F</del>			
TOTAL				

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	479.7	479.7	479.7
THIS DATE	1.6	1.6	1.6
TOTAL TIME	481.3	→	→

LANDINGS	BROUGHT FORWARD	298	274
	THIS DATE	1	1
	TOTAL	299	275

NEXT CHECK DUE			
TYPE	A	B	C
AT 520 #10			

<b>DISCREPANCIES-</b> REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	<b>CORRECTIVE ACTION-</b> ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
---	--

SEE SHEETS ATTACHED FOR  
 RECORD OF WORK ACCOMPLISHED  
 AT ATLANTIC AVIATION WILMINGTON  
 DEL.

- PAINT
- AVIONICS
- AIRFRAME







CAPTAIN <span style="font-size: 1.5em; margin-left: 100px;">JCE</span>	<h2 style="margin: 0;">MAINTENANCE LOG</h2>	DATE <span style="font-size: 1.5em; margin-left: 20px;">9 / 29 / 82</span>
FIRST OFFICER <span style="font-size: 1.5em; margin-left: 100px;">PL</span>		AIRCRAFT NUMBER <span style="font-size: 1.5em; margin-left: 20px;">28000</span>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
293	RFD	MDW	.3	.5
294	MDW	MIA	2.7	3.0
295	MIA	RFD	2.8	3.0
TOTAL			5.8	6.5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	471.7		
THIS DATE	5.8		
TOTAL TIME	477.5		

LANDINGS	BROUGHT FORWARD	287	263
	THIS DATE	3	3
	TOTAL	290	266

NEXT CHECK DUE			
TYPE	A	B	C
AT	500 # 10		

<b>DISCREPANCIES -</b> REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	<b>CORRECTIVE ACTION -</b> ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
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CAPTAIN <i>W. W. P. K. S.</i>	MAINTENANCE LOG	DATE <i>9/28/82</i>
FIRST OFFICER <i>LIZEL P.</i>		AIRCRAFT NUMBER <i>2844</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>289</i>	<i>RFD</i>	<i>MDW</i>	<i>3</i>	<i>.5</i>
<i>290</i>	<i>MDW</i>	<i>LAX</i>	<i>4.5</i>	<i>4.7</i>
<i>291</i>	<i>LAX</i>	<i>MDW</i>	<i>3.6</i>	<i>3.9</i>
<i>292</i>	<i>MDW</i>	<i>RFD</i>	<i>.3</i>	<i>.5</i>
TOTAL				
			<i>8.7</i>	<i>9.6</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>463.0</i>		
THIS DATE	<i>8.7</i>		
TOTAL TIME	<i>471.7</i>		

LANDINGS	BROUGHT FORWARD	<i>287</i>	<i>263</i>
	THIS DATE		
	TOTAL		

NEXT CHECK DUE			
TYPE	A	B	C
AT			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
--	---

*#1. ~~LINE~~ 4/A REAR SEAT  
WILL NOT RECLINE  
ALL OF THE WAY*



CAPTAIN <b>WINNER S</b> <hr/> FIRST OFFICER <b>LITZER P.</b>	<h2 style="margin: 0;">MAINTENANCE LOG</h2>	DATE <b>9/22/82</b> <hr/> AIRCRAFT NUMBER <b>28WUJI</b>
---	---	--

FLT. NO.	FROM	TO	FLIGHT	BLOCK
279	DEN	SNA	2.2	2.3
280	SNA	LAX	.3	.6
281	LAX	SFO	.9	1.1
282	SFO	DEN	1.9	2.2
283	DEN	RFD	1.8	2.0
TOTAL				7.1 8.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	449.8		
THIS DATE	7.1		
TOTAL TIME	456.9		

L A S T C A M E	BROUGHT FORWARD	477	253
	THIS DATE	5	5
	TOTAL	282	258

NEXT CHECK DUE			
TYPE	A	B	C
AT 450 <sup>#9</sup>			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
1 #1 SEAT R/L SIDE AFT FACING WILL NOT LOCK INTO POSITION WILL SWIVEL FREELY.	COMPLETED PHASE #9 AIRFRAME AND 150 hr. ENGINE INSPECTIONS AS LISTED ON MFG. MAINT-MANUAL. FORM ON FILE EAC MAINT. OFFICE - AIRCRAFT RETURNED TO SERVICE AIRWORTHY. KCKuyel 2197965
2. DRAIN BELLOWS <del>BEHIND</del> WATER POTS STICK IN OPEN POSITION	#1) RH SEAT WILL NOT RECLINE DEFERRED 10-22-82 #2) DRAIN VALVE AT HOT LIQUID CONTAINER BUTTON HOLE ENLARGED. KCKuyel 2197965
	FLAPS SB-2457 PART A REPLISHED WITH AT THIS TIME. KCKuyel 2197965

CAPTAIN  
 WINKER S  
 FIRST OFFICER  
 LIZER P.

**MAINTENANCE LOG**

DATE  
 9/15/1982  
 AIRCRAFT NUMBER  
 28000

FLT. NO.	FROM	TO	FLIGHT	BLOCK
273	RFD	MDW	.4	.5
274	MDW	ASE	2.8	2.9
275	ASE	DEN	.5	.7
276	DEN	MDW	2.1	2.4
277	MDW	JFK	2.2	2.7
278	JFK	DEN	4.6	4.9
TOTAL			12.6	14.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	437.2		
THIS DATE	12.6		
TOTAL TIME	449.8		

L A Z E R S	BROUGHT FORWARD	271	297
	THIS DATE	6	6
	TOTAL	277	253

NEXT CHECK DUE			
TYPE	A	B	C
AT	450 <sup>#9</sup>		

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

NONE

CAPTAIN SRW		<b>MAINTENANCE LOG</b>	DATE 9 / 13 / 82
FIRST OFFICER KDR			AIRCRAFT NUMBER 2800

FLT. NO.	FROM	TO	FLIGHT	BLOCK
269	RFD	MIW	.7	.8
270	MIW	LAX	3.5	3.7
271	LAX	MIW	3.0	3.3
272	MIW	RFD	.6	.9
TOTAL			7.8	8.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	429.4	<del>---</del>	<del>---</del>
THIS DATE	7.8		
TOTAL TIME	437.2		

LANDINGS	BROUGHT FORWARD	267	243
	THIS DATE	4	4
	TOTAL	271	247

NEXT CHECK DUE			
TYPE	A	B	C
AT	450 #9		

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1 TOILET SEAT COVER BRACKET BROKEN ALSO MANY RIVETS POP AND BROKEN

9-14-82 REPAIRED TOILET SEAT COVER BRACKETS  
James M. Veeney AP343500610

#2. CABIN STILL FLUCTUATES UNLESS SELECTOR IS SET ABOUT 2000 FT. HIGHER THAN CRUISE ALT.

500 REPAIRS  
10/4/82 ATLANTIC AVIATION

#3. VLF GOES INTO SIGNAL LOSE WHEN IN CLOUDS. (VLF LOOSES SIGNAL IN CLOUDS)



N 559

CAPTAIN WINNER
FIRST OFFICER LIZER P

# MAINTENANCE LOG

DATE 9/10/82
AIRCRAFT NUMBER 280W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
267	RFD	SPI	.6	.8
268	SPI	RFD	.6	.9
TOTAL			1.2	1.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	428.2		
THIS DATE	1.2		
TOTAL TIME	429.4		

L A Z E R S	BROUGHT FORWARD	265	241
	THIS DATE	2	2
	TOTAL	267	243

NEXT CHECK DUE			
TYPE	A	B	C
AT	450	#9	

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1 NONE

REMOVED MAIN FUEL CONTROL P/N 3070800-8 S/N A6669T AND INSTALLED S/N A5328T. PERFORMED MANUAL MODE CHECKS AS REQUIRED. FLY A/C TO AIRESARCH SPI TO C/W THE COMPUTER TRIP & OVERSPEED SHUT-DOWN CHECKS REQUIRED BY M.F.C.U. INSTALLATION. ALL CHECKS GOOD, A/C RETURNED TO SERVICE. R. K. Kuyel 9-10-82  
 TTSN LH ENGINE 0428  
 TCSN LH ENGINE 265

# ENGINE SERVICE RECORD

DESCRIPTION OF INSPECTIONS, REPAIRS AND OVERHAULS

Mechanic must endorse all inspections and repairs with name, rating and certificate number.

15328T OK

A66697 OFP

DATE	HOURS THIS FLIGHT	CYCLES* THIS FLIGHT	ACCUMULATIVE TOTALS				DESCRIPTION OF WORK PERFORMED
			HOURS		CYCLES		
			SINCE NEW	SINCE O/H	SINCE NEW	SINCE O/H	
9-10-82			AP-214	265		TOTALS BROUGHT FORWARD	
	REMOVED PIN 3020 800-3					MANUAL FUEL CONTROL SN A6669T AND	
	INSTALLED SN A5328T					PERFORMED MANUAL HOME CHECKS	
	AND RELEASED AIRCRAFT					FOR FLIGHT TO ARESSEARCH SPT.	
			AP-214			K. Kruegel 2197965	
9-10-82			265			SEE MANUAL MODE TRUSTEE	
						CHECK AND OVERSEEN SWINDALL	
						SUMMARY PER THE 731 AND MANUAL	
						MANUAL	
						for: AResearch Aviation Co.	
						Repair Station 2760 Springfield, Ill.	
						TOTALS TO DATE	

\* SEE SERVICE BULLETIN TFE 731-72-3001 FOR DEFINITION OF A CYCLE



CAPTAIN <i>JCE</i> FIRST OFFICER <i>KR</i>	<b>MAINTENANCE LOG</b>	DATE <i>9/1/82</i> AIRCRAFT NUMBER <i>280W</i>
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FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>259</i>	<i>RED</i>	<i>MDW</i>	<i>.4</i>	<i>.5</i>
<i>260</i>	<i>MDW</i>	<i>SAT</i>	<i>2.5</i>	<i>2.7</i>
<i>261</i>	<i>SAT</i>	<i>MDW</i>	<i>2.2</i>	<i>2.5</i>
<i>262</i>	<i>MDW</i>	<i>RED</i>	<i>.3</i>	<i>.5</i>
TOTAL			<i>5.4</i>	<i>6.2</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>419.1</i>	—————	—————→
THIS DATE	<i>5.4</i>	—————	—————→
TOTAL TIME	<i>424.5</i>	—————	—————→

L A Z E R S	BROUGHT FORWARD	<i>257</i>	<i>234</i>
	THIS DATE	<i>4</i>	<i>3</i>
	TOTAL	<i>261</i>	<i>237</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT <i>450 #9</i>			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL      CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

LEFT OIL TEMP STICKS AT 70°  
 GOING DOWN - WORKS OK  
 AT TEMPS ABOVE 70° BUT  
 WILL NOT GO BELOW 70°  
 EVEN WHEN POWER IS REMOVED.  
 SWAPED GAGES AND THE GAUGE  
 DID THE SAME THING ON THE  
 RIGHT SIDE → BAD GAUGE  
 IS ON THE RIGHT SIDE AT  
 THIS TIME

*9-9-82* INSTALLED EXCHANGE  
 OIL TEMPERATURE GAUGE  
 AND TEST ——— END ———  
*Paul M. Viock AP343500610*



CAPTAIN <i>JCE</i>	<b>MAINTENANCE LOG</b>	DATE <i>9 / 1 / 82</i>
FIRST OFFICER <i>KDR</i>		AIRCRAFT NUMBER <i>2800</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>255</i>	<i>RFD</i>	<i>MDW</i>	<i>.4</i>	<i>.5</i>
<i>256</i>	<i>MDW</i>	<i>SAT</i>		
<i>257</i>	<i>SAT</i>	<i>MDW</i>		
<i>258</i>	<i>MDW</i>	<i>RFD</i>		
TOTAL				

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>414.1</i>	<i>414.1</i>	<i>414.1</i>
THIS DATE			
TOTAL TIME			

LANDINGS	BROUGHT FORWARD	<i>253</i>	<i>330</i>
	THIS DATE		
	TOTAL		

NEXT CHECK DUE			
TYPE	A	B	C
AT <i>450</i>			

*#9*

REPORT EACH SYSTEM AND/OR COMPONENT  
ISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE  
MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF  
AND ON, REASON FOR REMOVAL

*9-1-82 INSTALLED A SERVICEABLE  
RADAR RT AND INDICATOR. -END-  
R.O. Tracey AP350483387  
RT S/N 2072 INDICATOR S/N 1296*

*SEE NEXT PAGE*

CAPTAIN  
WICKER  
FIRST OFFICER  
LIZEK

# MAINTENANCE LOG

DATE 1/25/82  
AIRCRAFT NUMBER 281010

FLT. NO.	FROM	TO	FLIGHT	BLOCK
250	MDW	DEN	2.6	2.9
251	DEN	SFO	2.4	2.5
252	SFO	DEN	2.2	2.7
253	DEN	MDW	1.9	2.0
254	MDW	RFD	.3	.4
TOTAL			9.4	10.5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	404.7	404.7	404.7
THIS DATE	9.4	9.4	9.4
TOTAL TIME	414.1	414.1	414.1

L A Z E R S	BROUGHT FORWARD	248	227
	THIS DATE	5	3
	TOTAL	253	330

NEXT CHECK DUE			
TYPE	A	B	C
AT 450			

#9

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1. R/H TAXI LIGHT

#1) R/H TAXI LAMP INSTALLED.  
8/30/82 KCKmyl 2197965

#2. RADAR REMOVED

#2) RADAR RE-INSTALLED 9-1-82  
AFTER REPAIRS BY AMRC DENVER.  
KCKmyl 2197965

#3. RUDDER DOES NOT CENTER WHEN CONTROL BLOCK IS ENGAGED

#3) CHECK & LOCK. LOCATED BENT ARM IN GUST LOCK MECHANISM. NO REPAIRS MADE. KCKmyl 2197965

CAPTAIN  
 McLEATH / WINTER  
 FIRST OFFICER  
 KIZER

# MAINTENANCE LOG

DATE  
 8/22/82  
 AIRCRAFT NUMBER  
 28000

FLT. NO.	FROM	TO	FLIGHT	BLOCK
244	RFD	MDW	1.4	1.5
245	MDW	DEN	2.5	2.7
246	DEN	DEN	1.2	1.3
247	DEN	MDW	1.8	2.1
248	MDW	TEB	1.6	1.7
249	TEB	MDW	2.2	2.4
TOTAL			8.7	9.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	396.0	396.0	396.0
THIS DATE	8.7	8.7	8.7
TOTAL TIME	404.7	404.7	404.7

L S E S	BROUGHT FORWARD	242	221
	THIS DATE	6	6
	TOTAL	248	227

NEXT CHECK DUE			
TYPE	A	B	C
AT	450 # 9		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1 NONE

COMPLETED AT PHASE # 8 INSP  
 AS REQUIRED AT 400 hrs T.T.  
 INSP FORM ON FILE EAC MAINT.  
 OFFICE - KCKmyel 2197965  
 8-20-82











CAPTAIN	<b>MAINTENANCE LOG</b>	DATE 3 / 9 / 82
FIRST OFFICER		AIRCRAFT NUMBER 28001

FLT. NO.	FROM	TO	FLIGHT	BLOCK
226	RFD			
TOTAL				

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	376.8		
THIS DATE	- .7		
TOTAL TIME	376.1		

LANDINGS	BROUGHT FORWARD	224	20+
	THIS DATE		
	TOTAL		

NEXT CHECK DUE			
TYPE	A	B	C
AT	400	#8	

**DISCREPANCIES-** REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

**CORRECTIVE ACTION-** ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

Time correction 8/9/82  
Subtract .7

TOTAL LANDINGS 244

8-4-82 INSTALLED A SERVICABLE  
H.F. POWER AMP - PWR-200. S/N OFF  
2878 S/N ON 1843. - END -  
D.G. Tracey AP350483387

CAPTAIN SRW		<b>MAINTENANCE LOG</b>	DATE 8 / 1 / 82
FIRST OFFICER KDR			AIRCRAFT NUMBER 280W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
223	RFD	Hilton 49 Head 3	2.0	2.1
224	Hilton 49 Head 3	MDW	1.9	2.2
225	MDW	RFD	.4	.6
TOTAL			4.3	4.9

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	372.5		
THIS DATE	4.3		
TOTAL TIME	376.8		

L A Z E R S	BROUGHT FORWARD	221	203
	THIS DATE	3	3
	TOTAL	224	206

NEXT CHECK DUE			
TYPE	A	B	C
AT	400 #8		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1 WH WINDSHIELD HT INTERMITTANT

8-3-82 DEFERRED LEFT WINDSHIELD HEAT — END —  
James M. Vreay AP343500610

#2.

VSI-80A INDICATOR O/D AND REINSTALLED IN #1 SIDE. WORK BY COLLINS WAUR. — END —  
KKenzel 2197965

NOTE - THIS TAG (TRAVEL COPY ONLY) MUST ACCOMPANY THE UNIT(S) TO SHIPPING

USE BALLPOINT PEN  
WRITE ON HARD SURFACE

AIR RESEARCH MANUFACTURING COMPANY OF CALIFORNIA  
ACCEPTANCE TAG

SUB-UNIT CONFIGURATION 49374G

CONTRACT NO. OR P.O. NO. C2W-8992		LINE CODE 5905	PRODUCT CODE 111X	END ITEM SERIAL NO.	PART NO.	MODEL / SERIES NO.	MEQ / MR NO.	SERIAL NO.
PRODUCT NOUN NAME CONTROLLER		CUSTOMER CODE		100-2004				
PART NO. 130398-3		SO/RO NO.		790734				
MOD / SERIES NO. 1		S.O. ITEM NO. 001						
MEQ / MR NO.		ALLOCATION SIGNATURE						
APPLICATION MODEL		DATE						
DATE 9/15/82	INSP. ST. [Signature]	QTY. 1	ASSY DATE 0					
INSPECTORS SIGNATURE [Signature]		RESPONSIBILITY AIR   CUST						
SHIPPER NO.		SHIPPER DATE						

UNIT TRAVEL COPY

REPAIR  OVERHAUL  MODIFY  PRODUCTION REJECT

MAINTENANCE RELEASE

AIRESEARCH MFG. COMPANY

NAME OF MFR. \_\_\_\_\_

COMPONENT SR.1

MODEL 130398-3

SERIAL 100-304

THE AIRCRAFT COMPONENT IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED TO THE EXTENT NOTED BELOW IN ACCORDANCE WITH CURRENT FEDERAL AVIATION REGULATIONS AND WAS FOUND AIRWORTHY FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS AGENCY UNDER WORK ORDER NO. 190737, DATED 5-7-82

O'HAUL

MOD

F/T ONLY

REPAIR

DESCRIPTION OF REPAIR: check valve mod.

TIME SINCE OVERHAUL \_\_\_\_\_

TOTAL TIME \_\_\_\_\_

R. P. [Signature]  
Authorized Signature

FAA CERTIFICATED REPAIR  
STATION NUMBER 405-12  
2525 WEST 190TH STREET  
TORRANCE, CALIFORNIA  
90502



CAPTAIN  
 WINNER S.  
 FIRST OFFICER  
 LEHEWIS B.

**MAINTENANCE LOG**

DATE  
 7/28/82  
 AIRCRAFT NUMBER  
 28000

FLT. NO.	FROM	TO	FLIGHT	BLOCK
219	ILG	IAD	.5	.9
220	IAD	MKE	1.6	2.0
221	MKE	MDW	.3	.5
222	MDW	RFD	.3	.5
TOTAL			2.7	3.9

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3698		
THIS DATE	2.7		
TOTAL TIME	372.5		

LANDINGS	BROUGHT FORWARD	217	201
	THIS DATE	4	2
	TOTAL	221	203

NEXT CHECK DUE			
TYPE	A	B	C
AT 400 #8			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1. CABIN STIL BUMPS

DEFERRED 8/3/82 K. Kunzel  
 2197963

CAPTAIN WINTER S	<b>MAINTENANCE LOG</b>	DATE 7/27/82
FIRST OFFICER LEHENS B		AIRCRAFT NUMBER 28W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
214	RRD	MKE	.4	.6
215	MKE	MDW	.4	.7
216	MDW	<del>IAD</del>	1.1	1.2
217	<del>AGC</del>	<del>IAD</del>	.4	.8
218	IAD	ILG	.6	.8
TOTAL			2.9	4.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	366.9	366.9	366.9
THIS DATE	2.9	2.9	2.9
TOTAL TIME	369.8	369.8	369.8

LANDINGS	BROUGHT FORWARD	212	197
	THIS DATE	5	4
	TOTAL	217	201

NEXT CHECK DUE			
TYPE	A	B	C
AT	400	*8	

**DISCREPANCIES-** REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

**CORRECTIVE ACTION-** ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

<p>① H.F. 220 SYSTEM TRCP.</p>	<p>① TROUBLE SHOT H.F. SYSTEM FOUND ANTENNA LEAD HAD COLD SOLDER JOINT. RESOLDERED ANTENNA LEAD TO FEED THROUGH CLAMP. FOUND PWR-200 COULD NOT CHANNEL. TROUBLE SHOT FOUND CHANNELING FILTER DEFECTIVE. DIDN'T HAVE TIME TO REPAIR BECAUSE AIRCRAFT DEPARTURE TIME WAS NEAR. ORDERED WARRANTY EXCHANGER. PWR 200 BOX. BEUCH CHECKED CUSTOMER TRC-220 HAD AAC-200 CHECKED OK. REMOVED LOWER H.F. BOX'S AND INSTALLED CUSTOMER'S BOX'S. INSTALLED W/ST WIND SAVES PWR 200 AND FUNCTIONAL CHECKED H.F. SYSTEM. CHECKED OK. REMOVED PWR-200 AND TIED UP CABLES.</p> <p>RF. LOWER BOX'S REMOVED.</p> <p>AAC-200 S/N 7637</p> <p>TRC-220 S/N 1185</p> <p>CUSTOMER BOX'S INSTALLED</p> <p>AAC-200 S/N 2427</p> <p>TRC-220 S/N 1554</p> <p>Customer PWR-200 Box Removed FOR WARRANTY EXCHANGER</p> <p>PWR-200 S/N 2878</p>
<p>Atlantic Aviation Corp. AAC CAS-3514 7/29/82 Removal Jumper 7/29/82</p>	

CAPTAIN <i>JOE</i>	MAINTENANCE LOG	DATE <i>7/24/83</i>
FIRST OFFICER <i>PL</i>		AIRCRAFT NUMBER <i>28111#</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>211</i>	<i>RFD</i>	<i>MDW</i>	<i>.3</i>	<i>.4</i>
<i>212</i>	<i>MDW</i>	<i>49J</i>	<i>1.8</i>	<i>1.9</i>
<i>213</i>	<i>49J</i>	<i>RFD</i>	<i>1.8</i>	<i>2.0</i>
TOTAL			<i>3.9</i>	<i>4.3</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>363.0</i>	<i>363.0</i>	<i>363.0</i>
THIS DATE	<i>3.9</i>	—→	
TOTAL TIME	<i>366.9</i>	—→	

LANDINGS	BROUGHT FORWARD	<i>209</i>	<i>194</i>
	THIS DATE	<i>3</i>	<i>3</i>
	TOTAL	<i>212</i>	<i>197</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT	<i>400 #8</i>		

<b>DISCREPANCIES-</b> REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	<b>CORRECTIVE ACTION-</b> ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
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7-23-82 Removed and Replaced worn  
 Left hand main landing gear Tire TAN  
 maintenance manual and greased Bearings  
 and Installed — End —  
 David Schmitt AP349585075

CAPTAIN <i>Winkler</i>	<b>MAINTENANCE LOG</b>	DATE <i>7/22/23/82</i>
FIRST OFFICER <i>Lehner</i>		AIRCRAFT NUMBER <i>28WU</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
206	DEN	MDW	2.1	2.4
207	MDW	BDL	1.7	1.9
208	<del>BDL</del>	MDW	2.0	2.2
209	MDW	DEN	2.1	2.3
210	DEN	RFD	2.0	2.3
TOTAL			9.9	11.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	353.1	353.1	353.1
THIS DATE	9.9	9.9	9.9
TOTAL TIME	363.0	363.0	363.0

L A T E S	BROUGHT FORWARD	204	190
	THIS DATE	5	4
	TOTAL	209	194

NEXT CHECK DUE			
TYPE	A	B	C
AT 400			

#8

REPORT EACH SYSTEM AND/OR COMPONENT ISCREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
#1. R/H REAR SEAT WILL NOT LOCK IN POSITION SEAT SWIVELS ALL THE TIME	#1) R/H REAR SEAT REPAIRED KCKmyel 2197965
#2. R/H START & GEN C/B POPS AFTER BATT START.	#2) R/H GEN LOAN IS HIGH IF NO GPU FOR START. KCKmyel 2197965
#3. CAPT. MAP LIGHT MOUNT IS BROKEN	#3) CAPT MAP LIGHT MOUNT REPAIRED - IT WAS JUST BROKEN J.C. Emery
#4) CABIN ALTITUDE SELECTOR NEEDS TO BE SELECTED AT LEAST 2000 FT ABOVE CRUISE ALTITUDE OTHERWISE CABIN RATE OF CLIMB CYCLE $\pm$ 1500 TO 2000 FEET PER MIN. UP & DOWN (MAX DIFF OUTFLOWOR PRESS RELIEF IS SET TO <del>8.7</del> CLOSE TO 8.7)	#4) PRESSURIZATION CONTROLLER REPLACED AT ATLANTIC AVIATION KCKmyel 2197965



CAPTAIN M. M. M.	<b>MAINTENANCE LOG</b>	DATE 7/18/82
FIRST OFFICER K. R.		AIRCRAFT NUMBER 2500

FLT. NO.	FROM	TO	FLIGHT	BLOCK
198	RFD	MDW	.2	.5
199	MDW	RHI	.8	1.1
200	RHI	MDW	.9	1.0
201	MDW	RFD	.4	.5
TOTAL			2.4	3.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	344.3	344.3	344.3
THIS DATE	2.4	2.4	2.4
TOTAL TIME	346.7	346.7	346.7

TOTAL	BROUGHT FORWARD	196	184
	THIS DATE	4	2
	TOTAL	200	186

NEXT CHECK DUE			
TYPE	A	B	C
AT 350			

**DISCREPANCIES-** REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

**CORRECTIVE ACTION-** ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

7-16-82 COMPLETED THIS DATE PHASE #7 OF THE APPROVED PROGRESSIVE MAINTENANCE PROGRAM; I HAVE INSPECTED THIS AIRCRAFT AND FOUND IT TO BE IN AN AIRWORTHY CONDITION  
 James M. Vioy  
 AP343500610

CAPTAIN <i>Maj. G</i>	<b>MAINTENANCE LOG</b>	DATE <i>7/15/82</i>
FIRST OFFICER <i>KDR</i>		AIRCRAFT NUMBER <i>28662</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>196</i>	<i>SFO</i>	<i>DEU</i>	<i>2.1</i>	<i>2.5</i>
<i>197</i>	<i>DEU</i>	<i>RED</i>	<i>1.9</i>	<i>2.3</i>
<i>198</i>				
TOTAL			<i>4.0</i>	<i>4.9</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>340.3</i>	<i>340.3</i>	<i>340.3</i>
THIS DATE	<i>4.0</i>	<i>4.0</i>	<i>4.0</i>
TOTAL TIME	<i>344.3</i>	<i>344.3</i>	<i>344.3</i>

LANDINGS	BROUGHT FORWARD	<i>194</i>	<i>182</i>
	THIS DATE	<i>2</i>	<i>2</i>
	TOTAL	<i>196</i>	<i>184</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT <i>3.50 #7</i>			

<b>DISCREPANCIES-</b> REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	<b>CORRECTIVE ACTION-</b> ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
---	--

*R. Board seat down with latch  
in place*

*7-16-82 FREE MECHANISM  
FOR SEAT LATCH — END —  
James V. Kearney AP343500610*





CAPTAIN  
 FIRST OFFICER

**MAINTENANCE LOG**

DATE 7/12/82  
 AIRCRAFT NUMBER 2866W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
187	RFD	DEN	2.1	2.3
188	DEN	TER	3.3	3.4
189	TER	RFD	2.0	2.3
TOTAL			7.4	8.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	323.3	323.3	323.3
THIS DATE	7.4	7.4	7.4
TOTAL TIME	330.7	330.7	330.7

LANDINGS	BROUGHT FORWARD	185	173
	THIS DATE	3	3
	TOTAL	188	176

NEXT CHECK DUE			
TYPE	A	B	C
AT 350	#7		

REPORT EACH SYSTEM AND/OR COMPONENT ISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

[Empty grid area for reporting discrepancies and corrective actions]

CAPTAIN <i>M.M.H.</i>	<b>MAINTENANCE LOG</b>	DATE <i>7/7/82</i>
FIRST OFFICER <i>ISOR</i>		AIRCRAFT NUMBER <i>28WWT</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
181	RFD	MDW	.4	.6
182	MDW	SAT	2.5	3.0
183	SAT	MDW	2.3	2.5
184	MDW	DEW	2.3	2.5
185	DEW	MDW	1.9	2.2
186	MDW	RFD	.3	.5
TOTAL			9.7	11.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	313.6	313.6	313.6
THIS DATE	9.7	9.7	9.7
TOTAL TIME	323.3	323.3	323.3

L A Z - N G M	BROUGHT FORWARD	179	167
	THIS DATE	6	6
	TOTAL	185	173

NEXT CHECK DUE			
TYPE	A	B	C
AT 3.50 #7			

DISCREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION-	ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
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<p>1) #1 COM - TEST KNOB LOOSE</p> <p>2) #2 IGNITION SWITCH STUCK ON</p> <p>3) #3 J- INOP (CAPTAIN)</p>	<p>#1</p> <p>#2</p> <p>#3</p>	<p>COM KNOB TIGHTENED, <i>KCKmyl</i></p> <p>IGNITION SWITCH REPLACED. <i>KCKmyl</i></p> <p>INSTALLED LOANER #1 VSI IN AIRCRAFT - 7-7-82 <i>KCKmyl</i> 2197965</p>
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CAPTAIN SAR		<b>MAINTENANCE LOG</b>	DATE 7/1/82
FIRST OFFICER ADR			AIRCRAFT NUMBER 280004

FLT. NO.	FROM	TO	FLIGHT	BLOCK
178	RFD	SFO	4.0	4.2
179	SFO	PWK	3.8	4.0
180	PWK	RFD	.5	.5
TOTAL			8.1	8.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	305.5	305.5	305.5
THIS DATE	8.1	8.1	8.1
TOTAL TIME	313.6	313.6	313.6

L A S T C H E C K	BROUGHT FORWARD	176	165
	THIS DATE	3	2
	TOTAL	179	167

NEXT CHECK DUE			
TYPE	A	B	C
AT 350 #7			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
#1. #2 SEAT R/H SIDE WILL NOT RECLINE	7-1-82 DISCOVER BAD WINDSHIELD HEAT RELAY AND REPLACE WITH NEW SPARE; OPERATIONAL CHECK SATISFACTORY ——— END ——— James M. Vneaux AP343500610
#2. WHEN BEGINNING DESCENT PRESSURIZATION WILL DUMP ± - 1000 TO 2000 FEET. WILL CONTINUE UNTIL W/H BLEED AIR IS SELECTED	#1) REPLACED HYDRO-LOCK RECLINER ASSY - 7/14/82 KCKmyd 2197965 #2) CONTROLLER REPLACED AT ATLANTIC AVIATION - KCKmyd
#3. WATER FAUCET IN LAV. IS PLUGGED	#3) 7-2-82 UN-PLUGGED WATER FAUCET HOSE IN LAV. — END — D. C. Tracy AP350483387

CAPTAIN	<b>MAINTENANCE LOG</b>	DATE 6 / 30 / 82
FIRST OFFICER		AIRCRAFT NUMBER 25

FLT. NO.	FROM	TO	FLIGHT	BLOCK
174	REF	STO	4.3	45
175	STO	NEW	2.3	24
176	DEF	MAW	2.0	21
177	MAW	REF	.4	.4
TOTAL			9.0	94

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	296.5	296.5	296.5
THIS DATE	9.0	9.0	9.0
TOTAL TIME	305.5	305.5	305.5

LANDINGS	BROUGHT FORWARD	172	163
	THIS DATE	4	2
	TOTAL	176	165

NEXT CHECK DUE			
TYPE	A	B	C
AT 300 # 6			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

6-30-82 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 6 INSPECTION AND HAS BEEN FOUND TO BE IN AIRWORTHY CONDITION. BOTH STARTER/GENERATORS WERE RE-BUILT AT THIS TIME.  
-END- G. Tracy AP350483387





CAPTAIN	<b>MAINTENANCE LOG</b>	DATE 1 / 1
FIRST OFFICER		AIRCRAFT NUMBER 2841 II

FLT. NO.	FROM	TO	FLIGHT	BLOCK
115	FEE	MDW	1.4	16
116	MDW	DEN	2.2	24
117	DEN	SFO	2.3	26
118	SFO	BFD	4.2	46
TOTAL			9.1	112

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	284.5	284.5	284.5
THIS DATE	9.1	9.1	9.1
TOTAL TIME	293.6	293.6	293.6

LANDINGS	BROUGHT FORWARD	163	154
	THIS DATE	4	4
	TOTAL	167	158

NEXT CHECK DUE			
TYPE	A	B	C
AT	320		

#6

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

1) Radar Nav function in p...  
 2) DEFERRED 6-28-82  
 3) DEFERRED 6-20-82

- 1) 6-28-82 RADAR NAV FUNCTION OPS CHECKS OK - RCK/JCE
  - 2) DEFERRED 6-28-82
  - 3) DEFERRED 6-20-82
- K. Kenzel 2197965







CAPTAIN Wimmer S		<b>MAINTENANCE LOG</b>	DATE 6/19/82
FIRST OFFICER Lizer P			AIRCRAFT NUMBER 28WW

FLT. NO.	FROM	TO	FLIGHT	BLOCK
154	RFD	MDW	4	15
155	MDW	BFI	41	44
156	BFI	MDW	38	41
157	MDW	RFD	4	16
TOTAL			87	97

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	260.1	→	
THIS DATE	8.7		
TOTAL TIME	268.8		

LANDINGS	BROUGHT FORWARD	152	143
	THIS DATE	4	9
	TOTAL	156	147

NEXT CHECK DUE			
TYPE	A	B	C
AT	250		

ISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
#1 FIRST SEAT ON LEFT SIDE OF A/C WILL NOT RECLINE	6-17-82 REMOVED LOANER AND INSTALLED SERVICEABLE VIR-30A. S/N OUT 3387 S/N IN 17233. END - D. C. Tracy AP350483387
#2 CABINET HINGES ARE BROKEN (MIDDLE DOORS ON COUCH) DOORS STILL OPERATE	6-18-82 INSTALLED A NEW R/H MAIN GEAR TIRE IAW THE MAINTENANCE MANUAL. - END -
#3 RH FUEL GAUGE INTERMITTENT	D. C. Tracy AP350483387
#4	#1) DEFERRED 6-20-82 #2) DEFERRED 6-20-82 #3) DEFERRED 6-20-82 K. C. Kuyel 2197965

CAPTAIN J EMERY		<b>MAINTENANCE LOG</b>	DATE 6/16/82
FIRST OFFICER P LIZOR			AIRCRAFT NUMBER 28

FLT. NO.	FROM	TO	FLIGHT	BLOCK
150	REF	DEN	2.1	2.3
151	DEN	TEB	3.4	3.8
152	TEB	DEN	4.0	4.4
153	DEN	REF	1.7	1.9
TOTAL			11.2	12.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2489	2489	2489
THIS DATE	11.2	→	
TOTAL TIME	260.1	→	

LANDINGS	BROUGHT FORWARD	142	129
	THIS DATE	4	4
	TOTAL	152	143

NEXT CHECK DUE			
TYPE	A	B	C
AT	250		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MAL FUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
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COMPLETED PHASE # 5 INSP  
 AS REQUIRED AT 250 MA T.T.  
 FORM CHECK LIST IS ON FILE  
 EAC MAINT. OFFICE - END -  
 R Kingel 2197965







CAPTAIN  
 J. EMERY  
 FIRST OFFICER  
 P. LIZER

**MAINTENANCE LOG**

DATE  
 6 / 9 / 82  
 AIRCRAFT  
 NUMBER 28W11

FLT. NO.	FROM	TO	FLIGHT	BLOCK
139	RFD	MDW	.4	.5
140	MDW	SAT	2.8	2.9
141	SAT	DEN	1.9	2.1
142	DEN	MDW	1.8	2.2
143	MDW	RFD	.3	.3
TOTAL			7.2	8.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	234.4	234.4	234.4
THIS DATE	7.2	7.2	7.2
TOTAL TIME	241.6	241.6	241.6

LANDINGS	BROUGHT FORWARD	137	128
	THIS DATE	7	5
	TOTAL	142	133

NEXT CHECK DUE			
TYPE	A	B	C
AT	250		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MAL FUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

NTR















CAPTAIN  
 FIRST OFFICER  
 ISL

# MAINTENANCE LOG

DATE 5 / 20 / 00  
 AIRCRAFT NUMBER 2864

FLT. NO.	FROM	TO	FLIGHT	BLOCK
120	RFD	DEN	2.1	2.2
121	DEN	MKE	2.1	2.3
122	MKE	DEN	2.0	2.2
123	DEN	RFD	1.9	2.1
TOTAL			8.1	8.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	205.7	205.7	205.7
THIS DATE	8.1	8.1	8.1
TOTAL TIME	213.8	213.8	213.8

LANDINGS	BROUGHT FORWARD	118	111
	THIS DATE	4	4
	TOTAL	122	115

NEXT CHECK DUE			
TYPE	A	B	C
AT 200			

250 #5

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

NTR



CAPTAIN <i>[Handwritten]</i>	MAINTENANCE LOG	DATE 5/22/82
FIRST OFFICER <i>[Handwritten]</i>		AIRCRAFT NUMBER 284W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
117	RFD	SFO	4.0	4.2
118	SFO	MDW	3.9	4.1
119	MDW	RFD	.9	.5
TOTAL			8.8	9.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	197.4	197.4	197.4
THIS DATE	8.3	8.3	8.3
TOTAL TIME	205.7	205.7	205.7

LANDINGS	BROUGHT FORWARD	115	108
	THIS DATE	3	3
	TOTAL	118	111

NEXT CHECK DUE			
TYPE	A	B	C
AT	200		

#4

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

*NTR*

COMPLETED PHASE 4 INSP. AS REQUIRED @ 200 hrs. T.T. j. INSP. LIST IS ON FILE EAC MAINT. OFFICE. KCKmyel 2197965



CAPTAIN <i>W. J. ...</i>	<b>MAINTENANCE LOG</b>	DATE <i>5/16/82</i>
FIRST OFFICER <i>RL</i>		AIRCRAFT NUMBER <i>29...</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
111	DFW	MOW	24	25
112	MOW	DFW	25	25
113	DFW	SFO	24	26
114	SFO	DFW	22	25
115	DFW	MOW	20	21
116	MOW	DFW	13	5
TOTAL			96	107

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1828	1828	1828
THIS DATE	96	96	96
TOTAL TIME	1974	1974	1974

LANDINGS	BROUGHT FORWARD	109	102
	THIS DATE	6	6
	TOTAL	115	108

NEXT CHECK DUE			
TYPE	A	B	C
AT	<i>200004</i>		

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
	5-14-82 INSTALLED REPAIRED AUTO-PILOT AMP. S/N 1950. - END - <i>D.G. Tracey AP350483387</i>
	5-14-82 INSTALLED CHD <del>APA 80</del> VSI-80A S/N 670 IN PILOT'S POSITION <i>KCKmyd 2197965</i>
	(1) 5-14-82 Removed and Replaced Left hand main landing gear tire + packed Bearings and Serviced tire TAW maintenance Manual - End - <i>David Schmidt AP 349585075</i>









CAPTAIN  
 LAMMER S  
 FIRST OFFICER  
 SCHARF D.

**MAINTENANCE LOG**

DATE  
 5/8/82  
 AIRCRAFT  
 NUMBER 2800 II

FLT. NO.	FROM	TO	FLIGHT	BLOCK
96	RFD	MDW	.4	.7
97	MDW	DEN	2.3	2.5
98	DEN	MDW	1.9	2.1
99	MDW	RFD	.3	.4
TOTAL			4.8	5.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	158.9	158.9	158.9
THIS DATE	4.8	4.8	4.8
TOTAL TIME	163.7	163.7	163.7

L A T E S T E D	BROUGHT FORWARD	94	89
	THIS DATE	4	3
	TOTAL	98	92

NEXT CHECK DUE			
TYPE	A	B	C
AT 200 #4			

REPORT EACH SYSTEM AND/OR COMPONENT  
 ISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

ENTER ALL UNIT CHANGES AND/OR NONROUTINE  
 MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF  
 AND ON, REASON FOR REMOVAL

#1 START GEN CONTROL  
 C/B POPS EVERY START  
 (RESETS)

#2. F/C O<sub>2</sub> MASK STUCK  
 ON EMERG. POSITION  
 MUST BE DISCONNECTED  
 TO STOP FLOW OF O<sub>2</sub>

#3. STANDBY GYRO  
 DRIFTS IN ATTITUDE

#4. R/H TIP VALVE LEAKING  
 FUEL FROM WING TO  
 TIP AS MUCH AS  
 300 LBS. DURING REFUELING  
 PROCEDURE.

#5. PLEASE NOTE DEFERRED  
 ITEM # 2.

#1) C/B POPS IF INITIAL GEN. LOAD  
 IS HIGH DUE TO EXCESSIVE  
 PRE-FLIGHT ELECTRICAL USAGE WITH  
 BATTERY ONLY - KCKemp 2197965

#2) 5-14-82 O<sub>2</sub> MASK DEFERRED AND  
 WAITING PARTS. -END- J G Tracy  
 AP350483387

#3) 5-14-82 STANDBY GYRO DEFERRED  
 -END- J G Tracy AP350483387

#4) 5-14-82 R/H TIP TANK DEFERRED.

5) 5-14-82 REPLACED BOTH WIND-  
 SHELDS' DESSICANTS. -END-  
 J G Tracy AP350483387

CAPTAIN SRW  
 FIRST OFFICER RKH

**MAINTENANCE LOG**

DATE 5/16/82  
 AIRCRAFT NUMBER 2000

FLT. NO.	FROM	TO	FLIGHT	BLOCK
92	RFD	MDW	.4	.6
93	MDW	SAT	2.0	2.9
94	SAT	MDW	2.1	2.4
95	MDW	RFD	.4	.5
TOTAL			5.5	6.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	153.4	153.4	153.4
THIS DATE	5.5	5.5	5.5
TOTAL TIME	158.9	158.9	158.9

L A S E R S	BROUGHT FORWARD	9085
	THIS DATE	4 4
	TOTAL	9489

NEXT CHECK DUE			
TYPE	A	B	C
AT #4 200			

REPORT EACH SYSTEM AND/OR COMPONENT ISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION. ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

1) PAINT PEELING FROM LEADING EDGE OF BOTH WINGLETS, RIGHT TIP TANK-WING FAIRING, BASE OF VERTICAL STAB, NUMEROUS JOINTS & FASTENERS

1) 5-14-82 FEATHER-EDGE AND RE-PAINT LEADING EDGES / INSTALL ANTI-EROSION STRIPS — END — James M. Vivay AP34350060

2) OVERHEAD PANEL DIMMER KNOB MISSING

2) Dimmer knob installed 5-14-82 - End - David Schmitt AP349585075

3) BOTH BAGGAGE COMPARTMENTS REEK WITH STRONG ODOR

3) 5-14-82 CANNOT DETECT ODOR. K. Kenzil 2197965





















CAPTAIN  
 FIRST OFFICER

**MAINTENANCE LOG**

DATE  
 AIRCRAFT NUMBER

FLT. NO.	FROM	TO	FLIGHT	BLOCK
67	RFD	DEM	2.3	2.5
68	DEM	SFC	2.5	2.7
69	SFC	HSP	3.4	3.6
70	HSP	BCJ	2.2	2.5
71	BCJ	DEM	4.8	5.2
72	DEM	RFD	1.6	1.8
TOTAL			16.8	18.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	107.6	107.6	107.6
THIS DATE	16.8	16.8	16.8
TOTAL TIME	124.4	124.4	124.4

LANDINGS	BROUGHT FORWARD	65	62
	THIS DATE	6	6
	TOTAL	71	68

NEXT CHECK DUE			
TYPE	A	B	C
AT 150 #3			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

① FLITE PHONE IN CABIN IN OP

4-20-82 FLITEPHONE DEFERRED - END - Q. Tracy AP350483387



CAPTAIN <i>M. V. V. V.</i>
FIRST OFFICER <i>R.H.</i>

# MAINTENANCE LOG

DATE <i>4 / 10 / 82</i>
AIRCRAFT NUMBER <i>28100</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
60	RFD	MDW	3	5
61	MDW	ROC	20	22
62	ROC	MDW	23	26
63	MDW	RFD	15	16
TOTAL			50	59

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	98.3	98.3	98.3
THIS DATE	5.0	5.0	5.0
TOTAL TIME	103.3	103.3	103.3

LANDINGS	BROUGHT FORWARD	58	58
	THIS DATE	1	3
	TOTAL	62	59

NEXT CHECK DUE			
TYPE	A	B	C
AT			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

1) CAPTAIN'S SHOULDER HARNESS DOES NOT RETRACT PROPERLY

4-10-82 ADJUST RETRACTING REEL AND CHECK SHOULDER RESTRAINT; INSTALL REPLACEMENT WINDOW ON-OFF SWITCH — END —

2) WINDOW LIGHT ON-OFF SWITCH ABOVE COULD CAPTAINERS IS INTERMITTENT

*James M. V. V. V. AP343500610*







CAPTAIN C. M. J. / WINNIE R. S.	<b>MAINTENANCE LOG</b>	DATE 4/8/82
FIRST OFFICER HZER P.		AIRCRAFT NUMBER 286W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
048	RFD	MDW	.4	.6
049	MDW	DEN	2.3	2.4
050	DEN	LAX	2.4	2.6
051	LAX	DEN	2.0	2.1
052	DEN	MDW	1.8	2.0
053	MDW	RFD	.5	.6
TOTAL			9.4	10.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	77.2	77.2	77.2
THIS DATE	9.4	9.4	9.4
TOTAL TIME	86.6	86.6	86.6

LANDINGS	BROUGHT FORWARD	46	44
	THIS DATE	6	6
	TOTAL	52	50

NEXT CHECK DUE			
TYPE	A	B	C
AT	5		

DISCREPANCIES - REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION - ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
#1. DOOR DRAGS ON LOWER 1/4 CORNER (INSIDE LOCKING OUT)	4-9-82 DOOR DRAGGING IS THE NATURE OF THE DESIGNED MECHANISM - OPERATOR MUST COMPENSATE;
#2. #2 NAV FREQ 113.5 NOOP DME WORK ON THIS FREQ BUT NO IDENT OR NAV SIGNAL	ITEM #2 DEFERRED; ITEM #3 SITUATION NORMAL - END James M. Valdez AP3435000610
#3. <del>CA</del> COULD NOT GET A <del>NAV</del> TO STAY ON <del>LT</del> POWER FROM POWER UNIT IN LAX WOULD STAY ON FOR A SHORT TIME THEN POP RELAY.	
#4.	

CAPTAIN	SRW	MAINTENANCE LOG	DATE	4/1/4/82
FIRST OFFICER	WGL		AIRCRAFT NUMBER	28WLV

FLT. NO.	FROM	TO	FLIGHT	BLOCK
045	DEN	TEB	3.1	3.4
046	TEB	DEN	4.4	4.7
047	DEN	RFD	1.7	1.9
<del>048</del>				
TOTAL			9.2	10.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	68.0	68.0	68.0
THIS DATE	92	92	92
TOTAL TIME	77.2	77.2	77.2

LANDINGS	BROUGHT FORWARD	43	41
	THIS DATE	3	3
	TOTAL	46	44

NEXT CHECK DUE			
TYPE	A	B	C
AT	5		

ISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
#1 F/C ALTIMETER 3300' AT HIGH ALTITUDE AND AT 11000'	4-5-82 #1. SITUATION NORMAL THE CAPTAIN'S ALTIMETER HAS THE STATIC DEFECT CORRECTED; #2 INVERTER OPERATIONAL CHECK SATISFACTORY; #3 INSPECTED R.H. FUEL PROBE WIRING, SWAPPED FUEL GAUGES FOR TROUBLESHOOTING; #4 CLEAN-OUT FLOW VALVES; #5 REPAIR DETENT MECHANISM ON TABLE — END —
#2 #1 INVERTER SOMETIMES TAKE A FEW TRYS TO GET IN ON LINE, BUT STAYS ON.	Julius M. V. Vicary AP3A35061C
#3 FUEL QUANTITY ON R/H SIDE WORK OK ON GROUND BUT ONCE AIR BEGINS TO FULL SCALE (Full) NO MATTER HOW MUCH FUEL IS ON BOARD, W/H SIDE OK	
#4 PRESSURIZATION SAME. DEFERRED ITEM #2 (3/18/82)	
#5 TABLE ON W/H SIDE OFF AC WILL NOT RAISE UP OR DOWN.	

CAPTAIN JCE  
 FIRST OFFICER WGL

**MAINTENANCE LOG**

DATE 3/31/82  
 AIRCRAFT NUMBER 28000II

FLT. NO.	FROM	TO	FLIGHT	BLOCK
043	RFD	MDW	.3	.6
044	MDW	DEN	2.4	2.6
TOTAL			2.7	3.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	65.3	65.3	65.3
THIS DATE	2.7	2.7	2.7
TOTAL TIME	68.0	68.0	68.0

LANDINGS	BROUGHT FORWARD	41	39
	THIS DATE	2	2
	TOTAL	43	41

NEXT CHECK DUE			
TYPE	A	B	C
AT	5		

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

~~NTR~~

CAPTAIN  
 W. W. W. S.  
 FIRST OFFICER  
 L. F. H. N. E. I. S. B.

**MAINTENANCE LOG**

DATE  
 3/14/82  
 AIRCRAFT NUMBER  
 28WLW II

FLT. NO.	FROM	TO	FLIGHT	BLOCK
039	RFD	DEN	2.2	2.6
040	DEN	LAX	2.2	2.5
041	LAX	DEN	1.7	2.2
042	DEN	RFD	1.7	2.0
TOTAL			7.8	9.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	57.5	57.5	57.5
THIS DATE	7.8	7.8	7.8
TOTAL TIME	65.3	65.3	65.3

L A D E D S	BROUGHT FORWARD	37	35
	THIS DATE	4	4
	TOTAL	41	39

NEXT CHECK DUE			
TYPE	A	B	C
AT 50 (1)			

REPORT EACH SYSTEM AND/OR COMPONENT  
 ISCREPANCIES- MALFUNCTION IN DETAIL

CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL

#1. B/L/H + R/H WINDSHIELDS  
 FROST UP BETWEEN  
 PANES ~~AND~~ IN THE  
 UNHEATED ~~AND~~ AREAS  
 DOES NOT ~~OBSTRUCT~~  
 OBSTRUCT VISION

3-23-82 PERFORM PHASE  
 I INSPECTION IN ACCORDANCE  
 WITH MAINTENANCE OUT-  
 LINED BY THE MANUFACTUR-  
 ER - END - JIMMY M. WOOD AF3435006C

#2. #1 COFFEE POT BUTTON  
 STICKS ON CABINetry  
 HOLE NEEDS TO BE  
 REAMED OUT

3-24-82 ADJUSTED CABIN  
 DOOR LATCH; CHANGED  
 BOTH WINDSHIELD DES-  
 SICCANT CRYSTALS; ADJUST-  
 ED RIGHT TIP TANK  
 CHECK VALVE; CHECKED  
 OPERATION OF EMER-  
 GENCY EXIT LIGHTS; END  
 JIMMY M. WOOD AF3435006C

① 3-26-82 DEFERRED KCK  
 ② 3-26-82 DEFERRED KCK  
 2197965

CAPTAIN <span style="font-size: 1.5em; margin-left: 100px;">JCE</span>	MAINTENANCE LOG	DATE <span style="font-size: 1.2em; margin-left: 20px;">3 / 22 / 32</span>
FIRST OFFICER <span style="font-size: 1.5em; margin-left: 100px;">WGL</span>		AIRCRAFT NUMBER <span style="font-size: 1.2em; margin-left: 20px;">28WVL</span>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
035	RFD	MDW	.3	.5
036	MDW	49J	1.7	1.9
037	49J	MDW	2.0	2.1
038	MDW	RFD	.3	.5
TOTAL				4.3    5.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	53.2	53.2	53.2
THIS DATE	4.3	4.3	4.3
TOTAL TIME	57.5	57.5	57.5

L A Z O - N G S	BROUGHT FORWARD	33	32
	THIS DATE	04	3
	TOTAL	37	35

NEXT CHECK DUE			
TYPE	A	B	C
AT 50 (1)			

<b>DISCREPANCIES-</b> REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	<b>CORRECTIVE ACTION-</b> ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
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~~NTR~~

CAPTAIN SAW	MAINTENANCE LOG	DATE 3/18/19/82
FIRST OFFICER WGL		AIRCRAFT NUMBER 2842

FLT. NO.	FROM	TO	FLIGHT	BLOCK
031	RFD	MDW	.4	.7
032	MDW	LAX	5.1	5.3
033	LAX	DEN	1.8	2.0
034	DEN	RFD	1.8	2.0
TOTAL			9.1	10.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	77.1	→	→
THIS DATE	9.1		
TOTAL TIME	53.2		

L A S T C H E C K	BROUGHT FORWARD	29	28
	THIS DATE	4	4
	TOTAL	33	32

NEXT CHECK DUE			
TYPE	A	B	C
AT	50011		

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION	ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
1. FLIGHT PHONE IN CABIN WILL NOT FUNCTION PROPERLY. THE TRANSMIT PORTION OF <del>HEAD</del> HEADS	① 3-26-82	DEFERRED KCK
FLIGHT PHONE IN CABIN IN OP. YOU CAN HEAR THEM THEY CANNOT HEAR YOU. EVERYTHING ELSE WORKS OK. (INTERCOM <del>WORKS</del> <del>WORKS</del> DOES THE SAME THING.)		
2. PRESSURIZATION BUMPS DURING ANY POWER CHANGES.	② 3-26-82	DEFERRED KCK
a) <del>CHANGING</del> CHANGING CABIN TEMP WILL ALSO BUMP CABIN.		
3. CO PILOTS ALTIMETER READS <del>430</del> FEET HIGH AT ALTITUDE	③ 3-26-82	DEFERRED KCK 21979605











## FLIGHT LOG

CREW

MORLEY / EMBURY / HOESLI

TYPE AIRCRAFT: <i>L662</i>				
SERIAL NO.	AIRCRAFT NO.		DATE	
<i>328</i>	<i>N2866W</i>		MO.	DY. YR.
			<i>03</i>	<i>10</i> <i>02</i>

LEG NO.	CAT.	PAX NO.	ICAO STATIONS		NAUT. DIST	FUEL OUT	FUEL IN	FUEL USED	GMT		FLIGHT TIME
			FROM	TO					TAKEOFF	LAND	
	<i>AD</i>	<i>0</i>	<i>HLG</i>	<i>MNE</i>	<i>571</i>	<i>4100</i>	<i>1700</i>	<i>2400</i>	<i>1152</i>	<i>1337</i>	<i>1.8</i>
	<i>AD</i>	<i>2</i>	<i>MNE</i>	<i>MHT</i>	<i>728</i>	<i>3700</i>	<i>1000</i>	<i>2700</i>	<i>1448</i>	<i>1054</i>	<i>1.8</i>
TOTAL											<i>3.6</i>

ENGINE CRUISE DATA		
ENGINE	L	R
N-1	<i>976</i>	<i>976</i>
ITT	<i>838</i>	<i>835</i>
N-2	<i>948</i>	<i>941</i>
FUEL FLOW	<i>620</i>	<i>620</i>
OIL TEMP	<i>92</i>	<i>17</i>
OIL PRESS	<i>43</i>	<i>42</i>
OAT°C	FL	MACH
<i>-34°C</i>	<i>370</i>	<i>177/235</i>
AOA		
A/C WEIGHT		

*✂*

*flight logs to time  
of recovery - 2866W*

	AIR-FRAME	LEFT ENG	RIGHT ENG	AIRFRAME LANDINGS	CYCLES		TIRES	
					L	R	L	R
TODAY	<i>3.6</i>	<i>3.6</i>	<i>3.6</i>	<i>2</i>	<i>2</i>	<i>2</i>	<i>2</i>	<i>2</i>
CARRIED FORWARD	<i>25.9</i>	<i>25.9</i>	<i>25.9</i>	<i>17</i>	<i>16</i>	<i>16</i>	<i>17</i>	<i>17</i>
TOTAL	<i>29.5</i>	<i>29.5</i>	<i>29.5</i>	<i>19</i>	<i>18</i>	<i>18</i>	<i>19</i>	<i>19</i>

FUEL PURCHASES				
LEG NO.	ST	QUANTITY IN GALLONS	T Y	COST \$
<i>1</i>	<i>DE</i>	<i>350</i>	<i>G</i>	<i>ATAC</i>
<i>3</i>	<i>MHT</i>	<i>200</i>	<i>G</i>	<i>1649.85</i>

CATEGORIES:		
ED - EX PT PT	4-9	.1
EL - EX LCL	10-15	.2
PD - PLT DM	16-21	.3
P - POSITION	22-27	.4
F - FERRY	28-32	.5
AD - DELIV	33-38	.6
AM - ADMIN	39-44	.7
TE - TEST	45-50	.8
TR - TRAIN	51-56	.9
PH - PHOTO	57-03	1.0

VOR CHECK

<i>LND FEE MHT</i>	<i>1760</i>	STA	MHZ
		NO. 1	NO. 2
SIGNATURE:			

CREW

Morley / Rogers

TYPE AIRCRAFT: <i>WW2</i>				
SERIAL NO.	AIRCRAFT NO.	DATE		
		MO.	DY.	YR.
<i>368</i>	<i>N28WW</i>	<i>03</i>	<i>09</i>	<i>87</i>

LEG NO.	CAT.	PAX NO.	ICAO STATIONS		NAUT. DIST.	FUEL OUT	FUEL IN	FUEL USED	GMT		FLIGHT TIME
			FROM	TO					TAKEOFF	LAND	
<i>1</i>	<i>TE</i>	<i>2</i>	<i>ILG</i>	<i>ILG</i>	<i>-</i>	<i>3500</i>	<i>1900</i>	<i>1600</i>	<i>1540</i>	<i>1635</i>	<i>.9</i>
								<i>1600</i>			<i>.9</i>
								TOTAL			TOTAL

ENGINE CRUISE DATA		
ENGINE	L	R
N-1		
ITT		
N-2		
FUEL FLOW		
OIL TEMP		
OIL PRESS		
OAT°C	FL	MACH
AOA		
A/C WEIGHT		

REMARKS:


MISC. EXPENSES:

VOR CHECK

STA	MHZ
NO. 1	NO. 2
SIGNATURE:	

	AIR-FRAME	LEFT ENG	RIGHT ENG	AIRFRAME LANDINGS	CYCLES		TIRES	
					L	R	L	R
TODAY	<i>.9</i>	<i>.9</i>	<i>.9</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
CARRIED FORWARD	<i>250</i>	<i>250</i>	<i>250</i>	<i>16</i>	<i>15</i>	<i>15</i>	<i>16</i>	<i>16</i>
TOTAL	<i>259</i>	<i>259</i>	<i>259</i>	<i>17</i>	<i>16</i>	<i>16</i>	<i>17</i>	<i>17</i>

FUEL PURCHASES

LEG NO.	ST	QUANTITY IN GALLONS	TY	COST \$	CATEGORIES:	4-9	.1
						<i>1</i>	<i>TE</i>
					EL — EX LCL	16-21	.3
					PD — PLT DM	22-27	.4
					P — POSITION	28-32	.5
					F — FERRY	33-38	.6
					AD — DELIV	39-44	.7
					AM — ADMIN	45-50	.8
					TE — TEST	51-56	.9
					TR — TRAIN	57-03	1.0
					PH — PHOTO		







CREW

Brown / MARKUSON

TYPE AIRCRAFT: W102				
SERIAL NO.	AIRCRAFT NO.	DATE		
		MO.	DY.	YR.
368	4X-COE	2	10	92

LEG NO.	CAT.	PAX NO.	ICAO STATIONS		NAUT. DIST	FUEL OUT	FUEL IN	FUEL USED	GMT		FLIGHT TIME
			FROM	TO					TAKEOFF	LAND	
1	12	1	ILG	ILG	-	3500	2100	1700	2010	2119	1.1
								1700			1.1
								TOTAL			TOTAL

ENGINE CRUISE DATA		
ENGINE	L	R
N-1		
ITT		
N-2		
FUEL FLOW		
OIL TEMP		
OIL PRESS		
OAT°C	FL	MACH
AOA		
A/C WEIGHT		

REMARKS:

	AIR-FRAME	LEFT ENG	RIGHT ENG	AIRFRAME LANDINGS	CYCLES		TIRES	
					L	R	L	R
TODAY	1.1	1.1	1.1	2	1	1	2	2
CARRIED FORWARD	22.0	22.0	22.0	12	12	12	12	12
TOTAL	23.1	23.1	23.1	14	13	13	14	14

FUEL PURCHASES

LEG NO.	ST	QUANTITY IN GALLONS	T Y	COST \$
1	PC	300	4	AAC

CATEGORIES:

ED - EX PT PT	4-9	.1
EL - EX LCL	10-15	.2
PD - PLT DM	16-21	.3
P - POSITION	22-27	.4
F - FERRY	28-32	.5
AD - DELIV	33-38	.6
AM - ADMIN	39-44	.7
TE - TEST	45-50	.8
TR - TRAIN	51-56	.9
PH - PHOTO	57-03	1.0

MISC. EXPENSES:

VOR CHECK

STA 176 MHZ 114.0

NO. 1 NO. 2

176 176

SIGNATURE

*[Signature]*