| CAPTAIN | JCE |
|---|---|
| FIRST OFFICER | MB |

# MAINTENANCE LOG

DATE 12 /22 ~~23~~ 28 /86

AIRCRAFT NUMBER 28WW

| 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 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 2164 | 1966 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 2168 | 1970 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3500 | | | |

| 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 ~~Pilot~~ LH. ITT IS A LEAKER. | ① INSTALLED REPAIRED ITT [redacted] S/N R0097 - By. AERO MACH - END - 12/29/86 - Scott A Camp AP346582951 |
| ② Copilots RMI Lights out | ② INSTALLED REPAIRED RMI S/N 1572. By Collins, ops ✓s OK - END - 12/29/86 - Scott A Camp AP346582951 |
| ③ Nose wheels AND TIRES Need to be replaced. | ③ Installed 1 servicable wheel SN APR66-104 AND 1 New wheel SN OK75-641. Installed 2 New tires AND BALANCED. Repacked bearings. END 12-29-86. Wade S Haskell AP 318505599 |
| ④ Hyd. Pump needs to be replaced. | ④ 12-29-86 Installed O/H Hyd pump SN OFF A2-115-R2 SN ON A2-122. Lubed splines. END Wade S Haskell AP 318505599 |
| ⑤ LH Thrust Reverser Needs to be replaced. | ⑤ 1-2-87 Installed O/H T/R Actuator SN OFF 2030 SN ON 0419. ops ✓ ok END Wade S Haskell AP318505599 |
| ⑥ DOOR SEAL LEAKS | ⑥ 1-5-87 INSTALLED A NEW DOOR SEAL - END - [signature] AP350483387 |
| ⑦ SL-WW-24-84 NEEDS TO BE C/W. THE DELETION OF GLARESHIELD LIGHTING FWD. PRESSURE BULKHEAD CONNECTOR. | ⑦ 1-5-86 C/W SL-WW-2484. END - [signature] AP350483387 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SM | | 12/19/86 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| RF | | 28WW |

| 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 |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 2159 | 1961 |
| THIS DATE | 5 | 5 |
| TOTAL | 2164 | 1966 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3500 | | | |

| 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) CRU-90 IS A LOANER | 1) INSTALLED CRU-90 S/N 136, OVERHAULED BY COLLINS. - OPS VS OK - END - 12/17/86 - Scott A Camp - AP3465829S1 |
| 2) ITT STICKS | 2) INSTALLED LOANER ITT FROM AERO MACH - OPS VS OK. - END - 12/18/86 - Scott A Camp AP346582951 |
| NTR | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SM | | 12/15-16/86 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| OA | | 286KW |

| 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 | 1959 |
| | THIS DATE | 2 | 2 |
| | TOTAL | 2159 | 1961 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3500 | | | |

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

1) NEED TO REPLACE LOANER MSI & VNI.

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

1) INSTALLED REPAIRED MSI S/N 1302 & VNI S/N 166 - END - 12/15/86 - Scott A Cary AP346587951 -
INSTALLED NEW TIRE ON R/H MAIN AXLE. REPACKED WHEEL BEARINGS. Jeff C. Constable A+P 573865546

| CAPTAIN | | DATE |
|---|---|---|
| Winner S. | **MAINTENANCE LOG** | 12/13 14/86 |
| FIRST OFFICER Fiduccia R. | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 2163 | LAX ~~RFD~~ | MRY | .8 | 1.0 |
| 2164 | MRY | 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 |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 2154 | 1956 |
| THIS DATE | 3 | 3 |
| TOTAL | 2157 | 1959 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3500 | | | |

| 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[F] AND ON, REASON FOR REMOVAL |
|---|---|
| #1. LH ITT NEEDLE STICKS LEDS WORK OK. | #1 12/15/86 ORDERED LOANER UNIT. [signature] AP323484873 |
| #2. DOOR SEAL IS VERY DISTERBING SQUEEL | #2 ADJUSTED DOOR. CHANGED SOUND ON GROUND TO RUSHING THAN SQUEELING. REPORT TO MAINTENANCE CHANGES. [signature] AP32348487[3] |
| #3. R/H RMI NEEDLES 4°-12° LESS THAN L/H SIDE OR OBS SETTINGS. VORS BOTH WORK AND INDICATE PROPERLY. VORS CHECK WITHIN TOLERACE. | 3 INSTALLED LOANER RMI-36 S/N 1546. NOTE: INTERNAL LIGHT INOP. [signature] AP323484873 |
| #4. | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 12/11 12/86 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| FIDUCCIA R | | 28444 |

| 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 | 2149 | 1951 |
| | THIS DATE | 5 | 5 |
| | TOTAL | 2154 | 1956 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3500 | | | |

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

1) L/H ITT INDICATOR
ES A LOANER.

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

(1) 12-10-86 REMOVED LOANER AND INSTALLED AN OVERHAULED I.T.T. INDICATOR. S/N OFF 18A S/N ON R0097 — END — [illegible]
AP3804[illegible]387

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SM | | 12/09/86 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| RF | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 2153 | APA | GJT | .5 | .7 |
| 2154 | | LAX | 1.6 | 1.5 |
| 2155 | | APA | 2.0 | 2.4 |
| 2156 | | MDW | 1.9 | 2.0 |
| 2157 | | RFD | .4 | .5 |
| | | | | |
| | | TOTAL | 6.4 | 7.1 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 3465.1 | 3465.1 | 3281.1 |
| THIS DATE | 6.4 | 6.4 | 6.4 |
| TOTAL TIME | 3471.5 | 3471.5 | 3287.5 |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 2144 | 1946 |
| THIS DATE | 5 | 5 |
| TOTAL | 2149 | 1951 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3500 | | | |

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

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

2. Thrust reverser accumulator has not held enough pressure to deploy and then tow the reversers even immediately after shutdown. It has not been holding any pressure overnight for quite some time.

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

(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— [illegible] AP35048 3387

(2) THIS IS FIRST RECORD OF THIS PROBLEM. CREW HAS BEEN ADVISED TO CHECK SYSTEM AT NIGHT AND NEXT MORNING. [illegible] AP3234 4173

| CAPTAIN | MAINTENANCE LOG | DATE 12/09/86 |
|---|---|---|
| FIRST OFFICER SM RF | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 2147 | RFD | TEB | 1.7 | 1.8 |
| 2148 | | MDW | 1.9 | 2.1 |
| 2149 | | APA | 2.4 | 2.5 |
| 2150 | | ASE | .7 | .9 |
| 2151 | | GJT | .6 | .7 |
| 2152 | | APA | .6 | .7 |
| TOTAL | | | 7.9 | 8.8 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 3457.2 | 3457.2 | 3273.2 |
| THIS DATE | 7.9 | 7.9 | 7.9 |
| TOTAL TIME | 3465.1 | 3465.1 | 3281.1 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 2138 | 1940 |
| | THIS DATE | 6 | 6 |
| | TOTAL | 2144 | 1946 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3500 | | | |

**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

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| Winner S. | | 12/4-5/86 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| Hill C. | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 2144 | RED | TEB | 1.6 | 1.9 |
| 2145 | TEB | APA | 4.0 | 4.3 |
| 2146 | APA | RED | 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 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 2135 | 1937 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 2138 | 1940 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3500 | | | |

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

#1. Nav's Scallop #1 is Worst

#2. VLF Signal Loss Numerous Times Per Leg.

#3.

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

(#1) Installed 2 Repaired NAV Antennas S/N 22111 & 22085 Ground Check - OK [signature] AP323484873

(#2) Ordered CRU-90 Loaner After conversation with Collins Tech Rep. [signature] AP323484873

| CAPTAIN ICE | MAINTENANCE LOG | DATE 12/3&4/86 |
|---|---|---|
| FIRST OFFICER MB | | AIRCRAFT NUMBER 286W |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 2140 | RFD | APA | 2.2 | 2.3 |
| 2141 | APA | TEB | 3.1 | 3.4 |
| 2142 | TEB | MDW | 2.1 | 2.3 |
| 2143 | MDW | RFD | .4 | .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 |

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 2135 | 1933 |
| THIS DATE | 4 | 4 |
| TOTAL | 2139 | 1937 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3450 | | | |

| 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 |
|---|---|
| Inspection Due CB | (1) PREFORMED PHASE 9 INSPECTION AND 300 HR/150 HR. ENGINE INSPECTION AS PER IAI MAINT. MANUAL AND TFE 731 MAINT MANUAL. THIS AIRCRAFT IS APPROVED FOR RETURN TO SERVICE ON THIS DATE-END - 12/4/86 — Scott A. Carey AP346587951 |
| Emergency Battery D= | (2) Emergency Battery Deep Cycled By AIRCRAFT SYSTEMS. [signature] AP323484873 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SM | | 11/29/86 |
| FIRST OFFICER BD | | AIRCRAFT NUMBER 28WW |

| 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 |

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 2132 | 1930 |
| THIS DATE | 3 | 3 |
| TOTAL | 2135 | 1933 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3450 | | | |

| 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. Pressurization - cabin starts to climb in excess of 2000 fpm at 37,000 ft if power is reduced below 90% | (1) Installed new solenoid & servicable outflow valve from N28WW [signature] AP323484873 |
| 2. Comm 2 inop. | (2) Installed new antenna [signature] AP323484873 |
| 3. Copilots RMI compass card inop. | (3) Installed exchange RMI, SN 1580 [signature] AP323484873 |
| 4. Door chain broken. (hook is in clipboard. | (4) Replaced chain [signature] AP323484873 |
| 5. Facing wood trim on at tray table has come off. | (5) Glued trim [signature] AP323484873 |

| CAPTAIN | JCE |
|---|---|
| FIRST OFFICER | MB |

# MAINTENANCE LOG

| DATE | 11 / 26 / 86 |
|---|---|
| AIRCRAFT NUMBER | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 2133 | RFD | MDW | 1.1 | 1.2 |
| 2134 | MDW | ASE | 2.5 | 2.7 |
| 2135 | ASE | MDW | 2.2 | 2.6 |
| 2136 | MDW | RFD | .3 | .4 |
| | | | | |
| | | | | |
| | | TOTAL | 6.1 | 6.9 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 3430.8 | 3430.8 | 3246.8 |
| THIS DATE | 6.1 | 6.1 | 6.1 |
| TOTAL TIME | 3436.9 | 3436.9 | 3252.9 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 2128 | 1926 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 2132 | 1930 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | 3450 | | |

**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 | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNERS | | 11/22/86 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| BATES M. | | 28WN |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 2128 | RFD | MDW | .3 | .6 |
| 2129 | MDW | MRY | 4.6 | 4.8 |
| 2130 | MRY | 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 | 3430.8 | 3246.8 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 2123 | 1921 |
| | THIS DATE | 5 | 5 |
| | TOTAL | 2128 | 1926 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3450 | | | |

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

#1. No 1 TRANSPONDER INTERMITTANT.

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

#3.

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

(1) 11-25-86 SWAPPED #1 AND #2 TRANSPONDERS FOR TROUBLE-SHOOTING. —END— [signature] AP3504833 87

(2) 11-25-86 INSTALLED 2 OVERHAULED BLEED SWITCHING VALVES. —END— [signature] AP3504833 87

| CAPTAIN | MAINTENANCE LOG | DATE 11/21/86 |
|---|---|---|
| FIRST OFFICER SM CH | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 2124 | RFD | APA | 2.0 | 2.1 |
| 2125 | | LAX | 2.0 | 2.1 |
| 2126 | | APA | 1.8 | 2.1 |
| 2127 | | RFD | 1.8 | 1.9 |
| | | | | |
| | | | | |
| | | TOTAL | | |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 3413.4 | 3413.4 | 3229.4 |
| THIS DATE | 7.6 | 7.6 | 7.6 |
| TOTAL TIME | 3421.0 | 3421.0 | 3237.0 |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 2119 | 1917 |
| THIS DATE | 4 | 4 |
| TOTAL | | |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3450 | | | |

SCREPANC

1. Cap

2. Doc

3. Yaw in snow good yi and th

4. Rt

Garrett General Aviation Services Company A Division of The Garrett Corporation

Los Angeles International Airport
6201 West Imperial Highway
Los Angeles, California 90045

FAA REPAIR STATION NO: 4022
TEL: (213) 646-2770
TELEX: 181827/AIRE AVI LSA

CUSTOMER EMERY AIR CHARTER AIRCRAFT N28WW S/N 368

NOV 21 1986

1. INSTALLED A LOANER ALTIMETER IN PILOTS POSITION P/N OFF 620-3975-003 S/N 1323 P/N 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

AVO086

11-25-86 INSTALLED A NEW R/H TAXI LIGHT LAMP. —END—
[signature] AP3504833387

| CAPTAIN | | DATE 11/18/86 |
|---|---|---|
| SM | **MAINTENANCE LOG** | |
| FIRST OFFICER TK | | AIRCRAFT NUMBER 28WW |

| 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 |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 2113 | 1911 |
| THIS DATE | 6 | 6 |
| TOTAL | 2119 | 1917 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | 3450 | | |

| 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. In Cold Weather we have to cycle the gear two or three times to get it to show up + locked. | (1) [redacted] DEFLATED NOSE STRUT & RESERVICED WITH Nitrogen, INSPECTED All 3 GEAR UPLOCK SWITCHES FOR SECURITY & OPS. END - 11/18/86 - Scott A. Cary AP516582951 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SM | | 11 / 13 / 86 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| OA | | 28WW |

| 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 |

| LANDINGS | | |
|---|---|---|
| | BROUGHT FORWARD | 2107 1905 |
| | THIS DATE | 6 6 |
| | TOTAL | 2113 1911 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3400 | | | |

3450

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

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

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

T 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 AIRWORTHY CONDITION. — END —

[signature] AP3504833B7

| CAPTAIN SM | # MAINTENANCE LOG | DATE 11/10/86 |
|---|---|---|
| FIRST OFFICER OA | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 2108 | RFD | PWK | .4 | .5 |
| 2109 | | FSD | 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 | | | |

| 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) 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 R0097 S/N ON 18A. END — D Dracey AP350483387 |
| NTR | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 11/06/86 |
| FIRST OFFICER FIUCCIA R. | | AIRCRAFT NUMBER BBWW |

| 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 | 6.8 | 8.1 |

| 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 | 3391.8 | 3391.8 | 3207.8 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 2098 | 1896 |
| | THIS DATE | 5 | 5 |
| | TOTAL | 2103 | 1901 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3400 | | | |

| 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 WIPER BLADE IS BOWED ONLY THE ENDS WIPE PRECIP AWAY. | (1) INSTALLED NEW LH WIPER BLADE — END — 11/19/86 — Scott A Cary — AP3465579 51 |
| #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 point DUST CAP — END — 11/19/86 — Scott A Cary AP3465579 51 |
| #3. L/H ITT WILL NOT DIM DAYLIGHT INTENSITY AT NIGHT IS NO PICNIC | (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-ATTATCHED R/H TIP TANK BONDING STRAP. — END — Tracy AP3504 3387 |
| #5 NEED #327 BULBS IN SUPPLY KIT. | (5) 11-7-86 REPLENISHED THE BULB SUPPLY. — END — Tracy AP3504 3387 |
| #6. PAINT LENS ON TIP TANKS VERY DISTRACTING AT NIGHT. | (6) 11-7-86 REPAINTED LANDING LITE LENS'. — END — Tracy AP3504 3387 |

| CAPTAIN | MAINTENANCE LOG | DATE 11/05/86 |
|---|---|---|
| Winner S. | | |
| FIRST OFFICER Fidmecia R. | | AIRCRAFT NUMBER 28WD |

| 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 | 3318.6 | 3378.6 | 3194.6 |
| THIS DATE | 6.4 | 6.4 | 6.4 |
| TOTAL TIME | 3385.0 | 3385.0 | 3201.0 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 2095 | 1893 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 2098 | 1896 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3400 | | | |

| 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 DME Reciever is aloaner. | #1 11-4-86 Removed DME Reciever SN 12300, Installed servicable unit SN ON 15723 ops/ok END Wade Slhadell AP318505599. |
| #2 Captains RMI is aloaner. | #2 11-4-86 Removed Captains RMI SN 1963 Installed servicable unit SN 1213. ops/ok END Wade Slhadell AP318505599 |
| #3 Nav unit is aloaner | #3 11-4-86 Removed Nav unit Vir 30A SN 2199. Installed servicable unit SN ON 16803 ops/ok END Wade Slhadell AP318505599 |
| #4. Copilots wiper is no good. | #4 11-4-86 Installed new wiper END Wade Slhadell AP318505599 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| S. WINNER | | 11/2/86 |
| FIRST OFFICER R. FIORUCCIA | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 2098 | MRY | 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 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 2093 | 1891 |
| | THIS DATE | 2 | 2 |
| | TOTAL | 2095 | 1893 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3400 | | | |

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

SEE PREVIOUS PAGE

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

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| S. WINNER | | 10/30/31/86 |
| FIRST OFFICER R. FIDUCCIA | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 2092 | RFD | MDW | .3 | .6 |
| 2093 | MDW | MRY | 4.6 | 4.9 |
| 2094 | MRY | APA | 2.0 | 2.2 |
| 2095 | APA | LAX | 2.1 | 2.4 |
| 2096 | LAX | APA | 1.9 | 2.1 |
| 2097 | APA | MRY | 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 | | | |

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

(1) PHASE 17. INSPECTION DUE

(2) SPOOL DOWN CHECK DUE.

(3) SOAP SAMPLE DUE RH. ENGINE

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

(5) 7/H Pilot side windshield heat intermittent 11/02/86

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

(1) PREFORMED PHASE 17 INSPECTION IN ACCORDANCE WITH IAI 1124 WESTWIND PHASE INSPECTION PROGRAM. INSTALLED NEW TIRE ON RH. MAIN GEAR — INSTALLED NEW BOLTS. IN WHEEL S/N 471. SERVICED ALL FLUIDS & PRESSURES, RUN TO CHECK FOR LEAKS. INSTALLED NEW BRAKE ASSEMBLY. ATTENDED TO ALL SQUAWKS FOUND DURING INSP.. THIS AIRCRAFT IS APPROVED FOR RETURN TO SERVICE — END — 10/29/86 Scott A. Carey AP3465879 51

(2) PREFORMED SPOOL DOWN CHECK — RH. 94 SECONDS. / LH. 87 SECONDS. — END — 10/29/86 — Scott A Carey AP3465879 51

(3) WITH DREW SOAP SAMPLE FROM RH ENGINE — END — 10/29/86 — Scott A Carey AP3465879 51

(4) REPLACED OVERHEAT CUT OUT — END — 11/4/86 — Scott A Carey AP3465879 51

(5) 11-4-86 REPLACED THE L/H W/S HEAT CONTACTOR. — END — [illegible] AP3508 3387

| CAPTAIN | MAINTENANCE LOG | DATE / / |
|---|---|---|
| JCE | | |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| MB | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 2086 | RFD | MDW | .4 | .6 |
| 2087 | MDW | APA | 2.2 | 2.3 |
| 2088 | APA | LAX | 2.1 | 2.4 |
| 2089 | LAX | APA | 1.8 | 2.0 |
| 2090 | APA | MDW | 1.9 | 2.0 |
| 2091 | MDW | RFD | .3 | .4 |
| | | TOTAL | 8.7 | 9.7 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 3352.2 | 3352.2 | 3168.2 |
| THIS DATE | 8.7 | → | → |
| TOTAL TIME | 3360.9 | 3360.9 | 3176.9 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 2081 | 1880 |
| | THIS DATE | 6 | 5 |
| | TOTAL | 2087 | 1885 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3400 | | | |

| 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 OFF AND ON, REASON FOR REMOVAL |
|---|---|
| | |

# MAINTENANCE LOG

| CAPTAIN | DATE |
|---|---|
| WINNER S. | 10/24/86 |
| **FIRST OFFICER** | **AIRCRAFT NUMBER** |
| PLOCH A. | 28WW |

| 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 |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 2078 | 1877 |
| THIS DATE | 3 | 3 |
| TOTAL | 2081 | 1880 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3350 | | | |

| 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. DURRING 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. [signature] AP 523484823 |
| #3. BLEED AIR SWITCHING VALVES ARE MALFUCTIONING DURRING DESENT POWER MUST BE KEPT ABOVE 60-65% N1 OR CABIN PRESSURE IS LOST UNTIL POWER LEVERS ARE INCREASED. ALSO DURRING CLIMB LEFT OR RIGHT SELECTED ALONE ~~[illegible]~~ DOES NOT SUPPY ENOUGH AIR TO SUSTAIN CABIN PRESSURE SAME AT CRUISE | #3 VALVES ARE ON ORDER, NONE AVAILABLE AT THIS TIME FROM MANUFACTURE. WE ARE ON LIST OF AOG CUSTOMERS AND WE WILL RECIEVE VALVES WHEN AVAILABLE [signature] AP 523484823 |
| #4. CEILING OVER GALLEY SWITCHS ~~[illegible]~~ IS FALLING DOWN. | 4 REFASTENED VELCRO & REPLACED CIELING 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 | MAINTENANCE LOG | DATE 10 / 17 / 80 |
|---|---|---|
| MMM | | AIRCRAFT NUMBER 28WW |
| FIRST OFFICER RF | | |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 2080 | RFD | APA | 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 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 20 25 | 18 24 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 20 28 | 18 27 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3350 | | | |

**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 OFF AND ON, REASON FOR REMOVAL

| CAPTAIN | MAINTENANCE LOG | DATE 10 / 15 / 86 |
|---|---|---|
| MMM | | |
| FIRST OFFICER CH | | AIRCRAFT NUMBER 28NW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 2076 | RFD | MDW | .4 | .5 |
| 2077 | MDW | TEB | 1.6 | 1.8 |
| 2078 | TEB | MDW | 1.8 | 2.2 |
| 2079 | MDW | RFD | .3 | .5 |
| | | | | |
| | | | | |
| TOTAL | | | 4.1 | 5.0 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 3339.7 | 3339.7 | 3155.7 |
| THIS DATE | 4.1 | → | 4.1 |
| TOTAL TIME | 3343.8 | 3343.8 | 3159.8 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 2071 | 1870 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 2075 | 1874 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3350 | | | |

| 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 OFF AND ON, REASON FOR REMOVAL |
|---|---|
| | |

| CAPTAIN | MAINTENANCE LOG | DATE 10/14/86 |
|---|---|---|
| FIRST OFFICER CH | | AIRCRAFT NUMBER 286WJ |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 2073 | RFD | JrL | .2 | .3 |
| 2074 | JrL | CHA | 1.3 | 1.4 |
| 2075 | CHA | RFD | 1.3 | 1.5 |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 2.8 | 3.2 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 3336.9 | 3336.9 | 3152.9 |
| THIS DATE | 2.8 | 2.8 | 2.8 |
| TOTAL TIME | 3339.7 | 3339.7 | 3155.7 |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 2069 | 1868 |
| THIS DATE | 3 | 2 |
| TOTAL | 2072 | 1870 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3350 | | | |

| 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 | MAINTENANCE LOG | DATE |
|---|---|---|
| JCE | | 10 / 9 / 86 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| RF | | 28WW |

| 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 | 2067 | 1866 |
| | THIS DATE | 2 | 2 |
| | TOTAL | 2069 | 1868 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | 3350 | | |

**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 OFF AND ON, REASON FOR REMOVAL

| SCREPANCIES | CORRECTIVE ACTION |
|---|---|
| (1) #1 DME WEAK BUT USABLE | (1) INSTALLED LOANER UNIT DME S/N 12300 IN #1 POSITION - END 10/14/86 - Scott A Carey AP3465587951 |
| (2) CDU IS A LOANER | (2) REPLACED CDU WITH REPAIRED UNIT S/N 40 BY COLLINS. - END - 10/14/86 Scott A Carey AP3465587951 |
| (3) RADAR UNIT IS A LOANER. | (3) REPLACED RADAR ANTENNA WITH REPAIRED UNIT S/N 270 BY DUNCAN AVIATION - END - 10/14/86 - Scott A Carey AP3465587951 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| JCE | | 10 / 7-8 & 9 / 86 |
| FIRST OFFICER: RF | | AIRCRAFT NUMBER: 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 2065 | RFD | MDW | .3 | .4 |
| 2066 | MDW | LAX | 4.1 | 4.2 |
| 2067 | LAX | APA | 1.8 | 2.0 |
| 2068 | APA | MRY | 2.1 | 2.2 |
| 2069 | MRY | LAX | .8 | 1.3 |
| 2070 | LAX | ASE | 1.9 | 2.6 |
| | | TOTAL | 11.0 | 12.7 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 3323.4 (3323.2) | 3323.4 (3323.2) | 3139.4 |
| THIS DATE | 11.0 | 11.0 | 11.0 |
| TOTAL TIME | 3334.4 | 3334.4 | 3150.4 |

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 2061 (2063) | 1860 (1862) | |
| THIS DATE | 6 | 6 | |
| TOTAL | 2067 | 1866 | |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3350 | | | |

**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 OFF AND ON, REASON FOR REMOVAL

| 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 |
|---|---|---|---|
| | 3315.0 | 3315.0 | 3131.2 |
| BROUGHT FORWARD | ~~3314.6~~ | ~~3314.6~~ | ~~3130.6~~ |
| THIS DATE | 8.8 | 8.8 | 8.8 |
| TOTAL TIME | 3323.4 | 3323.4 | 3139.4 |

| LANDINGS | | |
|---|---|---|
| | 2059 | 1858 |
| BROUGHT FORWARD | 2057 | 1856 |
| THIS DATE | 4 | 4 |
| TOTAL | 2061 | 1860 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3350 | | | |

| 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. DME INOP | ① 10-6-86 Swapped DME boxes for MAINTENANCE T-Shooting. END Wade Shashell AP 318505599. |
| 2) Cooling turbine oil V is Due | ② 10-6-86 Accomplished turbine oil check. END Wade Shashell AP 318506599. |
| ③ Engine Fire bottle insp. visually is Due. | ③ 10-6-86 Accomplished Engine fire bottle Inspection. END Wade Shashell AP 318505599. |
| ④ Life vest visual Insp Due | ④ 10-6-86 Accomplished Life vest visual Inspection. END Wade Shashell AP 318505599 |
| | Incorrect hours - Used Block 8.8 |
| | Should be Flight 8.2 |
| | (.6) |

# MAINTENANCE LOG

| CAPTAIN | DATE |
|---|---|
| MMM | 10 / 1 / 86 |
| **FIRST OFFICER** | **AIRCRAFT NUMBER** |
| SRW | 28ww |

| 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 |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 2054 | 1853 |
| THIS DATE | 3 | 3 |
| TOTAL | 2057 | 1856 |
| | 2059 | 1858 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3350 | | | |

| 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 MSI IS A LOANER | ① REPLACED LOANER MSI WITH REPAIRED UNIT (S/N 1302) BY COLLINS INST. - END - 10/1/86 Scott A Camy AP 346587951 |
| ② ~~Ao~~ LOWER LIQUID POT INOP. | ② INSTALL NEW HEATING ELEMENT & NEW OVER HEAT CUT OUT. POT OPS / OK IN A/C WITH AC OUTLET - END - 10/1/86 - Scott A Camy AP 346587951 |

| CAPTAIN | MAINTENANCE LOG | DATE 9/29/86 |
|---|---|---|
| MMW | | |
| FIRST OFFICER AP | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 2054 | RFD | JVL | .2 | .3 |
| 2055 | JVL | CIT | 1.7 | 1.7 |
| 2056 | CIT | JVL | 1.6 | 1.8 |
| 2057 | JVL | RFD | .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 |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 2050 | 1849 |
| THIS DATE | 4 | 4 |
| TOTAL | 2054 | 1853 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3350 | | | |

| 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 OFF AND ON, REASON FOR REMOVAL |
|---|---|
| 1) CABIN DOES NOT PRESSURIZE | #1) CLEANED LUBED CABIN DOOR SEAL. GROUND CHECK-OK [signature] AP3234848IJ |
| 2) CAPTAINS RMI CARD STUCK. | 2) INSTALL COLLINS RENTAL UNIT S/N 1963 OPS V OK [signature] AP323484[illegible] |
| 1) Overhead backlighting out at: 1) lower left panel 2) upper left panel 3) across top of panel | 1) REPLACED SOCKET & LAMP ASSY'S AS REQUIRED. [signature] AP3234848IJ |

| 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 | 5.5 | 5.5 | 5.5 |
| TOTAL TIME | 3309.0 | 3309.0 | 3125.2 |

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 2046 | 1845 |
| THIS DATE | 4 | 4 |
| TOTAL | 2050 | 1849 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3350 | | | |

| 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 OFF AND ON, REASON FOR REMOVAL |
|---|---|
| (1) DUE FOR PHASE ~~5~~ 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. ALSO COMPLETED SPOOL DOWN CHECK LH. 85 SEC., RH. 85 SEC., 150 HR ENG. INSPECTION INCLUDING SOAP SAMPLE AND CHIP DETECTOR INSP.. REPAIRED ALL SQUAWKS FOUND DURING INSPECTION. AIRCRAFT RUN TO CHECK FOR LEAKS. THE A/C IS APPROVED FOR RETURN TO SERVICE ON 9/25/86 — END — Scott A Carey / AP 346587951 |
| #2. FUEL CAP STILL MISSING | (2) PART PREVIOUSLY ORDER [signature] AP 323484823 |
| (3) GENERATOR BRUSH CHECK DUE | (3) INSPECTED GENERATOR BRUSHES FOR WEAR, FOUND TO BE OK — END — 9/25/86 — Scott A Carey AP 346587951 |

| CAPTAIN Wimmer | **MAINTENANCE LOG** | DATE 9/27/86 |
|---|---|---|
| FIRST OFFICER Faducera | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 2049(A) | RFD | MDW | .4 | .5 |
| 2049(B) | MDW | RFD | .5 | .7 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | .9 | 1.2 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | | | |
| THIS DATE | .9 | .9 | .9 |
| TOTAL TIME | | | |

| LANDINGS | | |
|---|---|---|
| | BROUGHT FORWARD | |
| | THIS DATE | 2 |
| | 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 |
|---|---|
| | |

| CAPTAIN | MAINTENANCE LOG | DATE 9/23/86 |
|---|---|---|
| FIRST OFFICER MMM / RF | | AIRCRAFT NUMBER 28WW |

| 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 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 2040 | 1839 |
| | THIS DATE | 6 | 6 |
| | TOTAL | 2046 | 1845 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3300 | | | |

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

Pressure Bump +2000' RPM's
-2000 fpm on Take-off

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

(1) CLEANED & INSPECTED OUT-FLOW AND SAFTY VALVES - END -
9/25/86 - Scott A Cary - AP3465829 5L

GARRETT

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 N28WW S/N 368

(1) REPLACED GARLOC SEAL ON L/H ENG BREATHER VALVE

GARRETT GENERAL AVIATION SERVICES CO.
LOS ANGELES INTERNATIONAL AIRPORT
F.A.A. APPROVED REPAIR STATION 4022
BY John R. Cappola
AIRCRAFT/ENGINE HOURS 3297.40
CYCLES 2042

| CAPTAIN | MAINTENANCE LOG | DATE 9/16/86 |
|---|---|---|
| MM | | AIRCRAFT NUMBER 28WN |
| FIRST OFFICER RF | | |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 2039 | RFD | MDW | .4 | .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 | | 3109.7 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 2035 | 1834 |
| | THIS DATE | 5 | 5 |
| | TOTAL | 2040 | 1839 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3300 | | | |

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

1) #2 HOT POT IS INOP.

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

(1) 9-19-86 HOT POT IS DEFERRED AT THIS TIME. PARTS ON ORDER. —END—
Gracey AP35483387

| CAPTAIN | MAINTENANCE LOG | DATE 9/18/86 |
|---|---|---|
| FIRST OFFICER MB | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 2034 | RFD | MDW | .4 | .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 | .3 | .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 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 2030 | 1827 |
| | THIS DATE | 5 | 5 |
| | TOTAL | 2035 | 1832 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3300 | | | |

**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

| DISCREPANCIES | CORRECTIVE ACTION |
|---|---|
| (1) Eng. oil low LH. 1 qt. | (1) SERVICED Engine oil, LH. - END - 9/15/86 Scott A Carey AP34658 7951 |
| (2) DME IS LOANER. | (2) REPLACED LOANER DME with DME REPAIRED BY HART 209. S/N 15123 - END - 9/15/86 - Scott A Carey AP34658 7951 |
| (3) LH MAIN TIRE HAS CUT IN SIDE WALL DOWN TO THE CORDS. | (3) REPLACED TIRE WITH NEW, cleaned Inspected WHEEL & BEARINGS & REINSTALLED S/N 123 - END - 9/15/86 Scott A Carey. AP34658 7951 |
| (4) DOOR IN CABIN ON DECOUT AGAIN | (4) 9-19-86 CLEANED WATER SEPERATOR AND DISINFECTED - END - AP35048 3387 |
| (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 - AP35048 3387 |
| (6) #1 NAV INTERMITTENT (DME OK) - (NO ID WHEN INOP) | (6) 9-19-86 INSTALLED A LOANER NAV RADIO AND SWAPPED HEADS FOR T-SHOOTING. - END - AP35048 3387 |
| (7) Trim clacker INOP | (7) 9-19-86 INSTALLED A NEW TRIM CLACKER - END - AP35048 3387 |
| (8) 1/2 bank light burned out | (8) 9-19-86 INSTALLED A NEW 1/2 BANK LITE BULB. - END - AP35048 3387 |
| (9) SCREWS IN LAV CLOSET NEED TO be TIGHTENED | (9) 9-19-86 TIGHTENED SCREWS IN LAV CLOSET. - END - AP35048 3387 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SM | | 9/11/86 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| AP | | 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 | | BED | .3 | .5 |
| | | TOTAL | 9.2 | 10.7 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| | 3269.6 | 3269.6 | 3085.8 |
| BROUGHT FORWARD | 3270.1 | | 3086.3 |
| THIS DATE | 9.2 | | 9.2 |
| TOTAL TIME | 3279.3 | | 3095.5 |

| LANDINGS | | |
|---|---|---|
| | | ✓ ✓ |
| | BROUGHT FORWARD | 2024 1823 |
| | THIS DATE | 6 6 |
| | TOTAL | 2030 1829 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3300 | | | |

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

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

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

(1) REPLACED LH TAXI LIGHT BULB — END — 9/15/86 — Scott A Carey AP3465 7951

(2) SWAP COMM RECIEVERS FOR FURTHER INVESTIGATION — END — 9/15/86 Scott A Carey AP3465 7951

(3) PRESSURIZED BRAKE SYSTEM FOR 1 HR. COULD FIND NO LEAK — END. — 9/15/86 — Scott A Carey AP3465 7951

(4) SWAP RTT INDICATORS FOR FURTHER INVESTIGATION — END — 9/15/86 — Scott A Carey AP3465 7951

| CAPTAIN | MAINTENANCE LOG | DATE / / |
|---|---|---|
| SRW | | |
| FIRST OFFICER AP | | AIRCRAFT NUMBER 2 Rw |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 2022 | RFD | MAW | 4 (5) | 5.4 |
| 2023 | MAW | APA | 2.3 (2.7) | 2.1 (2.3) |
| 2024 | APA | LAX | 2.0 | 2.4 |
| 2025 | LAX | APA | 2.0 | 2.4 |
| 2026 | APA | ASE | .4 | .5 |
| 2027 | ASE | DEN | .3 | .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 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 20,18 | 18,17 |
| | THIS DATE | 6 | 6 |
| | TOTAL | 2024 | 1823 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3260 | | | -(3300) |

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

#1 SB 1124-55-20 Due

#2 PHASE 5 Inspection Due

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

#1 9-4-86 SB 1124-55-20 c/w. Inspection By Dye Penetrant of the Horz stabalizer fitting. END. Wade Stanhall A# 318505599

#2 9-4-86 Completed PHASE 5 Inspection As per IAII 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 Stanhall A# 318505599

| CAPTAIN MMM | MAINTENANCE LOG | DATE 9/5/86 |
|---|---|---|
| FIRST OFFICER RF | | AIRCRAFT NUMBER 28ww |

| 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 | 1814 |
| THIS DATE | 3 | 2 |
| TOTAL | 2018 | 1817 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3260 | | | |

| 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) BALD TIRE RH MAIN | (1) REPLACE WHEEL/TIRE ASSY S/N 665 WITH SERVICEABLE UNIT S/N 471 — END — 9/3/86 — Scott H Clarke AP346587951 |
| 2) L DME intermittent | (2) 9-4-86 INSTALLED A HARTZOG LOANER DME IN THE L/H POSITION — END — R Tracy AP350483387 |

| CAPTAIN | MAINTENANCE LOG | DATE 9 / 2 / 86 |
|---|---|---|
| MMM | | |
| FIRST OFFICER RF | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 2015 | ASE | DEN | .5 | .7 |
| 2016 | DEN | ASE | .3 | .5 |
| 2017 | ASE | MDW | 2.1 | 2.3 |
| 2018 | MDW | BFD | .4 | .4 |
| | | | | |
| | | | | |
| | | TOTAL | 3.3 | 3.9 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 3254.7 | | 3070.9 |
| THIS DATE | 3.3 | → | → |
| TOTAL TIME | 3258.0 | | 3074.2 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 20 11 | 18 1 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 20 15 | 18 5 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3250 | | | |

| 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 |
|---|---|
| | |

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 L. Nightengale
COMBS GATES DENVER INC. Repair Sta. 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-f036

| CAPTAIN MMM / FIRST OFFICER RF | MAINTENANCE LOG | DATE 8/28/86 / AIRCRAFT NUMBER 28WW |
|---|---|---|

| 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 | ASE | 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 |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 2005 | 1805 |
| THIS DATE | 6 | 6 |
| TOTAL | 2011 | 1811 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3250 | | | |

| 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) Position lites out / Left + Right | (1) 9-3-86 REPLACED BOTH POSITIO[N] LIGHTS. -END- [signature] AP35048338[7] |
| 2) L. Fire Button Doesn't Test | (2) 9-3-86 REPLACED THE FIRE PRESS TO TEST SWITCH. OPS. ✓ IS OK. -END- [signature] AP35048338[7] |
| 3) R. ITT intermittent | (3) ITT Harness Repaired by Combs-Gates |
| 4) L. w/s heat inop | (4) New contactor installed by Combs Gates |
| 5) L. antiskid intermittent | (5) 9-4-86 CLEANED ANTI-SKID X-DUCER CONNECTOR AND PACKED THE AXEL WIT[H] DC-4. -END- [signature] AP350483387 |
| 6) R. DME intermittent | (6) 9-3-86 SWAPPED DME'S FOR TROUBLESHOOTING -END- [signature] AP350483387 |
| 7) HF antenna ground dangling by vertical stab. | (7) 9-3-86 RE-ATTATCHED H.F. GROUND. -END- [signature] AP350483387 |
| 8) Emergency Battery Deep cycle due | (8) 9/2/86 Emergency Battery Deep cycled By Aircraft Systems [signature] AP[illegible] |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SM | | 8/25/86 |
| FIRST OFFICER TK | | 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 | → | 30525 |
| THIS DATE | 10.0 | | 10.0 |
| TOTAL TIME | 3246.3 | | 3062.5 |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 1999 | 1799 |
| THIS DATE | 6 | 6 |
| TOTAL | 2005 | 1805 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3250 | | | |

| 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 Windshield Heat Inop | New contactor installed by Combs Gates |
| 2. Bad Vibration in nose gear on liftoff | 2 8·26·86 Replaced both nose tires with new. Balanced, and repacked bearings. Ewd Wade S Haskell AP 318 505599 |
| 3. Left antiskid intermittent. | |
| 4. Rt ITT intermittent | (3) Inspected by Garret Long Island. They found no problems. [illegible] AP32348483 |
| 5. Radar antenna not aligned correctly. When 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 can't see weather on the left side of the screen | (4) Repaired by Garret Long Island see attached sheets |
| 6. Left Fire Warning Does NOT test. | |
| 7. Hydraulic Reservoir needs servicing | |

# MAINTENANCE LOG

| | |
|---|---|
| CAPTAIN | SIM |
| FIRST OFFICER | TH |
| DATE | 8 / 25 / 86 |
| AIRCRAFT NUMBER | [illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 2003 | MDW | ABA | 2.3 | 2.5 |
| 2004 | | ASE | .5 | .6 |
| 2005 | | MRY | [illegible] | 2.4 |
| 2006 | | LAX | .9 | 1.5 |
| 2007 | | MDW | 3.8 | 4.0 |
| 2008 | | RFD | .2 | [illegible] |
| | | TOTAL | [illegible] | 11.5 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 3236.3 | → | 30525 |
| THIS DATE | 10.0 | | 10.0 |
| TOTAL TIME | 3246.3 | | 3062.5 |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 1999 | 1799 |
| THIS DATE | 6 | 6 |
| TOTAL | 2005 | 1805 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3250 | | | |

| 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 [illegible] heat loop | (1) [illegible] contactor installed by [illegible] |
| 2. Bad vibration in nose [illegible] on liftoff | (2) 8-26-86 Replaced both nose tires with [illegible] and repacked bearings [illegible] AP318505799 |
| 3. Left anti skid intermittent. | |
| 4. Rt ITT intermittent | (3) Inspected by Garrett Long Island [illegible] found no problems [illegible] AP3234848 |
| 5. Radar antenna not aligned correctly. When 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 can't see weather on the left side of the screen | (4) [illegible] by Garrett Long Island [illegible] (5) 9-3-86 INSTALLED A LOANER RADAR ANTENNA. S/N OFF 270 S/N ON 397. —END— [signature] AP350483387 |
| 6. Left Fire warning does not test. | (6) 9-3-86 REPLACED THE FIRE PRESS TO TEST SWITCH. -END- [signature] AP350483387 |
| 7. Hydraulic Reservoir needs servicing | (7) 9-3-86 SERVICED RESERVOIR. —END [signature] AP350483387 |

Garrett General Aviation Services Company
A Division of The Garrett Corporation

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

FAA REPAIR STATION NO: 1257
TEL: (516) 585-4700
TELEX: 971554/AIRE LONG ISLE

8694

CUSTOMER EMERY AIR CHARTER AIRCRAFT WEST WIND. S/N R/H ENGINE 77482

AUG. 27, 1986

Ref. W.O. # C51.1394 TOTAL TIME: 3065:4 Cycles 1808

1. GAINED ACCESS TO BACKEND TO REPLACE ITT HARNESS
2. REMOVED I.T.T. 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 BORO SCOPE INSPECTION OF 1st STAGE COMPRESSOR.

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

AVC087

| CAPTAIN | MAINTENANCE LOG | DATE 8/21/86 |
|---|---|---|
| FIRST OFFICER AA | | AIRCRAFT NUMBER 28WW |

| 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 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1993 | 1993 |
| | THIS DATE | 6 | 6 |
| | TOTAL | 1999 | 1999 |

| 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

| CAPTAIN | MAINTENANCE LOG | DATE 8/20/80 |
|---|---|---|
| FIRST OFFICER AP | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1991 | DEN | ASE | .4 | .5 |
| 1992 | ASE | APA | .4 | .6 |
| 1993 | APA | ASE | .5 | .7 |
| 1994 | ASE | APA | .5 | .6 |
| 1995 | APA | ASE | .4 | 1.0 |
| 1996 | ASE | MDW | 2.1 | 2.3 |
| TOTAL | | | 4.3 | 5.7 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 3,223.2 | 3,223.2 | 3,039.4 |
| THIS DATE | 4.3 | → | 4.3 |
| TOTAL TIME | 3227.5 | 3227.5 | 3043.7 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1987 | 1787 |
| | THIS DATE | 6 | 6 |
| | TOTAL | 1993 | 1793 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3250 | | | |

**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 | MAINTENANCE LOG | DATE |
|---|---|---|
| JCE | | 8 /11,12 /86 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| AP | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1985 | 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 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 198 | 178 |
| | THIS DATE | 6 | 6 |
| | TOTAL | 204 | 184 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3250 | | | |

**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

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 "Replacment 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

Julian W Baker

| CAPTAIN | MAINTENANCE LOG | DATE 7/31 & 8/8/86 |
|---|---|---|
| SM / MMM | | |
| FIRST OFFICER AP | | AIRCRAFT NUMBER 28MM |

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 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 6976 | 7776 |
| | THIS DATE | 5 | 5 |
| | TOTAL | 6981 | 7781 |

| 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 OFF AND ON, REASON FOR REMOVAL

| CAPTAIN | MAINTENANCE LOG | DATE 7/30/86 |
|---|---|---|
| MMM | | AIRCRAFT NUMBER 28WW |
| FIRST OFFICER RF | | |

| 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 |

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 1972 | 1772 |
| THIS DATE | 4 | 4 |
| TOTAL | 1976 | 1776 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3250 | | | |

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

1) Capt A/S indicator inop
2) Flaps unbalanced
3) Autopilot inop
4) Door chain broken
5) HSI Dual Left engine

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

1) REMOVED MBI 80C S/N 1302 & INSTALLED LOANER MBI 80C S/N 363
David L. [illegible]
CRS 3760

2) 7/31/86 OPS ✓ OK. TRIED FREEZING SYSTEM, NO FAILURE [illegible] AP32348473

3) Installed loaner APA-80
[illegible] AP32348473

4) Repaired Broken Door Chain.
[illegible] AP32348473

5) HSI performed on both engines by Garrett-Springfield, see engine logs for details. Both thrust-reverser feedback cables also inspected and lubed.
[illegible] AP32348473

| CAPTAIN | — | MAINTENANCE LOG | 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 | | | |

**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 OFF 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 Beyone Limits, installed Customer supplied unit

Details on file under
W/O M51-1310

Charles W. Lawrence for
Garrett General Aviation Services Co.
Repair Station 3760 Springfield, IL

AVO099

| CAPTAIN | MAINTENANCE LOG | DATE 7/16/86 |
|---|---|---|
| WINVER S. | | |
| FIRST OFFICER | | AIRCRAFT NUMBER 28WW |
| FIDUCCIA R. | | |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1972 | RFD | MDW | .3 | .5 |
| 1973 | MDW | DCA | 1.4 | 1.6 |
| 1974 | DCA | MDW | 2.3 | 2.6 |
| 1975 | MDW | STL | .5 | .6 |
| | | | | |
| | | | | |
| | | TOTAL | 4.5 | 5.3 |

| 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 3200 | | | |

| 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. RH INBOARD FLAP ACTUATOR IS WORN. Needs to be Replaced | #1. 7-15-86. Replaced worn RH IB Flap Actuator with New Actuator. SN off 529 SN on 749A. Lubed bearing attach points. ops'd ok. END. Wade Shadell AP 318505599. |
| 2) PHASE 4 & SPOOL DOWN DUE | (2) Accomplished Phase 4 Inspection in accordance with maint manual preformed all routine maint, serviced batts, complied with service letter 24-94 — lube actuator attach bolts. I certify that this aircraft is returned to service in airworthy condition. — END — 7/11/86 — Scott A. Carey AP 346587951 — Accomplished Spool Down ✓ RH Engine — 104 secs — LH Engine — 97 secs — End |
| 3. #2. NAV INOP | (3) Removed NAV Control & Installed Loaner at SPI by Garrett. |
| 4. L/H AIRSPEED INOP | (4) Removed MSI, sent to Collins for Repair and Installed at SPI by Garrett. |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER | | 7/10/86 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| FIDUCCIA | | 28WW |

| 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 | | |

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

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

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

(1) DV WINDOW & GROUND PRESS. MUST BE CLOSED & ON AT LEAST 30 SEC.'S BEFORE THROTTLES ARE ADVANCED FOR TAKE OFF —
END - 7/11/86 - Scott A. Carey AP 346587951

| CAPTAIN | MAINTENANCE LOG | DATE 2/9/86 |
|---|---|---|
| FIRST OFFICER WINNER S. / FIDUCIA R. | | AIRCRAFT NUMBER 28WW |

| 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 | 8.5 | 9.2 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 3183.3 | 3183.3 | 2999.5 |
| THIS DATE | 8.5 | 8.5 | 8.5 |
| TOTAL TIME | 3191.8 | 3191.8 | 3008.0 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1965 | 1766 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 1965 | 1766 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3200 | | | |

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

1. FLAP UNBALANCE
FLAP STOP TRAVEL

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

(#1) FLAP SYSTEM INSPECTED & ADJUSTED BY GARRETT AVIATION LAX. LEFT LINAR POT ADJUSTED, BALANCE POT ADJUST.
[illegible] AP32364823

| CAPTAIN | MAINTENANCE LOG | DATE 7/7/86 |
|---|---|---|
| FIRST OFFICER OA | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1962 | RFD | JFK | 1.8 | 2.1 |
| 1963 | JFK | MDW | 1.9 | 2.1 |
| 1964 | MDW | RFD | .3 | .5 |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 4.0 | 4.7 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 3179.3 | 3179.3 | 2995.5 |
| THIS DATE | 4.0 | → | → |
| TOTAL TIME | 3183.3 | 3183.3 | 2999.5 |

| LANDINGS | | |
|---|---|---|
| | BROUGHT FORWARD | 195 8 / 175 9 |
| | THIS DATE | 3 3 |
| | TOTAL | 198 / 176 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3200 | | | |

**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 | | MAINTENANCE LOG | DATE 7/4/86 |
|---|---|---|---|
| WINNEK | S. | | AIRCRAFT NUMBER 28WW |
| FIRST OFFICER FIDUCCIA | R. | | |

| 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 | 1955 | 1753 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 1958 | 1756 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3200 | | | |

| 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. WINDSHEILD DISICANT NEEDS TO BE REPLACED ON L/H SIDE | 1958 1759 |
| | #1. 7-7-86 Changed Dissicant. END Wade S. Harkell AP 318505599 |
| #2. BRAKES CHATTER | |
| | #2 7-11-86 Readjusted brakes END Wade S Harkell AP 318505599 |
| #3. R/H I.T.T. INTERMITTANT | |
| | #3. 7-7-86 Swapped ITT for T-shooting. END Wade S Harkell AP 318505599 |
| #4. CABIN BUMPS + AND - 2000 FPM AFTER TAKE-OFF. | |
| | #4. 7-7-86 Replaced PCU with serviceable unit. END Wade S Harkell AP 318505599 |
| #5. R/H EMERG EXIT WAS OPEN PLEASE CHECK SEAL. | |
| | #5 7-11-86 Removed emer exit cleaned seal Reinstalled Emer exit. End Wade S Harkell AP 318-505599. |
| #6. | |

| CAPTAIN | | DATE |
|---|---|---|
| SM | **MAINTENANCE LOG** | 7 / 1 / 86 |
| FIRST OFFICER AP | | AIRCRAFT NUMBER N28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1952 | RFD | MDW | .3 | .5 |
| 1953 | | JFK | 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 |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 1948 | 1746 |
| THIS DATE | 7 | 7 |
| TOTAL | 1955 | 1753 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3200 | | | |

| 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 3 Inspection Due. 150 HR ENGINE INSPECTION. | 1) 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 87 RH 97. CW Service Letter 2450 inlet Duct check. I certify that this Aircraft has been inspected in accordance with A Phase 3 inspection and find it to be in an Airworthy condition and to be Returned to service. End. Wade Sthadell AP318 505599. |
| 2) Service Bulletion 1124-27-003 to be c/w. | 2) 6-27-86. C/W SB 1124-27-003 Flap vane Inspection. No defects found. End. Wade Sthadell AP318-505599 |

# MAINTENANCE LOG

| CAPTAIN | DATE |
|---|---|
| SM | 6/23/86 |
| FIRST OFFICER: AP | AIRCRAFT NUMBER: 28WW |

| 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 |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 1941 | 1739 |
| THIS DATE | 7 | 7 |
| TOTAL | 1948 | 1746 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3150 | | | |

| 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. NAV 1 takes 30 minutes to start working. | 1) 6/27/86 GROUND CHECK-OK. COME ON LINE WITHIN 1 MINUTE. [signature] A&P 323484873 |
| 2. Flaps go unbalensed AND stopped, but flap moter continued to run. | 2) 6-27-86. Inspected flaps, Removed moisture from potentiameters ops/ok Found no Defect. Lubricated flaps. End. Wade S Haskell A&P 318505599 |
| 3) RANDOM TRIPPING OF L/H FUEL COMPUTER. | 3) 6/27/86 INSTALLED NEW ENGINE COMPUTER HARNESS P/N 3070934-3, GROUND CHECK ENGINE OPERATION-OK [signature] A&P 323484873 |

| CAPTAIN SM<br>FIRST OFFICER AP | MAINTENANCE LOG | DATE 6/22/86<br>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 |

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 1935 | 1733 |
| THIS DATE | 6 | 6 |
| TOTAL | 1941 | 1739 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3150 | | | |

| 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. Flaps become unbalanced on LANDING approach | #1 6/23/86 CHECK flap operation, Clean follow up guides. [illegible] A&P 323484873 |

| CAPTAIN JCE | MAINTENANCE LOG | DATE 6/18 19/86 |
|---|---|---|
| FIRST OFFICER OA | | AIRCRAFT NUMBER 28WW |

3128.2

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1935 | RFD | DEN | 2.0 | 2.2 |
| 1936 | ~~DEN~~ APA | TEB | 3.4 | 3.6 |
| 1937 | TEB | ~~[illegible]~~ 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 |

1732

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 1931 | 1729 | |
| THIS DATE | 4 | 4 | |
| TOTAL | 1935 | 1733 | |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3150 | | | |

| 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) FMS 90 CONTROL HEAD IS A LOANER. | (1) 6-17-86 REMOVED LOANER AND INSTALLED A SERVICABLE CDU-90. S/N OFF 012 S/N ON 040. —END [signature] AP350483387 |

| CAPTAIN | MAINTENANCE LOG | DATE 6/17/86 |
|---|---|---|
| FIRST OFFICER AP | | AIRCRAFT NUMBER 28[illegible] |

3124.0

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1932 | LAX | APA | 1.9 | 2.1 |
| 1933 | APA | MDW | 2.0 | 2.2 |
| 1934 | MDW | AFN | .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 | | | |

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

1) Flaps becomes unbalanced
2) L. oil pressure light stays on

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

(1) 6-17-86 FLAP UNBALANCE OPS. ✓ IS OK. —END— [signature] AP3504833B7

(2) 6-17-86 DEFERRED PER MEL 79-1 ITEM 3. —END— [signature] AP3504833B7

Incorrect Balance Fwd S/B 3124.0
Not 3119.3
4.7

| CAPTAIN | MM |
| --- | --- |
| FIRST OFFICER | AP |

# MAINTENANCE LOG

DATE 6/16/86

AIRCRAFT NUMBER 28 [illegible]

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
| --- | --- | --- | --- | --- |
| 1929 | RFD | MDW | .5 | .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 |

| LANDINGS | | |
| --- | --- | --- |
| BROUGHT FORWARD | 1925 | 1726 |
| THIS DATE | 3 | 3 |
| TOTAL | 1928 | 1729 |

| NEXT CHECK DUE | | | |
| --- | --- | --- | --- |
| TYPE | A | B | C |
| AT 3150 | | | |

| 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. Fuel controller in manual mode | ① 6-17-86 OPS. ✓ IS OK PER THE CREW THIS DATE. — END — [signature] AP350483387 |
| 2) R. oil pressure light won't come on. (Tests ok) | ② 6-17-86 DEFERRED PER MEL 79-1 ITEM 1. — END — [signature] AP350483387 |

# MAINTENANCE LOG

CAPTAIN: MMW
FIRST OFFICER: SRW
DATE: 6/13/86
AIRCRAFT NUMBER: 28WW

| 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 | 1921 | 1722 |
| THIS DATE | 4 | 4 |
| TOTAL | 1925 | 1726 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3150 #3 | | | |

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

ADF inop

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

(1) 6/14/86 Repaired antenna connector at ADF reciever ground ops ✓ OK
[signature] AP323484873

| CAPTAIN SM / MM | MAINTENANCE LOG | DATE 6/10/80 |
|---|---|---|
| FIRST OFFICER AP / RF | | AIRCRAFT NUMBER 28WW |

2920.0

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1922 ~~1921~~ | RFD | TEB | 2.3 | 2.5 |
| 1922 | TEB | PWK | 2.0 | 2.1 |
| 1924 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 |

1918

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | ~~1419~~ | ~~1719~~ | |
| THIS DATE | 3 | 3 | |
| TOTAL | 1422 | 1722 | |

2924.6

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3150 | | #3 | |

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

(1) PHASE 2 INSPECTION DUE AT 3100 HRS. TT. W/ SPOOL DOWN ✓ DUE.

(2) SB 1124-24-065 IS DUE.

(3) SB 1124-24-008 PART 1 IS DUE.

(4) AIRCRAFT IS DUE FOR A WEIGHT ✓.

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

(1) I CERTIFY THAT THIS A/C HAS BEEN INSPECTED IN ACCORDANCE WITH A PHASE 2 INSPECTION. REPLACED LH AC CONTACTOR BOX CB 1-4, AND PREFORMED A SPOOL DOWN ✓ (LEFT 89 SEC – RH 97 SEC.) THIS IS RETURNED TO SERVICE IN AIRWORTHY CONDITION – END – 6/6/86 – Scott A. Carey – AP3465879 51

(2) 6-6-86 C/W SB 1124-24-065, PERTAINING TO THE ELIMINATION OF REMOTE CIRCUIT BREAKER TRIPPING. – END – [signature] AP3504833 87

(3) 6-6-86 C/W SB 1124-24-008 PART 1, WHICH IS THE INSTALLATION OF LARGER CAPACITY PRIORITY BUS DIODES. – END – [signature] AP3504833 87

(4) 6-6-86 C/W AN AIRCRAFT WEIGHT ✓, NEXT ✓ DUE 6-6-89. – END – [signature] AP3504833 87

# AIRCRAFT WEIGHING RECORD

WITHOUT L.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 |

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

TABLE I

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

TABLE II

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

D. A. Tracey AP 350483387

TECHNICAL ENGINEER/DATE

4 Single Seats
3 Side Facing Divan Seats

| CAPTAIN | JCE |
|---|---|
| FIRST OFFICER | CH |

# MAINTENANCE LOG

| DATE | 6/3/86 |
|---|---|
| AIRCRAFT NUMBER | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1918 | APA | FTW | 1.5 | 1.7 |
| 1919 | FTW | APA | 1.5 | 1.8 |
| 1921 1920 | APA | MDW | 1.8 | 2.0 |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 4.8 | 5.5 |

| 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 |

2915.2

2920.0

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | ~~1416~~ 1716 | |
| THIS DATE 1915 | 3 | 3 |
| TOTAL | 1419 | 1719 |

| 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

1918 1719

| CAPTAIN | SM JCE | MAINTENANCE LOG | DATE 6/12/86 |
|---|---|---|---|
| FIRST OFFICER | TK CM | | AIRCRAFT NUMBER 284W |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1912 | RFD | MDW | .4 | .6 |
| 1913 | | ASE | 2.3 | 2.5 |
| 1914 | | MDW | 2.4 | 2.5 |
| 1915 | MDW | DEN | 2.2 | 2.4 |
| 1916 | DEN | MMU | 3.5 | 3.7 |
| 1917 | MMU | DEN | 3.8 | 4.0 |
| | | TOTAL | 14.6 | 15.7 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 3084.4 | | 2900.7 |
| THIS DATE | 14.6 | | 14.6 |
| TOTAL TIME | 30990 | | 2915.3 |

2915.2

| LANDINGS | | |
|---|---|---|
| | BROUGHT FORWARD | 1410 1710 |
| | THIS DATE | 6 6 |
| | TOTAL | 1415 ~~4116~~ 4716 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3091 | | | |

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

(1) Service Bulletin No. 1124-22-072 Needs to be complied with

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

(1) 5-28-86 Complied with SB 1124-22-072 dated 1-10-86 titled "Auto Flight elevator and Rudder Servo Installation. END
Wade S Haskell AP 318505599.

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SM | | 5 / 26 / 86 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| CH | | 284WW |

| 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 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1406 | 1706 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 1410 | 1710 |

| 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

| DISCREPANCIES | CORRECTIVE ACTION |
|---|---|
| 1. FMS 90 function selector in-op | (1) 5-29-86 INSTALLED A LOANER CDU-90. FMS 90 OPS. ✓ IS OK. —END— [signature] AP3504833B7 |
| 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— [signature] AP3504833B7 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 5/22-25/86 |
| FIRST OFFICER HILL C. | | AIRCRAFT NUMBER 7(WW) |

| 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 | — | 2893.6 |

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

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3091 | | | |

**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 L/H WINDSHIELD HEAT IS NOT FUNCTIONING.

(1) 5-27-86 INSTALLED A NEW WINDSHIELD HEAT CONTROL RELAY. OPS. ✓ OK. —END— [signature] AP3048338?

#2. AFTER TAKE-OFF TREMENDOUS PRESSURIZATION 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 PRESSURIZATION CONTROL FILTER. —END [signature] AP3048338?

#3. DRAIN UNDER COFFEE POTS IS EXTREMLY DIFFCULT TO OPERATE

(3) 5-27-86 CLEANED THE COFFEE POTS DRAIN. —END— [signature] AP3048338?

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

(4) 5-27-86 ADJUSTED THE R/H WINDSHIELD WIPER PARK POSITION. —END— [signature] AP3048338?

| CAPTAIN Winner S. | MAINTENANCE LOG | DATE 5/20 21/86 |
|---|---|---|
| FIRST OFFICER Dixon B. | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1900 | RFD | APA | 2.0 | 2.2 |
| 1901 | APA | LAX | 2.1 | 2.2 |
| 1902 | LAX | APA | 1.9 | 2.0 |
| 1903 | APA | RFD | 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 | 1398 | 1699 |
| | 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 intermittent | (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 | MAINTENANCE LOG | DATE |
|---|---|---|
| JCE | | 5 / 17/20 / 86 |
| FIRST OFFICER CH | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1896 | RFD | MRY | 4.1 | 4.3 |
| 1897 | MRY | ASE | 1.9 | 2.1 |
| 1898 | ASE | MDW | 2.2 | 2.4 |
| 1899 | MDW | RFD | .3 | .5 |
| | | | | |
| | | | | |
| | | TOTAL | 8.5 | 9.3 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 3056.7 | → | 2873.0 |
| THIS DATE | 8.5 | | 8.5 |
| TOTAL TIME | 3065.2 | → | 2881.5 |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 1894 | 1695 |
| THIS DATE | 4 | 4 |
| TOTAL | 1898 | 1699 |

| 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 |
|---|---|
| | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| Wilner S. | | 5/13-15/86 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| Hill C. | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1892 | SNA | MRY | .9 | 1.1 |
| 1893 | MRY | 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 | 30567 | → | 2873 0 |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 1890 | 1691 |
| THIS DATE | 4 | 4 |
| TOTAL | 1894 | 1695 |

| 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. R/H IGNITER LITE WILL NOT ILLUMINATE. | (1) FOUND CIRCUIT BREAKER OUT RESET & RAN FOR 1/2 HOUR. OK. [signature] AP323484873 |
| #2. BRAKES GRAB BAD | (#2) 5-16-86 Readjusted both brake Adjusters. Test taxied, seemed OK. Eud. Wade Stashell AP 318 505599 |
| #3. F.M.S. 90 FREQUENTLY IS INOP | (3) All FMS BOXES Removed, INSTALLED ORIGINAL EQUIPMENT REPAIRED By Collins Avionics, OPS ✓ OK. UPDATED DATA BASE. [signature] AP323484873 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| MMW / | | 5 / 8 / 86 |
| FIRST OFFICER AMP / | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1886 | RFD | RFD | .8 | 1.0 |
| 1887 | RFD | MDW | .4 | .5 |
| 1888 | MDW | APA | 2.1 | 2.5 |
| 1889 | APA | DEN | .6 | .7 |
| 1890 | DEN | APA | .2 | .3 |
| 1891 | APA | SMA | 1.9 | 2.1 |
| | | TOTAL | 6.0 | 7.1 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 3045.6 | — | 2861.9 |
| THIS DATE | 6.0 | | 6.0 |
| TOTAL TIME | 3051.6 | — | 2867.9 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1884 | 1885 |
| | THIS DATE | 6 | 6 |
| | TOTAL | 1890 | 1891 |

| 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 |
|---|---|
| | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| MMM | | 5/6/86 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| CH | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1883 | RFD | APA | 2.2 | 2.4 |
| 1884 | APA | MDW | 1.9 | 2.1 |
| 1885 | MDW | RFD | .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 |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 1881 | 1682 |
| THIS DATE | 3 | 3 |
| TOTAL | 1884 | 1685 |

| 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) A PHASE I INSPECTION IS DUE. ALL 3 LANDING GEAR STRUTS NEED TO BE RE-SEALED. A SPOOL-DOWN ✓ IS DUE. | 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 ~~[illegible]~~ SEC. R/H ~~[illegible]~~ SEC. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION. —END— [signature] 5-5-86 AP350483387 |
| Spool Down ✓ L eng 1m 38sec \| R eng 1m 46sec | |

| CAPTAIN | MAINTENANCE LOG | DATE 4/27 28/86 |
|---|---|---|
| WINNER S | | AIRCRAFT NUMBER 28WN |
| FIRST OFFICER HILL C. | | |

| 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 | | | |

| 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 ARM REST ON F/O SEAT CAME OFF. | (1) 5-5-86 INSTALLED F/O ARM REST. —END— [signature] AP3504833387 |
| #2. ADF STILL DOES NOT TUNE THRU F.M.S 90. | (2) 5-5-86 INSTALLED A LOANER RTU 90. S/N OFF 060 S/N ON 251. —END— [signature] AP3504833387 |
| #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— [signature] AP3504833387 |
| #4. | |

| CAPTAIN | Winner S | MAINTENANCE LOG | DATE 4/26/86 |
|---|---|---|---|
| FIRST OFFICER | Plock A | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1875 | RFD | MDW | .4 | .5 |
| 1876 | MDW | MRY | 4.5 | 4.7 |
| 1877 | MRY | RFD | 3.5 | 3.7 |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 8.4 | 8.9 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 3021.0 | | 2837.3 |
| THIS DATE | 8.4 | | 8.4 |
| TOTAL TIME | 3029.4 | | 2845.7 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1873 | 1675 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 1876 | 1678 |

| 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 ADF will not tune thru FMS 90 Box | ① 4-25-86. Replaced existing AEU90 PN 622 5615-004 SN off 092 with over Hauled unit SN on 24. Replaced existing CRU90 PN 622-5614-020 off 052 with SN 65 on. ops ✓ ok. [signature] AP318-505599 — END — |
| 2 Nose strut is low | ② 5-5-86 RE-SEALED AND RE-SERVICED NOSE STRUT IAW THE MAINT. MANUAL. -END- [signature] AP350483387 |
| 3. R/H MAIN STRUT LOW | ③ 5-5-86 RE-SEALED AND SERVICED IAW THE MAINT. MANUAL. — END — [signature] AP350483387 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S | | 4/21 22 24/86 |
| FIRST OFFICER PLUCH A. | | AIRCRAFT NUMBER 28444 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1870 | RFD | MDW | .4 | .7 |
| 1871 | MDW | TEB | 1.6 | 2.1 |
| 1872 | TEB | APA | 3.7 | 4.1 |
| 1873 | APA | TEB | 3.3 | 3.5 |
| 1874 | TEB | RFD | 2.0 | 2.3 |
| | | | | |
| | | TOTAL | 11.0 | 12.7 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 3010.0 | | 2826.3 |
| THIS DATE | 11.0 | | 11.0 |
| TOTAL TIME | 3021.0 | | 2837.3 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1868 | 1670 |
| | THIS DATE | 5 | 5 |
| | TOTAL | 1873 | 1675 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3012 | | | |

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

#1. FREE AIR TEMP GAUGE INTERMITTANT

#2. BOTH I.T.T HAVE NUMEROUS LCD INOP.

#3

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

(1) SWAP FREE AIR TEMP GAUGES FOR FURTHER INVESTIGATION. -END- 5/16/86
Scott A. Carey. - AP3465879 51

(2) 4-25-86 ITT LED'S ARE DEFERRED AT THIS TIME PER MEL PAGE 33-1 ITEM 5. — END — Carey
AP3504833 87

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SM | | 4/19/86 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| OA | | 28WW |

| 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 |

| LANDINGS | | |
|---|---|---|
| | BROUGHT FORWARD | 1865 1667 |
| | THIS DATE | 3 3 |
| | TOTAL | 1868 1670 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 30.12 | | | |

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

1. Copilots Armrest broken

(3) A PHASE 12 INSPECTION IS DUE. A 300-HR. ENGINE INSP. IS DUE. A SPOOL-DOWN ✓ IS DUE.

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

(1) RE ATTACHED Copilots ARM REST — END — 4/21/86 — Scott A Carey. AP346587951.

(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 92 SEC. R/H 95 SEC. REPLACED A CHAFFED HYDRAULIC LINE IN THE R/H FLAP WELL. THE R/H ENG. DRIVEN HYDRAULIC PUMP OVERHAULED BY AERO-CRAFT HYDRAULICS. L/H STARTER OVERHAULED 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 — Carey AP350983387

| CAPTAIN | MAINTENANCE LOG | DATE 4 / 19 / 86 |
|---|---|---|
| FIRST OFFICER SM / OA | | AIRCRAFT NUMBER 28WW |

| 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 |

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 1859 | 1661 |
| THIS DATE | 6 | 6 |
| TOTAL | 1865 | 1667 |

| 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 |
|---|---|
| | |

| CAPTAIN | | DATE |
|---|---|---|
| Winner S. | **MAINTENANCE LOG** | 4/10/86 |
| FIRST OFFICER Acher | | AIRCRAFT NUMBER 28[illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1857 | RFD | APA | 2.0 | 2.1 |
| 1858 | APA | LAX | 2.2 | 2.3 |
| 1859 | LAX | APA | 1.8 | 1.9 |
| 1860 | APA | RFD | 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 | 1855 | 1658 |
| | THIS DATE | 4 | 3 |
| | TOTAL | 1859 | 1661 |

| 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 Loaner Vertical Reference S/N 2768, ops ✓ OK [signature] AP323484873 |
| #2. ADF will not tune thru FMS 90 box. | (2) 4/4/86 Ordered Loaner Boxes for FMS System [signature] AP323484873 |
| #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 bulb change. [signature] AP323484873 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| MMM | | 4/9/86 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| AMP | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1853 | RFD | MDW | .3 | .6 |
| 1854 | MDW | BDS | 2.0 | 2.2 |
| 1855 | BDS | MDW | 2.1 | 2.3 |
| 1856 | MDW | RFD | .3 | .4 |
| | | | | |
| | | | | |
| TOTAL | | | 4.7 | 5.5 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2975.8 | | 2792.1 |
| THIS DATE | 4.7 | | 4.7 |
| TOTAL TIME | 2980.5 | | 2796.8 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1851 | 1655 |
| | THIS DATE | 4 | 3 |
| | TOTAL | 1855 | 1658 |

| 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 |
|---|---|
| | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| MMM | | 4 / 8 / 86 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| JCZ | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1850 | RFD | TER | 1.7 | 1.8 |
| 1851 | TER | APA | 4.0 | 4.2 |
| 1852 | APA | RFD | 1.7 | 1.8 |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 7.4 | 7.8 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2968.4 | | 2784.7 |
| THIS DATE | 7.4 | | 7.4 |
| TOTAL TIME | 2975.8 | | 2792.1 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1848 | 1652 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 1851 | 1655 |

| 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

| CAPTAIN JCE | MAINTENANCE LOG | DATE 4/6&7/86 |
|---|---|---|
| FIRST OFFICER RF | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1845 | RFD | 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 | RFD | .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 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1843 | 1647 |
| | THIS DATE | 5 | 5 |
| | TOTAL | 1848 | 1652 |

| 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 — [signature] AP350483387 |

| CAPTAIN | | | DATE |
|---|---|---|---|
| Winner S | | | 4/16/86 |
| FIRST OFFICER | | **MAINTENANCE LOG** | AIRCRAFT NUMBER |
| Dixon B. | | | 28WW |

| 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~~ #4 3,012 | | | |

| 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 II Inspection Due.— | (1) Accomplished Phase II Inspection In Accordance with IAI Inspect. Program. Performed All Routine Maint, Serviced Batts., 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 Airworthy Condition —END— 3/31/86 Keith A. Carey - AP346587951 - |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SM | | 3/30/86 |
| FIRST OFFICER CPH | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1834 | RFD | MDW | .3 | .6 |
| 1835 | MDW | DEN | 2.4 | 2.5 |
| 1836 | DEN | ASE | .5 | .7 |
| 1837 | ASE | 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 |

| LANDINGS | | |
|---|---|---|
| | BROUGHT FORWARD | 1832 1637 |
| | THIS DATE | 5 5 |
| | TOTAL | 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 | SM | MAINTENANCE LOG | DATE 3/25/86 |
|---|---|---|---|
| FIRST OFFICER | BD | | AIRCRAFT NUMBER 284WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1830 | RFD | APA | 2.1 | 2.3 |
| 1831 | APA | SDL | 1.5 | 1.6 |
| 1832 | SDL | APA | 1.3 | 1.4 |
| 1833 | APA | RFD | 1.7 | 1.9 |
| | | | | |
| | | | | |
| | | TOTAL | 6.6 | 7.2 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2938.7 | | 2755.0 |
| THIS DATE | 6.6 | | 6.6 |
| TOTAL TIME | 2945.3 | | 2761.6 |

| LANDINGS | | |
|---|---|---|
| | BROUGHT FORWARD | ~~1828~~ 1633 |
| | THIS DATE | 4 4 |
| | TOTAL | 1832 1637 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2950 #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

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| JCE | | 3 / 22 / 86 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| SM | | 286WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1823 | RFD | MDW | .4 | .5 |
| 1824 | | PHX | 3.5 | 3.7 |
| 1825 | | GJT | 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 |

| LANDINGS | | |
|---|---|---|
| | BROUGHT FORWARD | 1821 1626 |
| | THIS DATE | 7 7 |
| | TOTAL | 1828 1633 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2950 + 11 | | | |

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

1. Rt antiskid connection at wheel loose

2) CABIN FIRE EXTINGUISHER WEIGHT CHECK DUE

3) COCKPIT FIRE EXTINGUISHER WEIGHT CHECK DUE

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

① 3/24/86 SECURED ANTI-SKID CONNECTOR. JWRGM AP32348473

② C/W WEIGHT CHECK ON CABIN FIRE EXTINGUISHER JWRGM AP32348473

③ C/W WEIGHT CHECK ON COCKPIT FIRE EXTINGUISHER JWRGM AP32348473

| CAPTAIN | JCE | MAINTENANCE LOG | DATE 3/16/86 |
|---|---|---|---|
| FIRST OFFICER | CH | | AIRCRAFT NUMBER 286WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1822 | RFD | RFD | 1.0 | 1.5 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 1.0 | 1.5 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2928.0 | → | 2744.3 |
| THIS DATE | 1.0 | | 1.0 |
| TOTAL TIME | 2929.0 | → | 2745.3 |

| LANDINGS | | |
|---|---|---|
| | BROUGHT FORWARD | 1820 1625 |
| | THIS DATE | 1 1 |
| | TOTAL | 1821 1626 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2950 #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 |
|---|---|
| | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SM | | 3 / 15 / 86 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| OA | | 286WW |

| 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 | MAINTENANCE LOG | DATE 3/13/86 |
|---|---|---|
| MMM | | AIRCRAFT NUMBER 28[illegible] |
| FIRST OFFICER RF | | |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1817 | DDA | RAD | 1.7 | 1.9 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 1.7 | 1.9 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2923.8 | → | 2740.1 |
| THIS DATE | 1.7 | → | 1.7 |
| TOTAL TIME | 2925.5 | → | 2741.8 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 18 15 | 16 20 |
| | THIS DATE | 1 | 1 |
| | TOTAL | 18 16 | 16 21 |

| 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 |
|---|---|
| | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| MMM | | 3/12/86 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| RF | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1811 | RFD | APA | 2.1 | 2.3 |
| 1812 | APA | TOB | 3.1 | 3.4 |
| 1813 | TOB | APA | 4.0 | 4.3 |
| 1814 | APA | LAX | 2.1 | 2.3 |
| 1815 | LAX | PSP | .5 | .8 |
| 1816 | PSP | APA | 1.7 | 1.8 |
| TOTAL | | | 13.5 | 14.9 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2910.3 | 2910.3 | 2726.6 |
| THIS DATE | 13.5 | — | 13.5 |
| TOTAL TIME | 29238 | 29238 | 2740.1 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1809 | 1615 |
| | THIS DATE | 6 | 5 |
| | TOTAL | 1815 | 1620 |

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

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

L eng spool down 1 min 34 sec
R eng " " 1 m 37 sec

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

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 3/9/86 |
| FIRST OFFICER DIXON B | | AIRCRAFT NUMBER 280WW |

| 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 | RFD | .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 | 1611 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 1809 | 1615 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | 2900/#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 |
|---|---|
| #1. CAPT. AST INTERMITTANT | #1 3/10/86 INSTALLED EXCHANGE MSI-80C S/N 1302. OPS VOK AP32348473 |
| #2. L/H FUEL CONTROLED INTERMITTANT | #2 3/10/86 GROUND CHECKS OK AP32348473 |
| #3. PHASE 10 INSPECTION DUE — | #3 3/10/86 - ACCOMPLISHED PHASE 10 INSP. IN ACCORDANCE WITH IAI CONTINUES AIRWORTHYNESS INSPECTION PROGRAM PERIOD. INSTALLED SPARE WHEEL RH MAIN, PREFORMED ALL ROUTINE MAINT. LUBRICATED GEAR, I CERTIFY THAT THIS A/C HAS BEEN INSPECTED IN ACCORDANCE WITH A PHASE 10 INSP. AND WAS RETURNED TO SERVICE IN AIRWORTHY CONDITION. SCOTT A. CAREY - AP 3465801951 |
| | END |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 3/4/86 |
| FIRST OFFICER DIXON | | AIRCRAFT NUMBER 28000 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1801 | RFD | MDW | .4 | .6 |
| 1802 | MDW | ASE | 2.4 | 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 | 1605 |
| | 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 AIRCRAFT SYSTEMS, REPLACED - END - 2/28/86 - Scott A. Carey AP 34658 7951 |
| (2) RADAR SCREEN NEEDS REPLACEMENT UNIT. | (2) REPLACED RADAR INDICATOR P/N 622-4331-001/ S/N [redacted] 50 WITH SAME P/N LOANER FROM Collins. S/N 1269, OPS VS OK - END - 2/28/86 Scott A. Carey AP 34658 7951 |
| (3) STAND BY GYRO NEEDS REPLACEMENT. | (3) REPLACED Stand By gyro P/N 501-1105-03 S/N 5433 WITH [redacted] LOANER FROM DUNCAN P/N 501-1036-05 - S/N C-2292 OPS VS OK - END - 3/3/86 - Scott A. Carey AP 34658 7951 |
| // | |

# MAINTENANCE LOG

| CAPTAIN | DATE |
|---|---|
| Winner S. | 2/27/86 |
| **FIRST OFFICER** | **AIRCRAFT NUMBER** |
| Fiducoia R. | 2EW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1799 | APA | MDW | 2.1 | 2.4 |
| 1800 | MDW | RFD | .3 | .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 |

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 1797 | 1603 |
| THIS DATE | 2 | 2 |
| TOTAL | 1799 | 1605 |

| 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. BOTH TAXI LIGHTS INOP | ① 2 taxi lights installed Jeffrey W. Fink AP 333568922 —END— |
| #2. DOOR SEAL LEAKS TOP & SIDE TOWARD NOSE OF A/C. | ② SEALED MULTIPLE RIPS IN DOOR SEAL WITH SILICONE RUBBER —END— 3/3/86 — Scott A Carey — AP 346587951 |
| #3. | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| MORRIS S. / WINNERS | | 2/26 2/27/86 |
| FIRST OFFICER: FIDUCCIA R. | | AIRCRAFT NUMBER: 28 WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1794 | RFD | 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 | 1598 |
| | THIS DATE | 5 | 5 |
| | TOTAL | 1797 | 1603 |

| 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

| DISCREPANCIES | CORRECTIVE ACTION |
|---|---|
| 1) THE VERTICAL GYRO IS A LOANER. | 1) 2-17-86 INSTALLED AN OVERHAULED VERTICAL GYRO. OPS. ✓ OK. S/N OFF 824. S/N ON 6381. —END— [signature] AP3504833B7 |
| 2) RADAR INOP. | 2) 2-18-86 INSTALLED A LOANER RADAR R/T. OPS. ✓ OK. —END— [signature] AP3504833B7 |
| 3) SOAP ✓ DUE ON C/H ENGINE. | 3) 2-18-86 C/W SOAP ✓ ON THE C/H ENGINE. —END— [signature] AP3504833B7 |
| 4) | |

| CAPTAIN | MAINTENANCE LOG | DATE 2 / 14* 16 / 86 |
|---|---|---|
| FIRST OFFICER MH / TK | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1790 | RFD | MDW | .4 | .6 |
| 1791 | MDW | ASE | 2.7 | 2.9 |
| 1792 | ASE | ORD | 2.3 | 2.7 |
| 1793 | ORD | RFD | .4 | .6 |
| | | | | |
| | | | | |
| | | TOTAL | 5.8 | 6.8 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2880.9 | 2880.9 | 2697.2 |
| THIS DATE | 5.8 | 5.8 | 5.8 |
| TOTAL TIME | 2886.7 | 2886.7 | 2703.0 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 178 8 | 159 4 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 179 2 | 159 8 |

| 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 |
|---|---|
| | |

| CAPTAIN | MMM / | MAINTENANCE LOG | DATE 2 / 10 / 86 |
|---|---|---|---|
| FIRST OFFICER | RF / | | AIRCRAFT NUMBER 284WN |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1787 | RFD | APA | 2.2 | 2.4 |
| 1788 | APA | MDW | 2.1 | 2.2 |
| 1789 | MDW | RFD | .3 | .5 |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 4.6 | 5.1 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2876.3 | 2876.3 | 2692.6 |
| THIS DATE | 4.6 | 4.6 | 4.6 |
| TOTAL TIME | 2880.9 | 2880.9 | 2697.2 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1785 | 1591 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 1788 | 1594 |

| 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 |
|---|---|
| | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SM | | 2 / 10 / 86 |
| FIRST OFFICER RF / BD | | AIRCRAFT NUMBER 28WW |

| 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 |

| LANDINGS | |
|---|---|
| BROUGHT FORWARD | 1779 1585 |
| THIS DATE | 6 6 |
| TOTAL | 1785 1591 |

| 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. VLF signal Reception poor | ITS OK |
| 2) Radar Indicator is a loaner | 2) Replaced Loaner with servicable unit. SN off 50, SN on 1296. Ops V OK 2-13-86. Wade S Haskell AP 318 505599 — END — |
| 3) Soap check is due for R/H Engine | 3.) 2-13-86 Accomplished Soap Test, Replaced with new filter and Oring. Serviced oil. Test ran to check for leaks. END Wade S Haskell AP 318-505599 — END — |
| | 1) 2-14-86 REMOVED OPTIONAL H.F RADIO VLF SIGNAL OK. — END — [signature] AP 35[illegible]433387 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SM | | 2 / 8 / 86 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| RF | | 286WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1775 | RFD | 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 |

| LANDINGS | | |
|---|---|---|
| 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 |
|---|---|
| | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SM | | 2 / 3 / 86 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| RF | | 28040 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1773 | RFD | MDW | .4 | .5 |
| 1774 | | JFK | 1.5 | 1.6 |
| 1775 | | RFD | 2.2 | 2.5 |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 4.1 | 4.6 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2854.6 | 2854.6 | 2670.9 |
| THIS DATE | 4.1 | 4.1 | 4.1 |
| TOTAL TIME | 2858.7 | 2858.7 | 2675.0 |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 1770 | 1576 |
| THIS DATE | 3 | 3 |
| TOTAL | 1773 | 1579 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2900 | | | #10 |

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

NTR

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

| CAPTAIN | MAINTENANCE LOG | DATE 1/31/86 |
|---|---|---|
| SM | | |
| FIRST OFFICER BD | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1772 | 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 | 1.2 |
| TOTAL TIME | 2854.6 | 2854.6 | 2670.9 |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 1767 | 1573 |
| THIS DATE | 3 | 3 |
| TOTAL | 1770 | 1576 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT ~~2850 #9~~ 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) A PHASE 9 INSPECTION, 150-HR. ENGINE INSPECTION, COOLING TURBINE OIL ✓, SB 1124-28-002, SL WW-2450B, AND SIL F731-68 ARE DUE. | ① 1-31-86 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 9 AND 150-HR ENGINE INSPECTIONS. R/H STARTER OVERHAULED BY A/C SYSTEMS. ~~SB~~ SL ~~1124-28-002~~ WW-2450B, BOROSCOPE INSPECTION OF THE NACELLE 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 ✓. L/H 82 SEC. R/H 85 SEC. COOLING TURBINE OIL CHECKED FULL. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION. —END— [signature] AP350483387 |
| 2) Both ADFs Tmp receivers but needles do not point | ② 1/31/86 INSTALLED NEW ADF ANTENNA S/N 4428, OPS ✓ OK [signature] AP323484473 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SM | | 1 / 29 / 86 |
| FIRST OFFICER RF | | AIRCRAFT NUMBER 28WW |

| 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. JNPg A AP323484873 |

| CAPTAIN | MAINTENANCE LOG | DATE 1 /24 /86 |
|---|---|---|
| MMM | | AIRCRAFT NUMBER 28WW |
| FIRST OFFICER RF | | |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1760 | RFD | APA | 2.1 | 2.2 |
| 1761 | APA | TEB | 3.2 | 3.4 |
| 1762 | TEB | MDW | 1.9 | 2.1 |
| 1763 | MDW | APA | 2.2 | 2.4 |
| 1764 | APA | ~~ASE~~ | .5 | .7 |
| 1765 | ASE | MDW | 2.3 | 2.5 |
| 1766 | MDW | RFD | .3 | .5 |
| | | TOTAL | 12.5 | 13.8 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2831.6 | 2831.6 | 2647.9 |
| THIS DATE | 12.5 | 12.5 | 12.5 |
| TOTAL TIME | 2844.1 | 2844.1 | 2660.4 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1755 | 1561 |
| | THIS DATE | 7 | 7 |
| | TOTAL | 1762 | 1568 |

| 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 |
|---|---|
| | |

| CAPTAIN | | DATE |
|---|---|---|
| WINNER S. | **MAINTENANCE LOG** | 01/20/86 |
| FIRST OFFICER FIDUCCIA R. | | AIRCRAFT NUMBER 28WN |

| 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 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1752 | 1561 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 1755 | 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 LOANER | 1) 1-20-86 REMOVED LOANER AND INSTALLED AN OVERHAULED DIRECTIONAL GYRO. S/N OFF 77117917 S/N ON 81095980. -END- [illegible] AP350483387 |
| 2. [illegible] R/H #2 COM [redacted] INTERMITTANT | [redacted] #2 1/12/86 INSTALLED REPAIRED #2 TRANSCIEVER S/N 4589. OPS ✓ OK. JNRG/A AP323484873 |
| 3 SERVICE BULLETIN | 3 COMPLIED WITH SERVICE BULLETIN 1124-21-029, REPLACED PLACARD WITH NEW PLACARD, P/N CMA71230-505-5 -END. 1-30-86- Scott A. Carey AP. 346587951 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINDER S. | | 1/15/86 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| FIORUCCIA R. | | 28WW |

| 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 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1748 | 1557 |
| | THIS DATE | 4 | 3 |
| | TOTAL | 1752 | 1561 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2850 #1 | | | |

| 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 | (1) 1-17-86 SERVICED THE L/H MAIN STRUT. -END- [signature] AP35048338 |
| #2. NOSE STRUT LOW | (2) 1-17-86 SERVICED THE NOSE STRUT. -END- [signature] AP35048338 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINKER S | | 1 / 12 13 14 / 86 |
| FIRST OFFICER FIDUCCIA R. | | AIRCRAFT NUMBER 28WW |

| 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 #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. RADAR INOP | (1) 1-17-86 INSTALLED A LOANER RADAR INDICATOR. S/N OFF 1296 S/N ON 50. — END — [signature] AP3504833 87 |
| #2. #1 COM WILL NOT SQUELCH TEST, OPS OK. | (2) 1-17-86 #1 COMM CONTROL HEAD REPAIRED BY HARTZOG S/N 9256. OPS ✓ IS OK. — END — [signature] AP3504833 87 |
| #3 | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 1/9 10/86 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| FIDUCCIA R | | 280W |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1745 | RFD | MDW | .3 | .6 |
| 1746 | MDW | 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 | 4.0 | 4.0 | 4.0 |
| TOTAL TIME | 28119 | 28119 | 2628.2 |

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

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2850 #9 | | | |

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

(1) A PHASE 8 INSPECTION IS DUE.
SB 1124-22-025 NEEDS TO BE C/W.
SERVICE BULLETIN TFE 731-73-3075 NEEDS TO BE C/W.
SERVICE BULLETIN TFE 731-73-3078 NEEDS TO BE C/W.

(2) #2 COM WEAK + INTERMITTANT

(3) SPOOL DOWN CHECK (SRW)
L/H 75 SEC R/H 83 SEC.

(4) NOSE STRUT LOW

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

(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 REPAIRED MINOR SQUAWKS. C/W SB 1124-22-025; ELIMINATION OF 1124A OVERSPEED WARNING FAILURES. C/W TFE731-73-3075; REPLACED FUEL PUMP DIFFERENTIAL PRESSURE INDICATOR. C/W TFE731-73-3078; INSTALLED UPDATE RECORD PLATE ON FUEL PUMPS. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION. —END— [signature] AP3504833387

2. CHANGED No 1 & No 2 COMM. FOR TROUBLE SHOOTING PURPOSES — BOTH OPS CHECK OK

4. INFLATED STRUT TO PROPER HEIGHT FOR WT & C.G. [signature] A&P 1535508

CAPTAIN Winner S

FIRST OFFICER Fiduccia R

# MAINTENANCE LOG

DATE 01/05 06/86

AIRCRAFT NUMBER 28WW

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1742 | [illegible] | 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 |

| LANDINGS | | |
|---|---|---|
| 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 6381 S/N ON 824. OPS. ✓ OK. -END- [signature] AP350483387 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SGM | | 1 / 5 / 86 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| TFD | | 28WW |

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 | 27906 | | ~~2606.8~~ |
| THIS DATE | 12.6 | | 12.6 |
| TOTAL TIME | 28903.2 | | 26195 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1737 1730 | 1540 |
| | THIS DATE | 6 | 6 |
| | TOTAL | 1736 | 1546 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | | | |

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

1. ALL Screen Functions ON RADAR In-op.

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

(1) 1-8-86 RADAR SYSTEM REPAIRED BY HARTZOG AND INSTALLED BY E.A.C.
-END- [signature] AP35048338?

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

| 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 | 1730 | 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— [signature] AP35048 3387

2) #1 COMM WEAK.

(2) 12-20-85 INSTALLED A LOANER #1 COMM RADIO. — END — [signature] AP35048 3387

3) Lt windshield heat in-op

(3) 12-26-85 Installed servicable windsheild heat Relay. Ops ✓ ok. Wade S. Haskell AP 31850599

4) Rt windshield water between glass

(4) 12-26-85 Replaced dissicant for windsheild. Wade S Haskell AP 31850599. —END—

5) Rt tire worn

(5) 12-26-85. Installed New RH Tire, Serial No. 197. Wade S Haskell AP 31850599 —END—

6) Inst Panel Flood Lights in-op

(6) 1-8-86 FLOOD LITES ARE DEFERRED AT THIS TIME. —END— [signature] AP35048 3387

7) Lt Nav Light out

(7) 12-26-85 Installed new bulb. Ops ✓ ok Wade S Haskell AP 31850599 —END—

| CAPTAIN | | DATE |
|---|---|---|
| Winner S. | **MAINTENANCE LOG** | 12/16,17,18/85 |
| FIRST OFFICER Morris S. | | 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 |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 1718 | 1529 |
| THIS DATE | 6 | 5 |
| TOTAL | 1724 | 1534 |

| 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. Flood Lights INOP | (1) 1-8-86 FLOOD LYTES ARE DEFERRED AT THIS TIME. —END— [signature] AP350483387 |
| #2. Pitch Trim Intermittant + Pitch Trim Vibrator Intermittant | (2) 12/21/85 Installed New Pilots Pitch Trim Switch - Ops ✓ OK [signature] AP323484873 |
| #3. Desiccant For Both Windshield Needs To Be REPLACED! (Moisture Buildup R/H Side) | (3) 12-20-85 REPLACED DISSICANT IN BOTH WINDSHEILDS, BACKFLUSHED DRY AIR LINES, PURGED THE WINDSHEILDS DRY AIR SYSTEM WITH DRY NITROGEN FOR 6 HOURS, CLEANED LEAKY SEALANT OFF THE R/H WINDSHEILD, AND RE-SEALED. —END— [signature] 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— [signature] AP350483387 |
| #5. | |

| CAPTAIN | MAINTENANCE LOG | DATE 12 / 12 / 85 |
|---|---|---|
| FIRST OFFICER MMM | | AIRCRAFT NUMBER 28wd |
| TFD | | |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1722 | APA | LAX | 2.1 | 2.2 |
| 1723 | LAX | APA | 2.0 | 2.1 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 4.1 | 4.3 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2768.8 | — | 2585.1 |
| THIS DATE | 4.1 | | 4.1 |
| TOTAL TIME | 27729 | | 25892 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1716 | 1527 |
| | THIS DATE | 2 | 2 |
| | TOTAL | 1718 | 1529 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | | | |

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

NTR

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

| CAPTAIN | MAINTENANCE LOG | DATE 12/10 /85 |
|---|---|---|
| WINNERS | | AIRCRAFT NUMBER 28WW |
| FIRST OFFICER FIDUCCIA R | | |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1719 | RFD | CPS | 1.0 | 1.2 |
| 1720 | 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 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1713 | 1524 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 1716 | 1527 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | | | |

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

NTR

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

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

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1715 | RFD | MDW | 0.3 | 0.5 |
| 1716 | | DCA | 1.3 | 1.5 |
| 1717 | | MDW | 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 | 25783 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1709 | 1520 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 1713 | 1524 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | | | |

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

1) LH FUEL FILTER BYPASS INDICATED
2) #2 COMM IS WEAK

3) #2 INVERTER AMPS FLUCTUATE INTERMITTANTLY, & UNUSUAL NOISE COMES THROUGH AUDIO PANEL

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

(1) 12-10-85 REPLACED THE L/H FUEL FILTER AND RE-SET THE BYPASS INDICATOR. -END- [signature] AP3504833B7

(2) 12-10-85 SWAPPED COMM RADIOS FOR TROUBLE-SHOOTING. -END- [signature] AP3504833B7

(3) 1-8-86 INSTALLED A LOANER #2 INVERTER. S/N OFF 130 S/N ON 1135. -END- [signature] AP3504833B7

| CAPTAIN | | DATE |
|---|---|---|
| SM | **MAINTENANCE LOG** | 12/6/85 |
| FIRST OFFICER TD | | AIRCRAFT NUMBER 28WW |

| 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 |

| LANDINGS | | |
|---|---|---|
| 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

1) A PHASE 7 LANDING GEAR INSPECTION IS DUE AT 2750 HRS. T.T.
BRAKES ARE WORN TO LIMITS.
1124-32-030 NEEDS TO BE C/W (RE-ROUT NOSE GEAR WIRE HARNESS)
SB 1124-32-045 NEEDS TO BE C/W (INSPECT MAIN GEAR ACTUATOR ROD END BEARINGS AND BOLTS FOR CRACKS)
NOSE GEAR SAFETY SWITCH WIRES BADLY CHAFFED.
N' SPOOL DOWN ✓ IS DUE.

2. Engine Oil Level RH Engine needs to be checked

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

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 SB1124-32-045; 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. SB1124-32-030. C/W N' SPOOL DOWN ✓. R/H ENG. 87 SEC. L/H ENG. 83 SEC. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION. —END—
[signature] AP350483387

2) 12/8/85 SERVICED RH OIL TANK & REPLACED LEAKING OIL LINE, OPS ✓ OK
[signature] AP323484873

| CAPTAIN | JCE |
|---|---|
| FIRST OFFICER | TD - TK |

# MAINTENANCE LOG

| DATE | 11/30/85 (12/3) |
|---|---|
| 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 |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 1697 | 1508 |
| THIS DATE | 6 | 6 |
| TOTAL | 1703 | 1514 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2750 | | | |

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

1) Emergency Battery Due

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

1) 11/27/85 Emergency Battery Deep cycle preformed by aircraft systems, pack reinstalled.
[illegible] AP32348473

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SM | | 11/26/85 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| TD | | 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 | | | |

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

1. Replace pilots HSI.

NTR

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

1. 11-26-85 Replaced & Tested HSI. SN off 871 SN on 812.
Francis J Sullivan CRS 4152

# MAINTENANCE LOG

| CAPTAIN | DATE |
|---|---|
| Winter | 12/22/85 |
| FIRST OFFICER | AIRCRAFT NUMBER |
| Fiducia | 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 |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 1687 | 1495 |
| THIS DATE | 5 | 6 |
| TOTAL | 1692 | 1501 |

| 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. L/H HSI INOP | #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 Gyro S/N 81C95980 Installed C-14A DG S/N 77117917 Jo Emery A&P # on File |

| CAPTAIN | SM | MAINTENANCE LOG | DATE 11 / 18 / 85 |
|---|---|---|---|
| FIRST OFFICER | TD | | AIRCRAFT NUMBER 28WW |

| 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 | 25277 |
| THIS DATE | 9.9 | 9.9 | 9.9 |
| TOTAL TIME | 2720.8 | 2720.8 | 2587.1 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1681 | 1489 |
| | THIS DATE | 6 | 6 |
| | TOTAL | 1687 | 1495 |

| 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

| DISCREPANCIES | CORRECTIVE ACTION |
|---|---|
| (1) R. LDG. LIGHT INOP | (1) REPLACED R.H LANDING LIGHT. IS O.K. -11-20-85- Scott A. Curry - 346587157 |
| (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- Scott A. Curry - AP346587157 |
| (3) MSI IS LOWER | (3) INSTALLED REPAIRED MSI-80C S/N 1287 OPS ✓ OK [illegible] AP3234487J |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| S. WINNER | | 11 / 15 / 85 |
| FIRST OFFICER S. Bloom | | AIRCRAFT NUMBER 28WW |

| 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 | | | |

| 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 WINDOW LIGHTING ON BOTH SIDES OF CABIN INOP 2 ON LEFT 4 ON RIGHT SIDE | (1) REPLACED BULBS IN WINDOWS. ON BOTH SIDES. ALL WINDOW LIGHTS WORK. — 11-20-85 — Scott A. Carey — 346587951 — |
| 2 #2 Comm. VERY WEEK TRANSMITTING AND RECEIVING | |
| #3 EMRG. EXITS INTERIOR PANELS. ARE OUT OF LINE | (3) SNAP INTERIOR PANEL BACK IN PLACE ON FLAME 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 MAINTENANCE | MAINTENANCE LOG | DATE 11/14/85 |
|---|---|---|
| FIRST OFFICER Log ENTRY | | AIRCRAFT NUMBER 28 WN |

| 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 2250 | | | |

| CREPANCIES- 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 |
|---|---|
| PHASE 6 INSP DUE | 11/14/85 ACCOMPLISHED PHASE 6 INSPECTION PER IAT INSPECTION FORM. PREFORMED ALL ROUTINE MAINTENANCE, LUBRICATED AIRFRAME, SERVICED BATTERIES. |
| 600 HR engine INSP DUE | |
| SPOOL DOWN CHECK DUE | ACCOMPLISHED A 600 HR INSPECTION ON BOTH ENGINES, CHANGED IGNITORS, SOAP SAMPLES TAKEN, LUBRD STARTER/GENERATOR & HYDRAULIC PUMP SPLINES, SPOOL DOWN CHECK (L) 87 (R) 86 SECONDS, COOLING TURBINE OIL LEVEL CHECKED - OK, C/W SB 1124-27-003 |
| Cooling Turbine OIL CHECK DUE | |
| SB 1124-27-003 DUE | |
| SB 1124-30-36 PART II DUE | FLAP VANE INSPECTION - NO DEFECTS AT THIS TIME, DUE AGAIN AT 2850 HRS. C/W SB 1124-30-036 BY INSTALLING NEW LEFT HAND CONTRACTOR FOR WINDSHIELD HEAT, RIGHT SIDE OK. C/W SB 1124-33-010 BY CORRECTLY WIRING EMERGENCY & ENTRANCE LIGHT MODULE. C/W SB # WW 2450 N BY INSPECTION INLET COWLS. I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH ~~[illegible]~~ A PHASE 6 INSPECTION AND WAS RETURNED TO SERVICE IN AIRWORTHY CONDITION. [signature] AP323484873 |
| SB 1124-33-010 DUE | |
| SB SL 2450 A DUE | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SM | | 11/11/85 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| SB | | 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 | | |

| 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. Pilot's Angle of Attack 3 lite indicator Not Working | REPLACED BULB IN UNIT, OPS CHECK IS O.K. — 11-20-85 — Scott A. Carey - 346587951 — |

| CAPTAIN Winner S | MAINTENANCE LOG | DATE 11 / 3 /85 |
|---|---|---|
| FIRST OFFICER Bloom S. | | AIRCRAFT NUMBER 28ww |

| 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 |

| LANDINGS | | |
|---|---|---|
| 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

#1. LH Windshield Heat INOP. (FIX!!! SAYS OWNER)

#2. #2. Com Very Very Weak!

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

#1 11/5/85 Installed New Relay & Heat Controller in Left position Ground Check - OK [signature] AP323484873

~~#2 11/5/85 Installed New Rubs~~

#2 11/5/85 Installed New #2 Com Antenna DMC 81-1 S/N 4874, Installed New End Connector, Ground Check - OK
[signature] AP323484873

CAPTAIN
Winner S.
FIRST OFFICER
Fiduccia R.

# MAINTENANCE LOG

DATE 10 / 31 / 85
AIRCRAFT NUMBER 28WW

| 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 |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 1661 | 1469 |
| THIS DATE | 3 | 3 |
| TOTAL | 1664 | 1472 |

| 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. F/O Audio Panel Lites Are Still INOP | #1 Deffered See 10/4/85 Log Sheet |
| #2. L/H Windsheild Wiper Needs to be Replaced | #2 11/5/85 Installed New Blade [signature] AP323-184873 |

| CAPTAIN | | DATE |
|---|---|---|
| Winner S. | **MAINTENANCE LOG** | 10/29 30/85 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| Fiduccia R. | | 28WW |

| 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 |

| LANDINGS | | |
|---|---|---|
| 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, Stactic, Altimeter, & Transponder checks preformed by Hartzog Aviation, see attached log entry copy. [signature] AP323484873 |
| 2) Nose tires worn | 2) Replaced both nose wheel tires & balanced [signature] AP323484873 |
| 3) Left main tire worn | 3) Replaced left main tire & wheel bolts, S/N 665. Replaced the two outboard stationary disc's on left brake assy. [signature] AP323484873 |
| 4) Vissual inspection of both fire bottles | 4) Complied with vissual inspection of both fire bottles |
| 5) #2 NAV is loaner | 5) Installed original VIR 30. [signature] AP3234873 |
| 6) #2 DME weak | 6) Installed loaner DME-40 [signature] AP323484873 |

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 ADC 80K-214 + ALT-80.

S/N 1080 Pilot's ADC
W.O. No. 86209 DATE 10-28-85

| Altimeter Reads | Error | Altimeter Reads | Error |
|---|---|---|---|
| 0 | 0 | 14,000 | -10 |
| 500 | 0 | 16,000 | +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 | +30 |
| 8,000 | 0 | 40,000 | +30 |
| 10,000 | 0 | 45,000 | -30 |
| 12,000 | 0 | 50 000 | +10 |
| HY 50% | 20 | HY 40% | 20 |

After Effect +5
HARTZOG AVIATION, INC. CRS 1393
GREATER ROCKFORD AIRPORT
ROCKFORD, ILLINOIS 61109

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

| Altimeter Reads | Error | Altimeter Reads | Error |
|---|---|---|---|
| 0 | -15 | 14 000 | -40 |
| 500 | -10 | 16,000 | -50 |
| 1,000 | 0 | 18 000 | -50 |
| 1,500 | -20 | 20,000 | -40 |
| 2,000 | -25 | 22,000 | -40 |
| 3,000 | -30 | 25,000 | -60 |
| 4 000 | -30 | 30 000 | -60 |
| 6,000 | -35 | 35,000 | -50 |
| 8,000 | -40 | 40,000 | -30 |
| 10,000 | -40 | 45,000 | -100 |
| 12,000 | -40 | 50 000 | -150 |
| HY 50% | 55 | HY 40% | 40 |

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

A/C: 1124A
S/N: 368
N#: 28WW

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

| | | S/N ATC-1 | S/N ATC-2 |
|---|---|---|---|
| A. | REPLY FREQ | 13112 | 9608 |
| B. | SUPPRESSION | 1091 | 1090.5 |
| B.1. | SUPPRESSION P2 DOWN 9DB | .84 | .84 |
| C. | RECEIVER SENSITIVITY "A" | .84 | .84 |
| C.2. | RECEIVER SENSITIVITY "C" | 76 | 74 |
| | | 76 | 74 |

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

Pilot: ALI-80

86209 DATE 10-28-85

| Altimeter Reads | Error | Altimeter Reads | Error |
|---|---|---|---|
| 0 | 0 | 14,000 | -10 |
| 500 | 0 | 16,000 | +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 | +50 |
| 8,000 | 0 | 40,000 | +30 |
| 10,000 | 0 | 45,000 | -30 |
| 12,000 | 0 | 50,000 | +10 |
| HY 50% | 20 | HY 40% | 20 |

[illegible] After Effect 15
HARTZOG AVIATION, INC. CRS 1393
GREATER ROCKFORD AIRPORT
ROCKFORD, ILLINOIS 61109

MAINTENANCE RELEASE
Type of Unit Altimeter N. —
M.F.R. Kollsman Model — S.N. 3008
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 [illegible]
HARTZOG AVIATION, INC.
Greater Rockford Airport — Rockford, Ill. 61109
F.A.A. Approved Repair Station No. 1393

Pilot's

MAINTENANCE RELEASE
Type of Unit ADC-80K/-214 N. 1 ALI-80
M.F.R. Collins Model ADC-80 S.N. 1080
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 [illegible]
HARTZOG AVIATION, INC.
Greater Rockford Airport — Rockford, Ill. 61109
F.A.A. Approved Repair Station No. 1393

| CAPTAIN | | DATE |
|---|---|---|
| SM | **MAINTENANCE LOG** | 10/27/85 |
| FIRST OFFICER TO | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1656 | OKC ~~RFD~~ | APA | 1.2 | 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 OI AND ON, REASON FOR REMOVAL |
|---|---|
| 1. Left Windshield heat Inop | ① see 11/3/85 Log Sheet |
| 5. Com 2 Receiver extremly weak Transmitter inop | ② see 11/3/85 Log Sheet |
| ③ FMS Digit lites out | |
| 4. Selector lites for com 1, nav 1, etc. out. | ④ see 10/9/85 Log Sheet |
| 5. Left Landing Lite Out | ⑤ Replaced Bulb S/N N/A AP323484823 |

AAR OKLAHOMA, INC.

10-23-85
W/O 70160

AIRCRAFT LOG BOOK ENTRY 1124A-368 N28WW TT 2643.4

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

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

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

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINKER S | | 10/17/85 |
| FIRST OFFICER FIDUCCIA R. | | AIRCRAFT NUMBER 28WW |

| 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 | 2475.1 ~~2467~~ |
| THIS DATE | 7.7 | 7.7 | 7.7 |
| TOTAL TIME | 2666.5 | 2666.5 | 2482.8 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1649 | 1457 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 1653 | 1461 |

| 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 OF AND ON, REASON FOR REMOVAL

OCT 18 1985

GARRETT

GARRETT GENERAL AVIATION SERVICES COMPANY
RS 4022
6201 West Imperial Highway • Los Angeles, California 90045 • (213) 646-2770

CUSTOMER EMERY AIR CHARTER AIRCRAFT N28WW S/N 368

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

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

BY E L Moore

AIRCRAFT/~~ENGINE~~ HOURS 2656.0

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| Winner S | | 10/15 16/85 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| Fiduccia R. | | 2866W |

| 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 |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 1645 | 1453 |
| THIS DATE | 4 | 4 |
| TOTAL | 1649 | 1457 |

| 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 LAST READING LITE ON R/H SIDE BURNT OUT | (#1) 10/29/85 REPLACED BULB. [signature] AP323484873 |
| #2. FLAP UNBALANCE ANN. INTERMITTANT. STOPS FLAP TRAVEL | (#2) 11/5/85 GROUND CHECK - OK CLEANED & LUBED FLAP POTENTIOMETERS. [signature] AP323484873 |
| (#3) PHASE 5 DUE | (#3) ACCOMPLISHED PHASE 5 JR INSPECTION IN ACCORDANCE WITH IAI PHASE FORM. PREFORMED ALL ROUTINE MAINTENANCE, LUBED A/C, SERVICED BATTERIES - I CERTIFY THAT THE AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A PHASE 5 JR INSPECTION AND WAS RETURNED TO SERVICE IN AIRWORTHY CONDITION. DETAIL ON FILE AT EMERY AIR CHARTER. [signature] AP323484873 |
| (#4) SPOOLDOWN ✓ DUE | (#4) ACCOMPLISHED SPOOLDOWN ✓ PER SIL-FGS (L) 88 SEC (R) 89 SEC [signature] AP323484873 |
| (#5) LIFE VEST VISUAL INSP DUE | (5) C/W LIFE VEST VISUAL INSPECTION [signature] AP323484873 |

| CAPTAIN | MAINTENANCE LOG | DATE 10 / 14 / 85 |
|---|---|---|
| WINNER S | | AIRCRAFT NUMBER 28WW |
| FIRST OFFICER BLEEM S. | | |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1647 | MDW | RFD | .4 | .5 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | .4 | .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 | 24669 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1644 | 1452 |
| | THIS DATE | 1 | 1 |
| | TOTAL | 1645 | 1453 |

| 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 OF AND ON, REASON FOR REMOVAL |
|---|---|
| ~~NONE~~ | 6.4 / 6.6 / 6.8 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 10/13/14/85 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| BROOM S. | | 28WW |

| 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 | | | |

| 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 DME INTERMITTANT | (#1) INSTALLED LOANER DME 40 10/29/85 |
| #2. ~~L/H TAXI LITE BURNT OUT~~ | OPCK OK SAW 10/14/85 |
| #3. | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| S. WINNER | | 10 / 11 / 85 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| S. Bloom. | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1638 | RFD | MOW | .5 | .6 |
| 1639 | MOW | APA | 2.5 | 2.7 |
| 1640 | APA | RFD | 1.7 | 2.0 |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 4.7 | 5.3 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2638.7 | 2638.7 | 2454.9 |
| THIS DATE | 4.7 | 4.7 | 4.7 |
| TOTAL TIME | 2643.4 | 2643.4 | 2459.6 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1635 | 1443 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 1638 | 1446 |

| 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 |
|---|---|
| | |

| CAPTAIN | MAINTENANCE LOG | DATE 10/9 10/85 |
|---|---|---|
| WINNER S | | AIRCRAFT NUMBER 28WW |
| FIRST OFFICER FIDUCCIA R. | | |

| 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 |

| LANDINGS | | | |
|---|---|---|---|
| | 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 WINDSHEILD WIPER ONLY WIPES ON BOTH END OF BLADES NOT IN THE MIDDLE

(2) Replaced Bulb [illegible] AP32348477

(3) SEE 10/31/85 LOG SHEET

#4. R/H AUDIO PANEL LIGHTS STILL INOP

#5. R/H G/S ~~[illegible]~~ INOP

(4) Deffered [illegible] AP32348477

#6. SUBTRACT 2° FOR AIRIONS ON #1 NAV

(5) 10-15-85 INSTALLED A REPAIRED R/H NAV RADIO (VIR-30) S/N OFF 17288 S/N ON 11264 — END — [illegible] AP35648387

(6)

| CAPTAIN | MMM | MAINTENANCE LOG | DATE 10 / 7 / 85 |
|---|---|---|---|
| FIRST OFFICER | RF | | AIRCRAFT NUMBER 28WW |

| 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 | | |

| 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 |
|---|---|
| | |

GARRETT

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 77488

Oct 4, 1985 Engine T/T — ; Cycles 1423

1.) Replaced The PT2 Sensor P/N 3070816-4 ; 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 | MMM | MAINTENANCE LOG | DATE 10/4/85 |
|---|---|---|---|
| FIRST OFFICER | TD | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1626 | RFD | MDW | 1.3 | .6 |
| 1627 | MDW | DEN | 2.4 | 2.6 |
| 1628 | DEN | LAX | 2.0 | 2.3 |
| 1629 | LAX | DEN | 1.9 | 2.2 |
| 1630 | DEN | MDW | 2.0 | 2.1 |
| 1631 | MDW | RFD | 1.3 | .6 |
| TOTAL | | | 8.9 | 10.4 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2622.7 | | |
| THIS DATE | 8.9 | | |
| TOTAL TIME | 2631.6 | | |

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 1423 | 1706 | |
| THIS DATE | 6 | 5 | |
| TOTAL | 1429 | 1711 | |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | 2650 | | |

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

1) capt w/shield inop
2) T1 FMS lite burnout
3) 1/2 bank mode selector lite out

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

1) See 10/31/85 Log Sheet
2) Deffed
3) Deffed

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| Wiltner S | | 10/02/85 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| Bloom S. | | 28[illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1622 | RFD | JFK | 2.0 | 2.1 |
| 1623 | JFK | DEN | 4.2 | 4.3 |
| 1624 | DEN | LNK | .7 | 1.3 |
| 1625 | LNK | RFD | 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 | 1419 | 1702 |
| THIS DATE | 4 | 4 |
| TOTAL | 1423 | 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 L/H now has S/N P-748, R/H P-824 Combs Gates Denver CRS 4152 |
| 2) Swap Fuel computers for troubleshooting | 2) Swapped fuel computers Duncan Aviation CRS 3304 |

| CAPTAIN | MMM | MAINTENANCE LOG | DATE 9/27/85 |
|---|---|---|---|
| FIRST OFFICER | RF | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1617 | RFD | MDW | .5 | .5 |
| 1618 | MDW | BOS | 1.8 | 2.0 |
| 1619 | BOS | 22G | 1.8 | 2.0 |
| 1620 | 22G | MDW | .8 | .9 |
| 1621 | MDW | RFD | .4 | .7 |
| | | | | |
| | | TOTAL | 5.1 | 6.1 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2609.7 | | |
| THIS DATE | 5.1 | | |
| TOTAL TIME | 2614.8 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1414 | 1697 |
| | THIS DATE | 5 | 5 |
| | TOTAL | 1419 | 1702 |

| 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

# MAINTENANCE LOG

CAPTAIN: Winner
FIRST OFFICER: Fabbuccia R.

DATE: 9/19 22/85
AIRCRAFT NUMBER: 28WW

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1612 | RED | RED | .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 | — | — |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 1409 | 1692 |
| THIS DATE | 5 | 5 |
| TOTAL | 1414 | 1697 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT ~~2600~~ 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) 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 REPAIRED NOSE GEAR GROUND CONTACT SWITCH WIRING AND THE NOSE SPADE DOOR TIP. C/W SIL-F731-68 N' SPOOL DOWN ✓. R/H 90 SEC. L/H 88 SEC. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION. — END — D. Gracey AP350483387 |
| #2 LARGE THROTTLE SPLIT AT TAKE-OFF POWER SETTING 1" SPLIT AT CRUISE | (2) 9-24-85 SWAPPED FUEL COMPUTORS BACK TO ORIGINAL POSITION AFTER T-SHOOTING. — END — D. Gracey AP350483387 |
| #3 R/H AFT SEAT DOES NOT RECLINE; L/H SIDE FIRST SEAT FROM FORWARD END DOES NOT RECLINE | (3) 9-24-85 REPLACED SEAT RECLINE CABLE. — END — D. Gracey AP350483387 |
| #4 R/H ITT LIGHTS DON'T DIM. | (4) 9-24-85 ITT LIGHTS DEFERRED PER MEL PAGE 33-1 ITEM 5 — END — D. Gracey AP350483387 |
| #5. FREE AIR GUAGE STICKS | (5) 9-24-85 REPLACED FREE AIR TEMP GAGE. S/N OFF 44128-13 S/N ON 65350-121. — END — D. Gracey AP350483387 |
| #6. R/H D.M.E INTERMITTANT | (6) 9-24-85 SWAPPED #1 AND #2 DME FOR T-SHOOTING. — END — D. Gracey AP350483387 |
| #7. #1 NAV. SAME | |
| #8. R/H AUDIO LIGHT INOP | |
| #9. L/H WINDSHEILD HEAT INOP | (7) SIGN-OFF ON LOG SHEET DATE 9-16-85 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SM | | 9/16/85 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| TD | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1610 | MDW | TEB | 1.6 | 1.9 |
| 1611 | | RFD | 1.9 | 2.0 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 3.5 | 3.9 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2601.2 | | |
| THIS DATE | 3.5 | | |
| TOTAL TIME | 2604.7 | | |

| LANDINGS | | |
|---|---|---|
| | BROUGHT FORWARD | 1407 1690 |
| | THIS DATE | 2 2 |
| | TOTAL | 1409 1692 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2600 | | | |

| 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 Chain on door broken. | ① 9-19-85 REPLACED THE CABIN DOOR CHAIN. — END — D. Tracy AP3504833387 |

| CAPTAIN | MAINTENANCE LOG | DATE 9/16/85 |
|---|---|---|
| SM | | AIRCRAFT NUMBER 28WU |
| FIRST OFFICER TD | | |

| 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 | | |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 1401 | 1684 |
| THIS DATE | 6 | 6 |
| TOTAL | 1407 | 1690 |

NEXT CHECK DUE

TYPE A B C

AT 2600

| 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 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 Tracy AP35048338? |
| 2. Thrust reverser ~~[illegible]~~ accumulator losses air charge overnight | (2) 9-24-85 REPLACED THE T/R ACCUMULATOR FILL VALVE. -END- D Tracy AP35048338? |
| 3. Nav 1 in-op 50% of time | (3) 9-24-85 INSTALLED A LOANER VIR-30A NAV RADIO. S/N OFF 16803 S/N ON 422. -END- D Tracy AP35048338? |
| 4. FMS 90 TI light out. | (4) 9-24-85 FMS90 TI LIGHT HAS BEEN DEFERRED. -END- D Tracy AP35048338? |
| 5. Left oil pressure lite coming on every leg - oil pressure gage normal | (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 Tracy AP35048338? |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 9/11/85 |
| FIRST OFFICER FIDUCCIA R. | | AIRCRAFT NUMBER 28[illegible] |

| 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 2600 | | | |

**DISCREPANCIES-** REPORT EACH SYSTEM AND/OR COMPONENT 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 | MAINTENANCE LOG | DATE |
|---|---|---|
| CUNLER S. | | 9/9/85 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| DETZNER T. / FIORUCCIA R | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1597 | RFD | DEN | 2.2 | 2.4 |
| 1598 | DEN | MDW | 1.9 | 2.1 |
| 1599 | MDW | DEN | 2.4 | 2.7 |
| 1600 | DEN | RFD | 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 | | |

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 1594 | 1677 | |
| THIS DATE | 4 | 4 | |
| TOTAL | 1398 | 1681 | |

| 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. CAPT. FLIGHT INSTRUMENTS NITE LIGHTING INOP | (1) 9-24-85 INSTALLED A NEW LITE DIMMER. S/N OFF 4359 S/N ON 6618. OPS. ✓ OK - END - D Gracey AP3504833B7 |
| #2. R/H ITT DIGITS WILL NOT DIM. | (2) 9-24-85 ITT DIGITS DEFERRED PER MEL PAGE 33-1 ITEM 5. - END - D Gracey AP3504833B7 |
| #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 Gracey AP3504833B7 |
| #4. ELEVATOR TRIM VIBRATOR INOP | (4) 9-24-85 REPLACED ELEVATOR TRIM VIBRATOR. OPS. ✓ OK. P/N 306-J3 - END - D Gracey AP3504833B7 |
| #5. R/H ANTI SKID LIGHT INOP (NEXT TO ANTISKID SWITCH) | #5 CHANGED BULBS SAW (5) 9-19-85 OPS. ✓ IS OK. - END - D Gracey AP3504833B7 |

| CAPTAIN | MAINTENANCE LOG | DATE 9/15/81 |
|---|---|---|
| FIRST OFFICER | | AIRCRAFT NUMBER 29WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1591 | RED | 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 | | RED | .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 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1588 | 1671 |
| | THIS DATE | 6 | 6 |
| | TOTAL | 1594 | 1677 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2600 | | | |

| 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 IN-op. | Installed Rental Indicator [illegible] S/N 323484823 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| S MORRIS | | 8 / 27 / 85 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| S. Bloom | | 28 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1587 | RFD | MDW | .4 | .5 |
| 1588 | MDW | BOS | 1.9 | 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 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1584 | 1667 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 1588 | 1671 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2550 | | | |

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

1) FREE AIR TEMP GAUGE INOP

2) LEFT WINDSHIELD HEAT INOP NO DROP IN VOLTAGE WHEN ON

3) WIRING FROM NOSE WHEEL CONTACT IS RUBBING AND WIRE IS BARE.

4. R/H #1 SERVICE DUE

5. T/R BOTTLE HYDRO TEST DUE

6. GEAR DOWN HYDRO TEST DUE

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

#1 CLEANED CANON PLUG & CHECKS OK
[signature] AP3234841873

#2 REPLACED CONTROL RELAY & CHECKS OK
[signature] AP3234841873

#3 TIED OFF & REPAIRED WIRES, REPLACED BROKEN CLAMP [signature] AP3234841873

#4 INSTALLED NEW CARTRIDGE IN #1 POSITION OF R/H FIREBOTTLE DATED MARCH 1985 [signature] AP3234841873

#5 & #6 BOTH THRUST REVERSER & GEAR DOWN BOTTLES REMOVED AND HYDROSTATIC TESTED BY AERO ELECTRIC, REINSTALLED AND SERVICED. [signature] AP3234841873

# MAINTENANCE LOG

| | |
|---|---|
| CAPTAIN | MMM |
| FIRST OFFICER | RF |
| DATE | 8/25/85 |
| AIRCRAFT NUMBER | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1581 | RFD | MDW | .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 | 2.5 |
| 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 | 1661 |
| THIS DATE | 6 | 6 |
| TOTAL | 1584 | 1667 |

| 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) 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 WW-2450A IS DUE. (NACELLE INLET COWL INSP). SB 1124-57-004 IS DUE (DRAIN HOLE INSP. IN WING TRAILING EDGE). | 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 WW-2450A; NACELLE INLET COWL 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 |
| 1) L. Bleed Air valve won't close at altitude | 1) 8-26-85 REPAIRED BROKEN WIRES ON THE PRESSURIZATION SOURCE SELECT SWITCH. —END— D Tracy AP350483387 |
| 2) 1/2 bank lite out | 2) DEFERRED [signature] AP323484572 |

| CAPTAIN SM<br>FIRST OFFICER BD | MAINTENANCE LOG | DATE 8/19/85<br>AIRCRAFT NUMBER 28[illegible] |
|---|---|---|

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1579 | MDW | DEN | 2.3 | 2.4 |
| 1580 | | RED | 1.7 | 1.8 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 4.0 | 4.2 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2550.6 | | |
| THIS DATE | 4.0 | | |
| TOTAL TIME | 2554.6 | | |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 1576 | 1659 |
| THIS DATE | 2 | 2 |
| TOTAL | 1578 | 1661 |

| 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. Rt. tire worn. | ① 8-21-85 REPLACED THE R/H TIRE ON WHEEL S/N 197 —END— [signature] AP350483387 |
| 2. Left Anti ~~[illegible]~~ skid intermittent | ② OPS ✓ OK - could not DUPLICATE. [signature] AP32348482 |
| 3. ½ bank annunciator light out | ③ Deffered. [signature] AP32348482 |

| CAPTAIN | MAINTENANCE LOG | DATE 8 / 19 / 85 |
|---|---|---|
| FIRST OFFICER RF | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1573 | BFD | MDW | .3 | .5 |
| 1574 | MDW | SUN | 3.2 | 3.4 |
| 1575 | SUN | DEN | 1.2 | 1.3 |
| 1576 | DEN | IAD | 2.9 | 3.0 |
| 1577 | IAD | PDK | 1.4 | 1.4 |
| 1578 | PDK | MDW | 1.5 | 1.6 |
| TOTAL | | | 10.5 | 11.2 |

| FLIGHT TIME | AIRCRAFT (2534.7) | LEFT ENGINE (2537.7) | RIGHT ENGINE (2353.9) |
|---|---|---|---|
| BROUGHT FORWARD | 2540.1 | | |
| THIS DATE | 10.5 | | |
| TOTAL TIME | 2550.6 | | |

| LANDINGS | | (1570) | (1379) |
|---|---|---|---|
| | BROUGHT FORWARD | 1570 | 1653 |
| | THIS DATE | 6 | 6 |
| | TOTAL | 1576 | 1659 |

| 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

| CAPTAIN | MAINTENANCE LOG | DATE 8 / 19 / 85 |
|---|---|---|
| FIRST OFFICER RF | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1573 | RFD | MDW | .3 | .5 |
| 1574 | MDW | SUN | 3.2 | 3.4 |
| 1575 | SUN | DEN | 1.2 | 1.3 |
| 1576 | DEN | IAD | 2.9 | 3.0 |
| 1577 | IAD | PDK | 1.4 | 1.4 |
| 1578 | PDK | MDW | 1.5 | 1.6 |
| TOTAL | | | 10.5 | 11.2 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2540.1 | | |
| THIS DATE | 10.5 | | |
| TOTAL TIME | 2550.6 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1570 | 1653 |
| | THIS DATE | 6 | 6 |
| | TOTAL | 1576 | 1659 |

| 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 |
|---|---|
| | |

| CAPTAIN | MAINTENANCE LOG | DATE 8/12/85 |
|---|---|---|
| S Winner | | |
| FIRST OFFICER S Bloom | | AIRCRAFT NUMBER 25WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1567 | DEN | ASE | .4 | .5 |
| 1568 | ASE. | DEN | .5 | .6 |
| 1569 | DEN | BFI | 2.7 | 2.8 |
| 1570 | BFI | DEN | 2.1 | 2.2 |
| 1571 | DEN | MKW | 2.1 | 2.3 |
| 1572 | MKW | RFD | .4 | .5 |
| TOTAL | | | 8.6 | 8.9 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2531.5 | | |
| THIS DATE | 8.6 | | |
| TOTAL TIME | 2540.1 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1584 | 1647 |
| | THIS DATE | 6 | 6 |
| | TOTAL | [illegible] | 1653 |

| 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 |
|---|---|
| #2 COMM TRANSMIT'S VERY WEEK EVEN WHEN OVER GROUND STATION. | PREVIOUSLY NOTED) |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SM | | 8 / 11 / 85 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| RF | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1563 | MDW | DEN | 2.3 | 2.5 |
| 1564 | | LAX | 2.2 | 2.4 |
| 1565 | | SNA | .3 | .4 |
| 1566 | | DEN | 1.8 | 2.1 |
| | | | | |
| | | | | |
| TOTAL | | | 6.6 | 7.4 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2524.9 | — | — |
| THIS DATE | 6.6 | | |
| TOTAL TIME | 2531.5 | | |

2529.5 2529.5 2345.7

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1560 | 1643 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 1564 | 1647 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2550 | | | |

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

NTR

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

1564 1373

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER | | 1/31/85 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| Bloom | | 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 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1556 | 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

#1. W/H ITT 50° ABOVE NORM.

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

1. REMOVED TR, TOP HEET SHIELD AND HP BLEED. WELDED BROKEN TUBEING. REINSTALLED HP BLEED, TOP HEET SHIELD AND TR. LEAK AND OPS CHECK SATISFACTORY. GARRETT GENERAL AVIATION

HRS 2516.6 REP ST 4022

E J Moore 40251

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER | | 7/30/85 |
| FIRST OFFICER: Bloom. | | AIRCRAFT NUMBER: 28WW |

| 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

None

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

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER | | 7 / 30 / 85 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| BLOOM. | | 28.WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1552 | RFD | MDW ~~ASE~~ | .5 | .7 |
| 1553 | MDW ~~ASE~~ | ASE ~~DE~~ | 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 | | | |

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

#1. ENG. NACELLE HEAT LEFT SIDE NO LIGHT BUT THEIR IS A RISE IN ITT:

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

REPAIRED BROKEN TUBE IN ENGINE AFTERBODY AT GARRETT LAX

[illegible] AP 3254487

| CAPTAIN mmm | MAINTENANCE LOG | DATE 7/24/85 |
|---|---|---|
| FIRST OFFICER RF | | AIRCRAFT NUMBER 28WW |

| 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 | | |

| LANDINGS | | | |
|---|---|---|---|
| | 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) L. hyd. low press. | #1) 7/25/85 INSTALLED OVERHAULED HYDRAULIC PUMP S/N , CHANGED FILTERS AND SERVICED SYSTEM. [signature] AP323484873 |
| 2) Toilet doesn't flush | #2) 7/25/85 INSTALLED LOANER TOILET FROM 288WW [signature] AP323484873 |
| 3) INSPECTION DUE | 3) 7/25/85 ACCOMPLISHED A PHASE 2 INSPECTION IN ACCORDANCE WITH IAI INSPECTION FORM. LUBRICATED AIRFRAME, SERVICED BATTERIES, CHANGE SODA IN SUMP JAR, REPLACED MISC LIGHT BULBS. C/W SB1125-55-020 HORIZONTAL STAB HINGE INSPECTION, NO CRACKS, DUE AGAIN AT 3100 HRS. 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 CHARTER UNDER WORK ORDER #2555, AIRCRAFT RETURNED TO SERVICE IN AIRWORTHY CONDITION. [signature] AP323484873 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| S R WINNER | | 7 / 23 / 85 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| TF DETZNER | | 28WW |

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 | 2.4 | 3.4 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | ~~2493.4~~ | | |
| THIS DATE | 2.4 | | |
| TOTAL TIME | 2497.8 | | |

1349

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 1540 | ~~1343~~ | |
| THIS DATE | 5 | 5 | |
| TOTAL | 1545 | 1348 | |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2500.0 | | | |

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

(1) L MLG STRUT LOW

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

(1) SERVICED STRUT. JWB AP32348487J

| CAPTAIN | | DATE 7/22/85 |
|---|---|---|
| WINNER S. | **MAINTENANCE LOG** | |
| FIRST OFFICER BLOOM S. | | AIRCRAFT NUMBER 28WW |

| 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 | — | |

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | | 1536 | 1339 |
| THIS DATE | | 4 | 4 |
| TOTAL | | 1540 | 1343 |

| 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. WINDSHIELD DISCANT NEEDS REPLACING BOTH SIDES. | (#1) Changed DISCANT. [signature] A&P 323484873 |
| #2. | |
| | Error in addition 2488.5 + 4.9 = 2493.4 |
| | Tot 2495.4 (2.0) |

| CAPTAIN | S WINNER | MAINTENANCE LOG | DATE 7/19/85 |
|---|---|---|---|
| FIRST OFFICER | T DETZNER | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1534 | RFD | PWK | 0.3 | 0.5 |
| 1535 | PWK | GLH | 1.4 | 1.6 |
| 1536 | GLH | MEM | 0.4 | 0.5 |
| 1537 | MEM | JAC | 2.8 | 2.9 |
| 1538 | JAC | RFD | 2.3 | 2.5 |
| | | | | |
| | | TOTAL | 7.2 | 8.0 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2481.3 | ~~2481~~ | ~~2304.7~~ |
| THIS DATE | 7.2 | | |
| TOTAL TIME | 2488.5 | 2488.5 | 2304.7 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1531 | 1334 |
| | THIS DATE | 5 | 5 |
| | TOTAL | 1536 | 1339 |

| 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) C/H M.S.I. IS A LOANER | (1) 7-18-85 REMOVED LOANER AND INSTALLED A REPAIRED MSI-80C. S/N 1282 ON, S/N 358 OFF — END — D. Tracey AP3504833 87 |
| (2) FMS 90 CRT DISPLAY IS FUNCTIONING NORMALLY NOW | (2) NOTED |
| (3) L STRUT OVERSERVICED | (3) SERVICED STRUT. [illegible] AP3234 8473 |
| (4) R/H ITT. INOP | (4) ITT EXCHANGED WITH S/N R0081 OPS CHECK OK. [illegible] AP3234 8473 |

| CAPTAIN McGratt<br>FIRST OFFICER Bloom | **MAINTENANCE LOG** | DATE 7/17/85<br>AIRCRAFT NUMBER 28WW |
|---|---|---|

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1530 | RFD | DEN | 2.1 | 2.3 |
| 1531 | DEN | LAX | 2.0 | 2.1 |
| 1532 | LAX | DEN | 2.1 | 2.3 |
| 1533. | DEN | RFD | 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 | | |

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 1527 | 1330 |
| THIS DATE | 4 | 4 |
| TOTAL | 1531 | 1334 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2500 | | | |

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

1# Fms 90
VLF ANNUNCIATOR LIGHT INOP

2# Control Display Unit (CRT)
THE Following INOP
No ALT Readout
No TAS "
No Wind "

#3 Number 2 Radio were Transmitting, WHEN OVERHEAD Ground STATION

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

(#1) (#2) OPS CHECK-OK [signature] AP323484873
7/18/85

(#2) Swapped RCU's. [signature] AP323484873

(3) SWAPPED #1 & #2 VHF-20's
[signature] AP323484873

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SM | | 7 / 11 / 85 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| SB | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1523 | RFD | DEN | 2.0 | 2.1 |
| 1524 | | LAX | 2.0 | 2.1 |
| 1525 | | DEN | 2.0 | 2.2 |
| 1526 | | MDW | 2.1 | 2.2 |
| 1527 | | DEN | 2.2 | 2.3 |
| 1528 | | LNK | 1.0 | 1.1 |
| 1529 | | RFD | 1.0 | 1.2 |
| | | TOTAL | 12.3 | 13.2 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2460.9 | | 2277.1 |
| THIS DATE | 12.3 | | |
| TOTAL TIME | 2473.2 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1520 | 1323 |
| | THIS DATE | 7 | 7 |
| | TOTAL | 1527 | 1330 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2500 | | | |

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

NTR.

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

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| S. WINNER | | 7/8/85 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| B. DIXON | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1519 | RFD | MDW | .4 | .5 |
| 1520 | MDW | TEB | 1.6 | 1.8 |
| 1521 | TEB | MDW | 2.0 | 2.1 |
| 1522 | MDW | RFD | .3 | .4 |
| | | | | |
| | | | | |
| | | TOTAL | 4.3 | 4.8 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2456.6 | | 2272.8 |
| THIS DATE | 4.3 | | 4.3 |
| TOTAL TIME | 2460.9 | | 2277.1 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1516 | 1320 |
| | THIS DATE | 4 | 3 |
| | TOTAL | 1520 | 1323 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2500 | | | |

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

#1. LIFT DUMP # DOES NOT EXTEND UNTIL AIRCRAFT IS ALMOST STOPED DURING LANDING ROLL.

#2. #2 COM VERY WEAK & SCRATCHY

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

(#1) ADJUSTED R/A SQUAT SWITCH [illegible] AP3234807

(#2) PREVIOUSLY NOTED 6/12/85

| CAPTAIN S. WINNER<br>FIRST OFFICER S. Bloom | **MAINTENANCE LOG** | DATE 7/7/85<br>AIRCRAFT NUMBER 28WW |
|---|---|---|

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1514 | RFD | MDW | .3 | .4 |
| 1515 | MDW | ASE | 2.4 | 2.5 |
| 1516 | ASE | IOW | 2.2 | 2.3 |
| 1517 | IOW | MDW | .6 | .7 |
| 1518 | MDW | RFD | .3 | .4 |
| | | | | |
| | | TOTAL | 5.8 | 6.3 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2450.8 | | 2267.0 |
| THIS DATE | 5.8 | | 5.8 |
| TOTAL TIME | 2456.6 | | 2272.8 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1511 | 1315 |
| | THIS DATE | 5 | 5 |
| | TOTAL | 1516 | 1320 |

| 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) 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 N1 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 AIRWORTHY CONDITION. -END- D. Tracey AP350483387 |
| 2) WINDOW LIGHTING AFT RIGHT SIDE, OUT- | #2) Replaced Bulb - [signature] AP323484873 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| S. WINNER | | 6/27/85 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| T DETZNER | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1510 | RFD | PWK | 0.3 | 0.5 |
| 1511 | PWK | BWI | 1.6 | 1.8 |
| 1512 | BWI | PWK | 1.6 | 1.8 |
| 1513 | PWK | RFD | 0.3 | 0.4 |
| | | | | |
| | | | | |
| | | TOTAL | 3.8 | 4.5 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2447.0 | | 2263.2 |
| THIS DATE | 3.8 | | 3.8 |
| TOTAL TIME | 24508 | | 2267.0 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1507 | 1311 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 1511 | 1315 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2450 | | | |

| 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 | |

# MAINTENANCE LOG

| CAPTAIN | DATE |
|---|---|
| S. WINNER | 6 / 24 / 85 |
| FIRST OFFICER | AIRCRAFT NUMBER |
| S. BLOOM. | 28WW |

| 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 |

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 1203 | 1307 |
| THIS DATE | 4 | 4 |
| TOTAL | 1207 | 1311 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2450 | | | |

| 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 |
|---|---|
| FMS-90. #1 CONTROL DISPLAY UNIT. VLF ANNUNCIATOR LIGHT BURNED OUT. | #1 UNIT WILL GO BACK TO COLLINS MID-JULY FOR UPDATE. [signature] AP323484873 |
| #2 BUNGI CORD THAT HOLDS ENG. ENGINE COVER'S IN PLACE IS BROKE. | #2 INSTALLED NEW BUNGEE [signature] AP323484873 |
| #3 NH WINDOW DISSCANT NEEDS TO BE REPLACED | 3 6-27-85 REPLACED DISSICANT. -END- D. Tracey AP350483387 |
| #4. BATHROOM SINK STUCK DRAIN OPEN POSITION | 4 6-27-85 CLEANED SINK DRAIN VALVE. -END- D. Tracey AP350483387 |
| #5. NEED 327 NIGHT BULBS | 5 6-27-85 REPLENTISHED 327 BULB SUPPLY. -END- D. Tracey AP350483387 |
| #6. #2 COM REPORTED AS WEAK SOMETIMES UNREADABLE | #6 PREVIOUSLY NOTED [signature] AP323484873 |
| #7. ICE CHEST DOOR IS COMING APART NEAR HANDLE | 7 6-27-85 REPAIRED ICE CHEST DOOR. -END- D. Tracey AP350483387 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SM | | 6 / 20 / 85 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| SB | | 286W |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1503 | BOS | MDW | 2.2 | 2.3 |
| 1504 | | DEN | 2.4 | 2.6 |
| 1505 | | RFD | 2.0 | 2.2 |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 6.7 | 7.1 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2435.4 | → | 2251.6 |
| THIS DATE | 6.7 | | 6.7 |
| TOTAL TIME | 2442.1 | | 2258.3 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1200 | 1305 |
| | THIS DATE | 3 | 2 |
| | TOTAL | 1203 | 1307 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | 2450 | | |

| 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 | | DATE |
|---|---|---|
| SM | **MAINTENANCE LOG** | 6/20/85 |
| FIRST OFFICER SB | | AIRCRAFT NUMBER 28WW |

| 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 |

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 1194 | 1299 |
| THIS DATE | 6 | 6 |
| TOTAL | 1200 | 1305 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2450 | | | |

| 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. FMS 90 in FMS mode is changing the waypoint you're going too to what you're trying to alpha using the VOR to 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. [signature] AP323484873 |
| 2. Comm 2 transmitter weak and intermittent | #2 PREVIOUSLY NOTED [signature] AP323484873 |
| 3. Lav sink does not drain. | (3) 6-27-85 CLEANED SINK DRAIN VALVE. OPS. IS OK. —END— [signature] AP350483387 |
| 4. Drain under coffee pot in-op. | (4) 6-27-85 CLEANED COFFEE POT DRAIN. VALVE. —END— [signature] AP350483387 |
| 5. FMS - VLF status lights burnt out. | (5) LIGHT TO BE REPAIR BY Collins MID-July. [signature] AP323484873 |

| CAPTAIN | MAINTENANCE LOG | DATE 6/12/85 |
|---|---|---|
| FIRST OFFICER SB | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1493 | RFD | MDW | .4 | .6 |
| 1494 | MDW | VUL | 1.6 | 1.8 |
| 1495 | VUL | 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 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1190 | 1295 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 1194 | 1299 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2450 | | | |

| 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 |
|---|---|
| #2 Com Receive only | PRELIMINARY NOTED |

| CAPTAIN | | DATE |
|---|---|---|
| SM | **MAINTENANCE LOG** | 6 / 11 / 85 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| JD | | 28ww |

| 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 | | | |

| 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) LAV SINK WILL NOT DRAIN | (1) 6-27-85 CLEANED SINK DRAIN VALVE. OPS. ✓ IS OK. —END |
| | D. Tracy AP350483387 |

| CAPTAIN | MAINTENANCE LOG | DATE 6 / 8 / 85 |
|---|---|---|
| FIRST OFFICER TD | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1485 | RFD | MDW | .3 | .4 |
| 1486 | MDW | 22G | 1.0 | 1.1 |
| 1487 | 22G | MDW | .8 | 1.0 |
| 1488 | MDW | RFD | .3 | .4 |
| | | | | |
| | | | | |
| TOTAL | | | 2.4 | 2.9 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2409.2 | 2409.2 | 2225.4 |
| THIS DATE | 2.4 | → | 2.4 |
| TOTAL TIME | 2411.6 | 2411.6 | 2227.8 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | ~~1482~~ | 1268 |
| | THIS DATE | 4 | 3 |
| | TOTAL | 1486 | 1271 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2450 | | | |

| 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 | | DATE |
|---|---|---|
| WINNER S. | **MAINTENANCE LOG** | 5/29 30/85 |
| FIRST OFFICER BLOOM S. | | AIRCRAFT NUMBER 28uu |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1481 | RFD | DEN | 2.2 | 2.4 |
| 1482 | DEN | LAX | 2.5 | 2.6 |
| 1483 | LAX | DEN | 1.7 | 1.9 |
| 1484 | DEN | RFD | 1.6 | 1.7 |
| | | | | |
| | | | | |
| | | TOTAL | 8.0 | 8.6 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2401.2 | 2401.2 | 2217.4 |
| THIS DATE | 8.0 | 8.0 | 8.0 |
| TOTAL TIME | 2409.2 | 2409.2 | 2225.4 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | ~~478~~ | 1284 |
| | THIS DATE | 4 | 4 |
| | TOTAL | ~~482~~ | 1288 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT ~~2400~~ 2450 | | | |

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

#1.

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

| CAPTAIN | | MAINTENANCE LOG | DATE |
|---|---|---|---|
| WINNER | S | | 5/28/85 |
| FIRST OFFICER | | | AIRCRAFT NUMBER |
| BLOOM | S. | | 28WW |

| 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 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1477 | 1283 |
| | THIS DATE | 1 | 1 |
| | TOTAL | 1478 | 1284 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2400 | | | |

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

(1) A/C IS DUE FOR THE FOLLOWING:
1) PHASE 12 AIRFRAME INSP.
2) 300-HR ENG. INSP.
3) N1 SPOOL DOWN ✓
4) R/H FIRE BOTTLE # 2 SQUIBB REPLACEMENT

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

(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 N1 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 ACOMPLISHED IS ON FILE IN THE E.A.C. MAINTENANCE OFFICE. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION. —END— D C Tracy
AP3504~~83387~~

| CAPTAIN | MAINTENANCE LOG | DATE 5/24 27/85 |
|---|---|---|
| FIRST OFFICER Dixon B. | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1476 | BED | 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 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1472 | 1279 |
| | 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 | MAINTENANCE LOG | DATE |
|---|---|---|
| SM | | 5 / 23 / 85 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| TD | | 28WW |

| 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 | 4 | 4 |
| | TOTAL | 1473 | 1279 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2400 | | | |

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

NTR.

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

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| S WINNER | | 5 / 15 / 80 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| S Bloom | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1466 | RFD | MDW | 4 | 5 |
| 1467 | MDW | DEN | 2.1 | 2.3 |
| 1468 | DEN | SDL | 1.5 | 1.6 |
| 1469 | SDL | DEN | 1.3 | 1.4 |
| 1470 | DEN | MDW | 2.1 | 2.2 |
| 1471 | MDW | RFD | .4 | .5 |
| | | TOTAL | 7.8 | 8.5 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2380.8 | 2380.8 | 2197.0 |
| THIS DATE | 7.8 | 7.8 | 7.8 |
| TOTAL TIME | 2388.6 | 2388.6 | 2204.8 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1963 | 1269 |
| | THIS DATE | 6 | 6 |
| | TOTAL | 1969 | 1275 |

| 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 |
|---|---|
| | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S | | 5/10/85 |
| FIRST OFFICER DETZNER T. | | AIRCRAFT NUMBER 28WW |

| 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 | 459 | 126 |
| | THIS DATE | 4 | 3 |
| | TOTAL | 463 | 129 |

| 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 BLURRY | (1) 5-21-85 RADAR LETTERING IS DEFERRED AT THIS TIME. —END— D.C. Tracy AP3504833 87 |
| #2 KNOB FOR FUEL COUNTER RESET MISSING | (2) 5-21-85 INSTALLED A NEW FUEL COUNTER RESET KNOB. —END— D.C. Tracy AP3504833 87 |
| 3. DESICCANT BOTH WINDSHIELDS LOW CAPACITY | (3) 5-21-85 REPLACED W/9 DISICANTS. —END— D.C. Tracy AP3504833 87 |
| #4. REAR SEAT R/H SIDE OF A/C WILL NOT RECLINE. | (4) 5-21-85 RT. REAR SEAT RECLINE IS DEFERRED AT THIS TIME —END— D.C. Tracy AP3504833 87 |
| #5. | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| S. MERRIS | | 5/8/85 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| S. Bloom | | 28ww |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1456 | 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 |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 1453 | 1266 |
| THIS DATE | 6 | 5 |
| TOTAL | 1459 | ~~1272~~ 1271 |

| 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) #2 COMM TRANSMITS WEAK, ALSO TRANSMIT LIGHT INTERMINT | (1) 5-21-85 #2 COMM RADIO OPS. ✓ IS OK. —END— [signature] AP3504[illegible] |
| (2) ANTI SKID "OK" | (2) NOTED |

| CAPTAIN | | DATE |
|---|---|---|
| Winner S. | **MAINTENANCE LOG** | 5/3/85 |
| FIRST OFFICER Bloom S. | | AIRCRAFT NUMBER 28WW |

| 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 | ~~1449~~ | 1263 |
| THIS DATE | 4 | 3 |
| TOTAL | ~~1453~~ | 1266 |

| 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 SIL 1124-34-021 NEEDS TO BE C/W. | ① 5-3-85 C/W SIL 1124-34-021. INSTALLATION OF CHAFE GUARD MATERIAL ON WIRE BUNDLES BEHIND THE EMERGENCY BATTERY. —END— D. A. Tracey AP3504833387 |
| ② FLT. GUIDENCE COMP. IS A LOANER. | ② 5-3-85 REMOVED LOANER AND INSTALLED A REPAIRED FLT. GUIDENCE COMPUTOR. S/N ON 5128. —END— D. A. Tracey AP3504833387 |
| ③ ANTI SKID FUNCTION NORMAL | ③ NOTED |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| S. WINNER | | 4/28/30/85 |
| FIRST OFFICER T. DETZNER | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1447 | RFD | MDW | .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 | RFD | .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 |

| LANDINGS | | | |
|---|---|---|---|
| | 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

1) PHASE II DUE

2) R/H ~~[illegible]~~ ANTI SKID MOMENTARILY DUMP HYD PRESS TO RIGHT BRAKE. NTE DN THAT SIDE ALSO CAME ON.

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

(1) 4/25/85 ACCOMPLISHED A PHASE II INSPECTION IN ACCORDANCE WITH IAI CONTINUOUS INSPECTION PROGRAM. PREFORMED all ROUTINE MAINTENANCE, LUBRICATED AIRFRAME, REPLACED RIGHT ENGINE OIL PRESSURE TRANSMITTER, S/N 84102 CHANGE BOTH AIRFRAME HYDRAULIC FILTERS, CHARGED BATTERYS, REPLACED EMERGENCY LIGHT BATTERY, C/W SIL 731-88 SPOILDOWN 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.

[signature] AP32348473

(2) 5-3-85 ANTI-SKID IS DEFERRED IAW THE M.E.L. PAGE 32-1 ITEM 1. PARTS ARE ON ORDER. —END—

[signature] AP35483387

| CAPTAIN | | DATE |
|---|---|---|
| JCE | **MAINTENANCE LOG** | 4 / 21 & 23 / 85 |
| FIRST OFFICER S/B / KK | | AIRCRAFT NUMBER 28WW |

| 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 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1439 | 1253 |
| | THIS DATE | 5 | 5 |
| | TOTAL | 1444 | 1258 |

| 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 |
|---|---|
| | |

| CAPTAIN | S. MORRIS |
|---|---|
| FIRST OFFICER | T DETZNER |

# MAINTENANCE LOG

| DATE | 4 / 17 / 85 |
|---|---|
| AIRCRAFT NUMBER | 28416 |

| 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 |
| | | | ~~3.7~~ | ~~4.3~~ |
| | | | | |
| | | 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 | | 2162.6 |

| LANDINGS | | | |
|---|---|---|---|
| | 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

NTR

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

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| S. MORRIS | | 4/16/85 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| T. DETZNER | | 28[illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1434 | RFD | DEN | 2.1 | 2.2 |
| 1435 | | TEB | 3.6 | 3.9 |
| 1436 | | DEN | 3.9 | 4.2 |
| 1437 | | RFD | 1.8 | 2.0 |
| | | | | |
| | | | | |
| | | TOTAL | 11.4 | 12.3 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2331.3 | → | 2147.5 |
| THIS DATE | 11.4 | | 11.4 |
| TOTAL TIME | 2342.7 | | 2158.9 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1431 | 1245 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 1435 | 1249 |

| 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 |
|---|---|
| (1) LH LDG LIGHT; LENS HAS LOST MOST OF ITS PAINT, SHINES INTO COCKPIT. | #1 4/18/85 WILL ACCOMPLISH AT NEXT INSPECTION OR BULB CHANGE [illegible] |

| CAPTAIN McGrath | MAINTENANCE LOG | DATE 4 / 18 / 85 |
|---|---|---|
| FIRST OFFICER Bloom | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1430 | RFD | MDW | .4 | .5 |
| 1431 | MDW | DEN | 2.2 | 2.3 |
| 1432 | DEN | MDW | 2.0 | 2.2 |
| 1433 | MDW | RFD | .3 | .5 |
| | | | | |
| | | | | |
| | | TOTAL | 4.9 | 5.5 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2326.4 | → | 2142.6 |
| THIS DATE | 4.9 | → | 4.9 |
| TOTAL TIME | 2331.3 | → | 2147.5 |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 1427 | 1241 |
| THIS DATE | 4 | 4 |
| TOTAL | 1431 | 1245 |

| 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 |
|---|---|
| #1 HINGE ON BATHROOM SEAT BROKEN IN BACK OF SEAT | #1 4/18/85 REPAIRED Hinge [signature] AP323484873 |
| #2 CO PILOTS MICK HOLDER CRACKED | #2 4/18/85 GLUED [signature] AP323484873 |
| #3 NEEDS TOOL KIT | #3 4/18/85 KIT IN BACK OF SEAT [signature] AP323484[illegible] |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| Winner S. | | 4/9+10/85 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| Bloom S. | | 28ww |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1426 | DEN | MDW | 2.0 | 2.2 |
| 1427 | MDW | LAX | 4.1 | 4.3 |
| 1428 | LAX | DEN | 2.0 | 2.4 |
| 1429 | DEN | RFD | 1.8 | 2.0 |
| | | | | |
| | | | | |
| | | TOTAL | 9.9 | 10.9 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2316.5 → | | 2132.7 |
| THIS DATE | 9.9 | | 9.9 |
| TOTAL TIME | 2326.4 | | 2142.6 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1423 | 1237 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 1427 | 1241 |

| 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 |
|---|---|
| #1. LAST CABIN LIGHT ON LEFT HAND SIDE OF A/C. IS INOP | #1 Installed New Bulb [signature] A&P 323484623 |
| #2. | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| S. WINNER | | 4 / 6+8 / 85 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| S. BLOOM | | 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 | | | |

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

1) SOAP DUE ON RT ENGINE

2) ADF IS LOANER

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

(1) 4-4-85 SOAP Sample TAKEN from Right ENGINE TO ESTABLISH NEW BASE line [signature] AP 32348487J

(2) 4/5/85 Removed ADF LOANER AND INSTALLED S/N 8946 AFTER REPAIRS BY Duncan AVIATION. OPS✓ OK [signature] AP 32348487J

| CAPTAIN | | DATE |
|---|---|---|
| MMM | **MAINTENANCE LOG** | 4/3/85 |
| FIRST OFFICER TD | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1418 | RFD | DEN | 2.2 | 2.3 |
| 1419 | DEN | SFO | 2.3 | 2.5 |
| 1420 | SFO | 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 | | [illegible] | 1233 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2300 | | | |

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

① A PHASE 10 INSPECTION, SIL-731-68 ENGS. SPOOL DOWN √'S, AND LIFE VEST THE LIFE VEST RE-CERTIFICATION ARE ALL DUE.

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

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 3-22-86. 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 AIRWOTHY CONDITION. —END— [signature]
AP350463387

| CAPTAIN | SRW | MAINTENANCE LOG | DATE 3 / 29 / 85 |
|---|---|---|---|
| FIRST OFFICER | TFD | | AIRCRAFT NUMBER 28WW |

| 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 | | | |

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

(1) NOSE WHEEL DOOR VIBRATES IN FLIGHT

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

(1) 4-2-85 REMOVED SLOPPY DOOR SEAL TO BE REPLACED AT A LATER DATE.
—END— D.G. Tracy AP350483387

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SRW | | 3 / 26 / 85 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| TFD | | N28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1409 | RFD | 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 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1406 | 1220 |
| | THIS DATE | 6 | 6 |
| | TOTAL | 1412 | 1226 |

| 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 |
|---|---|
| | |

Westwind II N28WW

| | | |
|---|---|---|
| VHF 20B | 4592 | 4592 |
| ADF 60A | 7923 | 8126 |
| MSI-80C | 1787 | 358 |

Repaired #2 Comm R/T.
Replaced pilots airspeed indicator
79566 3-27-85 Francis L Sandlin

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SRW | | 3 / 25 / 85 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| TD | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1408 | SP1 | 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 |
|---|---|
| | |

*from the desk of . . . C. L. (Lew) Emery*

TIME ON LOANER ENG

| | | |
|---|---|---|
| | 183.2 HRS | 107 CYCLES |
| PLUS FLT RFO-SPI 3/22/85 | 6 | 1 |
| TOTAL EAC USE | 183.8 | 108 CYCLES |
| | Loaner | |

**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 Morris / Winner / S.

FIRST OFFICER / Detzner T.

# MAINTENANCE LOG

DATE 3 / 25/85

AIRCRAFT NUMBER 28ww

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| ~~1404~~ | ~~RFD~~ | ~~SPI~~ | ~~.3~~ | ~~.6~~ |
| ~~1407~~ | ~~SPI~~ | ~~RFD~~ | ~~.6~~ | ~~.9~~ |
| | | | | |
| 1406 | RFD | SPI | .6 | .7 |
| | | | | |
| | | | .6 | .7 |
| TOTAL | | | ~~.9~~ | ~~1.5~~ |

| | 2284.5 | 2284.5 | 183.2 |
|---|---|---|---|
| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
| BROUGHT FORWARD | ~~2284.7~~ | ~~2284.7~~ | ~~183.4~~ |
| THIS DATE | .6 | .6 | .6 |
| TOTAL TIME | ~~2285.6~~ | 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 | | | |

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

MAR 24 1985

Removed Right Eng. S/N P771990 Dail Skanchs for Garrett General Aviation Services Co. Repair Station 3760 Springfield, IL

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

MAR 24 1985

Installed Right Eng S/N P77482 Dail Skanchs for Garrett General Aviation Services Co. Repair Station 3760 Springfield, IL

At a/c Time 2285.1 Eng Time 2101.3 Eng Cycles 1220 Garrett SPI Performed 150-300-& 600 Hour Insp.

[signature]

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 3/20 21/85 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| DETZNER T. | | 28440 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1402 | RFD | TEB | 1.6 | 1.8 |
| 1403 | TEB | MDW | 2.1 | 2.3 |
| 1404 | MDW | DEN | 2.3 | 2.4 |
| 1405 | DEN | RFD | 1.6 | 1.9 |
| | | | | |
| | | | | |
| TOTAL | | | 7.6 | 8.4 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2277.1 | 2277.1 | 175.8 |
| THIS DATE | 7.6 | 7.6 | 7.6 |
| TOTAL TIME | ~~2284.7~~ 2284.5 | ~~2284.7~~ 2284.5 | ~~183.4~~ 183.2 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1400 | 103 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 1404 | 107 |

| 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. NONE | |

| CAPTAIN | MAINTENANCE LOG | DATE 3/19/85 |
|---|---|---|
| Winner S. | | |
| FIRST OFFICER Detzner T. | | AIRCRAFT NUMBER 28WW |

| 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 ~~TIRE~~ MAIN TIRE BLEWOUT ALSO ~~HYDRLIC~~ SKYDROL LEAK | #1 Removed Right Main Tire & Wheel Assy - S/N June 79 385, Installed S/N Dec 81 858. ~~Rest~~ Replaced R/H AFT brake Hose Assy P/N 5723552-167 John P. McGinty 3/19/85 A&P 1554853387 |
| #2 NO AUDIO TONE IN ADF | (2) 3-22-85 INSTALLED A LOANER ADF. S/N OFF 8945 S/N ON 7923 —END— D. Tracy AP350483387 |
| #3. ROT BEACON INOP | (3) 3-20-84 RE-BUILT THE TAIL ROTATING BEACON OPS. ✓ IS OK. —END— D. Tracy AP350483387 |
| (4) THE R/H MAIN GEAR TIRE AND WHEEL ASSY IS A LOANER. | (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— D. Tracy AP350483387 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| MMW | | 3/16/85 |
| FIRST OFFICER TD | | AIRCRAFT NUMBER 28WW |

# MAINTENANCE LOG

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1393 | RFD | MDW | .4 | .5 |
| 1394 | MDW | 22G | .7 | .9 |
| 1395 | 22G | MDW | 1.0 | 1.4 |
| 1396 | MDW | RFD | .3 | .5 |
| | | | | |
| | | | | |
| TOTAL | | | 2.4 | 3.4 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2266.1 | 2266.1 | 164.8 |
| THIS DATE | 2.4 | → | 2.4 |
| TOTAL TIME | 2268.5 | 2268.5 | 167.2 |

| LANDINGS | | |
|---|---|---|
| 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) SIL 1124-21-017 NEEDS TO BE C/W. | (1) 3-13-85 C/W SIL 1124-21-017. COOLING TURBINE OIL SUMP DRAIN PLUG ACCESSIBILITY IMPROVEMENT. -END- D Tracy AP350483387 |

| CAPTAIN | MAINTENANCE LOG | DATE / / |
|---|---|---|
| FIRST OFFICER | | AIRCRAFT NUMBER 280W |

| 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 OVERHAULED BY A/C SYSTEMS. R/H S/N 3005 L/H S/N 3002. -END- D C Tracy AP35048338? |
| (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- D C Tracy AP35048338? |
| (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- D C Tracy AP35048338? |
| (4) THE COOLING TURBINE OIL LEVEL NEEDS TO BE ✓ED. | (4) 3-12-85 ✓ED COOLING TURBINE OIL LEVEL. ADDED 1 OZ OF MOBIL JET II. -END- D C Tracy AP35048338? |
| (5) SIL 1124-28-018 NEEDS TO BE C/W | (5) 3-13-85 C/W SIL 1124-28-018. ENGINE FUEL COMPUTOR EMI FILTER INSPECTION. REMOVE AND RE-INSTALL FILTERS IN THE PROPER DIRECTION. -END- D C Tracy AP35048338? |
| (6) SB 1124-27-003 NEEDS TO BE C/W | (6) 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- D C Tracy AP35048338? |

| CAPTAIN | SRW |
|---|---|
| FIRST OFFICER | BD |

# MAINTENANCE LOG

| DATE | 3 / 10 / 85 |
|---|---|
| AIRCRAFT NUMBER | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1392 | MDW | RFD | .3 | .5 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | .3 | .5 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2265.8 | 2265.8 | 164.5 |
| THIS DATE | .3 | .3 | .3 |
| TOTAL TIME | 2266.1 | 2266.1 | 1648 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1390 | 93 |
| | THIS DATE | 1 | 1 |
| | TOTAL | 1391 | 94 |

| 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

| CAPTAIN | SRW | **MAINTENANCE LOG** | DATE 3/6-10/85 |
|---|---|---|---|
| FIRST OFFICER | BO | | AIRCRAFT NUMBER 28ww |

2258.3 2258.3 157.0

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1386 | RFD | MOW | .4 | .6 |
| 1387 | MOW | DEN | 2.8 | 3.1 |
| 1388 | DEN | ASE | .8 | 1.1 |
| 1389 | ASE | DEN | .7 | .8 |
| 1390 | DEN | ASE | .6 | .7 |
| 1391 | ASE | MOW | 2.0 | 2.3 |
| TOTAL | | | 7.3 | 8.6 |

1387

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2258.5 | 2258.5 | 157.2 |
| THIS DATE | 7.3 | 7.3 | 7.3 |
| TOTAL TIME | 2265.8 | 2265.8 | 164.5 |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD ✓ | 1384 | 87 ✓ |
| THIS DATE | 6 | 6 |
| TOTAL | 1390 | 93 |

| 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) A PHASE 9 AIRFRAME INSP, 150-HR ENG. INSP, AND 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 [signature] 3/11/85 |
| 3) Auto Pilot + flight Director Completly inop | 3) 3/11/85 CLEANED CONTACTS ON FCG AND REINSTALLED. OPS ✓ OK [signature] AP323484875 |

| CAPTAIN | MAINTENANCE LOG | DATE 3/5/85 |
|---|---|---|
| MMM | | |
| FIRST OFFICER TFD | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1383 1382 | MDW | DEN | 2.5 | 2.7 |
| 1383 | DEN | LAX | 2.3 | 2.5 |
| 1384 | LAX | DEN | 1.7 | 1.9 |
| 1386 1385 | DEN | RFD | 1.6 | 1.9 |
| | | | | |
| | | | 8.1 | |
| TOTAL | | | 8.3 | 10 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2250.2 | 2250.2 | 148.9 |
| 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 |
|---|---|
| | #1 3/4/85 Pump replaced by Garrett |
| 1. L Boost pump (inop) main | LAX see entry below. |
| | |
| 2 Nav capt/loc capt inop | #2 3/6/85 Installed FGC S/N 5190 |
| | Ops check, OK [signature] |
| | Error in addition RIB 8.1 not 8.3 (.2) |

MAR 0 4 1985

GARRETT

GARRETT GENERAL AVIATION SERVICES COMPANY
RS 4022
6201 West Imperial Highway • Los Angeles, California 90045 • (213) 646-2770

CUSTOMER EMERY AIR CHARTER AIRCRAFT WESTWIND 28WW S/N 368

① REPLACED L/H MAIN FUEL BOOST PUMP. S/N OFF 510 P/N ON 2070C01 S/N ON 858 OPS + LEAK CHECK GOOD

GARRETT GENERAL AVIATION SERVICES CO.
LOS ANGELES INTERNATIONAL AIRPORT
F.A.A. APPROVED REPAIR STATION 4022
BY John R. Copple
AIRCRAFT/ENGINE HOURS 2250.2

| CAPTAIN SRN / MMM | MAINTENANCE LOG | DATE 3 / 3 / 85 |
|---|---|---|
| FIRST OFFICER BD / TD | | AIRCRAFT NUMBER 28WW |

| 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 |
| 1382 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 | 8.9 | 8.9 | 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 | | | |

| 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 CABIN FIRE EXT. NEED WEIGHT ✓ ED | (1) 2-25-85 C/W WEIGHT ✓ ON BOTH CABIN FIRE EXT —END— D Tracey AP350483387 |

| CAPTAIN | MAINTENANCE LOG | DATE 2/25/85 |
|---|---|---|
| FIRST OFFICER SB | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1376 | DEN | MDW | 1.9 | 2.1 |
| 1377 | MDW | BFD | .4 | .5 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 2.3 | 2.6 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2239.0 | 2237.0 | 137.7 |
| THIS DATE | 2.3 | 2.3 | 2.3 |
| TOTAL TIME | 2241.3 | 2241.3 | 140.0 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1374 | 77 |
| | THIS DATE | | 2 |
| | TOTAL | 1376 | 79 |

| 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

| CAPTAIN | JCE | MAINTENANCE LOG | DATE 2 / 22 / 85 |
|---|---|---|---|
| FIRST OFFICER | DT | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1374 | RFD | MDW | .4 | .6 |
| 1375 | MDW | DEN | 2.8 | 3.0 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 3.2 | 3.6 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2235.8 | 2235.8 | 134.5 |
| THIS DATE | 3.2 | | 3.2 |
| TOTAL TIME | 2239 0 | 2239.0 | 137.7 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1372 | 75 |
| | THIS DATE | 2 | 2 |
| | TOTAL | 1374 | 77 |

| 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 |
|---|---|
| | |

| CAPTAIN | MAINTENANCE LOG | DATE 2/20/85 |
|---|---|---|
| SM | | AIRCRAFT NUMBER 28[illegible] |
| FIRST OFFICER SB | | |

| 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 | 8.1 | 9.1 |

| 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 | | | |

| 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) 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— [signature] 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— [signature] AP350483387 |

| CAPTAIN | MAINTENANCE LOG | DATE 2 / 14 / 85 |
|---|---|---|
| FIRST OFFICER MMM | | AIRCRAFT NUMBER 28WW |
| TFD | | |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1364 | RFD | ATW | 0.5 | 0.7 |
| 1365 | | CYCH | 2.5 | 2.7 |
| 1366 | | CYUL | 1.1 | 1.2 |
| 1367 | | BUF | 1.0 | 1.1 |
| 1368 | | ATW | 1.2 | 1.4 |
| 1369 | | RFD | .5 | .6 |
| | | TOTAL | 6.8 | 7.7 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2220.9 | 2220.9 | 119.6 |
| THIS DATE | 6.8 | 6.8 | 6.8 |
| TOTAL TIME | 2227.7 | 2227.7 | 126.4 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1362 | 67 |
| | THIS DATE | 6 | 4 |
| | TOTAL | 1368 | 71 |

| 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 |
|---|---|
| | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| Winner S. | | 02/06/08/85 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| Bloom S. | | 286 |

# MAINTENANCE LOG

| 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 |
| ~~1364~~ | | | | |
| | | 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 | | | |

| 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. F/O Audio Pannel Has No Nite Lites At All | Deferred - See Item #2 |
| #2. Letters on Radar Checklist, Nav Data Difficult To Read | Deferred - See Item #1 [signature] |
| #3. Window Lites Two Foward Windows L/H Side INOP | #3 2/13/85 Replaced Bulbs [signature] A&P 323484823 |
| #4. Landgear Take Approx 2 Mins. To Indicate Up At Reduced Airspeed (Suspect Dirty Squat Switch) | #4 2/13/85 Cleaned All Squat Switches [signature] A&P 323484823 |
| #5. | |

| CAPTAIN | | DATE |
|---|---|---|
| WINNER S | **MAINTENANCE LOG** | 02/05/85 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| BLOOM S. | | 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 |

| LANDINGS | | | |
|---|---|---|---|
| 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 SQUIBB NEEDS TO BE CHANGED. | 1) 2-5-85 REPLACED THE L/H #2 FIRE BOTTLE SQUIBB -END- D C Tracy AP350483387 |
| 2) EMERGENCY BATTERY NEEDS TO BE DEEP CYCLED. | 2) 2-5-85 DEEP CYCLED EMER. BATTERY. -END- D C Tracy AP350483387 |

| CAPTAIN | | DATE |
|---|---|---|
| WINNER S. | **MAINTENANCE LOG** | 02/01.03/85 |
| FIRST OFFICER BLOOM S. | | AIRCRAFT NUMBER 28WW |

| 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 | 2201.6 | 100.3 |
| THIS DATE | 4.8 | 4.8 | 4.8 |
| TOTAL TIME | 2206.4 | 2206.4 | 105.1 |

| LANDINGS | | | |
|---|---|---|---|
| | 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 OR RADAR IE. CHECKLISTS + MALFUCTIONS LETTER ARE BLURRY AND VERY DIFFICULT TO READ. | (1) 2-5-85 RADAR LETTERING IS DEFERRED AT THIS TIME. — END — D. Tracey AP350483387 |
| | (#2) PARTS ORDERED |
| #2. ROTATING BECON ON TAIL DOES NOT ROTATE. | |
| #3. TRANSMITTER ON BOTH RADIOS INTERMIT VERY SCRATCHY AND HARD TO UNDERSTAND 3 BY 3 QUOTED BY DEN CENTER RECIVERS 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. Tracey AP350483387 |
| | (4) 2-5-85 REPLACED T.V. FUSE. OPS. ✓ IS OK. — END — D. Tracey AP350483387 |
| #4. FUSE BLOWN FOR T.V. PLEASE CHECK SYSTEM | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| S. WINNER | | 1/30 31/85 |
| FIRST OFFICER S. Bloom | | AIRCRAFT NUMBER 28WW |

| 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

#1 PHASE 8 INSPECTION DUE AT 2200 HRS

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

#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

[signature] A&P 323484873

# AIRCRAFT WEIGHING RECORD

Without / L.R.F.T. BOOK

| | | |
|---|---|---|
| Date Weighed 29Jan85 | 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 | | |
| Sub Total | 12465.0 | 12 | 12477.0 | 296.65 | 3701302.10 |
| Nose Jack | 540.0 | 6 | 546.0 | -4.51 | -2462.46 |
| Total (as weighed) | 13005.0 | 18 | 13023.0 | 284.02 | 3698839.64 |
| Total Items Table I - | | | 374.5 | | 23919.00 |
| Total Items Table II | | | 59.4 | | 13072.00 |
| Basic Airplane (BOW) | | | 13456.69 | 277.61 | 3735830.64 |

$\%MAC = \frac{277.61 - 253.964}{.90193} = 26.22$

## TABLE I

| Items not part of basic airplane | Weight | Arm | Moment |
|---|---|---|---|
| Crew | 340.0 | 60 | 20400 |
| Manuals | 15.0 | 70 | 1050 |
| JACK PADS (incl in tare) | | | |
| Toilet fluids | 4.5 | 252 | 1134 |
| Forward cabinet items | 15.0 | 89 | 1335 |
| TOTAL | 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 |
| UNUSEABLE FUEL | | | |
| Tow bar | 18.0 | 354 | 6372 |
| Engine covers | 6.4 | 450 | 2880 |
| TOTAL | 59.4 | | 13072 |

4 single seats.
3 places side facing modular divan.

AAP 323484873

TECHNICAL ENGINEER/DATE

# AIRCRAFT WEIGHING RECORD

With L.R.F.T.

| e Weighed 29 Jan 85 | Model 1124A | Serial No. 368 |
|---|---|---|
| lace 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 | | |
| Sub Total | 12465.0 | 12 | 12477.0 | 296.65 | 3701302.10 |
| Nose Jack | 540.0 | 6 | 546.0 | -4.51 | -2462.46 |
| Total (as weighed) | 13005.0 | 18 | 13023.0 | 284.02 | 3698839.64 |
| Total Items Table I - | | | 374.5 | | 23919.00 |
| Total Items Table II | | | 139.2 | | 41640.00 |
| Basic Airplane | | | 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 |
| JACK PADS | | | |
| Toilet fluids | 4.5 | 252 | 1134.00 |
| Foreward items | 15.0 | 89 | 1335.00 |
| TOTAL | 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 |
| UNUSEABLE FUEL | | | |
| Engine covers | 6.4 | 450 | 2880.00 |
| Long range fuel tank | 79.8 | 358 | 28568.00 |
| TOTAL | 139.2 | | 41640.00 |

4 single seats.
3 places side facing modular divan.

[signature] A&P 323484873

TECHNICAL ENGINEER/DATE

EAC
EAGLE AIR CARRIER
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 28WW

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 | SEPARATION 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 |
| | | | | | | |
| | | | | | | |
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CHICAGO AIR CENTER
ROCKFORD MOTORS INC
GREATER ROCKFORD AIRPORT • ROCKFORD ILLINOIS 61108

AIRCRAFT MAKE: _____ MODEL: _____ S/N: P77492
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 28NW

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 | SEPARATION 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 |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

EAC
EMERY AIR CHARTER
ROCKFORD MOTORS, INC.
GREATER ROCKFORD AIRPORT • ROCKFORD ILLINOIS 61109

AIRCRAFT MAKE: I. A. I. MODEL: 1124A S/N: 368
ENGINES MAKE: GARRETT 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 | |
|---|---|---|---|---|---|---|---|
| 80-19-15 | 9/11/80 | CHAFFING WIRES W/UPPER HOT POT | N/A By | S/N | | N/A | |
| 81-07-07 | 3/20/81 | INTERCOM OVERHEAT & FIRE | N/A By | S/N | | N/A | |
| | | | | | | | |
| | | | | | | | |
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Date of listing 1/25/85 Revision #1 ________ By [illegible]

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 1/28/85 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| EMERY J. | | 28WW |

| 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 | | | |

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

#1 NITE LITES ON F/O's AUDIO PANEL INOP

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

TIME CORRECTED 1/25/85

* LOANER ENGINE INSTALLED 12/1/84
TIME AND CYCLES ARE SINCE INSTALLATION

ORIGINAL ENG REMOVED 12/1/84
TISN WHEN REMOVED 2101.3 HRS
TCSN " " 1220 CYCLES

(1) 2-5-85 R/H AUDIO PANEL NITE LITES ARE DEFERRED AT THIS TIME.
-END- D.G. Tracy AP3504833387

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| S. WINNER | | 1/22/85 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| S. BLOOM | | 28WW |

| | FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|---|
| 1340 | 1339 | RFD | MDW | .4 | .5 |
| 1 | 1340 | MDW | TPA | 2.1 | 2.4 |
| 42 | 1341 | TPA | ~~IAD~~ | 2.0 | 2.1 |
| 43 | 1342 | IAD ~~DCA~~ | MDW | 1.4 | 1.8 |
| 44 | 1343 | MDW | RFD | .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 | | | |

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

BROKE

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

1342

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| S. WINNER | | 1 / 21 / 85 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| S. BLOOM | | 28wu |

2182.7 2182.7 81.4

| | FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|---|
| 1337 | 1336 | RFD | MDW | .4 | .7 |
| 38 | 1337 | MDW | DEN | 2.4 | 2.6 |
| 39 | 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 | | |

1334 | 1260

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1335 | 1263 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 1338 | 1266 |

| 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# 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. NOUMOURS LED BURNED OUT (SAME FOR ITT FOR LEFT SIDE) | (2) 2-5-85 L/H N2 GAGE L.E.D.'S ARE DEFERRED. —END— D.C. Tracy AP35048 3387 |

| CAPTAIN | MAINTENANCE LOG | DATE 1/20/55 |
|---|---|---|
| FIRST OFFICER SB | | AIRCRAFT NUMBER 2844 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1334 | DEN | MDW | 2.0 | 2.1 |
| 1336 1335 | MDW | RKD | .4 | .5 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 2.4 | 2.6 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 21808 | | |
| THIS DATE | 24 | | |
| TOTAL TIME | 21832 | | |

2182.7

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 1333 | 1261 | |
| THIS DATE | 2 | 2 | |
| TOTAL | 1335 | 1263 | |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2200 | | | |

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

NTR

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

1334 1260

| CAPTAIN | SM |
|---|---|
| FIRST OFFICER | TD |

# MAINTENANCE LOG

| DATE | 1 / 18 / 85 |
|---|---|
| AIRCRAFT NUMBER | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1332 | DEN | LAX | 2.0 | 2.1 |
| 1333 | LAX | DEN | 1.8 | 2.1 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 3.8 | 4.2 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2177.0 | → | |
| THIS DATE | 3.8 | | |
| TOTAL TIME | 2180.8 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1331 | 1259 |
| | THIS DATE | 2 | 2 |
| | TOTAL | 1333 | 1261 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2200 | | | |

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

NTR

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

| CAPTAIN | MAINTENANCE LOG | DATE 1 / 17 / 85 |
|---|---|---|
| FIRST OFFICER TFD | | AIRCRAFT NUMBER 28 |

| 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

1) C/H MSI IS A LOANER

2) STRUTS LOW, NEED SERVICING.

3) YELLOW LETTERS ON CRT ARE OUT OF FOCUS, DIFFICULT TO READ

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

(1) 1-16-85 REMOVED LOANER AND INSTALLED A SERVICABLE C/H MSI. S/N OFF 358, S/N ON 1287 — END — D.C. Tracy AP3504833 87

(2) 2-5-85 SERVICED STRUTS. — END — D.C. Tracy AP3504833 87

(3) 2-5-85 RADAR LETTERING IS DEFERRED. — END — D.C. Tracy AP3504833 87

| CAPTAIN | MAINTENANCE LOG | DATE 1/15/84 |
|---|---|---|
| MMM | | |
| FIRST OFFICER TD | | AIRCRAFT NUMBER 28WW |

| 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 | TEB | 3.2 | 3.4 |
| 1326 | TEB | 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 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | 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 IAW 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- [signature] AP350483387 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| M. McGrath | | 12 / 27 / 84 |
| FIRST OFFICER S. Bloom | | AIRCRAFT NUMBER 28WW |

| 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 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | 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. MIC. RELAY STICKS ON CAPT. SIDE | (1) 1-10-85 REPAIRED THE C/H MIC JACK AND REPLACED THE MIC. — END — N.G. Tracy AP350483387 |
| 2. | |

| CAPTAIN | | DATE |
|---|---|---|
| $ McGRATH | **MAINTENANCE LOG** | 12 / 22 / 84 |
| FIRST OFFICER BLOOM | | AIRCRAFT NUMBER 22[illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1315 | RFD | MDW | .4 | .5 |
| 1316 | MDW | DEN | 2.6 | 2.7 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 3.0 | 3.2 |

SEE 12/9-12/12 ERROR

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2140.1 | | |
| THIS DATE | 3.0 | | |
| TOTAL TIME | 2143.1 | | |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 1314 | 1242 |
| THIS DATE | 2 | 2 |
| TOTAL | 1316 | 1244 |

| 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) BOTH MAIN TIRES ARE WORN TO LIMITS. | 1) 12-21-84 INSTALLED TWO NEW MAIN GEAR TIRES. —END— D.G. [illegible] AP350483387 |

| CAPTAIN | | DATE |
|---|---|---|
| WINNER S. / McGRATH M. | **MAINTENANCE LOG** | 12 / 21 / 84 |
| FIRST OFFICER | | AIRCRAFT NUMBER 28WW |
| BLOOM S | | |

| 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- 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. FLT INSTRUMENT LITES (BACKLITES) INOP | (1) 1-10-85 REPLACED THE CAPT'S FLT. INSTRUMENT LITES DIMMER. OPS. ✓ IS OK. — END — D. Tracy AP350483387 |
| #2. DRAIN UNDER COFFEE POTS PLUGED UP | (2) 1-10-85 CLEANED THE COFFEE POT DRAIN. OPS. ✓ IS OK. — END — D. Tracy AP350483387 |
| #3. L position light out | (3) 12-21-84 INSTALLED A NEW L/H POSITION LITE LAMP. OPS ✓ IS OK — END — D. Tracy AP350483387 |

| CAPTAIN | MAINTENANCE LOG | DATE 12/ /84 |
|---|---|---|
| WINNER S. | | AIRCRAFT NUMBER 284WW |
| FIRST OFFICER BLOOM S. | | |

| 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 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1306 | 1234 |
| | THIS DATE | 5 | 5 |
| | TOTAL | 1311 | 1239 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2150 | | | |

**DISCREPANCIES-** REPORT EACH SYSTEM AND/OR COMPONENT 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 | MAINTENANCE LOG | DATE |
|---|---|---|
| SM | | 12/18/84 |
| FIRST OFFICER TD | | AIRCRAFT NUMBER 28444 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1405 | RFD | SPI | .5 | .6 |
| 1406 | | RFD | .5 | .6 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 1.0 | 1.2 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2123.3 | | |
| THIS DATE | 1.0 | | |
| TOTAL TIME | 2124.3 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1304 | 1232 |
| | THIS DATE | 2 | 2 |
| | TOTAL | 1306 | 1234 |

| 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 |
|---|---|
| NTR | |

| CAPTAIN Winter S. | **MAINTENANCE LOG** | DATE 12/17/84 |
|---|---|---|
| FIRST OFFICER Blevin | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1403 | RFD | DEC | 2.4 | 2.6 |
| 1404 | DEN | RFD | 1.5 | 1.8 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 3.9 | 4.3 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2119.4 | — | — |
| THIS DATE | 3.9 | | |
| TOTAL TIME | 2123.3 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1302 | 1230 |
| | THIS DATE | 2 | 2 |
| | TOTAL | 1304 | 1232 |

| 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 |
|---|---|
| #1. R/H ITT INTERMIT. | OHMED OUT I.T.T. SYSTEM FOUND LOOSE CONNECTION AND TIGHTENED. OPS CHECKED O.K. [signature] for AiResearch Aviation Co. Repair Station 3760 Springfield, IL |
| 2. R/H OIL PRES 50 PSI | ② 1-10-85 ADJUSTED THE R/H OIL PRESSURE. —END— [signature] AP350483387 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| S. WINNER | | 12 / 12 / 84 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| S BLOOM | | 28400 |

| 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 |

1300

2109.4

| 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 | | | |

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

1) AUX BATTERY IS DUE FOR DEEP CYCLE.

2) NICAD BATTERIES UNSERVICEABLE

3) R/H REAR SEAT WILL NOT RECLINE

4) DRAIN UNDER COFFEE POT WILL NOT DRAIN (BUTTON STUCK CLOSED).

5) AILERON TRIM INOP

6) FLAP UNBAL AT 22° (APROX)

7)

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

(1) 12-12-84 DEEP CYCLED THE AUX BATTERY. -END- D.C. Tracey AP3504833387

(2) 12-12-84 REMOVED BOTH NICAD BATTERIES AND INSTALLED 2 NEW GILL BB638T LEAD ACID BATTERIES PER THE INSTRUCTIONS OF STC SA1214SO. 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 AP3234848 23

(3) HYDO LOCK BUTTON STUCK, UNSTUCK WORKS NORMALLY

(4) LUBED BUTTON WORKS OK

(5) 12-17-84 REPLACED THE AILERON TRIM ACTUATOR OPS. ✓ IS OK. S/N OFF 1225 S/N ON 1256. -END- D.C. Tracey AP3504833387

(6) 12-17-84 REPLACED THE R/H FLAP X-MITTER OPS. ✓ IS OK. -END- D.C. Tracey AP3504833387 S/N OFF H164 S/N ON H330

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

# MAJOR REPAIR AND ALTERATION
## (Airframe, Powerplant, Propeller, or Appliance)

*Form Approved*
*Budget Bureau No. 04-R060.1*

*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. | REPAIR | ALTERATION |
|---|---|---|---|---|---|
| AIRFRAME | (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<br>1811 Colorado Ave.<br>Rockford, IL 61108 | X U.S. CERTIFICATED MECHANIC<br>FOREIGN CERTIFICATED MECHANIC<br>CERTIFICATED REPAIR STATION<br>MANUFACTURER | A & P<br>323484873 |

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 | SIGNATURE OF AUTHORIZED INDIVIDUAL |
|---|---|
| 12/12/84 | [signature] |

**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 | X | INSPECTION AUTHORIZATION | OTHER *(Specify)* |
| | | FAA DESIGNEE | | REPAIR STATION | | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |

| DATE OF APPROVAL OR REJECTION | CERTIFICATE OR DESIGNATION NO. | SIGNATURE OF AUTHORIZED INDIVIDUAL |
|---|---|---|
| 12/12/84 | 323484873 | [signature] |

## 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 | MAINTENANCE LOG | DATE |
|---|---|---|
| SN / S. WINNER | | 12/09/84 |
| FIRST OFFICER TD | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1283 | 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 | 8.1 | 9.8 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2101.3 | 2101.3 | -0- |
| THIS DATE | ~~8.6~~ 8.1 | — | — |
| TOTAL TIME | 2109.9 | | 8.1 |

2109.4

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 1292 | 1222 | |
| THIS DATE | 5 | 4 | |
| TOTAL | 1298 | 1227 | |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2100 | | | |

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

4 DEC 84 BOTH ENGINES CLW 600 HR INSPECTION THRUST REVERSER SEPERATOR SOCK

#1 FLAP UNBALANCE OCCURS A APPROX 22° FLAP INDICATION. FLAPS WILL RESET ON THE GROUND

#2 ELEVATOR TRIM VIBRATOR INOP

(3) A PHASE 6 INSPECTION IS DUE AT 2100 HRS. T.T.

Rt ENG REMOVED - LOANED INSTALLED AT AIRESEARCH SPI

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

HAD MAJOR INSPECTIONS PERFORMED, CLW 600 HR INSPECTION BOTH THRUST REVERSERS, LUBED FEED BACK CABLES, CHANGED WATER

for AiResearch Aviation Co.
Repair Station 3760 Springfield, IL

(1) 12-12-84 FLAP X-MITTERS WERE WET. DRYED OUT. OPS. ✓ IS OK. -END- AP3504833 87

(2) 12-12-84 CLEANED BELL AND OPS CHECK - OK AP3234848 73

(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- AP3504833 87

| CAPTAIN | MAINTENANCE LOG | DATE 11/21/84 |
|---|---|---|
| Winner S. | | AIRCRAFT NUMBER 28W |
| FIRST OFFICER Bloom S. | | |

| | FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|---|
| 11/21 | 1291 | LAX | DEN | 1.9 | 2.0 |
| | 1292 | DEN | RFD | 1.8 | 1.9 |
| 1294 | | | SPT | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | TOTAL | | 3.7 | 3.9 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2097.6 | — | — |
| THIS DATE | 3.7 | | |
| TOTAL TIME ✓ | 2101.3 | 2101.3 | 2101.3 |

| LANDINGS | | 1292 | |
|---|---|---|---|
| | BROUGHT FORWARD | 1290 | 1220 |
| | THIS DATE | 2 | 2 |
| | TOTAL | 1292 | 1222 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2100 | | | |

**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 OFF AND ON, REASON FOR REMOVAL

| CAPTAIN | MAINTENANCE LOG | DATE 11 / /84 |
|---|---|---|
| Winner S. | | AIRCRAFT NUMBER 28W |
| FIRST OFFICER Broom S | | |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1286 | RFD | DEN | 2.1 | 2.3 |
| 1287 | DEN | TEB | 3.1 | 3.8 |
| 1288 | TEB | HPN | .2 | .5 |
| 1289 | HPN | PUB | 4.1 | 4.3 |
| 1290 | PUB | LAX | 2.0 | 2.1 |
| | | | | |
| | | TOTAL | 11.5 | 13.0 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2086.1 | | |
| THIS DATE | 11.5 | | |
| TOTAL TIME | 2097.6 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1285 | 1215 |
| | THIS DATE | 5 | 5 |
| | TOTAL | 1290 | 1220 |

| 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

| CAPTAIN | MAINTENANCE LOG | DATE 11 / 16 / 84 |
|---|---|---|
| FIRST OFFICER | | AIRCRAFT NUMBER 28600 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1286 | RFD | RFD | .7 | 1.2 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | .7 | 1.2 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2085.4 | — | — |
| THIS DATE | .7 | | |
| TOTAL TIME | 2086.1 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1284 | 1214 |
| | THIS DATE | 1 | 1 |
| | TOTAL | 1285 | 1215 |

| 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 |
|---|---|
| | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| Winner S. | | 11 / 14 15 / 84 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| Bloom S. | | 28[illegible] |

# MAINTENANCE LOG

| 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 | | |

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 1279 | 1209 |
| THIS DATE | 5 | 5 |
| TOTAL | 1284 | 1214 |

| 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 |
|---|---|
| #1 R/H WINDSHEILD WIPER NEEDS TO BE REPLACED | 11/18/84 (1) INSPECTED WIPE BLADE AND IS OK |
| #2. F/O's HORIZON IS DIFFICULT TO ERECT. | (2) REMOVED HORIZON AND INSTALLED O/H UNIT S/N 6610212 OPERATIONAL CHECK OK (3) REMOVED CONTROLLER AND INSTALLED CONTROLLER FROM 283NW FOR TROUBLESHOOTING PURPOSES. |
| #3. DURRING CLIMB TO CRUISE ALT. MAX. CABIN RATE OF CLIMB OBTAINABLE IS 500 fpm. CABIN ALT. AT CRUISE SHOULD HAVE BEEN 7700' CABIN LEVELED 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. | (4) Supply Lamps [signature] A4P3234845 |
| ~~#4. OVER HEAT SWITCH INTER~~ | |
| #4. NEEDS SUPPLY OF 387 & 327 LIGHT BULBS | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SEW | | 11 / 12 / 84 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| TFD | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1278 | RFD | SFO | 4.6 | 4.9 |
| 1279 | SFO | DCA | 4.6 | 4.9 |
| 1280 | DCA | RFD | 1.8 | 2.0 |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 11.0 | 11.8 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2065.6 | — | — |
| THIS DATE | 11.0 | | |
| TOTAL TIME | 2076.6 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1276 | 1204 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 1279 | 1209 |

| 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

| CAPTAIN SRW | MAINTENANCE LOG | DATE 11/8/9 /84 |
|---|---|---|
| FIRST OFFICER TFD | | AIRCRAFT NUMBER 28WW |

| 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 |
|---|---|
| | 1) 11/12/84 DEFERRED PER MEL, SECTION 9 |
| 1) FWD. FUEL INTERCONNECT | PAGE 55, ITEM 3 [illegible] A&P323484573 |
| VALVE STUCK IN CLSD. POSITION | PLACARD INSTALLED IN COCKPIT |
| | 4) CHECK SYSTEM, OPS CHECK - OK. |
| | MAY BE MORE SENSITIVE THAN 258WW |
| 2) L/H SIDE OF A/C LAST TWO | [illegible] A&P323484573 |
| WINDOW LIGHTS INOP | 6) CHIPPING APPEARS TO BE AS IT |
| | WAS PREVIOUSLY [illegible] A&P323484573 |
| 3) FWD ~~E~~ GARBAGE FLAP DOOR | 5) DEFERRED PER MEL, SECTION 9, PAGE 62 |
| SPRING IS WEAK. | ITEM 5 [illegible] A&P323484573 |
| | |
| 4) YAW DAMPER SEEMS TOO BE | 2) BULBS CHANGED BY KR |
| A LITTLE WEAK. | |
| (A/C DUTCH ROLL LITELY) | 3) TEMPORARY REPAIR BY KR |
| | |
| 5) #1 COM #2 COM, TRANSPONDER | |
| FMS 90, FLIGHT DIRECTOR | |
| SELECT BUTTONS, HAVE NO | |
| NIGHT LIGHTS. (SUSPECT | |
| CENTER CONSOLE REOSAT) | |
| | |
| 6) PILOTS DV WINDOW | |
| SEEMS TO BE CHIPING | |
| MORE. | |

# MAINTENANCE LOG

| CAPTAIN | DATE |
|---|---|
| SRW | / / |
| FIRST OFFICER: TFD | AIRCRAFT NUMBER: 28WW |

| 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 | — | |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 1267 | 1195 |
| THIS DATE | 6 | 6 |
| TOTAL | 1273 | 1201 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2100 | | | |

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

TIME CORRECTED 11/5/84

(1) BRAKES ARE WORN TO LIMITS.

(2) Inspection Due at 2050 hours T.T.

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

(1) 11-6-84 OVERHAULED BRAKES. END - [signature] AP350483387

(2) 11-6-84 I certify that A PHASE 5 Inspection was done IAW 1124 Westwind 50 hour Phases 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 sqawks + 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 | MAINTENANCE LOG | DATE |
|---|---|---|
| MORRISS / WINNERS | | 10/31/4/84 |
| FIRST OFFICER DETZNER T. | | AIRCRAFT NUMBER 284W |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1264 | LAX | DEN | 2.3 | 2.5 |
| 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 | | | 12.3 | 14.0 |

2038.4

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2037.5 | — | — |
| THIS DATE | 12.3 | | |
| TOTAL TIME | 2049.8 | — | — |

2050.7

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 1261 | 1189 | |
| THIS DATE | 6 | 6 | |
| TOTAL | 1267 | 1195 | |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2050 | | | |

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

1# CAPT. MIC INOP ON EITHER SIDE

2# FMS 90 NITE LITES INOP

#3. TOILET COVER BROKE OFF

#4. BOTH DG'S WON'T SLAVE

#5. R/H WINDSHIELD INOP

#6 Oxygen VALVE LEAKS

#7 PRESSURATION SYSTEM WORK IRRATIC

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

1/ 11-1-84 INSTALLED OVERHAULED MIC FROM ELECTRO-VOICE, INC.

3/ 11-1-84 REPAIRED TOILET SEAT COVER

(2) 11-1-84 REPAIRED BY ATLANTIC AVIATION W.O. A-2825

(4) 11-1-84 REPAIRED BY ATLANTIC AVIATION W.O. A-2820

(5) 11-3-84 REPAIRED BY ATLANTIC AVIATION W.O. 2746

(6) 11-3-84 REPAIRED BY ATLANTIC AVIATION W.O. 2746

(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 11/6/84

Signed [illegible]

For Atlantic Aviation Corp.
Wilmington, Delaware

ATLANTIC AVIATION CORPORATION

LOG BOOK INSERT

MAKE & MODEL IAI 1124 N 28WW

DATE 11-3-84 S/N 368

A/C TOTAL TIME 2043.6 LANDINGS

REF. W.O. 2746

REMOVED R/H OUTER WINDSHIELD S/N 0-H-9-15-1240, INSTALLED S/N 84-H-1-2-096. REMOVED FREE AIR TEMP. PROBE S/N 9223, INSTALLED NEW UNIT S/N 11166. SERVICED ENGINE OIL. REPLACED COCKPIT OXYGEN SHUT-OFF VALVE. TIGHTENED LEAKING PRESSURIZATION CONTROL LINE FITTINGS AT PNEUMATIC RELAY TEE, SAFETY VALVE SOLENOID VALVE, CABIN AIR FLOW VENTURI.

Philip J. Militello

ATLANTIC AVIATION CORP. QRS 3514

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SDM | | 10/30/84 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| TD | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1258 | RFD | DEN | 2.3 | 2.4 |
| 1259 | | LAX | 2.2 | 2.4 |
| 1260 | | FLG | 1.0 | 1.1 |
| 1261 | | ASE | .9 | 1.0 |
| 1262 | | RDM | 2.1 | 2.3 |
| 1263 | | LAX | 1.8 | 2.0 |
| TOTAL | | | 10.3 | 11.2 |

2028.1

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2027.2 | → | → |
| THIS DATE | 10.3 | | |
| TOTAL TIME | 2037.5 | | |

2038.4

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1255 | 1183 |
| | THIS DATE | 6 | 6 |
| | TOTAL | 1261 | 1189 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2050 | | | |

| 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 | SRW | MWM |
|---|---|---|
| FIRST OFFICER | SM | SB |

# MAINTENANCE LOG

DATE 10 / 24/25 / 84

AIRCRAFT NUMBER 28WW

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1254 | RFD | MDW | .4 | .6 |
| 1255 | MDW | DEN | 2.5 | 2.8 |
| 1256 | DEN | MDW | 1.8 | 1.9 |
| 1257 | MDW | RFD | .3 | .4 |
| | | | | |
| | | | | |
| TOTAL | | | 5.0 | 5.7 |

2023.1

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2022.2 | → | → |
| THIS DATE | 5.0 | → | → |
| TOTAL TIME | 2027.2 | → | → |

2028.1

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 1251 | 1179 | ✓ |
| THIS DATE | 4 | 4 | |
| TOTAL | 1255 | 1183 | ✓ |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2050 | | | |

| 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 | MMM | MAINTENANCE LOG | DATE 10 / 25 / 84 |
|---|---|---|---|
| FIRST OFFICER | TD | | AIRCRAFT NUMBER 28 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1253 | DEN | RFD | 1.7 | 1.8 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 1.7 | 1.8 |

2021.4

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 20205 | | |
| THIS DATE | 1.7 | | |
| TOTAL TIME | 20222 | | |

2023.1

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1250 | 1178 |
| | THIS DATE | 1 | 1 |
| | TOTAL | 1251 | 1179 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2050 | | | |

**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 | MAINTENANCE LOG | DATE 10 / 23 / 84 |
|---|---|---|
| FIRST OFFICER TD | | AIRCRAFT NUMBER 28WAC |

| | FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|---|
| 1247 | ~~1247~~ | BFD | MDW | .4 | .6 |
| | 1248 | MDW | TEB | 1.4 | 1.5 |
| | 1249 | TEB | MDW | 2.1 | 2.6 |
| | 1250 | MDW | DEN | 2.4 | 2.6 |
| | 1251 | DEN | LAX | 1.7 | 1.9 |
| 1252 | 1252 | LAX | DEN | 2.1 | 2.3 |
| | | | TOTAL | 10.1 | 11.5 |

2011.3

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | ~~2010.4~~ | — | — |
| THIS DATE | 10.1 | — | — |
| TOTAL TIME | 2020.5 | — | — |

2021.4

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1244 | 1172 |
| | THIS DATE | 6 | 6 |
| | TOTAL | 1250 | 1178 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2050 | | | |

**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

288- 722
202 323-[illegible] -7523

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| MMW | | 10/22/84 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| TD | | 28WW |

# MAINTENANCE LOG

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1342 | RFD | DEN | 2.1 | 2.3 |
| 1343 | DEN | MDW | 1.9 | 2.2 |
| 1344 | MDW | DET | .7 | .9 |
| ~~1345~~ 1246 | DET | RFD | 1.0 | 1.2 |
| | | | | |
| | | | | |
| TOTAL | | | 5.7 | 6.6 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2004.7 | | |
| THIS DATE | 5.7 | | |
| TOTAL TIME | 2010.4 | | |

2011.3

CYCLES

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 1236 | 1214 |
| THIS DATE | 4 | 4 |
| TOTAL | 1240 | 1218 |

1244/ 1172

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | 2050 | | |

| 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 | MAINTENANCE LOG | DATE 10 / 21 / 84 |
|---|---|---|
| FIRST OFFICER TD | | AIRCRAFT NUMBER 28040 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1339 | RFD | STL | .9 | 1.1 |
| 1340 | STL | MDW | .6 | .7 |
| 1341 | MDW | RFD | .3 | .4 |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 1.8 | 2.2 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2002.9 | | |
| THIS DATE | 1.8 | | |
| TOTAL TIME | 2004.7 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1233 | 1211 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 1236 | 1214 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2050 | | | |

| 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 | | DATE |
|---|---|---|
| Winner S | **MAINTENANCE LOG** | 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 | .4 | .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 | | | |

| 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) A PHASE 4 INSP. IS DUE AT 2000 HRS. T.T. | 1) 10-17-84 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 4 INSPECTION. A LIST OF MINOR SQUAKS AND SIGN-OFFS IS ON FILE IN THE E.A.C. MAINT. OFFICE. THIS AIRCRAFT IS RE-TURNED TO SERVICE IN AIRWORTHY CONDITION. -END- D.C. Tracy AP350483387 |
| 2) The R/H nose tire has a gouge in the side of it. | 2) 10-17-84 Removed + Replaced both nose tires + balanced them. + Installed them back on A/C. Inflated to 60PSI END Kw Regu AP355561545 |
| 3) ELEVATOR TRIM VIBRATOR INOP | 3) 10-17-84 INSTALLED A NEW ELEVATOR TRIM BELL. OPS. ✓ IS OK. -END- D.C. Tracy AP350483387 |

| CAPTAIN | MMM / JCE | MAINTENANCE LOG | DATE 10 / 14 / 84 |
|---|---|---|---|
| FIRST OFFICER | SB | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1331 | RFD | MDW | .4 | .4 |
| 1332 | MDW | DEN | 2.2 | 2.3 |
| 1333 | DEN | MDW | 2.1 | 2.3 |
| 1334 | MDW | RFD | .4 | .5 |
| | | | | |
| | | | | |
| TOTAL | | | 5.1 | 5.5 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 19929 | — | — |
| THIS DATE | 5.1 | — | — |
| TOTAL TIME | 19980 | — | — |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 1225 | 1204 |
| THIS DATE | 4 | 4 |
| TOTAL | 1229 | 1208 |

| 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 |
|---|---|
| | |

| CAPTAIN | MAINTENANCE LOG | DATE 10 / 10 / 84 |
|---|---|---|
| FIRST OFFICER TD | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1326 | RAD | DEN | 1.8 | 2.0 |
| 1327 | DEN | STO | 2.1 | 2.3 |
| 1328 | STO | LAX | .9 | 1.2 |
| 1329 | LAX | DEN | 2.0 | 2.2 |
| 1330 | DEN | RAD | 2.0 | 2.2 |
| | | | | |
| | | TOTAL | 8.8 | 9.9 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1984.1 | — | — |
| THIS DATE | 8.8 | — | — |
| TOTAL TIME | 1992.9 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1220 | 1199 |
| | THIS DATE | 5 | 5 |
| | TOTAL | 1225 | 1204 |

| 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

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| MMM | | 10/3/84 |
| FIRST OFFICER SB | | AIRCRAFT NUMBER 28[illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1322 | RFD | MDW | .3 | .5 |
| 1323 | MDW | BOS | 1.9 | 2.1 |
| 1324 | BOS | MDW | 2.4 | 2.8 |
| 1325 | MDW | RFD | .3 | .4 |
| | | | | |
| | | | | |
| | | TOTAL | 4.9 | 5.8 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1979.2 | — | — |
| THIS DATE | 4.9 | | |
| TOTAL TIME | 1984.1 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | 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 | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S | | 10/12/84 |
| FIRST OFFICER DETZNER T. | | AIRCRAFT NUMBER 28WWC |

1219

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1318 | RFD | DEN | 2.0 | 2.3 |
| 1319 | DEN | BFI | 2.3 | 2.5 |
| 1320 | BFI | DEN | 2.4 | 2.6 |
| 1321 | DEN | RFD | 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 | | | |

| 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 COMPASS SYSTEM DRIFTS OFF APROX -30° EVERY 35 MIN. (LAST LEG DEN-RFD WORKED OK) | |
| #2. NO LITES ON FMS 90 | |

| CAPTAIN | MAINTENANCE LOG | DATE 9 / 30 / 84 |
|---|---|---|
| FIRST OFFICER SB | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1314 | RFD | MDW | .4 | .6 |
| 1315 | MDW | DEN | 2.9 | 3.0 |
| 1316 | DEN | MDW | 2.0 | 2.1 |
| 1218 1317 | MDW | RFD | .3 | .4 |
| | | | | |
| | | | | |
| TOTAL | | | 5.6 | 6.1 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1965.1 | — | — |
| THIS DATE | 5.6 | → | → |
| TOTAL TIME | 1970.7 | → | → |

1971.6

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 1208 | 1188 | |
| THIS DATE | 4 | 4 | |
| TOTAL | 1212 | 1192 | |

1216 | 1146

| 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 |
|---|---|
| | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 4/26/88 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| DETZNER T. | | 28WW |

| 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 | 1959.8 | → | → |
| THIS DATE | 5.3 | → | |
| TOTAL TIME | 1965.1 | → | → |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1209 | 1185 |
| | THIS DATE | 4 | 3 |
| | TOTAL | 1213 | 1188 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 2000 | | | |

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

#1. ROTATING BEACON ON TAIL DOES NOT ROTATE

#2. NONE

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

#1 REPLACED MOTOR [illegible] N4P 32348487J

| CAPTAIN | MAINTENANCE LOG | DATE 9/25/84 |
|---|---|---|
| FIRST OFFICER BD | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1206 | RFD | DEN | 2.0 | 2.1 |
| 1207 | DEN | LAX | 2.3 | 2.4 |
| 1208 | LAX | DEN | 1.8 | 2.0 |
| 1209 | DEN | RFD | 1.5 | 1.9 |
| | | | | |
| | | | | |
| | | TOTAL | 7.6 | 8.4 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 19522 | | |
| THIS DATE | 7.6 | | |
| TOTAL TIME | 1959.8 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1200 | 1191 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 1204 | 1195 |

| 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 |
|---|---|
| | |

| CAPTAIN | MAINTENANCE LOG | DATE / / |
|---|---|---|
| FIRST OFFICER | | 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 | | | |

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

NTR

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

| CAPTAIN | MAINTENANCE LOG | DATE 9/22/84 |
|---|---|---|
| FIRST OFFICER TD | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1198 | RFD | MDW | .3 | .5 |
| 1199 | MDW | NEW | 2.0 | 2.3 |
| 1200 | NEW | 49J | 1.3 | 1.5 |
| 1201 | 49J | 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 ACCESORY DRIVE SPLINES. COMPLIED WITH SIL-F731-C&D ENGINE ROLL DOWN CHECK. BOTH ENGINES WITHIN LIMITS, DUE AGAIN AT 1990 HRS. INSPECTION FORM IS ON FILE AT EMERY AIR CHARTER AND AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION [signature] A&P 23484873

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 | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 9/20/84 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| DIXON B. | | 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 | | | |

| 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~~ | |
| 1. NO LIGHTS IN FMS OTHER THAN DIGITS. | REPAIRED BY ATA TIL SEE 11-1-84 |
| 2. | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S | | 9/18/84 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| DETWEER T / DIXON B | | 28WW |

| 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 | 6.7 | | |
| 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 | | |

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

1) R/H ENGINE INLET ACOUSTIC STRIP HAS A HOLE IN IT.

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

1) 9-18-84 C/W TEMPORARY REPAIR PROCEEDURES FOR THE R/H ENGINE INLET ACOUSTIC STRIP. CHECK THE INTEGRITY OF THE REPAIR AFTER EACH LANDING. — END — D.G. Tracy AP35048387

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 9/14/84 |
| FIRST OFFICER PETZNER T. | | AIRCRAFT NUMBER 28WW |

| 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 | 1163 |
| | THIS DATE | 4 | 3 |
| | TOTAL | 1184 | 1166 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | 1950 | | |

**DISCREPANCIES-** REPORT EACH SYSTEM AND/OR COMPONENT 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 | MAINTENANCE LOG | DATE / / |
|---|---|---|
| FIRST OFFICER | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1180 | BFD | 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 | | BFD | .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 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1174 | 1157 |
| | THIS DATE | 6 | 6 |
| | TOTAL | 1180 | 1163 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1950 | | | |

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

1. Rt TIRE - Needs A New One.

**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. —
D.G. Tracy AP3504833B7

| CAPTAIN JCE / MMM | **MAINTENANCE LOG** | DATE 9 / 3 / 84 |
|---|---|---|
| FIRST OFFICER TFD | | AIRCRAFT NUMBER 28WW |

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 | .3 | .4 |
| | | | | |
| | | TOTAL | 5.2 | 6.1 |

1911.0

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1910.1 | — | — |
| THIS DATE | 5.2 | — | → |
| TOTAL TIME | 1915.3 | — | → |

1173 1106

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 1169 | 1152 |
| THIS DATE | 5 | 5 |
| TOTAL | 1174 | 1157 |

| 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 |
|---|---|
| 1) Removed lower FMS AEU-90 P/N 622-5615-004 S/N 032. | 1) 8-28-84 Reinstalled FMS AEU-90 P/N 622-5615-004 S/N 032. END Kw Regan AP35556545 |
| 2) Removed 288WW Radar Altimeter Box which was used for T-Shooting. | 2) 8-28-84 Reinstalled repaired original Radar Altimeter. END Kw Regan AP35556545 |
| 3) SIL-F731-68 (ENG. ROLL DOWN ✓) NEEDS TO BE C/W. | 3) 8-30-84 C/W SIL-F731-68, (ENG. ROLL DOWN ✓) R/H ENG. 85 SEC. L/H ENG. 95 SEC. — END — D.C. Tracey 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 — D.C. Tracey AP350483387 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| W.W.W. / SRW | | 8/23 26 /84 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| BD / BD | | 28 WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1171 | BFD | MDW | .3 | .5 |
| 1172 | MDW | DEN | 2.3 | 3.6 |
| 1173 | DEN | MDW | 2.0 | 2.4 |
| 1175 | MDW | BFD | .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 | | |

1911.0

| LANDINGS | | | |
|---|---|---|---|
| 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

(1) R/H Hydraulic Pump was removed to T-Shoot another EAC Aircraft.

(2) Aircraft requires an engine run R/H to leak ✓ & Bleed Hydraulic System Due to R&R of hydraulic pump

(3) Phase 2 Inspection Due At 1900 hours total time.

(4) R/H VOR INOP ON FREQ THAT END WITH .00

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

(1) 8-22-84 Reinstalled R/H Hydraulic Pump. END AP3555615 45

(2) 8-23-84 BLED THE R/H HYDRAULIC PUMP. PRESSURE ✓ AND LEAK ✓ ARE OK. - END - D.C. Tracy AP3504833 87

(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 Squawks & Sign-offs are on file in EAC Maintenance office. I return this aircraft back to Service in Airworthy condition. END
KW Keyes AP3555615 45

# MAINTENANCE LOG

| CAPTAIN | M MW |
|---|---|
| FIRST OFFICER | TD |
| DATE | 8/21/84 |
| AIRCRAFT NUMBER | 28ww |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1168 | DEN | TEB | 3.4 | 3.8 |
| 1169 | TEB | 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 | 1905.1 | → | → |

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 1162 | 1145 |
| THIS DATE | 3 | 3 |
| TOTAL | 1165 | 1148 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1900 | | | |

| 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) Nav #1 inop on all ~~frequencies~~ that end with .00 | (1) 8-22-84 SWAPPED NAV 1 & 2 BOX ES (VIR-30) FOR T-SHOOTING -END- D.C. Tracy AP350483387 |
| 2) FMS WAYPOINT loss WARNING | (2) 8-22-84 LOANER INSTALLED BY AIRESEARCH. OPS. ✓ IS OK. -END- D.C. Tracy AP350483387 See Back of Page |
| 3) 4 more cracks in R. nacelle | (3) 8-22-84 Stopdrilled cracks in R/H nacelle. END KW Reyes AP355561545 |
| 4) Nail hole in L. main tire | (4) 8-22-84 Remove & Replaced L/H main wheel assembly END KW Reyes AP355561545 |
| 5) R. windscreen delaminating 4" deep - across top of window | (5) 8-22-84 WINDSCREEN DELAMINATION IS WITHIN LIMITS. -END- D.C. Tracy AP350483387 |
| 6) gear handle warning bulb burned out. | (6) 8-22-84 Replaced gear handle warning light bulb ops ✓ good. END KW Reyes AP355561545 |

AIRSEARCH AVIATION
RS 4022
6201 West Imperial Highway · Los Angeles, California 90045 · (213) 646-2770

CUSTOMER EMERY

AIRCRAFT N128WW

S/N —

1. INSTALLED THE FOLLOWING REPAIRED AVIONICS UNITS. CRU S/N ON-OFF 052, CDU S/N ON-OFF 040. RTU S/N ON-OFF 050. AND AEU S/N 32 ON S/N 092 OFF. FUNCTIONAL CHECK FOUND SATISFACTORY

AIRESEARCH AVIATION COMPANY
LOS ANGELES INTERNATIONAL AIRPORT
F.A.A. APPROVED REPAIR STATION 4022

BY [signature]

AIRCRAFT/ENGINE HOURS 1890

| CAPTAIN | MAINTENANCE LOG | DATE 8 / 16 / 84 |
|---|---|---|
| MMM | | AIRCRAFT NUMBER 28WW |
| FIRST OFFICER TFD | | |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1166 | DEN | IND | 2.3 | 2.4 |
| 1167 | IND | DEN | 2.3 | 2.4 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 4.6 | 4.8 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1891.6 | — | — |
| THIS DATE | 4.6 | → | → |
| TOTAL TIME | 1896.2 | → | → |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1160 | 1143 |
| | THIS DATE | 2 | 2 |
| | TOTAL | 1162 | 1145 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1900 | | | |

| 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 | MAINTENANCE LOG | DATE 8 / 15 / 84 |
|---|---|---|
| FIRST OFFICER TFD | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1162 | DEN | LAX | 1.9 | 2.1 |
| 1163 | LAX | SFO | 0.9 | 1.1 |
| 1164 | SFO | LAX | 0.9 | 1.3 |
| 1165 | LAX | DEN | 2.0 | 2.2 |
| | | | | |
| | | | | |
| | | TOTAL | 5.7 | 7.7 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1885.9 | — | — |
| THIS DATE | 5.7 | — | — |
| TOTAL TIME | 1891.6 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1156 | 1139 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 1160 | 1143 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1900 | | | |

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

(1) FMS NOR DME OPTION IS INOP

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

(1) LOANER UNIT INSTALLED HAS PROBLEM WITH THIS FUNCTION. ORIGINAL UNIT BACK NEXT WEEK. — END — D.C. Tracy AP3504833387 8-22-84

| CAPTAIN | MAINTENANCE LOG | 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 | 4.2 |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 9.3 | 10.0 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1876.6 | — | — |
| THIS DATE | 9.3 | — | — |
| TOTAL TIME | 1885.9 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1153 | 1136 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 1156 | 1139 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1900 | | | |

| 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 | MAINTENANCE LOG | DATE |
|---|---|---|
| JCE/SRW | | 6/7/84 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| RD | | 2RW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1155 | SDF | SPI | .8 | 1.0 |
| 1156 | SPI | RFD | .5 | .6 |
| 1157 | RFD | MDW | .4 | .6 |
| 1158 | MDW | RFD | .3 | .5 |
| | | | | |
| | | | | |
| TOTAL | | | 2.0 | 2.6 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1874.6 | — | — |
| THIS DATE | 2.0 | — | — |
| TOTAL TIME | 1876.6 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1149 | 1132 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 1153 | 1136 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | 1900 | | |

| 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 | JCF |
|---|---|
| FIRST OFFICER | BD |

# MAINTENANCE LOG

| DATE | 8/6/84 |
|---|---|
| AIRCRAFT NUMBER | 280W |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1152 | RFD | MDW | .3 | .4 |
| 1153 | MDW | BOS | 2.0 | 2.2 |
| 1154 | BOS | SDF | 2.2 | 2.4 |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 4.5 | 5.0 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1870.1 | — | — |
| THIS DATE | 4.5 | — | — |
| TOTAL TIME | 1874.6 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1146 | 1129 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 1149 | 1132 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | 1900 | | |

**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 | SRW | MAINTENANCE LOG | DATE | 8/5/84 |
|---|---|---|---|---|
| FIRST OFFICER | BD | | AIRCRAFT NUMBER | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1151 | MDY | RFD | .4 | .6 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | .4 | .6 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1869.7 | — | |
| THIS DATE | .4 | | |
| TOTAL TIME | 1870.1 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1145 | 1128 |
| | THIS DATE | 1 | 1 |
| | TOTAL | 1146 | 1129 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | 1900 | | |

| 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 | SRW |
|---|---|
| FIRST OFFICER | BD |

# MAINTENANCE LOG

| DATE | 8/3-4/84 |
|---|---|
| AIRCRAFT NUMBER | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1145 | RFD | MDY | .4 | .4 |
| 1146 | MDY | DEN | 2.0 | 2.2 |
| 1147 | DEN | LAX | 2.0 | 2.2 |
| 1148 | LAX | MRY | .7 | 1.0 |
| 1149 | MRY | SAN | .9 | 1.2 |
| 1150 | SAN | MDY | 3.7 | 3.9 |
| | | TOTAL | 9.7 | 10.9 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1860.0 | — | — |
| THIS DATE | 9.7 | — | — |
| TOTAL TIME | 1869.7 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1139 | 1122 |
| | THIS DATE | 6 | 6 |
| | TOTAL | 1145 | 1128 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | 1900 | | |

**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 | MAINTENANCE LOG | DATE |
|---|---|---|
| S MORRIS | | 8 / 1 / 84 |
| FIRST OFFICER T DETZNER | | 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 | 1136 | 1119 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 1139 | 1122 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | ~~1850~~ 1900 | | |

| 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 A PHASE I INSPECTION DUE AT 1850 hours T.T. | 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 SQAWKS and Sign offs are on file in EAC MAINTENANCE office. This aircraft is returned to Service in airworthy condition. END KW Regen AP35556 1545 |
| ② R/H STARTER/GENERATOR HAS BRUSHES WORN & WAS REMOVED to be repaired. | ② R/H STARTER/GENERATOR WAS OVERHAULED 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 AP35556 1545 W/O 2306 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SRW | | 7/23,24,28/84 |
| FIRST OFFICER JEF | | 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 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1132 | 1114 |
| | THIS DATE | 4 | 5 |
| | TOTAL | 1136 | 1119 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1850 | | | |

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

(1) LEFT HAND OIL PRESSURE SHOWS 51 PSI AT CRUISE.

(2) RHT. HAND OIL PRES. SHOWS 47 PSI AT CRUISE.

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

(1) 7-30-84 ADJUSTED L/H OIL PRESSURE TO READ WITHIN GREEN ARC. OPS ✓ GOOD ON GROUND. END XW Ryan AP35556/545

(2) 7-30-84 ADJUSTED R/H OIL PRESSURE TO READ WITHIN GREEN ARC. OPS ✓ GOOD ON GROUND. END XW Ryan AP35556/545

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 7/19/84 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| DETZNER T. | | 28WW II |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1134 | SFO | DEN | 2.1 | 2.5 |
| 1135 | DEN | MDW | 2.0 | 2.2 |
| 1136 | MDW | RFD | .4 | .5 |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 4.5 | 5.2 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1835.8 | — | — |
| THIS DATE | 4.5 | | |
| TOTAL TIME | 1840.3 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1129 | 1112 |
| | THIS DATE | 3 | 2 |
| | TOTAL | 1132 | 1114 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1850 | | | |

| 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 | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 7/15 17/84 |
| FIRST OFFICER DETZNER T. | | AIRCRAFT NUMBER 28WW |

| 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 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1125 | 1108 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 1129 | 1112 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1850 | | | |

**DISCREPANCIES-** REPORT EACH SYSTEM AND/OR COMPONENT 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 | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNERS | | 7/12/84 |
| FIRST OFFICER: DIXON B. | | AIRCRAFT NUMBER: 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1126 | RFD | MDW | .3 | 5 |
| 1127 | MDW | SAT | 2.5 | 2.7 |
| 1128 | SAT | MDW | 23 | 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 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | 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

#1 L/H OIL PRESS READS 53 PSI ABOVE GREEN ARC
R/H OIL PRES READS 46 PSI TOP OF GREEN ARC

#2.

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

#1 LOWERED OIL PRESSURE BY ADJUSTING RELIEF VALVE ON LEFT ENGINE
J. REICH A&P 3234884873

| CAPTAIN | MAINTENANCE LOG | DATE 7 / 9&10 / 84 |
|---|---|---|
| FIRST OFFICER TD | | AIRCRAFT NUMBER 28[illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1121 | RFD | MDW | .3 | .5 |
| 1122 | MDW | ASE | 2.5 | 2.7 |
| 1123 | ASE | DEN | .5 | .7 |
| 1124 | DEN | MDW | 1.9 | 2.1 |
| 1125 | MDW | RFD | .4 | .5 |
| | | | | |
| | | TOTAL | 5.6 | 6.5 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1819.2 | | |
| THIS DATE | 5.6 | | |
| TOTAL TIME | 1824.8 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1120 | 1104 |
| | THIS DATE | 5 | 4 |
| | TOTAL | 1125 | 1108 |

| 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

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| MMM | | 07/08/84 |
| FIRST OFFICER JEF | | AIRCRAFT NUMBER 2Ruinc |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1117 | RFD | MOW | .4 | .5 |
| 1118 | MOW | BOS | 2.0 | 2.1 |
| 1119 | BOS | MOW | 2.4 | 2.8 |
| 1120 | MOW | RFD | .3 | .4 |
| | | | | |
| | | | | |
| TOTAL | | | 5.1 | 5.8 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1814.1 | | |
| THIS DATE | 5.1 | | |
| TOTAL TIME | 1819.2 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1116 | 1100 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 1120 | 1104 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | | | |

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

1) Fwd interconnect valve stuck open

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

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 - D.G. Turney
AP35048387

| CAPTAIN | MWW | MAINTENANCE LOG | DATE 7 / 1 / 84 |
|---|---|---|---|
| FIRST OFFICER | BD | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1114 | RFD | DEN | 2.0 | 2.2 |
| 1115 | DEN | MDW | 2.1 | 2.3 |
| 1116 | MDW | RFD | .3 | .4 |
| | | | | |
| | | | | |
| | | | | 1 |
| TOTAL | | | 4.4 | 4.9 |

1810.6

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1809.7 | | |
| THIS DATE | 4.4 | | |
| TOTAL TIME | 1814.1 | | |

1113 1048

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1113 | 1097 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 1116 | 1100 |

| 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

| CAPTAIN Winner S. | **MAINTENANCE LOG** | DATE 6/27/28/84 |
|---|---|---|
| FIRST OFFICER Dixon B | | AIRCRAFT NUMBER 28WW |

| 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 |

1114

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1801.4 | — | — |
| THIS DATE | 8.3 | | |
| TOTAL TIME | 1809.7 | — | — |

1810.6

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 1108 | 1092 |
| THIS DATE | 5 | 5 |
| TOTAL | 1113 | 1097 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | 1 | | |

1113/1048

| 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 FUEL FLOW INTEMITTANT | 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 5MIN THEN CAME UP TO NORMAL OPS OK NOW | ① 6-29-84 SWAPPED FUEL FLOW X-MITTERS FOR T-SHOOTING.—END— D.G. Tracey AP350483387 |
| #3 L/H OIL PRESS READS 59° PSIG R/H READ 56 PSIG | ② 6-29-84 R/H ITT OPS. ✓'s OK DURING 4 MAINTENANCE RUNS.—END— D.G. Tracey AP350483387 |
| #4 AOA HEAT INOP | ③ |
| | ④ 7-2-84 INSTALLED AN OVERHAULED AOA PROBE. P/N SL27259 S/N OFF KE1083 S/N ON KE1100. HEAT OPS. ✓ IS OK.—END— D.G. Tracey AP350483387 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 6/25/26/84 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| FITCH J. | | 28000 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1106 | DEN | LAX | 2.1 | 2.3 |
| 1107 | LAX | DEN | 1.8 | 2.2 |
| 1108 | DEN | RFD | 1.7 | 2.0 |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 5.6 | 6.5 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 17958 | — | — |
| THIS DATE | 5.6 | | |
| TOTAL TIME | 18014 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1105 | 1089 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 1108 | 1092 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1800 | | | |

**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 OFF AND ON, REASON FOR REMOVAL

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 6/27/22/24 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| PETZNER T | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1103 | DEN | TEB | 3.3 | 3.7 |
| 1104 | TEB | HPN | .3 | .7 |
| 1105 | HPN | DEN | 4.0 | 4.5 |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 7.6 | 8.9 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1788.2 | → | → |
| THIS DATE | 7.6 | | |
| TOTAL TIME | 1795.8 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1102 | 1086 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 1105 | 1089 |

| 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 |
|---|---|
| NONE | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SM | | 6/17/84 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| TO | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1100 | RFD | DEN | 2.0 | 2.2 |
| 1101 ~~1200~~ | | SJC | 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 MALFUNCTION IN DETAIL

NTR

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

Replaced ½ amp starter gen breaker
ops ck ok [illegible] A&P 3154977
Domer Jet Charter

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 6 /12 13 /84 |
| FIRST OFFICER DETZNER T | | AIRCRAFT NUMBER 28[illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1095 | RFD | MDW | .3 | .5 |
| 1096 | MDW | LAX | 4.3 | 4.6 |
| 1097 | LAX | MRY | .8 | 1.0 |
| 1098 | MRY | MDW | 3.8 | 4.0 |
| 1099 | MDW | RFD | .3 | .5 |
| | | | | |
| | | TOTAL | 9.5 | 10.6 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1772.3 | — | — |
| THIS DATE | 9.5 | | |
| TOTAL TIME | 1781.8 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1094 | 1078 |
| | THIS DATE | 5 | 5 |
| | TOTAL | 1099 | 1083 |

| 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. | |

| CAPTAIN | MAINTENANCE LOG | DATE 6/10/84 |
|---|---|---|
| FIRST OFFICER TD | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1091 | RFD | MDW | .3 | .6 |
| 1092 | MDW | 49J | 1.8 | 2.1 |
| 1093 | 49J | MDW | 1.8 | 1.9 |
| 1094 | MDW | RFD | .3 | .5 |
| | | | | |
| | | | | |
| TOTAL | | | 4.2 | 5.1 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1768.1 | — | — |
| THIS DATE | 42 | — | — |
| TOTAL TIME | 1772.3 | — | — |

| LANDINGS | | |
|---|---|---|
| | BROUGHT FORWARD | 1090 1074 |
| | THIS DATE | 4 4 |
| | TOTAL | 1094 1078 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1800 | | | |

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

(1) Fuel STATUS Reset Knob loose

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

(1) 6-11-84 TIGHTENED THE FUEL STATUS RESET KNOB. —END—
D.A. Tracey AP35048338?

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 6/6-7/84 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| OLSON T. | | 286WI |

| 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 | MOW | 2.2 | 2.4 |
| 1090 | MOW | RFD | .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

#1. BAD SMELL IN CABIN WHEN A/C ~~[illegible]~~ COMES ON SUSPECT WATER SEPARATOR OR SOCK

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

① 6-8-84 INSTALLED A NEW WATER SEPERATOR SOCK AND BLEW OUT THE DRAIN LINES. -END- D.C. Tracy
AP35048338

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S | | 6 / 3 6 / 84 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| OLSEN T. | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1080 | RFD | DEN | 2.2 | 2.4 |
| 1081 | DEN | TEB | 3.3 | 3.5 |
| 1082 | TEB | MDW | 1.8 | 2.1 |
| 1083 | MDW | DEN | 2.2 | 2.3 |
| 1084 | DEN | LAX | 2.0 | 2.4 |
| 1085 | LAX | MRY | .9 | 1.2 |
| TOTAL | | | 12.4 | 13.9 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1751.2 | — | — |
| THIS DATE | 12.4 | | |
| TOTAL TIME | 1763.6 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1079 | 1064 |
| | THIS DATE | 6 | 6 |
| | TOTAL | 1085 | 1070 |

| 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

| DISCREPANCIES | CORRECTIVE ACTION |
|---|---|
| (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 | MAINTENANCE LOG | DATE 5/29-31/84 |
|---|---|---|
| FIRST OFFICER TC | | AIRCRAFT NUMBER 28[illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1076 | DEN | LAY | .9 | 2.2 |
| 1077 | LAY | STO | .9 | 1.2 |
| 1078 | STO | DEN | 2.0 | 2.2 |
| 1079 | DEN | RFD | 1.8 | 2.0 |
| | | | | |
| | | | | |
| | | TOTAL | 6.6 | 7.6 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1744.6 | | |
| THIS DATE | 6.6 | | |
| TOTAL TIME | 1751.2 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1075 | 1060 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 1079 | 1064 |

| 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

| CAPTAIN | MAINTENANCE LOG | DATE 5/24/84 |
|---|---|---|
| FIRST OFFICER TA | | AIRCRAFT NUMBER 284W |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1071 | RFD | DEN | 2.2 | 2.3 |
| 1072 | DEN | AUS | 1.7 | 1.9 |
| 1073 | AUS | DEN | 1.8 | 1.9 |
| 1074 | DEN | LAX | 2.1 | 2.2 |
| 1075 | LAX | DEN | 2.0 | 2.2 |
| | | | | |
| TOTAL | | | 9.8 | 10.5 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1734.8 | — | — |
| THIS DATE | 9.8 | — | — |
| TOTAL TIME | 1744.6 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1070 | 1055 |
| | THIS DATE | 5 | 5 |
| | TOTAL | 1075 | 1060 |

| 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 |
|---|---|
| | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| JCE | | 5 /21-22/ 84 #28 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| TD | | 28WW |

| 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 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | 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 | MAINTENANCE LOG | DATE 5/20/81 |
|---|---|---|
| FIRST OFFICER TO | | AIRCRAFT NUMBER 28[illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1062 | RFD | MDW | .3 | .5 |
| 1063 | MDW | BOS | 1.8 | 2.0 |
| 1064 | BOS | MDW | 2.4 | 2.6 |
| 1065 | MDW | RFD | .4 | .5 |
| | | | | |
| | | | | |
| TOTAL | | | 4.9 | 5.6 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1721.0 | | |
| THIS DATE | 4.9 | | |
| TOTAL TIME | 1725.9 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1061 | 1046 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 1065 | 1050 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1750 | | | |

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

WTR

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

| CAPTAIN | MAINTENANCE LOG | DATE 5/18/84 |
|---|---|---|
| FIRST OFFICER TD | | AIRCRAFT NUMBER 28 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1059 | RFD | MDW | .5 | .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 | 1058 | 1043 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 1061 | 1046 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1750 | | | |

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

1) PILOT'S AIRSPEED IND. INOP.

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

1) 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 AP3504833387

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| McGRATH | | 5/17/84 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| OLSON | | 28[illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1056 | RED | DEN | 2.0 | 2.1 |
| 1057 | DEN | MDW | 1.9 | 2.2 |
| 1058 | MDW | RED | .4 | .5 |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 4.3 | 4.8 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1711.7 | — | — |
| THIS DATE | 4.3 | — | — |
| TOTAL TIME | 1716.0 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1055 | 1040 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 1058 | 1043 |

| 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

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| McGRATH | | 5 1/15/84 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| OLSON | | 28 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1052 | RFD | MDW | .4 | .5 |
| 1053 | MDW | BDL | 1.7 | 1.9 |
| 1054 | BDL | MDW | 1.9 | 2.0 |
| 1055 | MDW | RFD | .3 | .5 |
| | | | | |
| | | | | |
| TOTAL | | | 4.3 | 4.9 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1707.4 | → | → |
| THIS DATE | 4.3 | → | → |
| TOTAL TIME | 1711.7 | → | → |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1051 | 1037 |
| | THIS DATE | 4 | 3 |
| | TOTAL | 1055 | 1040 |

| 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 |
|---|---|
| | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SM / MMM | | 5 / 14 / 84 |
| FIRST OFFICER TD / TO | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1047 | DEN | MDW | 1.9 | 2.1 |
| 1048 | MDW | DCA | 1.4 | 1.5 |
| 1049 | DCA | MDW | 1.9 | 2.1 |
| 1050 | MDW | DEN | 2.3 | 2.5 |
| 1051 | DEN | RFD | 1.8 | 2.5 |
| | | | | |
| | | TOTAL | 9.3 | 10.7 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1698.1 | | |
| THIS DATE | 9.3 | | |
| TOTAL TIME | 1707.4 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1046 | 1031 |
| | THIS DATE | 5 | 6 |
| | TOTAL | 1051 | 1037 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | ~~1750~~ 1750 | | |

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

1) A PHASE 10 INSPECTION IS DUE.

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

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 AP3504833B7

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SM | | 5/23/84 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| TD | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1044 | RFD | MDW | .5 | .6 |
| 1045 | MDW | TEB | 1.5 | 1.7 |
| 1046 | TEB | DEN | 4.2 | 4.4 |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 6.2 | 6.7 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1691.9 | — | — |
| THIS DATE | 6.2 | | |
| TOTAL TIME | 1698.1 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1043 | 1028 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 1046 | 1031 |

| 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 |
|---|---|
| NTR | |

| CAPTAIN | EMORY J. | MAINTENANCE LOG | DATE | 5/9/84 |
|---|---|---|---|---|
| FIRST OFFICER | WINNERS. | | AIRCRAFT NUMBER | 28WW |

| 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

NONE

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

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 5/7 8/84 |
| FIRST OFFICER DETZNER T. | | AIRCRAFT NUMBER 28WJ |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1037 | RFD | MKE | .3 | .6 |
| 1038 | MKE | DCA | 1.5 | 1.7 |
| 1039 | DCA | MKE | 1.6 | 1.8 |
| 1040 | MKE | RFD | .4 | .5 |
| | | | | |
| | | | | |
| TOTAL | | | 3.8 | 4.6 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1683.7 | — | |
| THIS DATE | 3.8 | | |
| TOTAL TIME | 1687.5 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1036 | 1023 |
| | THIS DATE | 4 | 3 |
| | TOTAL | 1040 | 1026 |

| 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 | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S | | 5/3-4/84 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| OLSON T. | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1032 | RFD | MDW | 4 | 7 |
| 1033 | MDW | SAT | 2.7 | 3.1 |
| 1034 | SAT | DEN | 2.1 | 2.4 |
| 1035 | DEN | MDW | 1.7 | 2.1 |
| 1036 | MDW | RFD | .5 | .6 |
| | | | | |
| | | TOTAL | 7.4 | 8.9 |

1033

1677.2

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1676.3 | — | — |
| THIS DATE | 7.4 | | |
| TOTAL TIME | 1683.7 | — | — |

1031/970

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1031 | 1019 |
| | THIS DATE | 5 | 4 |
| | TOTAL | 1036 | 1023 |

| 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 |
|---|---|
| NONE | |

| CAPTAIN | SM |
|---|---|
| T OFFICER | TD |

# MAINTENANCE LOG

| DATE | 4 / 26 / 84 |
|---|---|
| AIRCRAFT NUMBER | 28 WW |

| 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 | 1014 |
| THIS DATE | 5 | 5 |
| TOTAL | 1031 | 1019 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | 1700 | | |

1031 / 970

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

NTR

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

| CAPTAIN | MAINTENANCE LOG | DATE 4/24/84 |
|---|---|---|
| FIRST OFFICER TD | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1023 | RFD | MDW | .3 | .5 |
| 1024 | MDW | DEN | 2.2 | 2.4 |
| 1025 | DEN | MDW | 1.8 | 2.0 |
| 1026 | MDW | RFD | .3 | .5 |
| | | | | |
| | | | | |
| TOTAL | | | 4.6 | 5.4 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1661.5 | | |
| THIS DATE | 4.6 | | |
| TOTAL TIME | 1666.1 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1022 | 1010 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 1026 | 1014 |

| 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

| CAPTAIN JCE | MAINTENANCE LOG | DATE 4 /21 /84 |
|---|---|---|
| FIRST OFFICER TD | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1019 | 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

1) L/H tire worn

2) A 300-HR ENGINE INSPECTION IS DUE.

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

(1) 4-20-84 Removed + Replaced L/H Main Tire ASSY. END KW Reyer AP355561545

(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 OFF'S IS ON FILE IN THE MAINTENANCE OFFICE. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION. -END- D.C. Tracy AP350483386

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER, S. | | 4/18/19/84 |
| FIRST OFFICER: OLSON, T. | | AIRCRAFT NUMBER: 28WW |

| 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 | 1646.6 | — | — |
| 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

| DISCREPANCIES | CORRECTIVE ACTION |
|---|---|
| (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.A. Tracey AP3504833 87 4-20-84 |
| #2. CRACK IN R/H NAC NEAR PITT PROBE | (2) CRACK IN NACELLE INLET IS WITHIN LIMITS FOR CONTINUED OPERATION AT THIS TIME. |
| #3 #2 NAV INTERMITANT ON FREQ 117.0 | (3) 4-20-84 SWAPPED #1 AND #2 NAV RADIOS FOR T-SHOOTING. D.A. Tracey AP3504833 87 |
| #4 ONLY TWO VLF STATIONS RECIVED GOOD ENOUGH ~~[illegible]~~ ~~[illegible]~~ MAGNITUDE FOR NAV (EAST BOUND MRY-8, HAW) (WEST BOUND GRB-1, MRY-8) 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=2, B=2, C=9, D=9, E=C, F=3, G=4, H=2. — END — D.A. Tracey AP3504833 87 |
| #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.A. Tracey AP3504833 87 OPS. ✓ IS OK. |
| (6) A PHASE 9 INSPECTION AND A 150-HR ENG. INSP. IS DUE AT THIS TIME. ALSO NAC 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.A. Tracey AP3504833 87 |

| CAPTAIN | MAINTENANCE LOG | DATE 4/16/84 |
|---|---|---|
| WINNER S. | | AIRCRAFT NUMBER 28[illegible] |
| FIRST OFFICER MORRIS S. | | |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1011 | RFD | MDW | .4 | .5 |
| 1012 | MDW | 49J | 1.8 | 2.1 |
| 1013 | 49J | RFD | 2.0 | 2.1 |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 4.2 | 4.7 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1641.4 | | |
| THIS DATE | 4.2 | | |
| TOTAL TIME | 1645.6 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1010 | 998 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 1013 | 1001 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1650 | | | |

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

#1.

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

| CAPTAIN | MAINTENANCE LOG | DATE 04/[illegible]/8[illegible] |
|---|---|---|
| FIRST OFFICER JEE | | AIRCRAFT NUMBER 28[illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1007 | RFD | DEN | 2.0 | 2.3 |
| 1008 | DEN | MDW | 1.9 | 2.0 |
| 1009 | MDW | DEN | 2.2 | 2.3 |
| 1010 | DEN | RFD | 1.0 | 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 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 1006 | 998 |
| | 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

(1) strobe c/b pops w/strobe IN

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

(1) 4-25-84 INSTALLED A SERVICABLE R/H STROBE POWER SUPPLY. OPS. ✓ IS OK. — END — [illegible]
S/N OFF 6701 S/N ON 10129 AP3504833[illegible]7

| CAPTAIN | MAINTENANCE LOG | DATE 4/10/84 |
|---|---|---|
| FIRST OFFICER SRW | | AIRCRAFT NUMBER 28000 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 1003 | RFD | MDW | .4 | .6 |
| 1004 | MDW | DEN | 2.2 | 2.5 |
| 1005 | DEN | 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 | | |

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

#1 TEMP GAUGE INOP

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

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 Reger AP 35556154/5

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| S. WINNER | | 4 18-9/84 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| T. OLSON | | 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 | — | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 997 | 987 |
| | 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. NONE | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| S R WINNER | | 4 / 6 / 84 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| T F DETZNER | | 28WW |

| 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 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 993 | 983 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 997 | 987 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1650 | | | |

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

1.) LOWER LH BULB IN FIRE DET SYST. PRESS-TO-TEST FAILS CONTINUITY CHECK, BULB GOOD

2.) RH NAC HT LIGHT WON'T GO OUT.

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

(1) 4-6-84 REPLACED A FUSE IN THE L/H BULB CIRCUIT. PRESS TO TEST ✓ IS OK. -END- D.A. Tracey AP3504833

4-6-84

(2) RIGHT NACELLE HEAT LIGHT PRESSURE SWITCH WAS STUCK CLOSED. RAPPED SWITCH, OPS CHECKS OK. - KCKunzel 2197965

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 4/4/84 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| DETZNER T. | | 28WW |

| 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 | | | |

**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. VLF GROUND SPEED IN ERROR + 30-50 KNOTS ONLY 1 VLF STATION RECIVED.

#(1) 4-4-84 NEED ADDITIONAL DATA TO TROUBLE SHOOT - TEST FLY & REPORT. KCKuyl 2197965

#2. CRACK IN R/H ENGINE NAC 4 INCHES TO THE RIGHT OF PITOT PROBE CRACK APROX 3 LONG IN 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. KCKuyl 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. Tracey AP350483387

#4 RH NAV LIGHT INOP

(4) 4-5-84 INSTALLED A NEW R/H NAV LITE LAMP. OPS. ✓ IS OK. -END- D.G. Tracey AP350483387

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 4 / 3 / 84 |
| FIRST OFFICER DETZNER T. | | AIRCRAFT NUMBER 286WW |

| 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 | 1608.8 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 986 | 886 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 990 | 890 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | | | |

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

1) A/C IS DUE A PHASE 8 INSPECTION.

2) X-PONDER IS REMOVED FROM THE AIRCRAFT FOR REPAIRS.

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

(1) 4-2-84 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 8 INSPECTION. DEEP CYCLED BOTH MAIN BATTERIES. A RECORD OF MINOR SQUAKS AND SIGN-OFFS IS ON RECORD IN THE E.A.C. MAINTENANCE OFFICE. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION. -END- D.G. Tracy AP3504833 87

(2) 4-2-84 INSTALLED REPAIRED X-PONDER. S/N 13113. -END- D.G. Tracy AP3504833 87

| CAPTAIN | MAINTENANCE LOG | DATE 3/31/84 |
|---|---|---|
| WINNER S. | | |
| FIRST OFFICER DETZNER T. | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 984 | RFD | DEN | 2.0 | 2.2 |
| 985 | DEN | TEB | 3.1 | 3.4 |
| 986 | TEB | RFD | 2.0 | 2.3 |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 7.1 | 7.9 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1596.1 | — | — |
| THIS DATE | 7.1 | | |
| TOTAL TIME | 1603.2 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 983 | 883 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 986 | 886 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1600 | | | |

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

#1. NONE

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

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| McGRATH | | 3/29/84 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| OLSON | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 981 | LAX | DEN | 1.8 | 2.0 |
| 982 | DEN | MSN | 1.7 | 2.0 |
| 983 | MSN | RFD | .3 | .4 |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 3.8 | 4.4 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1592.3 | — | — |
| THIS DATE | 3.8 | — | — |
| TOTAL TIME | 1596.1 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 980 | 880 |
| THIS DATE | 3 | 3 |
| TOTAL | 983 | 883 |

| 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

| DISCREPANCIES | CORRECTIVE ACTION |
|---|---|
| OAT Gauge [illegible] | OAT GAGE ON ORDER |
| (2) Flap unbalance light [illegible] | (2) FLAP SYSTEM CYCLED MANY TIMES, CANNOT DUPLICATE SQUAWK - KCKingel 2197965 |

| CAPTAIN | McGRATH | MAINTENANCE LOG | DATE 3 /25-29/84 |
|---|---|---|---|
| FIRST OFFICER | OLSON | | AIRCRAFT NUMBER 28 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 977 | RFD | DEN | 23 | 25 |
| 978 | DEN | STO | 22 | 24 |
| 979 | SFO | DEN | 2.1 | 2.5 |
| 980 | DEN | LAX | 2.2 | 2.4 |
| | | | | |
| | | | | |
| | | TOTAL | 8.8 | 9.8 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 15835 | — | — |
| THIS DATE | 8.8 | | |
| TOTAL TIME | 15923 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 976 | 876 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 980 | 880 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 16000 | | | |

| 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 | MMM | MAINTENANCE LOG | DATE 3 / 22 / 84 |
|---|---|---|---|
| FIRST OFFICER | TD | | AIRCRAFT NUMBER 28WWII |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 971 | RFD | MDW | .4 | .4 |
| 972 | MDW | DEN | 2.3 | 2.5 |
| 973 | DEN | LAX | 2.0 | 2.3 |
| 974 | LAX | DEN | 3.0 | 3.5 |
| 975 | DEN | MDW | 2.1 | 2.3 |
| 976 | MDW | RFD | .3 | .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 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | 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

(1) R/H FWD RETRACT CYLINDER LEAKS.

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

(1) 3-21-84 OVERHAULED THE R/H FWD RETRACT CYLINDER. OPS. ✓ AND LEAK ✓ ARE OK. —END— D.G. Tracey AP35048387

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SRW | | 3 / 20 / 84 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| TFD | | 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 | 967 | 867 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 970 | 870 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1600 | | | |

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

1. PILOT'S WINDSHEILD HEAT INOP.

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

1 3-19-84 INSTALLED A LOANER L/H WINDSHEILD HEAT RELAY. OPS. ✓ IS OK. — END — D. G. Tracey AP3504833 87

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 3/16/84 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| OLSEN T. | | 28 WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 964 | RFD | MDW | 4 | .6 |
| 965 | MDW | 22G | 1.0 | 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 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 963 | 864 |
| | THIS DATE | 4 | 3 |
| | TOTAL | 967 | 867 |

| 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 |
|---|---|
| #1 WONE | |

| CAPTAIN | MAINTENANCE LOG | DATE 3/10/84 |
|---|---|---|
| FIRST OFFICER TD | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 958 | RFD | DEN | 2.2 | 2.3 |
| 959 | DEN | TEB | 2.9 | 3.1 |
| 960 | TEB | DEN | 4.3 | 4.6 |
| 961 | DEN | LRX | 2.2 | 2.7 |
| 962 | LRX | DEN | 1.8 | 2.0 |
| 963 | DEN | RFD | 1.8 | 2.0 |
| | | TOTAL | 15.2 | 16.7 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1551.4 | — | — |
| THIS DATE | 15.2 | — | — |
| 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 | | |

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

(1) A PHASE #7 INSPECTION IS DUE AT 1550 TTSN.

(2) lower MSI is in A/C.

(3) Pilots seat lever broken.

(4) BRAKES ARE WORN OUT.

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

(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 & CLEARED AT TIME OF INSP., FORM ON FILE EAC MAINT. OFFICE. —END—
K C Kengel 2197965

(2) Removed MACH Speed Indicator P/N 622-4382-018 S/N 1271 + Reinstalled S/N 1287 END KW Regen AP3556 1545 3-8-84

(3) Removed + Repaired + Replaced Pilots Seat lever. (fwd + Aft Movement. END 3-8-84 KW Regen AP3556 1545

(4) 3-10-84 RE-BUILT THE BRAKES —END— D. A. Tracey AP3504 83387

| CAPTAIN | MAINTENANCE LOG | DATE 3/5,6,7/84 |
|---|---|---|
| Winner S. | | |
| FIRST OFFICER Morris S. | | AIRCRAFT NUMBER 28WWII |

| 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 | 13.7 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1539.1 | — | — |
| THIS DATE | 12.3 | | |
| TOTAL TIME | 1551.4 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 951 | 852 |
| THIS DATE | 6 | 6 |
| TOTAL | 957 | 858 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1550 #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) Both nose tires are worn | (1) 3-5-84 Removed + Replaced Both nose Tires. FWD KW Keyes AP 3555 6 1545 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| Winner S. | | 3/1/84 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| Morris S | | 28WWI |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 949 | RFD | MKE | .3 | .5 |
| 950 | MKE | APF | 2.6 | 2.7 |
| 951 | APF | RFD | 2.8 | 3.1 |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 5.7 | 6.3 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1534.3 / 15334 | — | — |
| THIS DATE | 5.7 | | |
| TOTAL TIME | 1539.1 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 948 / 948 | 890 / 849 | |
| THIS DATE | 3 | 3 | |
| TOTAL | 951 | 852 | |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | 1550#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 |
|---|---|
| | |

| CAPTAIN | | DATE |
|---|---|---|
| WINNER S. | **MAINTENANCE LOG** | 2/24 27 28 29/84 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| DETZNER T. | | 28WWII |

| 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 |
| 949 | | 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

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 942 | 843 |
| THIS DATE | 6 | 6 |
| TOTAL | 948 | 849 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1550 #7 | | | |

948 / 890

| 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 TRANSPONDER INOP | (2) 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 MEL. 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 | MAINTENANCE LOG | DATE |
|---|---|---|
| Winner S. | | 2/22/23 84 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| Detzner T. | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 938 | RFD | MDW | .3 | .5 |
| 939 | MDW | DEN | 2.3 | 2.6 |
| 940 | DEN | MRY | 2.4 | 2.7 |
| 941 | MRY | MDW | 3.8 | 4.0 |
| 942 | MDW | RFD | .3 | .5 |
| | | | | |
| TOTAL | | | 9.1 | 10.3 |

| 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 | | | |

| 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) 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 V OK in hangar. END KW Reyes AP355561545 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 2/21/84 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| DETZPER T. | | 24WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 934 | RFD | MDW | .4 | .6 |
| 935 | MDW | DEN | 2.1 | 2.3 |
| 936 | DEN | MDW | 2.1 | 2.3 |
| 937 | MDW | RFD | .4 | .6 |
| | | | | |
| | | | | |
| TOTAL | | | 5.0 | 5.8 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 15264.9 | — | — |
| THIS DATE | 5.0 | | |
| TOTAL TIME | 15119 | | |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 933 | 836 |
| THIS DATE | 4 | 3 |
| TOTAL | 937 | 839 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | | | |

1550 #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. R/H LANDING LITE BURNT OUT | 2-20-84 COMPLIED WITH A S.O.A.P. ON L/H & R/H ENGINES THIS DATE. TEST RUN & CHECK FOR OIL LEAKS, SERVICED OIL TANKS TO FULL MARK MOBIL II. KCKinzel 2197965 |
| #2. #1 COM VOLUME SWITCH IS BROKEN HOWEVER VOLUME CAN BE ADJUSTED | |
| #3 ~~CABIN AIR TEMP SELECTOR~~ INTERMITTANT. | (1) SEE YELLOW COPY |
| | (2) 2-20-84 DISASSEMBLED COMM CTL 20 CONTROL HEAD AND ADJUSTED THE VOLUME POT MOUNTING TO HAVE PROPER ENGAGEMENT ON CONTROL SHAFT/KNOB. KCKinzel 2197965 |

# MAINTENANCE LOG

| CAPTAIN | DATE |
|---|---|
| N.M.W. | 2/20/84 |
| FIRST OFFICER: S.M. | AIRCRAFT NUMBER: 28[illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 932 | TEA | DEN | 3.9 | 4.2 |
| 933 | DEN | RFD | 1.9 | 2.3 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 5.8 | 6.5 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1501.1 | | |
| THIS DATE | 5.8 | | |
| TOTAL TIME | 1506.9 | | |

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 931 | 834 |
| THIS DATE | 2 | 2 |
| TOTAL | 933 | 836 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT ~~[illegible]~~ 1550 #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 |
|---|---|
| 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. Tracey AP350483387 |
| ENGINES ARE DUE 150/~~300~~ hr. INSPECTIONS AT 1500 hrs. TTSN. EMERG. POWER SUPPLY SER; SL-2457 WING FLAPS & SL-2450 NAC. INSP. ARE DUE. | 2-20-84 COMPLETED THE 150/300 hr. 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 | MAINTENANCE LOG | DATE |
|---|---|---|
| SRW | | 2/15/16/84 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| TO | | 28[illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 927 | MRY | ASE | 1.8 | 2.0 |
| 928 | ASE | DEN | .4 | .7 |
| 929 | DEN | ASE | .4 | .6 |
| 930 | ASE | DEN | .5 | .6 |
| 931 | DEN | TEB | 3.4 | 3.9 |
| | | | | |
| TOTAL | | | 6.5 | 7.8 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1494.6 | | |
| THIS DATE | 6.5 | | |
| TOTAL TIME | 1501.1 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 926 | 829 |
| | THIS DATE | 5 | 5 |
| | TOTAL | 931 | 834 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | 1500 #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 |
|---|---|
| | |

| CAPTAIN | WINNER |
|---|---|
| FIRST OFFICER | OLSON |

# MAINTENANCE LOG

| DATE | 2/14/84 |
|---|---|
| AIRCRAFT NUMBER | 299WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 923 | RFD | MOW | .3 | .5 |
| 924 | MOW | DEN | 2.2 | 2.4 |
| 925 | DEN | LAX | 2.1 | 2.3 |
| 926 | LAX | MRY | .8 | 1.3 |
| | | | | |
| | | | | |
| | | TOTAL | 5.4 | 6.5 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1489.2 | → | |
| THIS DATE | 5.4 | → | |
| TOTAL TIME | 1494.6 | → | |

| LANDINGS | | |
|---|---|---|
| | BROUGHT FORWARD | 922 826 |
| | THIS DATE | 4 3 |
| | TOTAL | 926 829 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | 150 #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

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| [illegible] | | 2 / [illegible] / 84 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| TC/TD | | 28 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 919 | RED | MDW | .4 | .5 |
| 920 | MDW | BOS | 1.9 | 2.1 |
| 921 | BOS | MDW | 2.1 | 2.4 |
| 922 | MDW | RED | .3 | .5 |
| | | | | |
| | | | | |
| | | TOTAL | 4.7 | 5.5 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1484.5 | | |
| THIS DATE | 4.7 | | |
| TOTAL TIME | 1489.2 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 918 | 822 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 922 | 826 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1520 #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 |
|---|---|
| | |

| CAPTAIN | MAINTENANCE LOG | DATE 2 / 8 / 84 |
|---|---|---|
| FIRST OFFICER TC | | AIRCRAFT NUMBER 28[illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 917 | LAX | DEN | 1.9 | 2.2 |
| 918 | DEN | RFD | 1.8 | 2.0 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 3.7 | 4.2 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1480.8 | — | — |
| THIS DATE | 3.7 | — | — |
| TOTAL TIME | 1484.5 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 915 | 820 |
| | THIS DATE | 3 | 2 |
| | TOTAL | 918 | 822 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | 1420 #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

| CAPTAIN | MAINTENANCE LOG | DATE 2 / 7 / 84 |
|---|---|---|
| FIRST OFFICER | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 914 | RDD | DEN | 2.2 | 2.4 |
| 915 | DEN | SFO | 2.2 | 2.7 |
| 916 | SFO | LAX | 1.0 | 1.1 |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 5.5 | 6.2 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 14753 | — | — |
| THIS DATE | 5.5 | — | — |
| TOTAL TIME | 14580.8 | — | — |

| LANDINGS | | |
|---|---|---|
| | BROUGHT FORWARD | 912 / 917 |
| | THIS DATE | 3 / 3 |
| | TOTAL | 915 / 920 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1500 #6 | | | |

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

#1 AIRSPEED/MACH METER INTEMITTS ON LEG INTO LAX

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

FEB 08 1984

EMERY AIR CHARTER N28WW

1. INSTALLED CUSTOMER FURNISHED PILOTS AIR SPEED INDICATOR P/N 622-4382-013 S/N 1271 ON S/N 1287 OFF
GROUND CHECK SATISFACTORY

AIRESEARCH AVIATION COMPANY
LOS ANGELES INTERNATIONAL AIRPORT
F.A.A. APPROVED REPAIR STATION 4022
BY [signature]
AIRCRAFT/~~ENGINE~~ HOURS 1480.0

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| JCE | | 2/2/5/84 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| TD/TK/SM | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 910 | RFD | MDW | .3 | .5 |
| 911 | MDW | SUN | 3.3 | 3.5 |
| 912 | SUN | MDW | 3.1 | 3.3 |
| 913 | MDW | RFD | .4 | .5 |
| | | | | |
| | | | | |
| | | TOTAL | 7.1 | 7.8 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1468.2 | | |
| THIS DATE | 7.1 | | |
| TOTAL TIME | 1475.3 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 908 | 813 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 912 | 817 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1500 HR | | | |

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 MWW | MAINTENANCE LOG | DATE 1/31/84 |
|---|---|---|
| FIRST OFFICER TFD | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 906 | 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 | — | — |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 904 | 809 |
| THIS DATE | 4 | 4 |
| TOTAL | 908 | 813 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1500 #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

(1) L-Nacelle light Remains on

(1) 1-2-84 R+R LH Nacelle heat valve P/N F10ASSCP102-50 H. S/N off 208 S/N on 193 RW. EWD
KW Regan AP355561545

1-30-84
(2) R/H ENGINE SHOWS HYDRAULIC LEAK.

(2) N28WW Westwind 1124 1-31-84
Removed R/H engine hydraulic pump S/N-A3-68 and installed serviceable 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 | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER | | 1/26/84 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| OLSON | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 902 | RFD | MDW | .3 | .6 |
| 903 | MDW | DEN | 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 | 1458.8 | | |
| THIS DATE | 4.9 | | |
| TOTAL TIME | 1463.7 | | |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 900 | 807 |
| THIS DATE | 4 | 2 |
| TOTAL | 904 | 809 |

| 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) ANTI-SKID INOP-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 35556 1545 |
| (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. R.C. Kunzel 21979605 |

| CAPTAIN M.MM | MAINTENANCE LOG | DATE 1/25/84 |
|---|---|---|
| FIRST OFFICER T.O. | | AIRCRAFT NUMBER 28ww |

1455.2

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 901 900 | ILG | ILG | .5 | 1.6 |
| 901 | ILG | 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

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 898 | 805 |
| | THIS DATE | 2 | 2 |
| | TOTAL | 900 | 807 |

| 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 |
|---|---|
| 1-25-84 | SEE REPAIRS MADE AT ATLANTIC AVIATION - SHEETS ATTACHED |
| | 1/25/84 C/W WW - S/B 24-29 THIS DATE J. Cl[illegible] [illegible] |

XTRA COPY FOR COSTI

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

# MAJOR REPAIR AND ALTERATION
## (Airframe, Powerplant, Propeller, or Appliance)

*Form Approved*
*Budget Bureau No. 04-R060.1*

*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. | 5. TYPE: REPAIR | 5. TYPE: ALTERATION |
|---|---|---|---|---|---|
| AIRFRAME | ◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆ (*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. |
|---|---|---|
| ATLANTIC AVIATION CORPORATION<br>P. O. BOX 15000<br>WILMINGTON, DELAWARE 19850 | U.S. CERTIFICATED MECHANIC<br>FOREIGN CERTIFICATED MECHANIC<br>X CERTIFICATED REPAIR STATION<br>MANUFACTURER | CRS 3514<br>AIRFRAME<br>CLASS 4 |

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 | SIGNATURE OF AUTHORIZED INDIVIDUAL |
|---|---|
| 1/23/84 | [signature] |

### 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 [X] 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 | CERTIFICATE OR DESIGNATION NO. | SIGNATURE OF AUTHORIZED INDIVIDUAL |
|---|---|---|
| 1/25/84 | CRS 3514 | [signature] |

## 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 OFF 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 H. 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 Test Flight

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 Ronald W. Snyder
For Atlantic Aviation Corp.
Wilmington, Delaware

| CAPTAIN | MAINTENANCE LOG | DATE 12/17/83 |
|---|---|---|
| FIRST OFFICER J.E.F. | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 900/899 | 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

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 897 | 805 |
| | THIS DATE | 1 | 1 |
| | TOTAL | 898 | 806 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | | | |

899/846

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

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 ONBOARD IN FLIGHT. AIRCRAFT IS APPROVED FOR DAYTIME VFR, UN-PRESSURIZED FLIGHT ONLY. K C Kunzel

12-16-83 2197985

INSPECTED PRIOR TO FLIGHT AS REQUIRED BY FERRY PERMIT; NO AIRWORTHINESS DIRECTIVES APPLY TO THIS AIRCRAFT AT PRESENT-

K C Kunzel 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).

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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— 28WW | | SERIAL NO. 368 |
| | BUILDER WESTWIND | | MODEL 1124A |
| E | DATE OF ISSUANCE 12/15/83 | | EXPIRY 12/25/83 |
| | OPERATING LIMITATIONS DATED 12/15/83 | | ARE A PART OF THIS CERTIFICATE |
| | SIGNATURE OF FAA REPRESENTATIVE WALTER E. LOHMEYER | | DESIGNATION OR OFFICE NO. AGL-GADO-3 |

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.

FAA FORM 8130-7 (3-69) SUPERSEDES FAA FORMS 1362-8; 8100-3; 8130-5 *SEE REVERSE SIDE*

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| JCE | | 12 / 9-13 / 83 |
| FIRST OFFICER: TD / TK | | AIRCRAFT NUMBER: 28WW |

| 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 | 3.8 | 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 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 892 | 802 |
| | THIS DATE | 5 | 3 |
| | TOTAL | 897 | 805 |

| 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) AIRCRAFT IS DUE A PHASE No. 5 INSP. AT 1450 TTSN

(1) 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.A. Tracy AP3504833387

2) AUX GYRO TEST IS NOT NORMAL

(2) 12-14-83 INSPECTED THE EMERG-AUX. GYRO BATTERY PACK; ALL CELLS CHECK OK.
K C Kingel 2197965

| CAPTAIN | WINNER |
|---|---|
| FIRST OFFICER | OLSON |

# MAINTENANCE LOG

| DATE | 12 / 6 / 83 |
|---|---|
| AIRCRAFT NUMBER | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 891 | SFO | DEN | 1.9 | 2.4 |
| 892 | DEN | MDW | 2.0 | 2.1 |
| 893 | MDW | RFD | .3 | .5 |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 4.2 | 5.0 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1439.4 | — | — |
| THIS DATE | 4.2 | | |
| TOTAL TIME | 1443.6 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 889 | 859 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 892 | 862 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1450 | | | |

| 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. RADBAR INOP | AT ATLANTIC 12-12-83 |
| NO ~~E~~ RADAR ALT CALLOUTS, AND ~~C~~ TALKS AND TALKS. ~~[illegible]~~ | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER | | 12 / 5 / 83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| OLSON | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 887 | RFD | MDW | .3 | .5 |
| 888 | MDW | DEN | 2.6 | 2.8 |
| 889 | DEN | LAX | 2.1 | 2.3 |
| 890 | LAX | SFO | 1.0 | 1.2 |
| | | | | |
| | | | | |
| TOTAL | | | 6.0 | 6.8 |

1434.3

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1433.4 | — | — |
| THIS DATE | 6.0 | | |
| TOTAL TIME | 1439.4 | — | — |

886/835

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 885 | 855 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 889 | 859 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1450 | | | |

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 | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER | | 11/12/29/30/83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| OLSON | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 882 | RST | DEN | 1.7 | 2.0 |
| 883 | DEN | MDW | 1.7 | 1.9 |
| 884 | MDW | TEB | 1.5 | 1.7 |
| 885 | TEB | DEN | 4.3 | 4.7 |
| 886 | DEN | RFD | 1.6 | 1.7 |
| | | | | |
| | | TOTAL | 10.8 | 12.0 |

887

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1422.6 | — | — |
| THIS DATE | 10.8 | | |
| TOTAL TIME | ~~1433.4~~ 1434.3 | | |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 880 | 830 |
| THIS DATE | 5 | 5 |
| TOTAL | ~~885~~ 886 | ~~835~~ 835 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1450 | | | |

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

#1. DOOR TO CABNIT BROKEN

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

REGLUED THE CABINET DOOR HINGE AREA. K C Kugel 2197905

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER | | 11/28-/29/83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| OLSON | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 879 | RFD | RST | .6 | .7 |
| 880 | RST | HPN | 2.2 | 2.4 |
| 881 | HPN | RST | 2.7 | 2.9 |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 5.5 | 6.0 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1417.1 | | |
| THIS DATE | 5.5 | | |
| TOTAL TIME | 1422.6 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 877 | 827 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 880 | 830 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | 1450 | | |

| 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 | |

11/18
11/17

| CAPTAIN | MAINTENANCE LOG | DATE 11/16/83 |
|---|---|---|
| FIRST OFFICER TFD | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 874 | SAT | ASE | 2.1 | 2.6 |
| 875 | ASE | MRY | 2.2 | 2.4 |
| 876 | MRY | 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 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 872 | 822 |
| | THIS DATE | 5 | 5 |
| | TOTAL | 877 | 827 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1450 | | | |

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 | | DATE |
|---|---|---|
| MMM | **MAINTENANCE LOG** | 11 / 16 / 83 |
| FIRST OFFICER TFD | | AIRCRAFT NUMBER 28WW |

| 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 | 820 |
| THIS DATE | | 2 | 2 |
| TOTAL | | 872 | 822 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1450 | | | |

| 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 | 11-14-83 REPLACED THE L/H GENERATOR CONTROL UNIT, RUN AND ADJUSTED OUTPUT. KCKenzel 2197965 |
| | 11-14-83 THE ABOVE GCU IS THE ORIGINAL UNIT BACK FROM O.H., S/N681926M1 KCKenzel 2197965 |
| | Incorrect hours added this date should be 2.9 not 2.4 = .5 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINDER S. | | 11 / 13 / 83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| OLSON T | | 2866 |

| 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 | — | — |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 861 | 818 |
| THIS DATE | 3 | 2 |
| TOTAL | 864 | 820 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 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 |
|---|---|
| #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 - KCKugel 219965 |
| #2 | |

| CAPTAIN Winner S. | MAINTENANCE LOG | DATE 11/10 9 / 11 11/83 |
|---|---|---|
| FIRST OFFICER Olson T. | | AIRCRAFT NUMBER 28WW |

| 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 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 863 | 814 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 867 | 818 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 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 |
|---|---|
| #1 ~~none~~ A LOANER AUTO-PILOT COMPUTER IS IN PLACE. | 11-9-83 INSTALLED AN OVERHAULED AUTO PILOT COMPUTOR. S/N OFF 2055 S/N ON 2198. — END — D.C. Tracey AP350483387 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER | | 11/8/83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| OLSON | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 862 | MRY | DEN | 2.2 | 2.4 |
| 863 | DEN | MDW | 1.8 | 2.0 |
| 864 | MDW | RFD | .3 | .4 |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 4.3 | 4.8 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1389.3 | — | — |
| THIS DATE | 4.3 | — | — |
| TOTAL TIME | 1393.6 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 860 | 811 |
| THIS DATE | 3 | 3 |
| TOTAL | 863 | 814 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 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 |
|---|---|
| #1 NEED 327 LIGHT BULBS IN LIGHT BULB KIT | 11-9-83 REPLACED 327 LIGHT BULBS IN THE KIT. — END<br>D.Q. Tracey AP350483387 |
| 2 #2 WATER POT DOES NOT HEAT | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 11/5/83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| OLSON T. | | 28WGS II |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 858 | RFD | MDW | .4 | .6 |
| 859 | MDW | DEN | 2.3 | 2.8 |
| 860 | DEN | LAX | 2.3 | 2.6 |
| 861 | LAX | MRY | .8 | 1.3 |
| | | | | |
| | | | | |
| TOTAL | | | 5.8 | 7.3 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1383.5 | — | — |
| THIS DATE | 5.8 | — | — |
| TOTAL TIME | 1389.3 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 856 | 807 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 860 | 811 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 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

| CAPTAIN | | DATE |
|---|---|---|
| WINNER | **MAINTENANCE LOG** | 11/3-4/83 |
| FIRST OFFICER OLSON | | AIRCRAFT NUMBER 28WW |

| 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 | 5.2 | 6.4 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1378.3 | — | — |
| THIS DATE | 5.2 | | |
| TOTAL TIME | 1383.5 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 853 | 804 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 856 | 807 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 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 |
|---|---|
| 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. KKunzil 2197965 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SRW | | 11/2/83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| TO | | 28 WCW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 851 | TEB | BDR | .3 | .6 |
| 852 | BDR | DCA | 1.0 | 1.3 |
| 853 | DCA | MKE | 1.6 | 1.8 |
| 854 | MKE | RFD | .4 | .6 |
| | | | | |
| | | | | |
| | | TOTAL | 3.3 | 4.3 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1375.0 | — | — |
| THIS DATE | 3.3 | — | — |
| TOTAL TIME | 1378.3 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 849 | 800 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 853 | 804 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1400 | | | |

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

RET BRAKE LEAKING

LANDING LGTS NEED PAINT ON INSIDE OF LGTS SO DON'T BLIND PILOTS.

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

(1) INSTALLED NEW BLEEDER CRUSH WASHERS ON BRAKE ASSY BLEEDERS
KKenyl 2199965

(2) BOTH LANDING LAMP LENS REPAINTED TO IMPROVE PILOT VISION.
KKenyl 2199965

| CAPTAIN | MAINTENANCE LOG | DATE 11 / 1 / 83 |
|---|---|---|
| FIRST OFFICER TC. | | AIRCRAFT NUMBER 28WW |

1365.4

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 847 846 | RFD | MDW | .5 | .5 |
| 847 | MDW | DEN | 2.3 | 2.4 |
| 848 | DEN | HAY | 2.1 | 2.3 |
| 849 | HAY | MDW | 3.5 | 3.9 |
| 850 | MDW | TEB | 1.6 | 1.7 |
| | | | | |
| | | TOTAL | 10.0 | 10.8 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1365.0 | — | — |
| THIS DATE | 10.0 | — | — |
| TOTAL TIME | 1375.0 | — | — |

| LANDINGS | | 845 | 795 |
|---|---|---|---|
| | BROUGHT FORWARD | 844 | 795 |
| | THIS DATE | 5 | 5 |
| | TOTAL | 849 | 800 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 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

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SRW | | 10/30/83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| TO | | 23WW |

| 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 |
| 846 | | | | |
| | | | | |
| | | | | |
| | | 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

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 841 | 792 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 844 | 795 |

845/795

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1400 | | | |

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

RIGHT BRAKE LEAKING

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

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNERS | | 10/27/83 |
| FIRST OFFICER RAMQUIST K. | | AIRCRAFT NUMBER 28WW |

| 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 | 3.5 | | |
| TOTAL TIME | 1361.2 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 838 | 789 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 841 | 792 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| A ~~1350~~ #2 1400 | | | |

**DISCREPANCIES-** REPORT EACH SYSTEM AND/OR COMPONENT 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 | MAINTENANCE LOG | DATE 10 / 25 / 83 |
|---|---|---|
| JCE | | AIRCRAFT NUMBER 28WW |
| FIRST OFFICER KDR | | |

| 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 | 781 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT ~~1350~~ #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 MAINT OFFICE. COMPLIED WITH ~~BRAKE~~ MAIN GEAR ACTUATOR INBOARD BOLT REPLACED AS PER SLWW2494 KIT INSTALLED.
K C Kunzel 2197965

10-24-83 COMPLETED SLWW2457 PART A ON ~~FAE~~ WING FLAP INSP. AND SLWW2450 ON ENGINE INLET NACELLE INSP. (LEFT SIDE ONLY REQ'D.) K C Kunzel 2197965

| CAPTAIN SRW | MAINTENANCE LOG | DATE 10/23,24/83 |
|---|---|---|
| FIRST OFFICER TD | | AIRCRAFT NUMBER 28ww II |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 832 | MDW | DEN | 2.1 | 2.4 |
| 833 | DEN | MDW | 1.9 | 2.1 |
| 834 | MDW | DEN | ~~2.8~~ 2.2 | ~~2.2~~ 2.8 |
| 835 | DEN | RFD | 1.7 | 1.9 |
| | | | | |
| | | | 7.9 | 9.2 |
| | | TOTAL | 7.5 | 8.6 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1347.6 | — | — |
| THIS DATE | 7.5 | | |
| TOTAL TIME | 1355.1 | | |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 830 | 783 |
| THIS DATE | 4 | 4 |
| TOTAL | 834 | 787 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT ~~1350~~ 1400 #2 | | | |

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

#1. ~~2~~ LANDING LITES NEED TO BE REPAINTED

#2. REAR BAGGAGE HEAT LITE IS INOP (POSSIBLY BURNT BULB)

#3.

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

(2) OPS CHECKED BAGGAGE HEAT AND REPLACED BOTH IND. BULBS.
KCKuyel 2199965

Error in entry
should be 7.9
not 7.5

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SRW | | 10 / 23 / 83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| TO | | 28(W) |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 830 | RED | STL | .8 | 1.0 |
| 831 | STL | MDW | .7 | .9 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 1.5 | 1.9 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1346.1 | — | — |
| THIS DATE | 1.5 | — | — |
| TOTAL TIME | 1347.6 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 828 | 781 |
| | THIS DATE | 2 | 2 |
| | TOTAL | 830 | 783 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | 1850 #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

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S | | 10/21/83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| OLSON T. | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 829 | ~~RFD~~ MDW | RFD | .4 | .6 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | .4 | .6 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1345.7 | — | — |
| THIS DATE | 4 | | |
| TOTAL TIME | 1346.1 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 827 | 780 |
| | THIS DATE | 1 | 1 |
| | TOTAL | 828 | 781 |

| 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 |
|---|---|
| | |

| CAPTAIN | | DATE |
|---|---|---|
| SRW | **MAINTENANCE LOG** | 10/20-21/83 |
| FIRST OFFICER TO | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 823 | RFD | MOW | .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 | | | |

| 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 NAC HEAT STUCK IN THE ON POSITION | |

| CAPTAIN | MMM |
|---|---|
| FIRST OFFICER | TC |

# MAINTENANCE LOG

DATE 10 / 19 / 83

AIRCRAFT NUMBER 28WW

| 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 | 818 | 771 | |
| THIS DATE | 3 | 3 | |
| TOTAL | 821 | 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 |
|---|---|
| op. √ ok. MMM | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 10/18/83 |
| FIRST OFFICER KAMQUIST K | | AIRCRAFT NUMBER 28WW |

| 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 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 814 | 768 |
| | THIS DATE | 4 | 3 |
| | TOTAL | 818 | 771 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1350 #3 | | | |

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

#1. AUTO PILOT HEADING & NAV MODE INOP

#2. LIFT DUMP SLOW IN DEPLOYMENT AFTER SWITCH AND GROUND CONTACT HAVE BEEN MADE

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

| CAPTAIN | MAINTENANCE LOG | DATE 10/16, 17/83 |
|---|---|---|
| FIRST OFFICER | | AIRCRAFT NUMBER 28WW |

| 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 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 810 | 764 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 814 | 768 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1350 #3 | | | |

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

R/H NACELLE HEAT VALVE STICKS OPEN (HEAT ON) WHEN SWITCHED OFF.

1 OVERHEAD PANEL LITES FOR THE FOLLOWING SWITCHES ARE INOP: NAC L+R, WINDSHIELD HEAT L+R, DE-ICE NORMAL + MANUAL EXT PWR + BATT. GEN L+R BATT DISCONNECT L+R

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

10-14-83 REPLACED THE R/H NACELLE HEAT VALVE S/N ~~SG~~ 201 WITH SUNSTRAND MFG, S/N 8100435.
K C Kinzel 2197965

| CAPTAIN | MAINTENANCE LOG | DATE 10 /12.13 / 83 |
|---|---|---|
| FIRST OFFICER | | AIRCRAFT NUMBER |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 808 | RFD | MDW | .4 | .5 |
| 809 | MDW | DEN | 2.2 | 2.5 |
| 810 | DEN | MDW | 2.0 | 2.2 |
| 811 | MDW | RFD | .4 | .5 |
| | | | | |
| | | | | |
| TOTAL | | | 5.0 | 5.7 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1316.4 | — | — |
| THIS DATE | 5.0 | — | — |
| TOTAL TIME | 1321.4 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 806 | 760 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 810 | 764 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1350 #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 |
|---|---|
| | |

| CAPTAIN | MAINTENANCE LOG | DATE 10 / 10 / 83 |
|---|---|---|
| FIRST OFFICER KDR | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 804 | RFD | DEN | 2.1 | 2.2 |
| 805 | DEN | TEB | 3.3 | 3.4 |
| 806 | TEB | MDW | 1.6 | 2.4 |
| 807 | MDW | RFD | .3 | .5 |
| | | | | |
| | | | | |
| TOTAL | | | 7.3 | 8.5 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1309.1 | → | → |
| THIS DATE | 7.3 | → | → |
| TOTAL TIME | 1316.4 | → | → |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 802 | 256 |
| THIS DATE | 4 | 4 |
| TOTAL | 806 | 260 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1350 #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 |
|---|---|
| | |

| CAPTAIN | MAINTENANCE LOG | DATE 10/ 8 /83 |
|---|---|---|
| FIRST OFFICER TO. | | AIRCRAFT NUMBER 28 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 803 | MDW | RFD | .3 | .5 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | .3 | .5 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1308.8 | → | → |
| THIS DATE | .3 | → | → |
| TOTAL TIME | 1309.1 | → | → |

| LANDINGS | | |
|---|---|---|
| | BROUGHT FORWARD | 801 755 |
| | THIS DATE | |
| | TOTAL | 802 756 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1350 ± 3 | | | |

**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 OFF AND ON, REASON FOR REMOVAL

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| MMM | | 10 / 8 / 83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| TO | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 797 | RFD | MDW | .4 | .6 |
| 798 | MDW | DEN | 2.4 | 2.6 |
| 799 | DEN | MKC | 1.2 | 1.4 |
| 800 | MKC | DEN | 1.3 | 1.5 |
| 801 | DEN | MKC | 1.3 | 1.5 |
| 802 | MKC | MDW | 1.0 | 1.1 |
| TOTAL | | | 7.6 | 8.7 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1301.2 | → | → |
| THIS DATE | 7.6 | → | → |
| TOTAL TIME | 1308.8 | → | → |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 795 | 749 |
| | THIS DATE | 6 | 6 |
| | TOTAL | 801 | 755 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1350 ±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

| CAPTAIN | MAINTENANCE LOG | DATE 10/7/83 |
|---|---|---|
| FIRST OFFICER | | AIRCRAFT NUMBER 28 [illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 796 | AZO | RFD | .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 | 796 | 748 |
| THIS DATE | | |
| TOTAL | 795 | 749 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1350 #3 | | | |

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

PERFORM 91.172 ON BOTH TRANSPONDERS

A/P ROLLS RIGHT AFTER ENGAGEMENT -

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

In Accordance With FAR 91.172 This Aircraft's ATC Transponder (Manufacturer COLLINS Type TDR-90, S/N 9608) Was Found To Comply With FAR 43 Appendix F On 10-7-83 Using Ramp Checker Type GOCA, S/N 169
KAL-AERO, INC. CRS 3240
W.O. # 72667
Signed Robert L. Eckert

In Accordance With FAR 91.172 This Aircraft's ATC Transponder (Manufacturer COLLINS Type TDR-90, S/N 18112) Was Found To Comply With FAR 43 Appendix F On 10-7-83 Using Ramp Checker Type GOCA, S/N 169
KAL-AERO, INC. CRS 3240
W.O. # 72667
Signed Robert L. Eckert

REMOVED APC-80 PN 522-2901-016 SN 2198 AND INSTALLED COLLINS WARRANTY CENTER SN 2655
KAL-AERO CRS 3240
Robert L. Eckert

| CAPTAIN | MAINTENANCE LOG | DATE 10/5/83 |
|---|---|---|
| FIRST OFFICER TC | | AIRCRAFT NUMBER 23WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 795 | RFD | AZO | .5 | .6 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | .5 | .6 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1300.1 | — | — |
| THIS DATE | .5 | — | — |
| TOTAL TIME | 1300.6 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 793 | 717 |
| | THIS DATE | 1 | 1 |
| | TOTAL | 794 | 718 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1300 #6 | | | |

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

91.075

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 50,000 feet on 10-7-83

Date of Altimeter Test

Signature Richard E. Hi

Date of Static System Test 10-7-83

Certification Number CRS-3240

Co-Pilots

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 50,000 feet on 10-7-83

Date of Altimeter Test

Signature Richard E. Hi

Date of Static System Test 10-7-83

Certification Number CRS-3240

The Air Data Computer Tests Required by FAR Part 91.171 have been performed on the following date 10-7-83. The maximum altitude to which tested was 50,000 feet

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

10-7-83

C/W PHASE 2 INSPECTION REQUIREMENTS BOTH BATTERIES DEEP CYCLED. REPLACED ONE DAMAGED STATIC WICK ON TIP OF RT ELEVATOR P/N 16310. INSTALLED NEW GEAR AND CAM ASSY IN TOP BEACON. INSTALLED NEW BULB IN TOP BEACON. REPLACED ALL 4 BULBS IN LOGO LIGHTS P/N DA29. REPAIRED BAD SPLICE IN L/H BLEED AIR OVERHEAT DETECT. SYSTEM. REPAIRED PITOT STATIC LEAK ON LEFT SIDE (LOOSE FITTING AT PRESSURE BULKHEAD). SERVICED HYD. RESEVOIR. REPLACED TWO BULBS IN ANN. UNCIATOR PANEL (RT. HYD. PRESSURE + #2 A.C. FAIL) REPLACED DESSICANT IN BOTH W/S TUBES. C/W 91.171 BOTH SIDES AND ADC.

This aircraft (air-frame, aircraft engine, propeller, or appliance identified on this form) was repaired and inspected in accordance with applicable regulations of the Federal Aviation Agency and is approved for return to service. A record of details of the repair are on file at this repair station under order No. 71715

Date 10-7-83 Signed Richard E. Hi For:

KAL-AERO INC. CERTIFIED REPAIR STATION 3240

5605 Portage Road, Kalamazoo, Michigan 49002

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| JCE | | 10/1-4/83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| KR | | 29WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 790 | RFD | DFW | 2.0 | 2.3 |
| 791 | JFK | DEN | 3.8 | 4.1 |
| 792 | DEN | MDW | 1.8 | 2.0 |
| 793 | MDW | DEN | 2.5 | 2.7 |
| 794 | DEN | MDW | 2.0 | 2.2 |
| 795 | MDW | RFD | .3 | .4 |
| | | TOTAL | 12.4 | 13.7 |

1289.1

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 12877 | | |
| THIS DATE | 12.4 | | |
| TOTAL TIME | 1300.1 | | |

788 741

| LANDINGS | | | |
|---|---|---|---|
| | 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 ASSY'S ON BOTH MLG; OVERHAUL BY G-N AIRCRAFT GRIFFITH, IND. COMPLIED WITH SERVICE LETTER WW-24103, PERTAINING TO MOUNTING HARDWARE, BRAKES TO GEAR LEGS, BY INSTALLING ALL NEW BOLTS, NUTS, AND WASHERS AS PER S.L. PARTS LIST.
K C Kenyel 2197965

10-5-83 INSTALL OHD 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.C Kenyel 2197965

| CAPTAIN | MAINTENANCE LOG | DATE 9/30/83 |
|---|---|---|
| FIRST OFFICER TD | | AIRCRAFT NUMBER 2Eum |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 788 | BIC | ORD | 2.0 | 2.1 |
| 789 | ORD | RFD | .3 | .7 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 2.3 | 2.8 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1285.4 | — | — |
| THIS DATE | 2.3 | — | — |
| TOTAL TIME | 1287.7 | — | — |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 785 | 739 |
| THIS DATE | 2 | 2 |
| TOTAL | 787 | 741 |

788 / 741

| 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 |
|---|---|
| | |

| CAPTAIN | MAINTENANCE LOG | DATE 9 / 20 / 83 |
|---|---|---|
| FIRST OFFICER TD | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 782 | RFD | ORD | .5 | .7 |
| 783 | ORD | DAL | 1.8 | 2.2 |
| 784 | DAL | SNA | 3.0 | 3.2 |
| 785 | SNA | FDC | 1.2 | 1.6 |
| 786 | FDC | SFO | .3 | .7 |
| 787 | SFO | BJC | 2.1 | 2.3 |
| TOTAL | | | 8.9 | 10.7 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 12765 | | |
| THIS DATE | 8.9 | | |
| TOTAL TIME | 12854 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 779 | 733 |
| | 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

| CAPTAIN | MAINTENANCE LOG | DATE 9/25/63 |
|---|---|---|
| FIRST OFFICER | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 779 | RFD | SIN | 3.0 | 3.2 |
| 780 | SIN | MDW | 3.4 | 3.6 |
| 781 | MDW | RFD | .4 | .5 |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 6.8 | 7.3 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1269.7 | → | → |
| THIS DATE | 6.8 | → | → |
| TOTAL TIME | 1276.5 | → | → |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 726 | 730 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 729 | 733 |

| 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

| CAPTAIN | MAINTENANCE LOG | DATE 9/22/83 |
|---|---|---|
| FIRST OFFICER TD | | AIRCRAFT NUMBER 28[illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 773 | RFD | MDW | 4 | 5 |
| 774 | MDW | SUN | 3.5 | 3.6 |
| 775 | SUN | PHX | 1.8 | 1.9 |
| 776 | DEN | ORD | 3.0 | 3.2 |
| 777 | ORD | CLE | .8 | .9 |
| 778 | CLE | RFD | 1.0 | 1.3 |
| TOTAL | | | 10.5 | 11.4 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1259.2 | → | → |
| THIS DATE | 10.5 | → | → |
| TOTAL TIME | 1269.7 | → | → |

| LANDINGS | | |
|---|---|---|
| | BROUGHT FORWARD | 771 724 |
| | THIS DATE | 3 6 |
| | TOTAL | 774 730 |

| 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

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. KCKuzel
21979650

| CAPTAIN | MAINTENANCE LOG | DATE 9/20/83 |
|---|---|---|
| [illegible] | | |
| FIRST OFFICER | | AIRCRAFT NUMBER 28WW |
| T D | | |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 769 | RFD | MDW | .3 | .5 |
| 770 | MDW | BOS | 1.9 | 2.0 |
| 771 | BOS | MDW | 2.4 | 2.6 |
| 772 | MDW | RFD | .4 | .5 |
| | | | | |
| | | | | |
| TOTAL | | | 5.0 | 5.6 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1254.2 | → | |
| THIS DATE | 5.0 | → | |
| TOTAL TIME | 1259.2 | → | |

CYCLES

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 767 | 720 |
| THIS DATE | 4 | 4 |
| TOTAL | 771 | 724 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT ~~1253~~ 1300 #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 |
|---|---|
| TIME & CYCLES CORRECTED 9/19/83 | 9-20-83 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 1 (LANDING GEAR) INSPECTION AND HAS BEEN FOUND TO BE IN AIRWORTHY CONDITION. -END- D.G. Tracey AP350483387 |
| L BLEED AIR LIGHT ON | 9-20-83 REPOSITIONED THE LEFT BLEED VALVE OVER HEAT SENSE ELEMENT (LOOP) TO PRECLUDE FALSE OVER HEAT INDICATIONS AS NOTED IN WW SERVICE LETTER 2499. K CKenzel 2197965 |

| CAPTAIN | | DATE |
|---|---|---|
| JCE | **MAINTENANCE LOG** | 2/18/83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| TO | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 766 | RFD | STL | .7 | .9 |
| 767 | STL | MDW | .7 | 1.0 |
| 768 | MDW | RFD | .3 | .4 |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 1.7 | 2.3 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1242.4 | → | → |
| THIS DATE | 1.7 | → | → |
| TOTAL TIME | 1244.1 | → | → |

1254.2

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 764 | 717 |
| THIS DATE | 3 | 3 |
| TOTAL | 767 | 720 |

| 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 |
|---|---|
| | |

| CAPTAIN | SRW |
|---|---|
| FIRST OFFICER | KOR |

# MAINTENANCE LOG

| DATE | 9 / 14 - 17 / 83 |
|---|---|
| AIRCRAFT NUMBER | 28WN |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 762 | RFD | MDW ~~OEW~~ | .3 | .6 |
| 763 | MDW | DEN | 2.4 | 2.6 |
| 764 | DEN | JFK | 3.5 | 3.8 |
| 765 | JFK | RFD | 2.1 | 2.7 |
| | | | | |
| | | | | |
| | | TOTAL | 8.3 | 9.1 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 12341.1 | → | → |
| THIS DATE | 8.3 | → | → |
| TOTAL TIME | 12424 | → | → |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 760 | 713 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 764 | 717 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | 12550 | | |

**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 | |
|---|---|
| | J. C. EMER |
| FIRST OFFICER | J. E. [illegible] |

# MAINTENANCE LOG

| DATE | 9/14/83 |
|---|---|
| AIRCRAFT NUMBER | 28[illegible] |

| FLT. NO. | FROM | TO | FLI[illegible] |
|---|---|---|---|
| 759 | RFD | DCA | [illegible] |
| 760 | DCA | ORD | [illegible] |
| 761 | ORD | [illegible] | [illegible] |
| | | | |
| | | | |
| | | | |
| TOTAL | | | 3. |

| BLOCK |
|---|
| .6 |
| 1.9 |
| .5 |
| |
| |
| |
| 3.0 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1230.7 | → | → |
| THIS DATE | 3.4 | | |
| TOTAL TIME | 1234.1 | → | → |

| LANDINGS | | | |
|---|---|---|---|
| | 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

| CAPTAIN | | DATE |
|---|---|---|
| WINNER S | # MAINTENANCE LOG | 9 / 13 / 83 |
| FIRST OFFICER DETZNER T. | | AIRCRAFT NUMBER 28WWII |

| 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. L/H STRUT HAS TO MUCH PRESSURE. | 9-13-83 SERVICED THE L/H STRUT. —END— [illegible] AP35048338 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 9/12/83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| DETZNER T. | | 28WWII |

| 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 | 750 | 704 | |
| THIS DATE | 3 | 3 | |
| TOTAL | 753 | 707 | |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1250 | | | |

**DISCREPANCIES-** REPORT EACH SYSTEM AND/OR COMPONENT 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 | MAINTENANCE LOG | DATE |
|---|---|---|
| JCE | | 9 / 9 / 83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| TO | | 281WWTI |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 749 | RFD | MDW | .4 | .5 |
| 750 | MDW | STL | .7 | 1.1 |
| 751 | STL | RFD | .6 | .9 |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 1.7 | 2.5 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1227.5 | | |
| THIS DATE | 1.7 | | |
| TOTAL TIME | 1229.2 | → | → |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 747 | 701 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 750 | 704 |

| 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

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S | | 9 / 2 / 83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| RAMQUIST K | | 28WWII |

1222.0

| 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 | 743 | 697 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 747 | 701 |

| 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 TAIL ROTATING BEACON DOES NOT ROTATE | 9-9-83 OVERHAULED THE TAIL ROTATING BEACON. OPS ✓ IS OK. -END- D.G. Tracy AP3504 3387 |
| #2 | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| JCE | | 8/29/53 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| TO | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 741 | RED | MDW | .3 | .5 |
| 742 | MDW | DEN | 2.4 | 2.6 |
| 743 | DEN | MDW | 1.9 | 2.0 |
| 744 | MDW | RED | .3 | .4 |
| | | | | |
| | | | | |
| | | TOTAL | 4.9 | 5.5 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1217.0 | → | → |
| THIS DATE | 4.9 | → | → |
| TOTAL TIME | 1221.9 | → | → |

1222.0

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 739 | 693 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 743 | 697 |

| 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

| CAPTAIN | MAINTENANCE LOG | DATE 8/28/83 |
|---|---|---|
| FIRST OFFICER JF | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 738 | RFD | 49J | 1.8 | 2.0 |
| 739 | [illegible] | RFW | 1.9 | 2.1 |
| 740 | MDW | RFD | 4 | 5 |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 4.1 | 4.6 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1213.0 | → | |
| THIS DATE | 4.1 | → | |
| TOTAL TIME | 1217.1 | → | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 736 | 690 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 739 | 693 |

| 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

8-27-83 INSTALLED LOANER RATE GYRO IN PILOTS TURN CO-ORDINATOR SYSTEM TO PRECLUDE 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 C Kugel 2197965

| CAPTAIN | JCE |
|---|---|
| FIRST OFFICER | JF |

# MAINTENANCE LOG

| DATE | 8 / 25 / 83 |
|---|---|
| AIRCRAFT NUMBER | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 735 | RFD | MDW | .3 | .5 |
| 736 | MDW | 49J | 1.7 | 2.0 |
| 737 | 49J | RFD | 1.9 | 2.1 |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 3.9 | 4.6 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1209.1 | | |
| THIS DATE | 3.9 | | |
| TOTAL TIME | 1213.0 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 733 | 687 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 736 | 690 |

| 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

# MAINTENANCE LOG

CAPTAIN [illegible]
FIRST OFFICER [illegible]

DATE 8/22/83
AIRCRAFT NUMBER 28NW II

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 730 700 | RFD | DEN | 2.1 | 2.3 |
| 701 | DEN | LAX | 2.1 | 2.4 |
| 702 | LAX | SFO | 1.0 | 1.2 |
| 703 | SFO | DEN | 1.9 | 2.2 |
| 734 704 | 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 | 667 | 629 |
| THIS DATE | 5 | 5 |
| TOTAL | 672 | 634 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT ~~1200~~ 1250 #1 | | | |

| 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 ITT GAUGE WILL NOT DIM WITH OTHER GUAGES IT ~~STAYS~~ 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 HR. FLAP CABLE LUBE C/W ON THIS INSP. INTERVAL. — END — K C Kenzel 2197965 |
| | 8-22-83 COOLING TURBINE P/N 572375-2 S/N 11309 REMOVED IN SIEZED 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 C Kenzel 2197965 |
| | 8-22-83 WW S/B 24-28 C/W THIS DATE [illegible signature] ~~#~~ ON FILE |

| CAPTAIN | MAINTENANCE LOG | DATE 8/18-21/83 |
|---|---|---|
| FIRST OFFICER TO | | AIRCRAFT NUMBER 28WCU II |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 694 | RED | MDW | .3 | .5 |
| 695 | MDW | ASE | 2.5 | 2.7 |
| 696 | ASE | MRY | 2.0 | 2.2 |
| 697 | MRY | ASE | 1.8 | 2.0 |
| 698 | ASE | MDW | 2.4 | 2.6 |
| 699 | MDW | RED | .3 | .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 | | | |

| 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 | MAINTENANCE LOG | DATE 8/15/83 |
|---|---|---|
| FIRST OFFICER MMM / 1402 | | AIRCRAFT NUMBER 28[illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 688 | RFD | DEN | 1.9 | 2.2 |
| 689 | DEN | MDW | 2.0 | 2.1 |
| 690 | MDW | TEB | 1.7 | 1.8 |
| 691 | TEB | MDW | 1.8 | 2.5 |
| 692 | MDW | DEN | 2.1 | 2.2 |
| 693 | DEN | RFD | 1.9 | 2.1 |
| TOTAL | | | 11.4 | 12.4 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1179.5 | — | — |
| THIS DATE | 11.4 | — | — |
| TOTAL TIME | 1190.9 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 655 | 618 |
| | THIS DATE | 6 | 5 |
| | TOTAL | 661 | 623 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1200 | | | |

**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 | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 8/24/83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| OLSON T. | | 28WW |

| 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 | RFD | .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 | | | |

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

#1. WINDSHIELD WIPER ON R/H PARKED MIDDLE OF WINDSHIELD

2.

**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 PARK POSITION RE-POSITIONED TO THE INBOARD EDGE OF THE WINDSHIELD

K C Kuyel 2197465

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINDER S | | 8/8/83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| OLSON T. | | 28WW |

| 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 | 11.5 | | |
| TOTAL TIME | 1174.6 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 644 | 607 |
| | THIS DATE | 6 | 6 |
| | TOTAL | 650 | 613 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | | | |

**DISCREPANCIES-** REPORT EACH SYSTEM AND/OR COMPONENT 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

8-8-83 INSTALLED A NEW TIRE ON THE LEFT SIDE OF THE AIRCRAFT AND CLEANED AND GREASED THE BEARINGS AND ANTI-SKID TRANSDUCER.

R C Kugel 8197965

| CAPTAIN | MAINTENANCE LOG | DATE 8 / 7 / 83 |
|---|---|---|
| FIRST OFFICER JP | | AIRCRAFT NUMBER 28 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 674 | RFD | FRH | 7 | 1.0 |
| 675 | FRH | MDW | .6 | .8 |
| 676 | MDW | RFD | .3 | .5 |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 1.6 | 2.3 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1161.5 | → | → |
| THIS DATE | 1.6 | → | → |
| TOTAL TIME | 1163.1 | → | → |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 641 | 604 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 644 | 607 |

| 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

| CAPTAIN | MAINTENANCE LOG | DATE 8 / 15 / 83 |
|---|---|---|
| FIRST OFFICER JF | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 671 | RFD | MDW | .4 | .6 |
| 672 | MDW | FRH | .6 | .8 |
| 673 | FRH | RFD | .8 | .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 | | | |

| 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 |
|---|---|
| | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 8/4/83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| RAMQUIST K. | | 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 | 4 | 4 |
| | TOTAL | 638 | 601 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | | | |

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

#1. FMS 90 MODE SELECTOR NEED ALLEN WRENCH TO TIGHTEN

#2. FLAP UNBALANCE SWITCH NEEDS TO BE TIGHTENED

**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 AND
2) FLAP UNBALANCE TEST SWITCH RE-TIGHTENED. UPDATED FMS 90 DATA BASE. 8-5-83 RCKunzel
2197965

# MAINTENANCE LOG

| CAPTAIN | DATE |
|---|---|
| Steve [illegible] | 8 / 1 / 83 |
| **FIRST OFFICER** | **AIRCRAFT NUMBER** |
| Kent Rampart | 28WW |

| 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 | ✓1151.9 | — | — |
| THIS DATE | 2.7 | — | — |
| TOTAL TIME | 1154.6 | — | — |

692 647

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 632 | 595 |
| THIS DATE | 2 | 2 |
| TOTAL | 634 | 597 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1150 | | | |

| 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 LANDING LIGHT OUT | #1) R/H LANDING LAMP REPLACED. |
| #2. L/H WINDSHEILD WILL NOT HEAT | #2) L/H WINDSHIELD HEAT RELAY REPLACED WITH SERVICEABLE ITEM. OPS CHECK OF SYSTEM SHOWS OK - KCKunzel 2197965 |
| | COMPLETED A PHASE #11 INSP. AS REQUIRED AT 1150 TTSN. INSP. FORM ON FILE EAC MAINT. OFFICE. STARTER/GEN S/N 3005 OVER HAULED AT A/C SYSTEMS, INC. AND RE INSTALL ON THE R/H ENGINE. EMERG POWER SUPPLY JET823 AUX GYRO BATTERY SERVICED AT A/C SYSTEMS INC/ AND RE INSTALLED. KCKunzel 2197965 |

| CAPTAIN | MAINTENANCE LOG | DATE 7/28-31/83 |
|---|---|---|
| WINNER S | | AIRCRAFT NUMBER 28000 |
| FIRST OFFICER RAMQUIST K. | | |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 689 | DFD | 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 | 1:440 | | |
| THIS DATE | 7.9 | | |
| TOTAL TIME | 1151.9 | | |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 626 SFO | |
| THIS DATE | 6 | 6 |
| TOTAL | 632 | 595 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1150 #11 692/647 | | | |

| REPANCIES- 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 | MAINTENANCE LOG | DATE 7 / 25 / 83 |
|---|---|---|
| FIRST OFFICER TO. | | AIRCRAFT NUMBER 28 |

| 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 | → | → |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 621 | 584 |
| | THIS DATE | 5 | 5 |
| | TOTAL | 626 | 589 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1150 | | | #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

REPAIRED CO-PILOTS MIC CORD (WIRES SEPARATED IN TWO PLACES) REPLACED RELAY K-1 IN CO-PILOTS AUDIO CONTROL PANEL.

P. ALTMAN AAC LAX

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| JCF | | 7/24/83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| T.O. | | 28 W W |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 681 | RFD | STL | .8 | .9 |
| 682 | STL | MDW | .8 | 1.0 |
| 683 | MDW | RFD | .3 | .5 |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 1.9 | 2.4 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1133.2 | → | |
| THIS DATE | 1.9 | → | |
| TOTAL TIME | 1135.1 | → | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 618 | 581 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 621 | 584 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1150 | | | #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

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| MMM | | 7/21/83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| TO | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 680 | ILG | RFD | 2.0 | 2.3 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 2.0 | 2.3 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1131.2 | → | |
| THIS DATE | 2.0 | → | |
| TOTAL TIME | 1133.2 | → | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 617 | 580 |
| | THIS DATE | 1 | 1 |
| | TOTAL | 618 | 581 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1150 #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

| CAPTAIN [illegible] | **MAINTENANCE LOG** | DATE 7 / 18 / 83 |
|---|---|---|
| FIRST OFFICER TC | | AIRCRAFT NUMBER 28WC |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 679 | RFD | [illegible] | 1.7 | 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 | → | → |

| LANDINGS | ENG | CYC |
|---|---|---|
| BROUGHT FORWARD | 616 | 579 |
| THIS DATE | 1 | 1 |
| TOTAL | 617 | 580 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1150 HR | | | |

| 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 |
|---|---|
| | 21 July 83 TSN 1131.2 (1) Replaced L/H Outer Windshield S/N OFF 0H-9-15-1263 S/N ON 0-H-11-3-1201 (2) Polished out scratches in all R/H cabin windows (3) Replaced clacker for horizontal stabilizer trim (4) [illegible] 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 refueling system. R Christopher [illegible] Atlantic Aviation CRS 3514 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER G. | | 7/15/83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| DETZNER T. | | 28WWII |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 676 | DCA | MDW | 1.5 | 1.9 |
| 677 | MDW | DED | 2.1 | 2.2 |
| 678 | DED | RFD | 2.0 | 2.1 |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 5.6 | 6.2 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1123.9 | — | — |
| THIS DATE | 5.6 | — | — |
| TOTAL TIME | 1129.5 | — | — |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 613 | 576 |
| THIS DATE | 3 | 3 |
| TOTAL | 616 | 579 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1150 #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. | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 7/13 14/83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| DETZNER T. | | 28 WW |

| 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 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 609 | 572 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 613 | 576 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | LSC #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 | MAINTENANCE LOG | DATE 7/12/55 |
|---|---|---|
| FIRST OFFICER JF | | AIRCRAFT NUMBER 38WN |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 669 | DEN | MAN | 1.9 | 2. |
| 670 | MAN | DEN | 2.3 | 2.4 |
| 671 | DEN | [illegible] | 1.8 | 2.2 |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 6.0 | 6.7 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1113.9 | → | → |
| THIS DATE | 6.0 | → | → |
| TOTAL TIME | 1119.9 | → | → |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 606 | 569 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 609 | 572 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1150 | | | |

#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

| CAPTAIN | MAINTENANCE LOG | DATE / / |
|---|---|---|
| FIRST OFFICER S.F | | AIRCRAFT NUMBER [illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 666 | RFD | DEN | 2.2 | 2.4 |
| [illegible] | [illegible] | [illegible] | 2.0 | 2.2 |
| [illegible] | [illegible] | DEN | 1.8 | [illegible] |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | [illegible] | [illegible] |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1107.9 | — | — |
| THIS DATE | 6.0 | — | [illegible] |
| TOTAL TIME | 1113.9 | — | [illegible] |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 603 | 566 |
| | THIS DATE | 3 | 3 |
| | TOTAL | [illegible] | [illegible] |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1150 | | | |

#11

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

1TH

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

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 T.T. – END – D.A. Tracey AP3504 83387

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S | | 7/7/83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| DETENER T. | | 28WW |

| 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 | | |

| 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. ACCUMULATOR TOO LARGE 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 CKenzel 2197965 |
| 2. L/H OIL PRESS HI. 49psi AT CRUISE. (R/H 44psi) | #2) SWAPPED TRANSMITTERS FOR T-SHOOTING OIL PRESS INDICATION - K CKenzel 2197965 |
| #3. F/O CAPT TRANSMIT RELAY INTERMITTANT (FOR MIKE) | #3 F/O & CAPT. MIC & AUDIO OPS CHECKS OK 7-8-83 BY K CKenzel 2197965 |
| #4. FMS ANNUNCIATOR LIGHT, T 1 IS INOP, DOES NOT TEST | #4 FMS 90 T1 LAMP REPLACED AT ATLANTIC AVIATION. K CKenzel 2197965 |
| #5. L/H ITT ~~FUEL~~ DIMS OPPOSITE OTHER ENGINE INSTRUMENTS | |

# MAINTENANCE LOG

| CAPTAIN | DATE |
|---|---|
| MWM/JCE | 7/1/5/83 |
| **FIRST OFFICER** | **AIRCRAFT NUMBER** |
| KDR/TO. | 28[illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 655 | TER | DEN | 3.6 | 4.2 |
| 656 | DEN | ORD | 2.0 | 2.4 |
| 657 | ORD | MRY | 4.3 | 4.5 |
| 658 | MRY | MDW | 3.8 | 3.9 |
| 659 | MDW | RFD | .3 | .5 |
| | | | | |
| TOTAL | | | 14.0 | 15.5 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1083.0 | → | → |
| THIS DATE | 14.0 | | |
| TOTAL TIME | 1097.0 | — | |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 593 | 556 |
| THIS DATE | 4 | 4 |
| TOTAL | 597 | 560 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1100 | | | |

#710

| 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 | MAINTENANCE LOG | DATE 6 / 28 / 83 |
|---|---|---|
| FIRST OFFICER KDR | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 649 | RFD | DEN | .9 | 2.1 |
| 650 | DEN | TEB | 3.5 | 3.8 |
| 651 | TEB | HPN | .3 | .6 |
| 652 | HPN | 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 | 10717 | → | |
| THIS DATE | 11.3 | → | |
| TOTAL TIME | 10830 | → | |

| LANDINGS | Cycles | L | R |
|---|---|---|---|
| | BROUGHT FORWARD | 587 | 550 |
| | THIS DATE | 6 | 6 |
| | TOTAL | 593 | 556 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | 1100 | | |

#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

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.

R C Kenzel 2197965

| CAPTAIN | JCE | MAINTENANCE LOG | DATE / / |
|---|---|---|---|
| FIRST OFFICER | TC | | AIRCRAFT NUMBER 28WD |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 648 | CAP | RFD | .5 | .7 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | .5 | .7 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1071.2 | → | |
| THIS DATE | .5 | | |
| TOTAL TIME | 1071.7 | → | |

CYCLES L / R 646 / 601

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 586 | 549 |
| | THIS DATE | 1 | 1 |
| | TOTAL | 587 | ~~550~~ |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1100 | | | |

#10

**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

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| JCE | | 6 / 18 / 83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| JF | | 28WW |

| 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 | | L | R |
|---|---|---|---|
| | BROUGHT FORWARD | 585 | 548 |
| | THIS DATE | 1 | 1 |
| | TOTAL | 586 | 549 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | 1100 | | |

#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 |
|---|---|
| TIME CORRECTION 6/18/83 | |
| PRIOR TO FLT # 647 | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| MMM | | [illegible] / 16 / 83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| JT | | [illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| [illegible] | SFO | MDL | .2 | .5 |
| 642 | MDL | MRY | 4.3 | 4.5 |
| [illegible] | MRY | KPC | .5 | .[illegible] |
| | KPC | SFO | .[illegible] | .6 |
| 645 | [illegible] | [illegible] | 3.7 | 3.9 |
| 646 | MDL | MFD | .3 | .5 |
| | | TOTAL | 9.5 | 10.6 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 10516.5 | → | |
| THIS DATE | 9.5 | → | |
| TOTAL TIME | 10 [illegible] | → | |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 639 | 594 |
| THIS DATE | 6 | 6 |
| TOTAL | 645 | 600 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | 1100 | | |

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

#1 L nacelle heat on intermittently w/o operating anti-ice switch (light on annunciator panel)
#2 L oil press low @ idle thrust
#3 adf tone inop

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

6-17-83
#1) NACELLE HEAT ANTI-ICE VALVE ELECTIRCAL CONNECTOR REPAIRED.
#2) LEFT OIL PUMP REPLACED.
#3) ADF TONE INOP.
ITEMS 1,2,3 ABOVE ALL REPAIRED AT TIME OF HOT SECTION INSP. ON AIRESEARCH W/O M51-1042 & 1043.
KCKinzel 2197965

| CAPTAIN | MAINTENANCE LOG | DATE 6/ 3 / [illegible] |
|---|---|---|
| FIRST OFFICER JF | | AIRCRAFT NUMBER 25[illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 638 | [illegible] | MDW | .3 | .5 |
| 639 | MDW | [illegible] | 1.1 | 1.7 |
| 640 | [illegible] | [illegible] | 1.5 | 1.7 |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 3.2 | 3.9 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 10[illegible]8.3 | → | → |
| THIS DATE | 3.2 | → | → |
| TOTAL TIME | 10[illegible]1.5 | → | → |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 636 | 5[illegible] |
| | THIS DATE | 3 | 3 |
| | TOTAL | 639 | 5[illegible] |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1100 | | | #10 |

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

NTR

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

6-15-83 COMPLETED A PHASE #9 INSPECTION PERTAINING TO WINGS, THRUSTREVERSERS, ENGINES ON THIS DATE. INSPECTION FORM ON FILE E AC MAINT OFFICE UNDER W/O 2035. INSTALLED NEW RHMLG TIRE, AIRCRAFT RETURNED TO SERVICE IN AIRWORTHY CONDITION.
K C Kingel 2197965 — END —

| CAPTAIN | MAINTENANCE LOG | DATE 6/14/53 |
|---|---|---|
| FIRST OFFICER JP | | AIRCRAFT NUMBER [illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 636 | DEN | MDW | 2.1 | 2.2 |
| 637 | MDW | DEN | .4 | .5 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 2.5 | 2.7 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1045.8 | → | → |
| THIS DATE | 2.5 | → | → |
| TOTAL TIME | 1048.3 | → | → |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 634 | 529 |
| THIS DATE | 2 | 2 |
| TOTAL | 636 | 531 |

| 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 |
|---|---|
| | |

| CAPTAIN | MAINTENANCE LOG | DATE 1/ 3 /53 |
|---|---|---|
| FIRST OFFICER JF | | AIRCRAFT NUMBER 28WWC |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 634 | RFD | MOU | .4 | .6 |
| 635 | MOU | DFW | 2.2 | 2.4 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 2.6 | 3.0 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1043.2 | → | → |
| THIS DATE | 2.6 | → | → |
| TOTAL TIME | 1045.8 | → | → |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 632 | 597 |
| | THIS DATE | 2 | 2 |
| | TOTAL | 634 | 599 |

| 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

| CAPTAIN | MAINTENANCE LOG | DATE 6/9/83 |
|---|---|---|
| FIRST OFFICER JF | | AIRCRAFT NUMBER 28WNC |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 628 | DEN | MDW | 2.0 | 2.2 |
| 629 | MDW | DCA | 1.4 | 1.9 |
| 630 | DCA | MDW | 1.5 | 1.8 |
| 631 | MDW | DEN | 2.2 | 2.4 |
| 632 | DEN | MDW | 2.0 | 2.1 |
| 633 | MDW | MFD | .3 | .4 |
| TOTAL | | | 9.4 | 10.8 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1033.8 | → | → |
| THIS DATE | 9.4 | → | → |
| TOTAL TIME | 1043.2 | → | → |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 626 | 581 |
| | THIS DATE | 6 | 6 |
| | TOTAL | 632 | 587 |

| 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

| CAPTAIN | MAINTENANCE LOG | DATE 6 / 8 / 83 |
|---|---|---|
| FIRST OFFICER JF | | AIRCRAFT NUMBER 28[illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 624 | RFD | MDW | 1.3 | .5 |
| 625 | MDW | IRH | 2.2 | 2.4 |
| 626 | IRH | MDW | 2.1 | 2.2 |
| 627 | MDW | DEN | 2.2 | 2.4 |
| | | | | |
| | | | | |
| TOTAL | | | 6.8 | 7.5 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 10227.0 | → | → |
| THIS DATE | 6.8 | → | → |
| TOTAL TIME | 10338 | → | → |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 622 | 577 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 626 | 581 |

| 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 |
|---|---|
| | |

| CAPTAIN | MAINTENANCE LOG | DATE 6 / 6 / 83 |
|---|---|---|
| MMM | | AIRCRAFT NUMBER 28WW |
| FIRST OFFICER TD | | |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 618 | RFD | MDW | .4 | .6 |
| 619 | MDW | DEN | 2.3 | 2.4 |
| 620 | DEN | LAX | 1.9 | 2.1 |
| 621 | LAX | DEN | 2.0 | 2.2 |
| 622 | DEN | MDW | 2.0 | 2.2 |
| 623 | MDW | LAX | .4 | .5 |
| TOTAL | | | 9.0 | 10.0 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1018.0 | | |
| THIS DATE | 9.0 | | |
| TOTAL TIME | 1027.0 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 616 | 572 |
| | THIS DATE | 6 | 5 |
| | TOTAL | 622 | 577 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | 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

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| S R WINNER | | 6 / 3 / 83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| TF DETZNER | | 28[illegible] IL |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 614 | RFD | MDW | [redacted].4 | .6 |
| 615 | MDW | 22G | [redacted].8 | 1.1 |
| 616 | 22G | 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 | | | |

| 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. ACCUMULATOR FOR EMERG HYD IS LOW | 6-3-83 CLEANED STICKING BRAKE ADJUSTERS —END— |
| | James M. Vieau AP3435006 10 |
| #2. | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 6/12/83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| DETZNER T. | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 610 | RFD | DEN | 2.2 | 2.5 |
| 611 | DEN | MDW | 1.8 | 1.9 |
| 612 | MDW | DEN | 2.7 | 2.9 |
| 613 | DEN | RFD | 1.9 | 2.2 |
| | | | | |
| | | | | |
| TOTAL | | | 8.6 | 9.5 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1007.0 | — | — |
| THIS DATE | 8.6 | | |
| TOTAL TIME | 1015.6 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 608 | 565 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 612 | 569 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | | | |

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

#1

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

# MAINTENANCE LOG

| CAPTAIN | FIRST OFFICER | DATE | AIRCRAFT NUMBER |
|---|---|---|---|
| [illegible] | [illegible] | 5/28/83 | 28WJ |

| 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 | 562 |
| 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. R/H ENGINE LOOKING INSIDE INLET FROM FRONT, CRACK DEVELOPING AT 4 O'CLOCK POSITION APPROX 4 INCH LONG | #1) 5-29-83 CRACK IN RH ENGINE INLET IS ACCEPTABLE AS PER INSPECTION CRITERIA IN SLWW 2450, TOPIC FOR INLET OF NACELLE. (A REPLACEMENT PART IS ON ORDER) — END — KCKenzel 2197965 |
| #2. R/H PILOT SEAT WILL NOT MOVE FORWARD OR BACK, BRACKET IS BROKEN. UP + DOWN WORKS OK. | 6-3-83 MADE WELDED REPAIR TO SEAT ADJUSTER BRACKET —— END —— James M. Vieax AP343500610 |
| | 6-3-83 COMPLETED A PHASE # 8 INSPECTION AS LISTED ON FILE EAC MAINT. OFFICE. DEEP-CYCLED BOTH A/C BATTERIES, REPAIRED DOOR CHAIN HOOK, PLUGGED WEEMAC DUCT COLD AIR LEAK, REMOVED #1 LOANER MSI-80C S/N 801 AND INSTALLED OVERHAULED S/N 1287. AIRCRAFT RETURNED TO SERVICE IN AIRWORTHY CONDITION. — END — KCKenzel 2197965 |

| CAPTAIN | JCK-TK |
|---|---|
| FIRST OFFICER | KR |

# MAINTENANCE LOG

| DATE | 5/27/83 |
|---|---|
| AIRCRAFT NUMBER | 28 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 604 | RFD | MDW | .3 | .4 |
| 605 | MDW | RFD | 1.3 | 1.4 |
| 606 | RFD | RFD | 1.1 | 1.2 |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 2.7 | 3.0 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 9965 | | |
| THIS DATE | 2.7 | | |
| TOTAL TIME | 999.2 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 602 | 559 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 605 | 562 |

| 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

| CAPTAIN | MAINTENANCE LOG | DATE 5/24/83 |
|---|---|---|
| Winnde S. | | |
| FIRST OFFICER | | AIRCRAFT NUMBER 28wwII |
| Detzner T | | |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 599 | DEN | MDW | 1.9 | 2.0 |
| 600 | MDW | TEB | 1.6 | 1.9 |
| 601 | TEB | MDW | 1.9 | 2.6 |
| 602 | MDW | DEN | 2.3 | 2.5 |
| 603 | DEN | RFD | 1.8 | 2.0 |
| ~~604~~ | | | | |
| | | TOTAL | 9.5 | 11.0 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 987.0 | — | — |
| THIS DATE | 9.5 | — | — |
| TOTAL TIME | 996.5 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 597 | 555 |
| THIS DATE | 5 | 4 |
| TOTAL | 602 | 559 |

| 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. Brakes Dragging | 1. Ops Check OK 5/27/83 |
| #2 R/H Hyd Press Low Light Came On For About A Min. And Then Went Out. (At Cruise Alt.) | 2. Ops Check OK 5/27/83 Both L/H & R/H Hyd Pressures Operated Normal |
| #3. R/H Gen. Would Not Come On Line After Start Shut Engine Down Twice In Attempt To Reset Shows Voltage But Will Not Apply Power To Bus. (Did Not Hit Stop Button) | 3. Ground Run & Fly Check OK — 5/27/83 |
| | J C Emery A&P |
| | 6-3-83 LH Brake Adjusters Replaced To Remedy A Dragging Brake Condition Noticed Intermittently On Earlier Squawk. — End |
| | KCKenyel 2197965 |

| CAPTAIN | MAINTENANCE LOG | DATE 5/23/83 |
|---|---|---|
| WINGER S | | AIRCRAFT NUMBER 28WW |
| FIRST OFFICER DETZNER T. | | |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 596 | BFD | MDW | .5 | .7 |
| 597 | MDW | NEW | 1.9 | 2.1 |
| 598 | NEW | DEN | 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 | | | |

**DISCREPANCIES-** REPORT EACH SYSTEM AND/OR COMPONENT 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 | MAINTENANCE LOG | DATE |
|---|---|---|
| GMP | | 5 / 22 / 83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| KR | | 284 |

| 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 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 590 | 550 |
| | THIS DATE | 4 | 3 |
| | TOTAL | 594 | 553 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | 1000 | | |

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

#1 Hook to retain cabin door open has come off

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

1. USE COED IAW A/C CLOSET

J.C. Emery

6-3-83 INSTALLED RE-PLACEMENT DOOR CHAIN

James M Vrieny AP343500610

| CAPTAIN | MAINTENANCE LOG | DATE 5/20/83 |
|---|---|---|
| FIRST OFFICER TD | | AIRCRAFT NUMBER 28WW II |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 588 | RFD | MDW | .4 | .7 |
| 589 | MDW | BOS | 1.7 | 1.9 |
| 570 | BOS | MDW | 2.4 | 2.6 |
| 571 | MDW | RFD | .4 | .5 |
| | | | | |
| | | | | |
| TOTAL | | | 4.9 | 5.7 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 9795 | → | → |
| THIS DATE | | → | → |
| TOTAL TIME | | → | → |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 586 | 546 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 590 | 550 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | 1000 | | |

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

ADF Tone Inop / No voice

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

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 AP3A3500610

ADF TONE INOP REPAIRED ON RECEIVER S/N 89A5 AT AIRESEARCH 6-23-83. K C Kingl 2197965

# MAINTENANCE LOG

| CAPTAIN | DATE |
|---|---|
| [illegible] | 5/17/83 |
| **FIRST OFFICER** | **AIRCRAFT NUMBER** |
| Fitch J. | [illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 584 | RFD | MDW | .4 | .6 |
| 585 | MDW | DFW | 2.[illegible] | 2.5 |
| 586 | DFW | MDW | 1.7 | 1.9 |
| 587 | MDW | RFD | .3 | .4 |
| | | | | |
| | | | | |
| | | TOTAL | 4.8 | 5.4 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 9795 | ——→ | |
| THIS DATE | 4.8 | ——→ | |
| TOTAL TIME | 9843 | ——→ | |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 582 | 543 |
| THIS DATE | 4 | 3 |
| TOTAL | 586 | 546 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 1000 | | | |

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

#1 Primary Pitch Trim Fails
At Altitude

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

#1) INSTALLED REPLACEMENT STAB. ACTUATOR UNIT 5/19/83. INSTALLED P/N 21164-005 S/N 04806; OFF S/N 108102AA. OPERATIONAL CHECK OF THE SYSTEM IS NORMAL.
K Kenzel 219796S

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| FIRST OFFICER | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 550 | RIO | DEN | [illegible] | 2.2 |
| 551 | DEN | BOL | 3.1 | 3.1 |
| 552 | BOL | DEN | 4.2 | 4.4 |
| 553 | DEN | DEN | 1.8 | 2.0 |
| | | | | |
| | | | | |
| TOTAL | | | [illegible] | [illegible] |

| 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 OVERHAULED 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 | MAINTENANCE LOG | DATE |
|---|---|---|
| Winner S | | 5/13/83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| Ramquist K | | 38ZW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 576 | RFD | MDW | .4 | .6 |
| 577 | MDW | AGC | 1.1 | 1.4 |
| 578 | AGC | MDW | 1.4 | 1.6 |
| 579 | MDW | RFD | .4 | .5 |
| | | | | |
| | | | | |
| | | TOTAL | 3.3 | 4.1 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 965.1 | → | → |
| THIS DATE | 3.3 | → | → |
| TOTAL TIME | 968.4 | → | → |

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 574 | 535 |
| THIS DATE | 4 | 4 |
| TOTAL | 578 | 539 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | [illegible] | | |

| 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 Annunciator Panel Light Incor Door Open or Unlock ~~Light~~ Light Does Not Illuminate | 1) 5-19-83 Deferred Baggage Door Annunciator Light. Check if Locked Prior to Depart. K C Kunzel 2197965 |
| #2. Radar ~~Ant~~ Ant Seems to Be Tilted Slightly to the Right And Radar Scan Shows Ground on Right Side of Screen. | 2) Informational Squawk, No Action Taken to Correct. K C Kunzel 2197965 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SRW | | 5 / 11 / 83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| KDR | | 28WW |

| 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 | | | |

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

#1. L/E OVERHEAD PANNEL LIGHT INOP

#2. HYD LEVEL LOW

#3.

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

5-12-83 #1, DEFERRED OVERHEAD PANEL LIGHT; #2, SERVICED HYDRALIC FLUID; INSTALLED A LOANER MSI-80 MACH INDICATOR S/N 801, REMOVED S/N 1287

James M. Vreias AP343500610

| CAPTAIN | MAINTENANCE LOG | DATE 5 / 10 / 83 |
|---|---|---|
| SRW | | |
| FIRST OFFICER | | AIRCRAFT NUMBER 28WW II |
| MDR | | |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 566 | RFO | 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 | 564 | 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 MALFUNCTION IN DETAIL

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

5-9-83 PERFORMED A PHASE #7 INSPECTION PERTAINING TO THE LANDING GEAR; REBUILT THE NOSE STRUT; INSTALLED AND OVERHAULED THE RIGHT STARTER-GENERATOR —— END ——

James M. Vieau AP343500610

CHECKED FOR COMPLIANCE TO AD 74-08-09 PERTAINING TO LAV FIRE SAFETY PLACARDS THIS DATE, 5-10-83. K C Kynell 2197965

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| JCE | | 5/4-5/83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| JF | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 562 | RFD | MDW | .4 | .6 |
| 563 | MDW | SAT | 2.5 | 2.7 |
| 564 | SAT | MDW | 2.3 | 2.5 |
| 565 | MDW | RFD | .3 | .5 |
| | | | | |
| | | | 5.5 | 6.3 |
| TOTAL | | | 6.1 | 5.7 |

| 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 | | |

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

NTK.

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

| CAPTAIN | JCE |
|---|---|
| FIRST OFFICER | KDR ~~MDR~~ ~~JF~~ |

# MAINTENANCE LOG

| DATE | 5 / 3 / 53 |
|---|---|
| AIRCRAFT NUMBER | 28WWII |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 559 | RFD | MDW | .3 | .5 |
| 560 | MDW | LGA | 1.6 | 1.8 |
| 561 | LGA | RFD | 2.1 | 2.3 |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 4.0 | 4.6 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 939.5 | → | |
| THIS DATE | 4.0 | → | |
| TOTAL TIME | 943.5 | → | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 557 | 522 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 560 | 525 |

| 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

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 4/5 / 30/1/83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| PETZNER T | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 555 | RFD | MDW | .4 | .6 |
| 556 | MDW | BOS | 1.8 | 2.0 |
| 557 | BOS | MDW | 2.4 | 2.7 |
| 558 | MDW | RFD | .3 | .5 |
| | | | | |
| | | | | |
| | | TOTAL | 4.9 | 5.8 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 934.6 | → | → |
| THIS DATE | 4.9 | | |
| TOTAL TIME | 939.5 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 553 | 518 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 557 | 522 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | 950 #7 | | |

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

#1. None

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

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S | | 4/27-28/83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| DETZNERT | | 29 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 551 | RFD | MDW | .3 | .6 |
| 552 | MDW | DEN | 2.3 | 2.5 |
| 553 | DEN | MDW | 1.8 | 2.0 |
| 554 | MDW | 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

#1 ~~[illegible]~~

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

| CAPTAIN | MAINTENANCE LOG | DATE 4 / 24 / 83 |
|---|---|---|
| FIRST OFFICER | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 548 | RFD | 49T | 1.9 | 2.0 |
| 549 | 49T | MDW | 1.9 | 2.1 |
| 550 | MDW | RFD | .3 | .4 |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 4.1 | 4.5 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 925.8 | → | → |
| THIS DATE | 4.1 | → | → |
| TOTAL TIME | 929.9 | → | → |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 546 | 512 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 549 | 515 |

| 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 |
|---|---|
| | |

| CAPTAIN | MAINTENANCE LOG | DATE 4/20-22/83 |
|---|---|---|
| SRW | | AIRCRAFT NUMBER 25 |
| FIRST OFFICER BDR | | |

| 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 | 9165 | → | |
| THIS DATE | 9.3 | → | |
| TOTAL TIME | 9258 | → | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 541 | 507 |
| | THIS DATE | 5 | 5 |
| | TOTAL | 546 | 512 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 9 SC #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 |
|---|---|
| | A/C CLEANED AND CATERED BI 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 Vieau AP343500610 |
| ② TENTHS & HUNDREDTH KNOB ON #1 COMM FELL OFF. NEEDS TO BE TIGHTENED | 4-20-83 COMPLTED WITH SERVICE BULLETIN SB 2491 PERTAINING TO NOSE STRUT DISASSEMBLING AND GREASING THE STEERING BEARINGS — END — D.C. Tracy AP350483387 |
| | 4-23-83 SWAPPED THE LEFT NACELLE BLEED AIR VALVE WITH THE RIGHT FOR TROUBLE SHOOTING; TIGHTENED RADIO KNOBS James M. Vieau AP343500610 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| McGRATH M. | | 4/15/83 |
| FIRST OFFICER WINNER S. | | AIRCRAFT NUMBER 28WJ |

| 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 | 9.2 | | |
| 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 L.H. OIL TEMP & PRESS GUAGE DOES NOT HAVE ANY LIGHTS FUCTIONING | 4-18-83 INSTALLED RE-PLACEMENT L.H. FORWARD ARM REST RECLINE MECH-ANISM — AP3435006-10 |
| #2 PANEL LIGHTS OVER HEAD CAPTAINS HEAD WILL NOT ILLUMINATE: BEGINING WITH PANEL LABLED HEAT AND LOWER AND CONTINUES TO L/H IGNITER SWITCH. | 4-18-83 LEFT OIL TEMPERA-TURE GAUGE IS ON ORDER FOR LIGHTING REPAIRS; OVER HEAD PANEL LIGHTS OPS CHECK GOOD; ADF AUDIO DE-FERRED THIS DATE; DE-FERRED |
| #3. ADF FUCTIONS BUT THERE IS NOT VOLUME CONTROL TO IDENTIFY IT | OAT LIGHTING THIS DATE; REPLACED WINDSHIELD HEAT RELAY; REMOVED OVEN FROM RACK — END — |
| #4. NO RIGHT LIGHT FOR O.A.T. GUAGE | |
| #5. L/H WINDSHIELD HEAT INOP | ✓ |
| #6 OVEN STUCK IN A/C | ✓ |

| CAPTAIN | | MAINTENANCE LOG | DATE 4/14/83 |
|---|---|---|---|
| FIRST OFFICER | DOS | | AIRCRAFT NUMBER 28[illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 535 | RFD | MDW | .3 | .4 |
| 536 | MDW | IAH | 2.4 | 2.7 |
| 537 | IAH | MDW | 1.9 | 2.0 |
| 538 | MDW | RFD | .3 | .5 |
| | | | | |
| | | | | |
| | | TOTAL | 4.9 | 5.6 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 902.4 | | |
| THIS DATE | 4.9 | | |
| TOTAL TIME | 907.3 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 532 | 498 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 536 | 502 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT ~~[illegible]~~ 95C#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 |
|---|---|
| | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| McGRATH M. | | [illegible] / [illegible] / [illegible] |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| [illegible] S. | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 532 | RFD | DEN | 1 9 | 2 2 |
| 533 | DEN | JFK | 3 5 | 3 6 |
| 534 | JFK | RFD | 3 2 | 3 4 |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 8 6 | 9 2 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 893.8 | — | — |
| THIS DATE | 8 6 | | |
| 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 CKunzel 2197965 |

| CAPTAIN | JCE |
|---|---|
| FIRST OFFICER | TD |

# MAINTENANCE LOG

| DATE | 4 / 12 / 33 |
|---|---|
| AIRCRAFT NUMBER | 28WW |

| 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 | .1 | 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 | | | |

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

#1 KNOB FOR FUNCTION SELECT IS LOOSE

#2 TENTHS KNOB FOR #1 COM IS ALSO LOOSE

**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/AMS 90 RE INSTALLED. K C Kengel

#2 TENTHS DIGIT KNOB FOR COMM #1 RE-TIGHTENED. K C Kengel 2197965

| CAPTAIN | DOS | MAINTENANCE LOG | DATE 4/10/83 |
|---|---|---|---|
| FIRST OFFICER | PDL | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 522 | DEN | SFO | 2.2 | 2.3 |
| 523 | SFO | SJC | .3 | .6 |
| 524 | SJC | DEN | 2.0 | 2.2 |
| 525 | DEN | RFD | 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 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 519 | 485 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 523 | 489 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 900 #6 | | | |

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

1) LEFT ENG NACELLE ANTI ICE LIGHT OUT

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

1) INSTALLED NEW BULB IN L/H ENGINE NACELLE ANTI-ICE BUTTON- KCKengell 2197965

| DATE | TYPE CHECK | LO | ERROR | DUE DATE |
|---|---|---|---|---|
| 7-21-82 | DUAL VOR ✓ | LAX | ± 2° | [illegible] |
| 8-22-82 | AIRBORNE | RFD | 2° | PDR |
| 9-16-82 | AIRBORNE | HCT | #1 055 #2 057 2° | SCW |
| 10-26-82 | Dual VOR ✓ | RFD | ± 2° | [illegible] |
| 11-25-82 | VOT | SFO | #1 #2 ± 0° | KDR |
| 12-16-82 | DUAL VOR | HCT | ± 2° | BMP |
| 1-16-83 | DUAL VOR | LNK | ± 1° | WGL |
| 2-3-83 | ORD VOT | ORD | ± 0 | JCE |
| 3/3/83 | DUAL VOR RFD | RFD | ± 1° | DOS |
| 4/3/83 | DEN VOT | DEN | ± 1° | PDL |

| CAPTAIN | JCE / SRW / DOS |
|---|---|
| FIRST OFFICER | GHP / PL |

# MAINTENANCE LOG

| DATE | 3 / 31 / 83 |
|---|---|
| AIRCRAFT NUMBER | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 516 | RFD | MDW | .4 | .5 |
| 517 | MDW | DEN | 2.2 | 2.7 |
| 518 | DEN | MDW | 1.9 | 2.1 |
| 519 | MDW | TEB | 1.6 | 1.9 |
| 520 | TEB | MDW | 2.0 | 2.3 |
| 521 | MDW | DEN | 2.4 | 2.5 |
| TOTAL | | | 10.5 | 12.0 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 873.2 | | |
| THIS DATE | 10.5 | | |
| TOTAL TIME | 883.7 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 513 | 479 |
| | THIS DATE | 6 | 6 |
| | TOTAL | 519 | 485 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 900 #6 | | | |

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

NTR

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

| CAPTAIN | DOS | MAINTENANCE LOG | DATE 3 / 30 / 83 |
|---|---|---|---|
| FIRST OFFICER | PDL | | AIRCRAFT NUMBER 28WW 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 | MDW | 1.7 | 1.9 |
| 515 | MDW | 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 | 513 | 479 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT ~~550 #5~~ 900 #6 | | | |

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

1) BULB FOR LEFT ENG ANTI ICE OUT

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

3-25-83 INSTALLED OH'D FLIGHT PROFILE ADVISOR FPA-80, S/N 0922. GPS CHECK IS OK KCKinzel 2197965

4/11/83 INSTALLED NEW BULB IN THE LH ENGINE ANTI-ICE SWITCH. KCKinzel 2197965

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 3/23 24/83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| LIZER P. | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 508 | TEB | DEN | 4.1 | 4.3 |
| 509 | DEN | RFD | 1.8 | 2.0 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 5.9 | 6.3 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 855.5 | → | → |
| THIS DATE | 5.9 | | |
| TOTAL TIME | 861.4 | → | → |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 505 | 471 |
| | THIS DATE | 2 | 2 |
| | TOTAL | 507 | 473 |

| 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 |
|---|---|
| | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S | | 03/22/23/83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| LIZER P. | | 28 |

| 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 |
| ~~500~~ | 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 HRS | | | |

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

#1 ROTATING BECON ON BELLY IS BROKEN LENSE AND ALL.

#2.

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

3-25-83 REPAIRED THE BELLY BEACON. OPS. ✓ IS OK. - END -
D. C. Tracy AP3504 83387

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 -
D. C. Tracy AP3504 83387

| CAPTAIN | MMM | MAINTENANCE LOG | DATE 3/21/83 |
|---|---|---|---|
| FIRST OFFICER | KDR | | AIRCRAFT NUMBER 28WWII |

| 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 | 1 |
| | 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 |
|---|---|
| | |

| CAPTAIN | | MAINTENANCE LOG | DATE |
|---|---|---|---|
| WINNER | S. | | 3 / 18 19 20 / 83 |
| FIRST OFFICER | | | AIRCRAFT NUMBER |
| LIZER | P. | | 28W.1 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 495 | RFD | MDW | .4 | .6 |
| 496 | MDW | 22G | .8 | 1.4 |
| 497 | 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 | 460 |
| | THIS DATE | 5 | 5 |
| | TOTAL | 497 | 465 |

| 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 NONE | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| Winner S | | 3/14/15/83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| Ramquist K. | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 491 | RFD | DEN | 2.0 | 2.3 |
| 492 | DEN | LAX | 2.1 | 2.3 |
| 493 | LAX | DEN | 2.6 | 2.8 |
| 494 | DEN | RFD | 1.8 | 2.0 |
| | | | | |
| | | | | |
| TOTAL | | | 8.5 | 9.4 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 832.2 | → | → |
| THIS DATE | 8.5 | | |
| TOTAL TIME | 840.7 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 488 | 456 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 492 | 460 |

| 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 | |

| CAPTAIN DOS | **MAINTENANCE LOG** | DATE 3 / 11 / 83 |
|---|---|---|
| FIRST OFFICER KDR | | AIRCRAFT NUMBER 28WW |

| 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 | RFD | .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 | → | |

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 484 | 452 |
| THIS DATE | 4 | 4 |
| TOTAL | 488 | 456 |

| 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. HF Still Inop | 1) HF RADIO REPAIRED BY PROPER CONNECTION OF POWER AMP PLUG. GPS CHECKS OK. KCKenzel |
| 2. FPA NEEDS MORE VOLUME | 2) FPA IS A LOANER UNIT; NO ~~[illegible]~~ ADJUSTMENTS MADE TO VOLUME. KCKenzel 2197965 |
| 3) ANTI ICE PANEL LIGHTS OUT | 3) ANTI-ICE PANEL LIGHTS WORK OK - KCKenzel 2197965 |

| CAPTAIN | MAINTENANCE LOG | DATE 3 / 10 / 85 |
|---|---|---|
| FIRST OFFICER DL | | AIRCRAFT NUMBER 28[illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 484 | DEN | MDW | 2.2 | 2.3 |
| 485 | MDW | RFD | .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 850 #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

| CAPTAIN | MAINTENANCE LOG | DATE 3/8/90/83 |
|---|---|---|
| FIRST OFFICER PL | | AIRCRAFT NUMBER 28mm |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 478 | RFD | ORD | .3 | .5 |
| 479 | ORD | LGA | 1.8 | 1.9 |
| 480 | LGA | DEN | 4.2 | 4.6 |
| 481 | DEN | TGB | 3.5 | 3.6 |
| 482 | TGB | MDW | 1.7 | 2.1 |
| 483 | MDW | DEN | 1.9 | 2.1 |
| TOTAL | | | 13.4 | 14.8 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 809.9 | → | → |
| THIS DATE | 13.4 | → | → |
| TOTAL TIME | 823.3 | → | → |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 476 | 446 |
| | THIS DATE | 6 | 5 |
| | TOTAL | 482 | 451 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 8.5T. #5 | | | |

**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 OFF AND ON, REASON FOR REMOVAL

2-7-83 VERIFIED AVIONICS INSTALLATION AS INDICATED BY I.A.I. AVIONICS CORRECTION REQUEST, DATED 9-28-81, PERTAINING TO LOGIC CHANGES OF THE FMS-90; INSTALLATION AGREES WITH WIRING MANUAL DRAWING NO. 2122-71 — END

James M. Vrieary AP343500610

| CAPTAIN | MAINTENANCE LOG | DATE 3/4/83 |
|---|---|---|
| FIRST OFFICER | | AIRCRAFT NUMBER 28 |

| 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 | → | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 472 | 443 |
| | 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

1. Nose bounces badly going over bumps - nose gear always bottoms out on bumps

2.

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

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. K.C.Kinzel 2197965 3/3/83

3-8-83 INSTALLED TWO NEW NOSE TIRES AND BALANCED. SERVICED THE NOSE STRUT IAW THE MAINTENANCE MANUAL. -END- D.G.Tracy AP35048338?

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- D.G.Tracy AP35048338?

3/4/83
INSTALLED BOTH ITT INDICATORS AFTER MODIFICATION TO -503 CONFIGURATION. S/N 50082 & 50077.
K.C.Kinzel 2197965

| CAPTAIN | MAINTENANCE LOG | DATE 3 / 3 / 83 |
|---|---|---|
| FIRST OFFICER | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 471 | MDW | DEN | 2.0 | 2.6 |
| 472 | DEN | MDW | 1.9 | 2.1 |
| 473 | MDW | RFD | .3 | .5 |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 4.2 | 5.2 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 798.6 | → | → |
| THIS DATE | 4.2 | → | → |
| TOTAL TIME | 802.8 | → | → |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 469 | 441 |
| | THIS DATE | 3 | 2 |
| | TOTAL | 472 | 443 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 800 HH | | | |

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

1. FPA (Flight Profile Advisory - "The Voice") inop

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

1) FLIGHT PROFILE ADVISOR FPA-80 UNIT REMOVED S/N 0922 AND INSTALL LOANER FOR REPAIR PERIOD. OPS CHECKS OK. —END—

KCKenyel 2197965

| CAPTAIN | MAINTENANCE LOG | DATE 3 / 1 / 83 |
|---|---|---|
| mmm | | AIRCRAFT NUMBER 28WW |
| FIRST OFFICER PDL/KDR | | |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 465 | RFD | DEN | 2.2 | 2.3 |
| 466 | DEN | CRQ | 2.3 | 2.4 |
| 467 | CRQ | DEN | 1.7 | 2.2 |
| 468 | DEN | MDW ~~TEB~~ | 1.9 | 2.0 |
| 469 | MDW | TEB | 1.6 | 2.0 |
| 470 | TEB | MDW | 2.0 | 2.2 |
| TOTAL | | | 11:7 | 13.1 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 786.9 | | |
| THIS DATE | 11.7 | | |
| TOTAL TIME | 798.6 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 463 | 435 |
| | THIS DATE | 6 | 6 |
| | TOTAL | 469 | 441 |

| 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 |
|---|---|
| | |

| CAPTAIN | DOS/SRW | MAINTENANCE LOG | DATE 2/24-27/83 |
|---|---|---|---|
| FIRST OFFICER | KDR | | AIRCRAFT NUMBER 28WW |

| 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 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | 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) RI - TAXI LIGHT OUT | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| JCE | | 2 / 20 / 83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| KDB | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 456 | RFD | MDW | 3 | 4 |
| 457 | MDW | DEN | 2.2 | 2.3 |
| 458 | DEN | 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 | ~~453~~ | 429 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 800 | | | |

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

(1) Rt Tip Tank refueling check valve leaking fuel into tip tank when closed

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

N/A – Operates normal

[illegible]

| CAPTAIN | DOS | MAINTENANCE LOG | DATE 2 / 17 / 83 |
|---|---|---|---|
| FIRST OFFICER | KDR | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 454 | DEN | 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 FH | | | |

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

NDR

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

| CAPTAIN | DOS | MAINTENANCE LOG | DATE 2/14,15,16,17/83 |
|---|---|---|---|
| FIRST OFFICER | KDR | | AIRCRAFT NUMBER 28WW |

| 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 |
| ~~454~~ | | | | |
| 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 | 800 #4 | | |

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

1) H.F. INOP

2) FLIGHT DIRECTOR BUMPS ALTITUDE HOLD WHEN ALTITUDE ALERTER IS CHANGED

3. Main Baggage door lite still comes on even when locked

**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 — D. Q. Tracey AP350483387

2-28-83 #3, THOROUGH ACTIVATING OF SWITCHES REVEALED NORMAL OPERATION

James M. Vreany AP343500610

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 2/10+12/83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| RAMQUIST K. | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 443 | RFD | MDW | .4 | .6 |
| 444 | MDW | DEN | 2.2 | 2.5 |
| 445 | DEN | YVR | 2.9 | 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 | | | |

| 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. PANNEL LIGHTS FOR OAT INOP | 2-7-83 REMOVED LOANER AND INSTALLED AN OVERHAULED VERTICAL GYRO. S/N OFF 874 S/N ON 6381.— END - D.A. Tracey AP3504833387 |
| #2. FLIGHT DIRECTOR INTERMITTANT. a.) GO ROUND ANNICATOR ON AND UNABLE TO DISENGAGE b) MACH HOLD ON FLT DIRECTOR BUTTON PANNAL ILLUMINATED AND UNABLE TO EXTINGUISH | #1) ORDER BULBS FOR LATER REPLACEMENT J. Vieary AP343500610 #1. LITES OPS ✓ OK SRW #2) GO-AROUND & MACH HOLD BUTTONS GROUND CHECK OK KCKunzel 2197965 #3) SERVICED HYDRALIC ACCUMULATOR (EMER) — JVO 343500610 #4) OPS CHECK OF LIGHTS OK KCK |
| #3. EMERGENCY HYD PUMP CYCLES VERY FREQUENTLY | #5) RIG FWD BAGGAGE DOOR SWITCH AND OPS CHECK James Vieary AP343500610 |
| #4. L/H SIDE OF LOWER OVERHEAD PANNEL LIGHTS OUT. STARTING FROM L/H FUEL CONTROLLER AND L/H SHUTOFF SWITCHES TO THE LEFT. | #6. L/H ENGINE COMPRESSOR STALLED FL 41,000 $N_1$ WAS BETWEEN 71 + 75% AT BEGINNING OF DESENT ITT RISE APROX 50°C THRUST WAS INCREASED TO ABOUT 80-85% AND STALL ACTION QUIT. |
| #5. MAIN BAG DOOR MICRO SWITCH DOES NOT PUT OUT ANNR PANNEL LITE | ABOVE SQUAWK CHECKED BY GROUND RUN OF ENGINES, SURGE VALUE OK, NO EVIDENCE OF F-O-D. RETURN TO SERVICE, CANNOT DUPLICATE KCKunzel 2197965 |

| CAPTAIN | JCE | MAINTENANCE LOG | DATE 2/3-6/83 |
|---|---|---|---|
| FIRST OFFICER | PL/TK | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 438 | RFD | ORD | .3 | .6 |
| 439 | ORD | DEN | 2.2 | 2.5 |
| 440 | DEN | SUN | 1.4 | 1.6 |
| 441 | SUN | MDW | 2.9 | 3.2 |
| 442 | MDW | RFD | .3 | .5 |
| | | | | |
| TOTAL | | | 7.1 | 8.4 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 734.0 | → | → |
| THIS DATE | 7.1 | | |
| TOTAL TIME | 741.1 | → | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 436 | 409 |
| | THIS DATE | 5 | 5 |
| | TOTAL | 441 | 414 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 750#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 |
|---|---|
| | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| DOJ | | 02 / 02 / 93 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| KDB | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 435 | RFD | TEB | 1.8 | 2.0 |
| 436 | TEB | DEN | 3.6 | 3.9 |
| 437 | DEN | RFD | 1.9 | 2.1 |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 7.3 | 8.0 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 726.7 | → | → |
| THIS DATE | 7.3 | → | → |
| TOTAL TIME | 734.0 | → | → |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 433 | 406 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 436 | 409 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 750 #3 | | | |

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

#1

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

| CAPTAIN | GMP |
|---|---|
| FIRST OFFICER | PL |

# MAINTENANCE LOG

| DATE | 1/31/83 |
|---|---|
| AIRCRAFT NUMBER | 28[illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 432 | RFD | DEN | 2.2 | 2.4 |
| 433 | DEN | TEB | 3.1 | 3.2 |
| 434 | TEB | RFD | 2.3 | 2.4 |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 7.6 | 8.2 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 719.1 | — | — |
| THIS DATE | 7.6 | — | — |
| TOTAL TIME | 726.7 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 430 | 405 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 433 | 406 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | | | |

**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 OFF AND ON, REASON FOR REMOVAL

| CAPTAIN | MAINTENANCE LOG | DATE 1 / 30 / 83 |
|---|---|---|
| FIRST OFFICER | | AIRCRAFT NUMBER 28W4 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 431 | RFD | RFD | .3 | .4 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | | |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 718.8 | | |
| THIS DATE | .3 | | |
| TOTAL TIME | 719.1 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 429 | 402 972 |
| | THIS DATE | 1 | 1 |
| | TOTAL | 430 | 403 |

| 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

# MAINTENANCE LOG

| CAPTAIN | DCS |
|---|---|
| FIRST OFFICER | PDC |
| DATE | 1/30/83 |
| AIRCRAFT NUMBER | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 427 | RFD | ORD | .3 | .4 |
| 428 | ORD | PBI | 2.5 | 2.8 |
| 429 | PBI | ORD | 2.7 | 2.9 |
| 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 | | | |

| 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) PILOTS MACHMETER INOP, ASI INTERMITTENT | 1) OPS CHECK OK FLT TEST OK [signature] |
| | BOTH BATTERIES DEEP CYCLED AND REINSTALLED IN AIRCRAFT. KCKnigel 2199965 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| EMERY B WINNER JR. | | 1/28/83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| BAMQUIST | | 28 WAC |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 424 | RFD | RFD | 1.3 | 1.6 |
| 425 | RFD | IND | .7 | .9 |
| 426 | IND | RFD | .9 | 1.0 |
| ~~427~~ | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 2.9 | 3.5 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 7101 | | |
| THIS DATE | 2.9 | | |
| TOTAL TIME | 7130 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 422 | 396 |
| | THIS DATE | 3 | 2 |
| | TOTAL | 425 | 1968 398 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | | | |

**DISCREPANCIES-** REPORT EACH SYSTEM AND/OR COMPONENT 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 | MMM | MAINTENANCE LOG | DATE 1/24/25/83 |
|---|---|---|---|
| FIRST OFFICER | KR | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 420 | RFD | MDW | .4 | .6 |
| 421 | MDW | DEN | 2.3 | 2.4 |
| 422 | DEN | MDW | 2.1 | 2.3 |
| 423 | MDW | RFD | .4 | .5 |
| | | | | |
| | | | | |
| TOTAL | | | 5.2 | 5.8 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 704.9 | → | |
| THIS DATE | 5.2 | | |
| TOTAL TIME | 710.1 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 418 | 393 |
| | THIS DATE | 4 | 3 |
| | TOTAL | 422 | 396 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT ~~700~~ 750#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 |
|---|---|
| | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| Schaff | | 1/20/24/83 |
| FIRST OFFICER Lehneis | | 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 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 413 | 388 |
| | THIS DATE | 5 | 5 |
| | TOTAL | 418 | 393 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT ~~700~~ 750 #3 | | | |

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

1) R. ANTISKID INTERMITTENT

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

COMPLETED AT 700 T.T. A PHASE #2 INSPECTION - INSP. FORM ON FILE EAC MAINT. OFFICE.
K.C. Kunzel 2192965 — END —

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| Winner | | 1 / 19 / 83 |
| FIRST OFFICER Lehneis | | AIRCRAFT NUMBER 28W4 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 413 | DEN | TEB | 3.4 | 3.7 |
| 414 | TEB | RFD | 2.1 | 2.5 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 5.5 | 6.2 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 690.8 | → | |
| THIS DATE | 5.5 | | |
| TOTAL TIME | 696.3 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 411 | 386 |
| | THIS DATE | 2 | 2 |
| | TOTAL | ~~413~~ | 388 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 700 | | | |

| 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 | Winner | MAINTENANCE LOG | DATE | 1/16/83 |
|---|---|---|---|---|
| FIRST OFFICER | Lehneis | | AIRCRAFT NUMBER | 2WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 409 | RND | 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 | 407 | 382 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 411 | 386 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | 700 | | |

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

NIL

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

TIMES AND CYCLES CHECKED AND CORRECTED - THIS DATE 1/15/83

1-16-83 Removed failed Capilot Vertical Gyro and installed new unit. S/n out 81090956 S/n in 81100948 — End —
David Schmidt AP349585075

| CAPTAIN | Scharf | MAINTENANCE LOG | DATE | 1/11/83 |
|---|---|---|---|---|
| FIRST OFFICER | Lehmeis | | AIRCRAFT NUMBER | 28UJW II |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 404 | RFD | DEN | 2.2 | 2.4 |
| 405 | DEN | LAX | 1.8 | 2.7 |
| 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 | | |

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 402 | 377 |
| THIS DATE | 5 | 5 |
| TOTAL | 407 | 382 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 700 | | | |

| 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) PILOTS ASI, BARBER POLE STUCK ON 280 | 1-7-83 INSTALLED A LOANER FPA-80. OPS. ✓ IS OK. S/N OFF 0922 S/N ON 1030. -END- D. Q. Tigney AP3504833X7<br>1) 1/16/83 LOG SHEET FOR OHD A/S IND. INSTALLED. |
| 2) DIRECTYSIN'S CABLES SWITCHED IN AVIONICS BAY | 2) REPOSITIONED COMPASS GYRO CABLES TO ORIGINAL CORRECT POSITIONS. — KCKuyel 2197965 |
| 3) RH STARTER GEN CB POPS ON ALL STARTS | 3) ~~SEE LOG~~ C/W SB 24/83 ON GEN CB POPPING. ADD SHIMS TO RELAY ON BUSS BAR - KCKuyel |
| 4) CAPTAINS VERTISYN TAKES 20 MIN TO COME UP WHEN PLANE IS COLD SOAKED | 4) LOANER VG-14 INSTALLED WHILE ORIGINAL IS OUT FOR REPAIRS. KCKuyel 2199965 |

| CAPTAIN | SRW |
|---|---|
| FIRST OFFICER | KOR |

# MAINTENANCE LOG

DATE 01/05 06/83

AIRCRAFT NUMBER 28WW

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 399 | RFD | MOW | .4 | .6 |
| 400 | MOW | DEN | 2.3 | 2.6 |
| 401 | DEN | SAT | 1.8 | 2.0 |
| 402 | SAT | MOW | 2.4 | 2.5 |
| 403 | MOW | RFD | .4 | .6 |
| | | | | |
| | | TOTAL | 7.3 | 8.3 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 664.1 | — | — |
| THIS DATE | 7.3 | | |
| TOTAL TIME | 671.4 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 397 | 372 |
| THIS DATE | 5 | 5 |
| TOTAL | 402 | 377 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 700 | | | |

| 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 LANDING LIGHT OUT | #1) LANDING LAMP REPLACED. KCKinzel 2199965 |
| #2. IF L/H ENGINE IS STARTED FIRST WITH OR WITHOUT E.P.U. L/H GEN WILL NOT COME ON LINE UNTIL R/H GEN COMES ON. | #2) SWAPPED SR, ASR, GCU, FOR T-SHOOTING. NO HELP. PROBLEM STILL EXISTS BUT IS NOT ANY TROUBLE ONCE BOTH ENGINES HAVE BEEN STARTED. KCKinzel 2199965 |

| CAPTAIN | MAINTENANCE LOG | DATE 01/03/83 |
|---|---|---|
| FIRST OFFICER SRW / KDR | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 395 | RFD | MDW | .3 | .5 |
| 396 | MDW | DEN | 2.3 | 2.5 |
| 397 | DEN | MDW | 1.9 | 2.2 |
| 398 | MDW | RFD | .3 | 5 |
| | | | | |
| | | | | |
| TOTAL | | | 4.8 | 5.7 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 659.3 | — | — |
| THIS DATE | 4.8 | | |
| TOTAL TIME | 664.1 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 393 | 368 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 397 | 372 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 700 | | | |

| 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~~ | 1-16-83 Installed Repaired ASI S/N |
| #1. CAPT AIRSPEED INDICATOR | 17 1277 S/N out Loaner. Repaired |
| IS RED FLAGED, IT | By Collins of Wichita functional check |
| FUNCTIONS OK | ok — End — |
| | David Schmidt AP 349585075 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 1 / 1 /83 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| RAMQUIST R. | | 28WWII |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 393 | MMPR | MDW | 3.4 | 3.7 |
| 394 | MDW | RFD | .3 | .5 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 3.7 | 4.2 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 655.6 | — | — |
| THIS DATE | 3.7 | — | — |
| TOTAL TIME | 659.3 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 391 | 366 |
| | THIS DATE | 2 | 2 |
| | TOTAL | 393 | 368 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 700# | | | |

| 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 LNDING LITE OUT | 1-6-83 Replaced Landing Light |
| | David Schmidt A&P 349585075 |

| CAPTAIN | MAINTENANCE LOG | DATE 12 / 21 / 82 |
|---|---|---|
| FIRST OFFICER | | AIRCRAFT NUMBER 28WWII |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 388 | RFD | MDW | .3 | .6 |
| 389 | MDW | GJT | 2.5 | 3.0 |
| 390 | GJT | MAPR | 2.8 | 3.0 |
| 391 | MAPR | BRC | 1.5 | 1.7 |
| 392 | BRC | MAPR | 2.5 | 2.3 |
| ~~393~~ | ~~MAPR~~ | ~~MDW~~ | | |
| | | 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 | | | |

**DISCREPANCIES-** REPORT EACH SYSTEM AND/OR COMPONENT 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

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. Vieau AP3435006 10

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. Vieau AP3435006 10

| CAPTAIN | WINNER |
|---|---|
| FIRST OFFICER | Lehners |

# MAINTENANCE LOG

| DATE | 12/18/02 |
|---|---|
| AIRCRAFT NUMBER | 284UW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 385 | RFD | MDW | .3 | .6 |
| 386 | MDW | DEN | 2.5 | 2.9 |
| 387 | DEN | RFD | 1.7 | 2.0 |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 4.5 | 5.5 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 641.7 | → | → |
| THIS DATE | 4.5 | → | → |
| TOTAL TIME | 646.2 | → | → |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 383 | 358 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 386 | 361 |

| 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

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| GMP | | 12 / 16 / 82 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| KDR | | 28[illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 383 | TEB | DEN | 3.8 | 4.2 |
| 384 | DEN | RFD | 1.8 | 2.0 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 5.6 | 6.2 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 636.1 | — | — |
| THIS DATE | 5.6 | | |
| TOTAL TIME | 641.7 | — | — |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 381 | 356 |
| | THIS DATE | 2 | 2 |
| | TOTAL | 383 | 358 |

| 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

# MAINTENANCE LOG

| CAPTAIN | FIRST OFFICER | DATE | AIRCRAFT NUMBER |
|---|---|---|---|
| Winner | Lehneis | 12/14/82 | 28ww |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 377 | RFD | MDW | .4 | .6 |
| 378 | MDW | BOS | 1.8 | 2.5 |
| 379 | BOS | MDW | 2.6 | 3.0 |
| 380 | MDW | RFD | .4 | .6 |
| 381 | RFD | DEN | 2.3 | 2.5 |
| 382 | DEN | TEB | 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 | 350 |
| THIS DATE | 6 | 6 |
| TOTAL | 381 | 356 |

| 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 TAIL ROTATING BECON INOP | (1) 12-14-82 Replaced Both Beacon BulBs functional check ok —End— David Schmidt AP349585075 |
| #2. WHITE NAV LIGHT ON TAIL INOP | (2) 12-17-82 Repaired Broken ground wire BulB is good, functional check ok —End— David Schmidt AP349585075 |
| #3. A/S INDICATOR ON L/H SIDE MMO 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 witchita. Functional check ok —End— David Schmidt AP349585075 |
| #4. O2 VALVE WILL NOT ROTATE (STUCK IN OPEN POSITION). | #4 Ops ✓ ok - valve rotates [illegible] 12/15/82 |
| #5. | |

| CAPTAIN | MAINTENANCE LOG | DATE 12 / 13 / 22 |
|---|---|---|
| FIRST OFFICER PK | | AIRCRAFT NUMBER 20 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 375 | LAX | DEN | 1.7 | 1.8 |
| 376 | DEN | RFD | 1.6 | 1.8 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 3.3 | 3.6 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 622.1 | → | → |
| THIS DATE | 3.3 | → | → |
| TOTAL TIME | 625.4 | → | → |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 323 | 348 |
| | THIS DATE | 2 | 2 |
| | TOTAL | 325 | 350 |

| 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

| CAPTAIN | | DATE 12 / 13 / 82 |
|---|---|---|
| M M M | **MAINTENANCE LOG** | |
| FIRST OFFICER PL | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 369 | RFD | MDW | .4 | .6 |
| 370 | MDW | DEN | 2.5 | 2.7 |
| 371 | DEN | DCA | 2.8 | 3.1 |
| 372 | DCA | MDW | 1.8 | 2.0 |
| 373 | MDW | DEN | 2.5 | 2.7 |
| 374 | DEN | LAX | 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 | | | |

| 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 |
|---|---|
| | 12-7-82 RE-BUILT BOTH BRAKE ASSYS IAW THE MAINTENANCE MANUAL. -END- D.Q. Tracey AP350483387 |

| CAPTAIN | DOS | MAINTENANCE LOG | DATE 12/6/82 |
|---|---|---|---|
| FIRST OFFICER | KUR | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 367 | DEN | MDW | 1.9 | 2.0 |
| 368 | MDW | RFD | .3 | .6 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 2.2 | 2.6 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 607.6 | → | → |
| THIS DATE | 2.2 | | |
| TOTAL TIME | 609.8 | → | → |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 365 | 340 |
| | THIS DATE | 2 | 2 |
| | TOTAL | 367 | 342 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | | | |

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

NTR

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

| CAPTAIN | MAINTENANCE LOG | DATE 12/4-6 [illegible] |
|---|---|---|
| FIRST OFFICER KDR | | AIRCRAFT NUMBER 28[illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 361 | RFD | MDW | .3 | .5 |
| 362 | MDW | DEN | 2.3 | 2.4 |
| 363 | DEN | PSP | 1.8 | 2.0 |
| 364 | PSP | DEN | 1.8 | 2.0 |
| 365 | DEN | LAX | 2.1 | 2.4 |
| 366 | LAX | DEN | 1.8 | 2.0 |
| TOTAL | | | 10.1 | 11.3 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 597.5 | → | → |
| THIS DATE | 10.1 | → | → |
| TOTAL TIME | 607.6 | → | → |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 359 | 334 |
| | THIS DATE | 6 | 6 |
| | TOTAL | 365 | 340 |

| 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 Tailcone "dinged" above nav lite | |
| #2. Re: Cabin heat control in auto mode - heat control knob must be turned increasingly more hot to maintain cabin temp at altitude Manual mode works ok | CABIN HEAT CONTOL OPS "U" OK 12.14.82 SPW |
| #3 Left main strut leaking oil | |

| CAPTAIN | | DATE |
|---|---|---|
| Winner S. | **MAINTENANCE LOG** | 12/3/82 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| Lehenis B | | 28WW |

| 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 | FD, Auto Pilot ops ✓ ok - flight #'s 361-368 [illegible] |
| #2 Cabin Door Does Not Seat Properly / Intermittantly | 12-3-82 Install latch return spring properly — [signature] AP343500610 |

# MAINTENANCE LOG

| CAPTAIN | DATE |
|---|---|
| DOD | 11 / 30 / 82 |
| FIRST OFFICER | AIRCRAFT NUMBER |
| BDB | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 352 | RFD | DEN | 2.1 | 2.3 |
| 353 | DEN | SFO | 2.7 | 3.0 |
| 354 | SFO | LAX | .8 | 1.3 |
| 355 | LAX | DEN | 2.0 | 2.3 |
| 352 | DEN | 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

#1. FPA System (Ethol) failed - cannot reset CB with FPA switch in any position

#2. Flap position indicator gauge reads intermittently

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

11-31-82 FLAP POSITION INDICATOR DEFERRED 11-20-83
[signature] AP343500610

| CAPTAIN | JCE | MAINTENANCE LOG | DATE | 11 / 29 / 82 |
|---|---|---|---|---|
| FIRST OFFICER | DOS | | AIRCRAFT NUMBER | 28WW |

| 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 | MAINTENANCE LOG | DATE / / |
|---|---|---|
| FIRST OFFICER | | AIRCRAFT NUMBER 28WW |

579.8

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 350 | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | | |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 565.5 | | |
| THIS DATE | | | |
| TOTAL TIME | | | |

| LANDINGS | | 348 | 323 |
|---|---|---|---|
| | BROUGHT FORWARD | 315 | 314 |
| | 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 |
|---|---|
| | Dume Corrected 11/29/82 |
| | A/c & Eng 579.8 Hours |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 11/21/82 |
| FIRST OFFICER RAMQUIST K. | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 345 | RFD | DEN | 2.4 | 2.8 |
| 346 | DEN | TEB | 3.1 | 3.3 |
| 347 | TEB | DEN | 5.3 | 5.8 |
| 348 | DEN | MDW | 1.9 | 2.2 |
| 349 | MDW | RFD | 3 | .5 |
| | | | | |
| TOTAL | | | 13.0 | 14.6 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 552.5 | — | — |
| THIS DATE | 13.0 | — | — |
| TOTAL TIME | 565.5 | — | — |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 389 | 414 |
| THIS DATE | 5 | 4 |
| TOTAL | 394 | 418 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 550 #1 | | | |

| 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 Map Lite Dimming Knob missing on capt side | COMPLIED WITH A PHASE #11 INSPECTION AS REQUIRED AT 550 HRS TT |
| | [illegible] 1535508 |
| #2 | |
| | 11-26-82 INSTALLED A NEW MAP LITE DIMMING KNOB — END |
| | D.C. Tracy AP3504833 87 |

| CAPTAIN | MAINTENANCE LOG | DATE |
| --- | --- | --- |
| WINNER S. | | 11 / 17 18 19 20 / 82 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| LIZER P. | | 28 ?? W II |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
| --- | --- | --- | --- | --- |
| 339 | RFD | MDW | .4 | .5 |
| 340 | MDW | SAT | 2.7 | 2.9 |
| 341 | SAT | DEN | 1.8 | 2.1 |
| 342 | DEN | 22G | 2.4 | 2.7 |
| 343 | 22G | MDW | .8 | 1.1 |
| 344 | MDW | RFD | .4 | .6 |
| TOTAL | | | 8.5 | 9.9 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
| --- | --- | --- | --- |
| BROUGHT FORWARD | 544.0 | \| | \| |
| THIS DATE | 8.5 | \| | \| |
| TOTAL TIME | 552.5 | | |

| LANDINGS | | | |
| --- | --- | --- | --- |
| | BROUGHT FORWARD | 333 | 408 |
| | THIS DATE | 6 | 6 |
| | TOTAL | 339 | 414 |

| NEXT CHECK DUE | | | |
| --- | --- | --- | --- |
| TYPE | A | B | C |
| AT 552 #1 | | | |

| 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 AFT SEAT FOWARD FACING WILL NOT RECLINE | 11-20-82 DEFER ITEM #1 THIS DATE AND #3 — END — James M. Wilcox AP343500610 |
| #2 R/H AFT FACING SEAT WILL NOT LOCK INTO POSITION ANY POSITION SWIVLES FREELY | 11-26-82 REPAIRED THE R/H AFT FACING SEAT — END — D G Tracy AP350483387 |
| #3. FLAP POSITION INDICATOR SOMETIMES READS "O" WHEN FLAPS ARE DOWN | |
| #4 | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| DOS | | 11/16/82 |
| FIRST OFFICER KDR | | AIRCRAFT NUMBER 28WWH |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 335 | RFD | ORO | .3 | .4 |
| 336 | ORO | DOL | 1.6 | 1.8 |
| 337 | BDL | ORO | 2.1 | 2.4 |
| 338 | ORO | RFD | .3 | .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 | | | |

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

NTR

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

| CAPTAIN Winner S. | MAINTENANCE LOG | DATE 11/12/82 |
|---|---|---|
| FIRST OFFICER Ramquist K. | | AIRCRAFT NUMBER 28WW |

| 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 | 8.9 | 9.7 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 530.8 | ——— | → |
| THIS DATE | 8.9 | | |
| TOTAL TIME | 539.7 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 325 | 401 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 329 | 405 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 550 #1 | | | |

| 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 Hi Freq Ant. on tail loose on mounting. | Secured antenna lead in wire to prevent airframe damage. HF radio is INOP. K.C.Kuyd 2197965 |
| | 11-13-82 Repair and install high frequency antenna on vertical fin — END — |
| | [signature] AP343500610 |

| CAPTAIN | MAINTENANCE LOG | DATE 11/10/8 |
|---|---|---|
| FIRST OFFICER KDR | | AIRCRAFT NUMBER 28 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 329 | MDW | DEN | 2.8 | 3.0 |
| 330 | DEN | RFA | 1.6 | 1.8 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 4.4 | 4.8 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 526.4 | → | |
| THIS DATE | 4.4 | → | |
| TOTAL TIME | 530.8 | → | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 323 | 359 |
| | THIS DATE | 2 | 2 |
| | TOTAL | 325 | 361 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 550 #1 | | | |

| 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 | # MAINTENANCE LOG | DATE 11 / 5 / 52 |
|---|---|---|
| MMM | | |
| FIRST OFFICER | | AIRCRAFT NUMBER 28uk |
| 14OR | | |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 323 | RED | ~~SFO~~ DEN | 2.2 | 2.4 |
| 324 | DEN | SFO | 2.3 | 2.5 |
| 325 | SFO | DEN | 1.9 | 2.3 |
| 326 | DEN | MDW | 1.8 | 2.0 |
| 327 | MDW | TEB | 1.5 | 1.7 |
| 328 | TEB | MDW | 2.0 | 2.4 |
| | | TOTAL | 11.7 | 13.3 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 514.7 | → | → |
| THIS DATE | 11.7 | → | → |
| TOTAL TIME | 526.4 | → | → |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 317 | 393 |
| | THIS DATE | 6 | 6 |
| | TOTAL | 323 | 399 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 550 #1 | | | |

| 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 | MAINTENANCE LOG | DATE |
|---|---|---|
| CMP | | 11/3-4/82 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| KR | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 320 | RFD | DCA | 1.5 | 1.6 |
| 321 | DCA | MDW | 1.5 | 1.7 |
| 322 | MDW | RFD | .4 | .6 |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 3.4 | 3.9 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 511.3 | → | |
| THIS DATE | 3.4 | | |
| TOTAL TIME | 514.7 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 314 | 390 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 317 | 393 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | ~~500~~ ~~410~~ 550 # 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 |
|---|---|
| | 11-3-82 |
| NTR | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SRW | | 10 / 31 / 82 |
| FIRST OFFICER PDL | | AIRCRAFT NUMBER 28W/W |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 317 | DEN | LAX | 2.0 | 2.3 |
| 318 | LAX | DEN | 1.9 | 2.1 |
| 319 | DEN | RFD | 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 | → | → |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 311 | ~~387~~ 281 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 314 | ~~390~~ 290 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 500 #10 | | | |

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

NTR

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

BOTH BATTERIES DEEP CYCLED AT COMBS GATES DENVER 10-29-82 @ 505 T.T.
KCKurzel 2197965

| CAPTAIN | J. EMERY |
|---|---|
| FIRST OFFICER | B. LEHNEIS |

# MAINTENANCE LOG

| DATE | 10/26/28/82 |
|---|---|
| AIRCRAFT NUMBER | 28WW |

| 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 | MDW | 1.9 | 2.2 |
| 316 | MDW | DEN | 2.1 | 2.4 |
| | | | | |
| 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 #10 | | |

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

NTR

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

COMPLIED WITH A PHASE #10 INSPECTION AS REQUIRED AT 500 hrs. T.T.

K.C. Kunzell 2197965

| CAPTAIN | MAINTENANCE LOG | DATE 10/25/82 |
|---|---|---|
| SRW | | AIRCRAFT NUMBER 28WW |
| FIRST OFFICER ISOR | | |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 307 | RFD | PWK ~~DEN~~ | .3 | .5 |
| 308 | PWK ~~DEN~~ | DEN ~~TEB~~ | 2.2 | 2.4 |
| 309 | DEN | TEB | 3.6 | 3.8 |
| 310 | TEB | DEN | 3.8 | 4.2 |
| 311 | DEN | 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 | 282 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | 500 #10 | | |

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

FF/W NONE

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

10-24-82 Removed + replaced worn MLG Tire, right handside IAW maintenance manual — End —
David Schmidt AP349585075

| CAPTAIN | # MAINTENANCE LOG | DATE |
|---|---|---|
| JCE | | 10 / 22 / 82 |
| FIRST OFFICER | | AIRCRAFT NUMBER 28CC |
| KDB | | |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 305 | ILG | ILG | 1.1 | 1.5 |
| 306 | ILG | BED | 1.8 | 2.1 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 2.9 | 3.6 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 481.3 | → | → |
| THIS DATE | 2.9 | → | |
| TOTAL TIME | 484.2 | → | → |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 299 | 275 |
| | THIS DATE | 2 | 2 |
| | TOTAL | 301 | 277 |

| 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 |
|---|---|
| | |

# LOG BOOK INSERT

OCTOBER 22, 1982
REF. AAC W.O. 5263

S/N 368 N28WW

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 $N_1$ 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. Militello

For Atlantic Aviation Corp.
Wilmington, Delaware

18. Installed outflow valve pneumatic relay with Airesearch repaired unit T.S.O. "unk"
P/N 107312-2 S/N off: 100-9363 S/N on: 11-9440

ATLANTIC AVIATION

MEMORANDUM

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 | MAINTENANCE LOG | DATE |
|---|---|---|
| JCE | | 10 / 4 / 82 |
| FIRST OFFICER PL | | AIRCRAFT NUMBER 28[illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 304 | RFD | ILG | 1.6 | 1.8 |
| 305 | F | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | | |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 4797 | 4797 | 4797 |
| THIS DATE | 1.6 | 1.6 | 1.6 |
| TOTAL TIME | 451.3 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 298 | 274 |
| | THIS DATE | 1 | 1 |
| | TOTAL | 299 | 275 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT SEC #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

SEE SHEETS ATTACHED FOR
RECORD OF WORK ACCOMPLISHED
AT ATLANTIC AVIATION WILMINGTON
DEL.
— PAINT
— AVIONICS
— AIRFRAME

| CAPTAIN | MAINTENANCE LOG | DATE 10/4/82 |
|---|---|---|
| FIRST OFFICER KDR | | AIRCRAFT NUMBER 28 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 302 | DEN | MDW | 1.9 | 2.1 |
| 303 | MDW | DEN | 1.3 | 1.5 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 2.2 | 2.6 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 4775 | → | → |
| THIS DATE | 2.2 | → | → |
| TOTAL TIME | 479.7 | → | → |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 296 | 272 |
| | THIS DATE | 2 | 2 |
| | TOTAL | 298 | 274 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | | #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

| CAPTAIN | MAINTENANCE LOG | DATE 9 / 30 / 82 |
|---|---|---|
| FIRST OFFICER KDR | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 296 | RFD | DEN | 2.2 | 2.4 |
| 297 | DEN | MDW | 1.8 | 2.0 |
| 298 | MDW | TEB | 1.7 | 1.8 |
| 299 | TEB | DEN | 4.2 | 4.5 |
| 300 | DEN | MRV | 2.4 | 2.5 |
| 301 | MRV | DEN | 2.0 | 2.2 |
| TOTAL | | | 14.3 | 15.5 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 477.5 | → | → |
| THIS DATE | 14.3 | → | → |
| TOTAL TIME | 491.8 | → | → |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 290 | 266 |
| | THIS DATE | 6 | 6 |
| | TOTAL | 296 | 272 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 500 #10 | | | |

**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

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| JCE | | 9 / 29 / 82 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| PL | | 28[illegible] |

| 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 | | |

| 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 | | DATE |
|---|---|---|
| Winnick S. | **MAINTENANCE LOG** | 9/28/82 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| Lizer P. | | 29ww |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 289 | RFD | MDW | .3 | .5 |
| 290 | MDW | LAX | 4.5 | 4.7 |
| 291 | LAX | MDW | 3.6 | 3.9 |
| 292 | MDW | RFD | .3 | .5 |
| | | | | |
| | | | | |
| | | TOTAL | 8.7 | 9.6 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 463.0 | | |
| THIS DATE | 8.7 | | |
| TOTAL TIME | 471.7 | | |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 287 | 263 |
| 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 ~~[illegible]~~ L/H REAR SEAT WILL NOT RECLINE ALL OF THE WAY | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| CMP | | 9/23/52 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| RDR | | 28WWII |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 284 | RFD | MDW | .4 | .5 |
| 285 | MDW | ASE | 2.7 | 2.8 |
| 286 | ASE | DEN | .6 | .7 |
| 287 | DEN | MDW | 2.1 | 2.2 |
| 288 | MDW | RFD | .3 | .5 |
| | | | | |
| | | TOTAL | 6.1 | 6.6 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 456.9 | | |
| THIS DATE | 6.1 | | |
| TOTAL TIME | 463.0 | | |

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 282 | 258 |
| THIS DATE | 5 | 5 |
| TOTAL | 287 | 263 |

| 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 |
|---|---|
| MTR/ | |

| CAPTAIN | | DATE |
|---|---|---|
| WINNER S | **MAINTENANCE LOG** | 9/21 22/82 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| LIZER P. | | 28WWII |

| 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 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 277 | 253 |
| | THIS DATE | 5 | 5 |
| | TOTAL | 282 | 258 |

| 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 #1 SEAT R/H 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. KCKunzel 2197965 |
| 2. DRAIN BELOW ~~HOT~~ HOT 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. KCKunzel 2197965 |
| | FLAPS SB-2457 PART A COMPLIED WITH AT THIS TIME. KCKunzel 2197965 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 9/15/16/17/82 |
| FIRST OFFICER LIZER P. | | AIRCRAFT NUMBER 28WW |

| 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 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 271 | 247 |
| | THIS DATE | 6 | 6 |
| | TOTAL | 277 | 253 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 450 HR 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 |
|---|---|
| NONE | |

| CAPTAIN | | DATE |
|---|---|---|
| SRW | **MAINTENANCE LOG** | 9 / 13 / 82 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| KDR | | 28WD |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 269 | RFD | MTW | .7 | .8 |
| 270 | MTW | LAX | 3.5 | 3.7 |
| 271 | LAX | MTW | 3.0 | 3.3 |
| 272 | MTW | RFD | .6 | .9 |
| | | | | |
| | | | | |
| TOTAL | | | 7.8 | 8.7 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 429.4 | ——— | → |
| 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 TOLIET SEAT COVER BRAKET BROKEN ALSO MANY RIVIETS POP AND BROKEN | 9-14-82 REPAIRED TOLET SEAT COVER BRACKETS James M Vieira AP3435006IA |
| #2. CABIN STILL FLUCUATES UNLESS SELECTOR IS SET ABOUT 2000 ft. HIGHER THAN CRUISE ALT. | SEE REPAIRS 10/4/82 ATLANTIC AVIATION |
| #3. VLF GOES INTO SIGNAL LOSE WHEN IN CLOUDS. (VLF LOOSES SIGNAL IN CLOUDS) | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER | | 9/10/82 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| LIZER P | | 28WW |

| 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 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 265 | 241 |
| | THIS DATE | 2 | 2 |
| | TOTAL | 267 | 243 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | #50 | #9 | |

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

#1 NONE

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

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 AIRESEARCH 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.C.Kunzel 9-10-82
TTSN LH ENGINE 0428
TCSN LH ENGINE 265

# ENGINE SERVICE RECORD

A53287 ON
A66697 OFF

DESCRIPTION OF INSPECTIONS, REPAIRS AND OVERHAULS

Mechanic must endorse all inspections and repairs with name, rating and certificate number.

| 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 | | | AT ENG | | 265 | | TOTALS BROUGHT FORWARD |
| | REMOVED P/N 3070800-2 MAIN FUEL CONTROL S/N A6669T AND | | | | | | |
| | INSTALLED S/N A53287T. PERFORMED MANUAL MODE CHECKS | | | | | | |
| | AND RELEASED AIRCRAFT FOR FLIGHT TO AIRESEARCH SPT. | | | | | | |
| | | | | | K.C. Kugel | | 2197965 |
| 9-10-82 | | | AT 428 | | 265 | | C/W MANUAL MODE TRANSFER |
| | | | | | | | CHECK AND OVERSPEED SHUTDOWN |
| | | | | | | | FUNCTION, PER TFE 731 MAINTENANCE |
| | | | | | | | MANUAL. [signature] |
| | | | | | | | for: AiResearch Aviation Co. |
| | | | | | | | ~~Repair Station 3760 Springfield, Ill.~~ |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | TOTALS TO DATE |

* SEE SERVICE BULLETIN TFE 731-72-3001 FOR DEFINITION OF A CYCLE

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| JOHN EMERY | | 9 / 4 / 82 |
| FIRST OFFICER: DOS / TK | | AIRCRAFT NUMBER: 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 263 | RFD | IND | .6 | .8 |
| 264 | IND | RFD | .7 | .9 |
| 265 | RFD | RFD | 2.1 | 2.3 |
| 266 | RFD | RFD | .3 | .5 |
| | | | | |
| | | | | |
| TOTAL | | | 3.7 | 4.5 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 424.5 | | |
| THIS DATE | 3.7 | | |
| TOTAL TIME | 428.2 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 261 | 237 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 265 | 241 |

| 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

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| JCE | | 9/1/2/82 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| KR | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 259 | RFD | MDW | .4 | .5 |
| 260 | MDW | SAT | 2.5 | 2.7 |
| 261 | SAT | MDW | 2.2 | 2.5 |
| 262 | MDW | RFD | .3 | .5 |
| | | | | |
| | | | | |
| TOTAL | | | 5.4 | 6.2 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 419.1 | | |
| THIS DATE | 5.4 | | |
| TOTAL TIME | 424.5 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 257 | 234 |
| | THIS DATE | 4 | 3 |
| | TOTAL | 261 | 237 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 450 | | #9 | |

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

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

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

9-9-82 INSTALLED EXCHANGE OIL TEMPERATURE GAUGE AND TEST — END —

James M. Vreay AP3435006K

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| 2CE | | 8 /30/31 / 82 |
| FIRST OFFICER MMM / TK | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 255 | RFD | MDW | .4 | .5 |
| 256 | MDW | RFD | 1.5 | 1.6 |
| 257 | RFD | RFD | 1.6 | 1.9 |
| 258 | RFD | RFD | 1.5 | 1.8 |
| | | | | |
| | | | | |
| TOTAL | | | 5.0 | 5.8 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 414.1 | | |
| THIS DATE | 5.0 | | |
| TOTAL TIME | 419.1 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 253 | 230 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 257 | 234 |

| 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

| CAPTAIN | JCE |
|---|---|
| FIRST OFFICER | KDR |

# MAINTENANCE LOG

| DATE | 9 / 1 / 82 |
|---|---|
| AIRCRAFT NUMBER | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 255 | RFD | MDW | .4 | .5 |
| 256 | MDW | SAT | | |
| 257 | SAT | MDW | | |
| 258 | MDW | RFD | | |
| | | | | |
| | | | | |
| TOTAL | | | | |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 414.1 | 414.1 | 414.1 |
| THIS DATE | | | |
| TOTAL TIME | | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 253 | 330 |
| | THIS DATE | | |
| | TOTAL | | |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 450 | | | |

#9

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

SEE NEXT PAGE

**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 SERVICABLE RADAR RT AND INDICATOR. -END-
R. O. Tracey AP3504833 87
RT S/N 2072 INDICATOR S/N 1296

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| Wicker | | 1/25/26/82 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| Kizer | | 28[illegible] |

| 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 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 248 | 227 |
| | THIS DATE | 5 | 3 |
| | TOTAL | 253 | 33[illegible] |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 450 | | | |

#9

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

#1. R/H TAXI LIGHT

#2. RADAR REMOVED

#3. RUDDER DOES NOT CENTER WHEN CONTROL LOCK IS ENGAGED

**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 LAMP INSTALLED. 8/30/82 KCKuzel 2197965

#2) RADAR RE-INSTALLED 9-1-82 AFTER REPAIRS BY COMBS DENVER. KCKuzel 2197965

#3) CHECK & ~~LOCK~~ LOCATED BENT ARM IN GUST LOCK MECHANISM, NO REPAIRS MADE. KCKuzel 2197965

| CAPTAIN | | DATE |
|---|---|---|
| McGrath / Winner | **MAINTENANCE LOG** | 8 / 22/23 / 82 |
| FIRST OFFICER | | AIRCRAFT NUMBER 28ww |
| Kizer | | |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 244 | RFD | MDW | .4 | .5 |
| 245 | MDW | DEN | 2.5 | 2.7 |
| 246 | DEN | DEN | .2 | .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 |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 242 | 221 |
| THIS DATE | 6 | 6 |
| TOTAL | 248 | 227 |

| 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 | COMPLETED AT PHASE #8 INSP AS REQUIRED AT 400 hrs T.T. INSP FORM ON FILE EAC MAINT. OFFICE - KCKugel 2197965 8-20-82 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| M. McGRATH | | 8/17/82 |
| FIRST OFFICER P. LIZER | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 239 | RFD | MDW | .4 | .5 |
| 240 | MDW | DEN | 2.2 | 2.4 |
| 241 | DEN | PHX | 1.5 | 1.7 |
| 242 | PHX | MDW | 3.1 | 3.3 |
| 243 | MDW | RFD | .4 | .6 |
| | | | | |
| | | TOTAL | 7.6 | 8.5 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 388.4 | → | → |
| THIS DATE | 7.6 | → | → |
| TOTAL TIME | 396.0 | → | → |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 237 | 216 |
| | THIS DATE | 5 | 5 |
| | TOTAL | 242 | 221 |

| 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 |
|---|---|
| | |

| CAPTAIN | McGrath | MAINTENANCE LOG | DATE | 8/15/15/82 |
|---|---|---|---|---|
| FIRST OFFICER | Lehmann | | AIRCRAFT NUMBER | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 235 | RFD | MDW | .3 | .5 |
| 236 | MDW | ASE | 2.7 | 2.9 |
| 237 | ASE | MDW | 2.2 | 2.5 |
| 238 | MDW | RFD | .3 | .4 |
| | | | | |
| | | | | |
| TOTAL | | | 5.5 | 6.3 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 382.9 | → | → |
| THIS DATE | 5.5 | | |
| TOTAL TIME | 388.4 | → | → |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 233 | 212 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 237 | 216 |

| 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 |
|---|---|
| NIL | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SRW | | 8 / 12 / 82 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| KDB | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 232 | A20 | SGF | 1.3 | 1.5 |
| 233 | SGF | MKC | .5 | .7 |
| 234 | MKC | BFD | 1.0 | 1.2 |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 2.8 | 3.4 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 380.1 | → | → |
| THIS DATE | 2.8 | | |
| TOTAL TIME | 382.9 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 230 | 210 |
| | THIS DATE | 3 | 2 |
| | TOTAL | 233 | 212 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 400 #8 | | | |

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

#1. VSI INOP

#2 AUTO PILOT C/B POPPED WILL NOT RESET

#3. ~~#2~~ ~~[illegible]~~ L/H SEAT AGAINST AFT BULKHEAD WILL NOT RECLINE.

#4.

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

8-16-82 INSTALLED LOANER VSI, OPERATIONAL CHECK GOOD; #2 INSTALLED REPAIRED AUTO PILOT BOX, CHECKS GOOD; ORDERED SEAT RECLINE MECHANISM, DEFERRED #3 THIS DATE — END —

James M. Vieau AP3A3500610

| CAPTAIN | MAINTENANCE LOG | DATE 8 10/10/82 |
|---|---|---|
| SRW | | AIRCRAFT NUMBER 28 WW |
| FIRST OFFICER KDB | | |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 226 | RFD | GYY | .5 | .8 |
| 227 | GYY | GRR | .5 | .7 |
| 228 | GRR | LUK | .8 | .9 |
| 229 | LUK | YYZ | 1.1 | 1.4 |
| 230 | YYZ | YHM | .3 | .7 |
| 231 | YHM | ATO | .8 | .9 |
| TOTAL | | | 4.0 | 5.4 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 376.1 | | |
| THIS DATE | 4.0 | | |
| TOTAL TIME | 380.1 | 380.1 | 380.1 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 224 | 206 |
| | THIS DATE | 6 | 4 |
| | TOTAL | 230 | 210 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 400 #8 | | | |

**DISCREPANCIES-** REPORT EACH SYSTEM AND/OR COMPONENT 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 | MAINTENANCE LOG | DATE 3 / 9 / 82 |
|---|---|---|
| FIRST OFFICER | | AIRCRAFT NUMBER 28WW |

| 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 | 204 |
| | THIS DATE | | |
| | TOTAL | | |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 400 | | #8 | |

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

Done correction 8/9/82
Subtract .7

TOTAL LANDINGS 244

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

8-4-82 INSTALLED A SERVICABLE HF POWER AMP-PWR-200. S/N OFF 2878 S/N ON 1843. —END—
D.G. Tracey AP35048338 7

| CAPTAIN | | DATE |
|---|---|---|
| SRW | **MAINTENANCE LOG** | 8/1/82 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| KDB | | 23WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 223 | RFD | Hilton Head 49 J | 2.0 | 2.1 |
| 224 | Hilton Head 49 J | 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 | | |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 221 | 203 |
| THIS DATE | 3 | 3 |
| TOTAL | 224 | 206 |

| 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 |
|---|---|
| #1 W/H WINDSHIELD HT INTERMITTANT | 8-3-82 DEFERRED LEFT WINDSHIELD HEAT — END — James M. Vrieay AP343500610 |
| #2. | |
| | VSI-80A INDICATOR O'H'D AND REINSTALLED IN #1 SIDE. WORK BY COLLINS WACR. — END — KCKengel 2197965 |

USE BALLPOINT PEN

WRITE ON HARD SURFACE

NOTE – THIS TAG (TRAVEL COPY ONLY) MUST ACCOMPANY THE UNIT(S) TO SHIPPING

**AIRESEARCH MANUFACTURING COMPANY OF CALIFORNIA**

## ACCEPTANCE TAG

493740

CONTRACT NO. OR P.O. NO.: C2W-8992

LINE CODE: 5703

PRODUCT CODE: —

PRODUCT NOUN NAME: CONTROLLER

CUSTOMER CODE: AAX

PART NO.: 130398-3

SO/RO NO.: 790734

MOD/SERIES NO.: 1

S.O. ITEM NO.: 001

MEO/MR NO.: —

ALLOCATION SIGNATURE:

APPLICATION MODEL: —

DATE:

DATE: 6/3/82 | INSP. ST.: [stamp] | QTY.: 1

ASSY DATE: — 0 —

INSPECTORS SIGNATURE: [signature]

RESPONSIBILITY: AIR | CUST

SHIPPER NO.:

SHIPPER DATE:

**UNIT TRAVEL COPY**

| END ITEM SERIAL NO. | SUB-UNIT CONFIGURATION PART NO. | MODEL/SERIES NO. | MEO/MR NO. | SERIAL NO. |
|---|---|---|---|---|
| | | | | |
| | | | | |
| 100-304 | | | | |

REPAIR [X] OVERHAUL [ ] MODIFY [ ] PRODUCTION REJECT [ ]

FORM 2964 (7-79)

## MAINTENANCE RELEASE

## AIRESEARCH MFG. COMPANY

NAME OF MFGR. ____________

COMPONENT 130398-3

MODEL 5R.1 SERIAL 100-304

| TIME SINCE OVERHAUL |
|---|
| — |
| TOTAL TIME |
| — |

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. 790734, DATED 5-7-82

☐ O'HAUL ☐ MOD ☐ F/T ONLY [17 383] REPAIR

DESCRIPTION OF REPAIR: Rate seat, rebalance knob.

Authorized Signature

FAA CERTIFICATED REPAIR
STATION NUMBER 405-12
2525 WEST 190TH STREET
TORRANCE, CALIFORNIA
90502

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 7/28/82 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| LEHENIS B. | | 28WW |

| 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 | 3725 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 217 | 201 |
| | THIS DATE | 4 | 2 |
| | TOTAL | 221 | 203 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | 400 #8 | | |

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

#1. ~~CA~~ CABIN STILL BUMPS

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

DEFERRED 8/3/82 K.L. Kunzel
219963

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| Winner S. | | 7/27/82 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| Lehenis B. | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 214 | RFD | MKE | .4 | .6 |
| 215 | MKE | MDW | .4 | .7 |
| 216 | MDW | ~~IAD~~ AGC | 1.1 | 1.2 |
| 217 | ~~IAD~~ AGC | ~~AGC~~ IAD | .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

(1) H.F 220 System Inop.

Atlantic Aviation Corp.
AAC CRS 3S74 7/29/82
[signature] 7/29/82

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

(1) Trouble shot H.F. System Found Antenna lead had cold solder joint. Resoldered antenna lead to feed through clamp. Found PWR-200 would not channel. Trouble shot found channeling filter defective. Didn't have time to repair because aircraft departure time was moved up. Ordered warranty exchange PWR 200 Box. Bench checked customer TCR-220 and AAC-200 checked ok. Removed loaner H.F. Box's and installed customers Box's. Installed West Wind Sales PWR 200 and functional checked H.F System. Checked ok. Removed PWR-200. And tied up cables.

H.F. Loaner Box's Removed.
AAC-200 S/N 1637
TCR-220 S/N 1185

Customer Box's Installed
AAC-200 S/N 2427
TCR-220 S/N 1554

Customer PWR-200 Box Removed for warranty exchange
PWR-200 S/N 2878

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| VCE | | 7 / 24 / 83 |
| FIRST OFFICER: PL | | AIRCRAFT NUMBER: 28WW#4 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 211 | RFD | MDW | .3 | .4 |
| 212 | MDW | 49J | 1.8 | 1.9 |
| 213 | 49J | RFD | 1.8 | 2.0 |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 3.9 | 4.3 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 363.0 | 363.0 | 363.0 |
| THIS DATE | 3.9 | → | |
| TOTAL TIME | 366.9 | → | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 209 | 194 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 212 | 197 |

| 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

7-23-82 Removed and Replaced worn Left hand main Landing gear Tire IAW maintenance manual and greased Bearings and Installed — End —
David Schmidt AP349585075

| CAPTAIN | Winner | MAINTENANCE LOG | DATE 7/22/23/82 |
|---|---|---|---|
| FIRST OFFICER | Lehnerts | | AIRCRAFT NUMBER 28W4 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 206 | DEN | MDW | 2.1 | 2.4 |
| 207 | MDW | BDL | 1.7 | 1.9 |
| 208 | BDL | MDW | 2.0 | 2.2 |
| 209 | MDW | DEN | 2.1 | 2.3 |
| 210 | DEN | RFD | 2.0 | 2.3 |
| | | | | |
| TOTAL | | | 9.9 | 11.1 |

| 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 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 204 | 190 |
| | THIS DATE | 5 | 4 |
| | TOTAL | 209 | 194 |

| 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

#1. R/H REAR SEAT WILL NOT LOCK IN POSITION SEAT SWIVELS ALL THE TIME

#1) R/H REAR SEAT REPAIRED
KCKenzel 2197965

#2. R/H START & GEN O/B POPS AFTER BATT START.

#2) R/H GEN LOAD IS HIGH IF NO GPU FOR START.
KCKenzel 2197965

#3. CAPT. MAP LIGHT MOUNT IS BROKEN

3 CAPT MAP LIGHT MOUNT REPAIRED - IT WAS JUST LOOSENED J.C. EMERY

#4) CABIN ALTITUDE SELECTOR NEEDS TO BE SELECTED AT LEAST 2000 FT ABOVE CRUISE ALTITUDE OTHERWISE CABIN RATE OF CLIMB CYCLE ± 1500 TO 2000 FEET PER MIN. UP + DOWN (MAX DIFF OUTFLOW OR PRESS RELIEF IS SET TO ~~[illegible]~~ CLOSE TO 8.7)

#4) PRESSURIZATION CONTROLLER REPLACED AT ATLANTIC AVIATION
KCKenzel 2197965

| CAPTAIN | MAINTENANCE LOG | DATE 7/20/82 |
|---|---|---|
| FIRST OFFICER LEHNEIS B | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 202 | RFA | DEN | 2.0 | 2.2 |
| 203 | DEN | LAX | 2.1 | 2.3 |
| 204 | LAX | SNA | .3 | .5 |
| 205 | SNA | DEN | 2.0 | 2.3 |
| | | | | |
| | | | | |
| TOTAL | | | 6.4 | 7.3 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 346.7 | 346.7 | 346.7 |
| THIS DATE | 6.4 | 6.4 | 6.4 |
| TOTAL TIME | 353.1 | 353.1 | 353.1 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 200 | 186 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 204 | 190 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 400 | | | |

#8

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

NTR

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

| CAPTAIN | MAINTENANCE LOG | DATE 7/18/82 |
|---|---|---|
| FIRST OFFICER KAR | | AIRCRAFT NUMBER 25[illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 198 | RFD | MDW | .3 | .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 |

| LANDINGS | | | |
|---|---|---|---|
| | 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. Vicary

AP3435006 10

| CAPTAIN | MAINTENANCE LOG | DATE 7/15/82 |
|---|---|---|
| FIRST OFFICER KDR | | AIRCRAFT NUMBER 284WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 196 | SFO | DEN | 2.1 | 2.6 |
| 197 | DEN | RFD | 1.9 | 2.3 |
| ~~198~~ | | | | |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 4.0 | 4.9 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 340.3 | 340.3 | 340.3 |
| THIS DATE | 4.0 | 4.0 | 4.0 |
| TOTAL TIME | 344.3 | 344.3 | 344.3 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 194 | 182 |
| | THIS DATE | 2 | 2 |
| | TOTAL | 196 | 184 |

| 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 |
|---|---|
| R. Rear seat does not lock in place | 7-16-82 FREE MECHANISM FOR SEAT LATCH —— END —— James Vieary AP343500610 |

| CAPTAIN | MAINTENANCE LOG | DATE 7/13/82 |
|---|---|---|
| FIRST OFFICER IGDR | | AIRCRAFT NUMBER 28 WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 190 | RFD | MDW | .4 | .5 |
| 191 | MDW | BOS | 1.8 | 2.0 |
| 192 | BOS | TOP | .8 | 1.1 |
| 193 | TOP | MDW | 2.0 | 2.3 |
| 194 | MDW | DSM | 2.3 | 2.6 |
| 195 | DSM | SFC | 2.3 | 2.5 |
| TOTAL | | | 9.6 | 11.0 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 330.7 | 330.7 | 330.7 |
| THIS DATE | 9.6 | 9.6 | 9.6 |
| TOTAL TIME | 340.3 | 340.3 | 340.3 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 188 | 176 |
| | THIS DATE | 6 | 6 |
| | TOTAL | 194 | 182 |

| 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

| CAPTAIN | MAINTENANCE LOG | DATE 7 / 12 / 82 |
|---|---|---|
| FIRST OFFICER DL | | AIRCRAFT NUMBER 28WW |

| 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 | | | |

**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 | MAINTENANCE LOG | DATE |
|---|---|---|
| MMM | | 7/7/82 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| BDR | | 28WWJT |

| 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 | DEN | 2.3 | 2.5 |
| 185 | DEN | 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 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 179 | 167 |
| | THIS DATE | 6 | 6 |
| | TOTAL | 185 | 173 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 3,50 | | #7 | |

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

1) #1 COMM TEST KNOB LOOSE
2) R IGNITION SWITCH STUCK ON
3) NSI - INOP (CAPTAINS)

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

#1) COMM KNOB TIGHTENED, KCKuyl
#2) R/H IGNITION SWITCH REPLACED. KCKuyl
#3) INSTALLED LOANER #1 NSI IN AIRCRAFT. 7-7-82 KCKuyl
2197965

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SRW | | 7/ / 82 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| GDR | | 28 [illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 178 | RFD | SFO | 4.0 | 4.2 |
| 179 | SFO | PWK | 3.8 | 4.0 |
| 180 | PWK | RFD | .3 | .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 |

| LANDINGS | | | |
|---|---|---|---|
| | 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

#1. #2 SEAT R/H SIDE WILL NOT RECLINE

#2 WHEN BEGINING DESENT PRESURIZATION WILL BUMP +- 1000 TO 2000 FEET, WILL CONTINUE UNTIL W/H BLEED AIR IS SELECTED

#3. WATER FAUCET IN LAV. IS PLUGGED

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

7-1-82 DISCOVER BAD WINDSHIELD HEAT RELAY AND REPLACE WITH NEW SPARE; OPERATIONAL CHECK SATISFACTORY ——— END ———
James M. Vieaux AP3435006 10

#1) REPLACED HYDRO-LOCK RECLINER ASS'Y - 7/14/82 K.C. Kunzel 2197965
#2) CONTROLLER REPLACED AT ATLANTIC AVIATION - K.C. Kunzel

#3 7-2-82 UN-PLUGGED WATER FAUCET HOSE IN LAV. — END —
D. G. Tracy AP3504833 87

| CAPTAIN | MAINTENANCE LOG | DATE 6 / 30 / 82 |
|---|---|---|
| FIRST OFFICER | | AIRCRAFT NUMBER 25 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 174 | RFD | STC | 4.3 | 4.5 |
| 175 | STC | DEN | 2.3 | 2.4 |
| 176 | DEN | MMW | 2.0 | 2.1 |
| 177 | MMW | RFD | .4 | .4 |
| | | | | |
| | | | | |
| | | TOTAL | 9.0 | 9.4 |

| 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 | | | |

**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

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- D. G. Tracy AP3504833 87

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| J. EMERY | | 6 / 29 / 82 |
| FIRST OFFICER P. LIZER | | AIRCRAFT NUMBER 28WW II |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 169 | RFD | RFD | .7 | .8 |
| 170 | RFD | PWK | .5 ~~.6~~ | .6 |
| 171 | PWK | TVC | .6 | .8 |
| 172 | TVC | PWK | .9 | .7 |
| 173 | PWK | RFD | .2 | .4 |
| | | | | |
| | | TOTAL | 2.9 | 3.3 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 293.6 | 293.6 | 293.6 |
| THIS DATE | 2.9 | 2.9 | 2.9 |
| TOTAL TIME | 296.5 | 296.5 | 296.5 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 167 | 158 |
| | THIS DATE | 5 | 5 |
| | TOTAL | 172 | 163 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 300 #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 |
|---|---|
| NTR | 6-28-82 FMS-90 OPS CHECK TO PROVE AEU & CRU FUNCTION CORRECTLY. K C Kunzel 2197965 |

| CAPTAIN | MAINTENANCE LOG | DATE / / |
|---|---|---|
| FIRST OFFICER | | AIRCRAFT NUMBER 284 II |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 165 | FSD | MDW | 1.4 | 1.6 |
| 166 | MDW | DEN | 2.2 | 2.4 |
| 167 | DEN | SFO | 2.3 | 2.6 |
| 168 | SFO | DEN | 4.2 | 4.6 |
| | | | | |
| | | | | |
| TOTAL | | | 9.1 | 10.2 |

| 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 | 300 | | |

#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

1) 6-28-82 RADAR NAV FUNCTION COPS CHECKS OK - KCK/JCE
2) DEFERRED 6-28-82
3) DEFERRED 6-20-82
K.C. Kengel 2197965

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| G. [illegible] | | 6 / 26 / 82 |
| FIRST OFFICER KDR | | AIRCRAFT NUMBER 28000 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 164 | RFD | RFD | 1.3 | 1.8 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | | |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 283.2 | 283.2 | 283.2 |
| THIS DATE | 1.3 | 1.3 | 1.3 |
| TOTAL TIME | 284.5 | 284.5 | 284.5 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 162 | 153 |
| | THIS DATE | 1 | 1 |
| | TOTAL | 163 | 154 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 300 | | | |

#6

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

NTR

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

6-25-82 REMOVED AUX GYRO FOR REPAIRS AND INSTALLED A LOANER UNIT. MODLE NO. AI804 S/N OFF 5433 S/N ON 2593 — END — D.A. Tracey AP3504~~8~~3387

6-25-82 RE-BUILT BOTH BRAKE ASSYS. AND RE-INSTALLED IAW THE MAINTENANCE MANUAL. — END — D.A. Tracey AP3504 3387

| CAPTAIN | MAINTENANCE LOG | DATE 6 / [illegible] / [illegible] |
|---|---|---|
| FIRST OFFICER PL | | AIRCRAFT NUMBER 25[illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 158 | BFD | MAW | .4 | .6 |
| 159 | MAW | IAH | 2.5 | 2.6 |
| 160 | IAH | DEN | 2.3 | 2.4 |
| 161 | DEN | TER | 3.3 | 3.5 |
| 162 | TER | DEN | 3.9 | 4.3 |
| 163 | DEN | BFD | 2.0 | 2.1 |
| TOTAL | | | 14.4 | 15.5 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 268.8 | 268.8 | 268.8 |
| THIS DATE | 14.4 | 14.4 | 14.4 |
| TOTAL TIME | 283.2 | 283.2 | 283.2 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 156 | 147 |
| | THIS DATE | 6 | 6 |
| | TOTAL | 162 | 153 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 250 | | | |

**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 | | DATE |
|---|---|---|
| Winner S | **MAINTENANCE LOG** | 6/19-20/82 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| Lizer P | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 154 | RFD | MDW | .4 | .5 |
| 155 | MDW | BFI | 4.1 | 4.4 |
| 156 | BFI | MDW | 3.8 | 4.1 |
| 157 | MDW | RFD | .4 | .6 |
| | | | | |
| | | | | |
| | | TOTAL | 8.7 | 9.7 |

| 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 | 4 |
| TOTAL | 156 | 147 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 250 | | | |

| 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 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. G. 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 D. G. Tracy AP350483387 |
| #3 RH Fuel Guage Intermittent | |
| #4. | #1) DEFERRED 6-20-82 |
| | #2) DEFERRED 6-20-82 |
| | #3) DEFERRED 6-20-82 |
| | K C Kenzel 2197965 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| J EMERY | | 6/16/17/82 |
| FIRST OFFICER P LIZER | | AIRCRAFT NUMBER 28 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 150 | RFD | DEN | 2.1 | 2.3 |
| 151 | DEN | TEB | 3.4 | 3.8 |
| 152 | TEB | DEN | 4.0 | 4.4 |
| 153 | DEN | RFD | 1.7 | 1.9 |
| | | | | |
| | | | | |
| TOTAL | | | 11.2 | 12.4 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 248.9 | 2489 | 2489 |
| THIS DATE | 11.2 | → | → |
| TOTAL TIME | 260.1 | → | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 148 | 139 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 152 | 143 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 250 | | | |

**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 PHASE #5 INSP
AS REQUIRED AT 250 HRS T.T.
FORM CHECK LIST IS ON FILE
EAC MAINT. OFFICE - EAD -
K C Kingel 2197965

| CAPTAIN | MAINTENANCE LOG | DATE / / |
|---|---|---|
| FIRST OFFICER | | AIRCRAFT NUMBER |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 147 | RFD | LWB | 1.3 | 1.4 |
| 148 | LWB | ARR | 1.4 | 1.5 |
| 149 | ARR | RFD | .1 | .2 |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 2.8 | 3.2 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 246.1 | 246.1 | 246.1 |
| THIS DATE | 2.8 | 2.8 | 2.8 |
| TOTAL TIME | 2489 | 2489 | 2489 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 145 | 136 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 148 | 139 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 250 | | | |

| 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 |
|---|---|
| | |

# MAINTENANCE LOG

| CAPTAIN | GAG |
|---|---|
| FIRST OFFICER | DCS |

| DATE | 6/12/[illegible] |
|---|---|
| AIRCRAFT NUMBER | [illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 144 | RFD | MDW | .4 | .5 |
| 145 | MDW | DEN | 2.3 | 2.6 |
| 146 | DEN | RFD | 1.8 | 1.8 |
| | | | | |
| | | | | |
| | | | | |
| | | TOTAL | 4.5 | 4.9 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 241.6 | 241.6 | 241.6 |
| THIS DATE | 4.5 | 4.5 | 4.5 |
| TOTAL TIME | 246.1 | 246.1 | 246.1 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 142 | 133 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 145 | 136 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 250 | | | |

| 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 | MAINTENANCE LOG | DATE |
|---|---|---|
| J. EMERY | | 6 / 9 / 82 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| P. LIZER | | 28WW II |

| 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 | | | |

| 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 | MAINTENANCE LOG | DATE |
|---|---|---|
| Winner S | | 6/7/82 |
| FIRST OFFICER Scharf D. | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 137 | RFD | AZO | .6 | .7 |
| 138 | AZO | RFD | .6 | .8 |
| ~~139~~ | | | | |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 1.2 | 1.5 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 233.2 | 233.2 | 233.2 |
| THIS DATE | 1.2 | 1.2 | 1.2 |
| TOTAL TIME | 234.4 | 234.4 | 234.4 |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 135 | 126 |
| THIS DATE | 2 | 2 |
| TOTAL | 137 | 128 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 250 #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 |
|---|---|
| Rt. Fuel quan. inaccurate | - Found bad shield ground @ fuselage tanks. Repaired joint, performed fuel cal. ck. OK. Ken Kuchenreuther FOV Kal Aero, Inc. CR# 3240. |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S. | | 6/4/82 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| SCHARF D. | | [illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 134 | RFD | MDW | .3 | .5 |
| 135 | MDW | STL | 1.1 | 1.4 |
| 136 | STL | RFD | .8 | .9 |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 2.2 | 2.8 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2310 | 2310 | 2310 |
| THIS DATE | 2.2 | 2.2 | 2.2 |
| TOTAL TIME | 233.2 | 233.2 | 233.2 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 132 | 123 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 135 | 126 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 250 #5 | | | |

**DISCREPANCIES-** REPORT EACH SYSTEM AND/OR COMPONENT 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 | MAINTENANCE LOG | DATE 6 / [illegible] / [illegible] |
|---|---|---|
| [illegible] | | |
| FIRST OFFICER [illegible] | | AIRCRAFT NUMBER 28[illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 128 | BFD | MDW | .4 | .5 |
| 129 | MDW | DEN | 2 3 | 2 5 |
| 130 | DEN | LAX | 2 4 | 2 8 |
| 131 | LAX | DEN | 1.9 | 2.[illegible] |
| 132 | DEN | MDW | 1.9 | 2 0 |
| 133 | MDW | BFD | .4 | .5 |
| TOTAL | | | 9.3 | 10.1 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 2217 | 2217 | 2217 |
| THIS DATE | 93 | 93 | 93 |
| TOTAL TIME | 2310 | 2310 | 2310 |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 126 | 118 |
| THIS DATE | 6 | 5 |
| TOTAL | 132 | 123 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 250 #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) [illegible] | 6-3-82(1)knob installed new knob on order Set Screw Striped out —— End —— David Schmidt AP 349585075 |
| 2) FPA inop | |
| [illegible]) R Ldg Light inop | 6-3-82 (3) Replaced Right hand Landing Light with new functional check ok — End — David Schmidt AP349585075 |
| 4) No TAS Input to FMS 90 | 6-3-82 INSTALLED SERVICEABLE FPA-80 TO REPAIR ITEM #2; #4 INSTALLED SERVICEABLE AIR SPEED IN AN EFFORT TO CURE T.A.S. —— END —— James M. Vieay AP343500610 |

| CAPTAIN | MAINTENANCE LOG | DATE 5 / 22 / 82 |
|---|---|---|
| FIRST OFFICER PL | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 124 | RFD | YYC | 3.1 | 3.3 |
| 125 | YYC | DEN | 2.3 | 2.5 |
| 126 | DEN | MDW | 2.1 | 2.3 |
| 127 | MDW | RFD | .4 | .5 |
| | | | | |
| | | | | |
| TOTAL | | | 7.9 | |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 213.8 | 213.8 | 213.8 |
| THIS DATE | 7.9 | 7.9 | 7.9 |
| TOTAL TIME | 221.7 | 221.7 | 221.7 |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 122 | 115 |
| THIS DATE | 4 | 3 |
| TOTAL | 126 | 118 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT ~~200~~ #4 | | | |

250 #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 |
|---|---|
| | |

| CAPTAIN | MAINTENANCE LOG | DATE |
| --- | --- | --- |
| [illegible] | | 3 / 25 / [illegible] |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| BL | | 2[illegible] |

# MAINTENANCE LOG

| 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~~ | | | ~~#7~~ |

250 #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 | MAINTENANCE LOG | DATE 5 / 22 / 8- |
|---|---|---|
| FIRST OFFICER DCJ | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 117 | RFD | SFO | 4.0 | 4.2 |
| 118 | SFO | MDW | 3.9 | 4.1 |
| 119 | MDW | RFD | .4 | .5 |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 8.3 | 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

NTR

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

COMPLETED PHASE 4 INSP. AS REQUIRED @ 200 hrs. T.T. ; INSP. LIST IS ON FILE EAC MAINT. OFFICE. KCKuyel 2197965

| CAPTAIN | | DATE |
|---|---|---|
| [illegible] | **MAINTENANCE LOG** | 5 / 18 / 82 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| RL | | [illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 111 | RFD | MDW | .4 | .5 |
| 112 | MDW | BGN | 2.3 | 2.5 |
| 113 | BGN | SFC | 2.4 | 2.6 |
| 114 | SFC | DCW | 2.2 | 2.5 |
| 115 | DCW | MDW | 2.0 | 2.1 |
| 116 | MDW | RFD | .3 | .5 |
| TOTAL | | | 9.6 | 10.7 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 1878 | 1878 | 1878 |
| THIS DATE | 9.6 | 9.6 | 9.6 |
| 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 2004 | | | |

| 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- D.G. Tracey AP350483387 |
| | 5-14-82 INSTALLED OH'D ~~APA-56~~ VSI-80A S/N 640 IN PILOT'S POSITION K.C.Kunzel 2197965 |
| | (1) 5-14-82 Removed and Replaced Left hand main landing gear tire + packed Bearings and Serviced tire IAW maintenance Manual — End — David Schmidt AP 349585075 |

| CAPTAIN | MMM | MAINTENANCE LOG | DATE 5 / 13 / 82 |
|---|---|---|---|
| FIRST OFFICER | PL | | AIRCRAFT NUMBER 24[illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 106 | DEN | MDW | 2.1 | 2.2 |
| 107 | MDW | TEB | 1.7 | 1.8 |
| 108 | TEB | MDW | 1.9 | 2.3 |
| 109 | MDW | DEN | 2.1 | 2.3 |
| 110 | DEN | RFD | 1.9 | 2.1 |
| | | | | |
| | | TOTAL | 9.7 | 10.7 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 178.1 | 178.1 | 178.1 |
| THIS DATE | 9.7 | 9.7 | 9.7 |
| TOTAL TIME | 187.8 | 187.8 | 187.8 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 104 | 98 |
| | THIS DATE | 5 | 4 |
| | TOTAL | 109 | 102 |

| 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

| CAPTAIN | MAINTENANCE LOG | DATE 5 / [illegible] / [illegible] |
|---|---|---|
| FIRST OFFICER PK | | AIRCRAFT NUMBER 28 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 100 | RFD | DEN | 2.1 | 2.2 |
| 101 | DEN | ACA | 3.7 | 4.0 |
| 102 | ACA | EIP | 2.6 | 2.7 |
| 103 | EIP | DEN | 1.4 | 1.5 |
| 104 | DEN | LAX | 2.3 | 2.5 |
| 105 | LAX | DEN | 2.3 | 2.6 |
| TOTAL | | | 14.4 | 15.5 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 163.7 | 163.7 | 163.7 |
| THIS DATE | 14.4 | 14.4 | 14.4 |
| TOTAL TIME | 178.1 | 178.1 | 178.1 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 98 | 92 |
| | THIS DATE | 6 | 6 |
| | TOTAL | 104 | 98 |

| 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 |
|---|---|
| | |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| WINNER S | | 5 / 8 / 82 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| SCHARF D. | | 280 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 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 94 | 89 |
| | THIS DATE | 4 | 3 |
| | TOTAL | 98 | 92 |

| 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 |
|---|---|
| #1 START & GEN CONTROL C/B POPS EVERY START ~~END~~ (RESETS) | #1) CB POPS IF INITIAL GEN. LOAD IS HIGH DUE TO EXCESSIVE PRE-FLIGHT ELECTRICAL USEAGE WITH BATTERY ONLY. K C Kengel 2199965 |
| #2. F/O $O_2$ MASK STUCK ON EMERG. POSITION MUST BE DISCONNECTED TO STOP FLOW OF $O_2$ | #2) 5-14-82 $O_2$ MASK DEFERRED AND WAITING PARTS. -END- D G Tracey AP3504 3387 |
| #3. STANDBY GYRO DRIFTS IN ATTITUDE | #3) 5-14-82 STANDBY GYRO DEFERRED. -END- D G Tracey AP3504 3387 |
| #4. R/H TIP VALVE LEAKING FUEL FROM WING TO TIP AS MUCH AS 300 LBS. DURING REFUELING PROCEDURE. | 4) 5-14-82 R/H TIP TANK DEFERRED. |
| #5. PLEASE NOTE DEFERRED ITEM #2. | 5) 5-14-82 REPLACED BOTH WIND-SHEILD'S DISSICANTS. -END- D G Tracey AP3504 3387 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| SRW | | 5/16/82 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| RKH | | 28WW |

| 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 |

| LANDINGS | | |
|---|---|---|
| BROUGHT FORWARD | 90 | 85 |
| THIS DATE | 4 | 4 |
| TOTAL | 94 | 89 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT #4 200 | | | |

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

1) PAINT PEELING FROM LEADING EDGE OF BOTH WINGLETS, RIGHT TIP TANK - WING FAIRING, BASE OF VERTICAL STAB, NUMEROUS JOINTS + FASTENERS

2) OVERHEAD PANEL DIMMER KNOB MISSING

3) BOTH BAGGAGE COMPARTMENTS REEK WITH STRONG ODOR

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

1) 5-14-82 FEATHER-EDGE AND RE-PAINT LEADING EDGES / INSTALL ANTI-EROSION STRIPS — END —
James M. Vieay AP3435006R

2) Dimer knob installed 5-14-82 - End —
David Schmidt AP3495850 15

3) 5-14-82 CANNOT DETECT ODER.
K. Kenyel 2197965

| CAPTAIN | MAINTENANCE LOG | DATE 5 / 3 / 82 |
|---|---|---|
| FIRST OFFICER WCL | | AIRCRAFT NUMBER 284 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 88 | RFD | MDW | .3 | .5 |
| 89 | MDW | DEN | 2.1 | 2.3 |
| 90 | DEN | MDW | 2.1 | 2.4 |
| 91 | MDW | RFD | .3 | .5 |
| | | | | |
| | | | | |
| TOTAL | | | 4.8 | 5.7 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 148.6 | 148.6 | 148.6 |
| THIS DATE | 4.8 | 4.8 | 4.8 |
| TOTAL TIME | 153.4 | 153.4 | 153.4 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 86 | 82 |
| | THIS DATE | 4 | 3 |
| | TOTAL | 90 | 85 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 150 #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

4-30-82 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A 150-HR ENGINE AND A PHASE 3 AIRFRAME INSPECTION AND HAS BEEN FOUND TO BE IN AIRWORTHY CONDITION. DEEP CYCLED BOTH BATTERIES. -END- D.Q. Tracey AP3504833B7

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| GMP | | 4/30/82 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| JH | | [illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 87 | RFD | RFD | .2 | .3 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | .2 | .3 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 148.4 | 148.4 | 148.4 |
| THIS DATE | .2 | .2 | .2 |
| TOTAL TIME | 148.6 | 148.6 | 148.6 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 85 | 81 |
| | THIS DATE | 1 | 1 |
| | TOTAL | 86 | 82 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 150 #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

| CAPTAIN | MMA | MAINTENANCE LOG | DATE 4/26/27/82 |
|---|---|---|---|
| FIRST OFFICER | WGL | | AIRCRAFT NUMBER 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 81 | RFD | MDW | .3 | .5 |
| 82 | MDW | TEB | 1.7 | 2.5 |
| 83 | TEB | BOS | .8 | 1.1 |
| 84 | BOS | MDW | 2.5 | 3.0 |
| 85 | MDW | DEN | 2.5 | 2.8 |
| 86 | DEN | RFD | 1.8 | 2.2 |
| TOTAL | | | 9.6 | 12.1 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 138.8 | 138.8 | 138.8 |
| THIS DATE | 9.6 | 9.6 | 9.6 |
| TOTAL TIME | 148.4 | 148.4 | 148.4 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 79 | 76 |
| | THIS DATE | 6 | 5 |
| | TOTAL | 85 | 81 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 150 | | #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 |
|---|---|
| | |

| CAPTAIN SRW | MAINTENANCE LOG | DATE 4/25/82 |
|---|---|---|
| FIRST OFFICER RKH | | AIRCRAFT NUMBER 28WW II |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 78 | RFD | 49J | 1.9 | 2.1 |
| 79 | 49J | MDW | 1.9 | 2.0 |
| 80 | MDW | RFD | .3 | .6 |
| | | | | |
| | | | | |
| | | | | |
| | TOTAL | | 4.1 | 4.7 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 134.7 | 134.7 | 134.7 |
| THIS DATE | 4.1 | 4.1 | 4.1 |
| TOTAL TIME | 138.8 | 138.8 | 138.8 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 76 | 73 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 79 | 76 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 150 #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 |
|---|---|
| 1) PILOTS VSI SHOWS INTERMITTENT RED FLAG. WHEN FLAG APPEARS, VSI IS INOP. | 4-25-82 ITEM #1 DE-FERRED THIS DATE; SER-VICED HYDRALIC RESEVCIR James M Vicary AP343500610 |
| 2.) HYD LEVEL LOW | |

| CAPTAIN | WINNER | MAINTENANCE LOG | DATE 4/22/23/82 |
|---|---|---|---|
| FIRST OFFICER | LEMNEIS | | AIRCRAFT NUMBER [illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 73 | RFD | MSN | .3 | .5 |
| 74 | MSN | ELP | 3.4 | 3.6 |
| 75 | ELP | FMY | 3.2 | 3.5 |
| 76 | FMY | MSN | 3.0 | 3.2 |
| 77 | MSN | RFD | .4 | .5 |
| | | | | |
| | | TOTAL | 10.3 | 11.3 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 124.4 | 124.4 | 124.4 |
| THIS DATE | 10.3 | 10.3 | 10.3 |
| TOTAL TIME | 134.7 | 134.7 | 134.7 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 71 | 68 |
| | THIS DATE | 5 | 5 |
| | TOTAL | 76 | 73 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | [illegible] | [illegible] | [illegible] |

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

#1 F/O $O^2$ MASK LEAKS
CONTINUALLY.

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

4-23-82 TIGHTEN $O_2$ MASK
FITTINGS, OPERATIONAL TEST
SATISFACTORY —— END ——
James Vieay AP3435006 10

| CAPTAIN | MAINTENANCE LOG | DATE 4/16/ |
|---|---|---|
| FIRST OFFICER PL | | AIRCRAFT NUMBER 28[illegible] |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 64 | RFD | MDW | .4 | .5 |
| 65 | MDW | YYJ | 1.6 | 1.9 |
| 66 | YYJ | RFD | 2.3 | [illegible] |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 4.3 | 4.7 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 103.3 | 103.3 | 103.3 |
| THIS DATE | 4.3 | 4.3 | 4.3 |
| TOTAL TIME | 107.6 | 107.6 | 107.6 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 62 | 59 |
| | THIS DATE | 3 | 3 |
| | TOTAL | 65 | 62 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 150 #3 | | | |

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

(1) LEFT [illegible] HEAT OUT

(2) AUTO PILOT INOP

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

4-16-82 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 2 INSPECTION AND HAS BEEN FOUND TO BE IN AIRWORTHY CONDITION. — END —
D.G. Tracy AP3504 83387

4-16-82 #1 ITEM DEFERRED ; #2 ITEM DEFERRED
James M. Vieary AP3435 00610

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| AHP | | 4/20/82 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| OJ | | 2844 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 67 | RFD | DEN | 2.3 | 2.5 |
| 68 | DEN | SFC | 2.5 | 2.7 |
| 69 | SFC | HSP | 3.4 | 3.6 |
| 70 | HSP | BOS | 2.2 | 2.5 |
| 71 | BOS | DEN | 4.8 | 5.2 |
| 72 | DEN | 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 | | | |

| 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) FLITE PHONE IN CABIN INOP | 4-20-82 FLITEPHONE DEFERRED -END- D. G. Tracy AP350483387 |

| CAPTAIN | MAINTENANCE LOG | DATE 4 / 16 / 82 |
|---|---|---|
| FIRST OFFICER RAH | | AIRCRAFT NUMBER 25 ww |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 60 | RFD | MDW | .3 | .5 |
| 61 | MDW | BOS | 2.0 | 2.2 |
| 62 | BOS | MDW | 2.3 | 2.6 |
| 63 | MDW | RFD | .4 | .6 |
| | | | | |
| | | | | |
| TOTAL | | | 5.0 | 5.9 |

| 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 | 56 |
| | THIS DATE | 4 | 3 |
| | TOTAL | 62 | 59 |

| 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) CAPTAIN'S SHOULDER HARNESS DOES NOT RETRACT PROPERLY | 4-16-82 ADJUST RETRACTING REEL AND CHECK SHOULDER RESTRAINT; INSTALL REPLACEMENT WINDOW ON-OFF SWITCH — END — |
| 2) WINDOW LIGHT ON-OFF SWITCH ABOVE LIQUID CONTAINERS IS INTERMITTENT | James M. Viear AP343500610 |

| CAPTAIN MMH | MAINTENANCE LOG | DATE 4 / 11 / 82 |
|---|---|---|
| FIRST OFFICER RKA | | AIRCRAFT NUMBER 28[illegible] TL |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 054 | RFD | DEN | 2.2 | 2.3 |
| 055 | DEN | MDW | 2.0 | 2.2 |
| 056 | MDW | TEB | 1.7 | 2.0 |
| 057 | TEB | MDW | 1.7 | 2.1 |
| 058 | MDW | DEN | 2.3 | 2.4 |
| 059 | DEN | RFD | 1.8 | 2.0 |
| TOTAL | | | 11.7 | 13.0 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 86.6 | 86.6 | 86.6 |
| THIS DATE | 11.7 | 11.7 | 11.7 |
| TOTAL TIME | 98.3 | 98.3 | 98.3 |

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 52 | 50 | |
| THIS DATE | 6 | 6 | |
| TOTAL | 58 | 56 | |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | 100 | | #2 |

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

High low press

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

4-11-82 VOR CHECK COMPARASON
RFD VOR 3° ERROR

4-14-82 SERVICE HYDRALIC RESELOIR, BLEED SYSTEM AS PER MAINTENANCE MANUAL CHECK HIGH PRESSURE HYDRALIC FILTERS; GROUND RUN AND CHECK SATISFACTORY — James M. Vicay AP3435006 10

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| EMERY J. / WINNICK S. | | 4/8/82 |
| FIRST OFFICER: HZER P. | | AIRCRAFT NUMBER: 28WW |

| 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

#1. DOOR DRAGS ON LOWER R/H CORNER (INSIDE LOOKING OUT).

#2. #2 NAV FREQ 113.5 INOP DME WORK ON THIS FREQ BUT NO IDENT OR NAV SIGNAL.

#3 ~~CB~~ COULD NOT GET A ~~[illegible]~~ TO STAY ~~ON IT~~ POWER FROM POWER UNIT IN LAX WOULD STAY ON FOR A SHORT TIME THEN POP RELAY.

#4

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

4-9-82 DOOR DRAGGING IS THE NATURE OF THE DESIGNED MECHANISM - OPERATOR MUST COMPENSATE; ITEM #2 DEFERRED; ITEM #3 SITUATION NORMAL — END

James M. Vulay AP343500610

| CAPTAIN | SRW |
|---|---|
| FIRST OFFICER | WGL |

# MAINTENANCE LOG

| DATE | 4/1/4/82 |
|---|---|
| AIRCRAFT NUMBER | 28WW |

| 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 |
| ~~[illegible]~~ | | | | |
| | | | | |
| • | | | | |
| TOTAL | | | 9.2 | 10.2 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 68.0 | 68.0 | 68.0 |
| THIS DATE | 9.2 | 9.2 | 9.2 |
| 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 | | | |

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

#1 F/O ALTIMETER 330 FT AT HIGH ALTITUDE AND AT 11,000'

#2. ~~#1~~ INVERTER SOMETIMES TAKE A FEW TRYS TO GET IN ON LINE, BUT STAYS ON.

#3 FUEL QUANTITY ON R/H SIDE WORK OK ON GROUND BUT ONCE ~~AR~~ AIRBORNE GOES TO FULL ~~[illegible]~~ SCALE. (FULL) NO MATTER HOW MUCH FUEL IS ON BOARD. L/H SIDE OK

#4. PRESSURIZATION SAME DEFERED ITEM #2 (3-18-82)

#5 TABLE ON L/H SIDE OFF A/C WILL NOT RAISE UP OR DOWN.

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

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 ——

James M. Vieux AP3A35006C

| CAPTAIN | JCE |
|---|---|
| FIRST OFFICER | WGL |

# MAINTENANCE LOG

| DATE | 3/31/82 |
|---|---|
| AIRCRAFT NUMBER | 28WW II |

| 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

NIL

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

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| [illegible] S. | | 3 / 19/20 / 82 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| LEHNEIS B | | 28WW 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 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 37 | 35 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 41 | 39 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 50 (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. L/H + R/H WINDSHEILDS FROST UP BETWEEN PANES IN THE UNHEATED AREAS DOES NOT [redacted] OBSTRUCT VISION | 3-23-82 PERFORM PHASE I INSPECTION IN ACCORDANCE WITH MAINTENANCE OUTLINED BY THE MANUFACTURER - END - [signature] 343[illegible] |
| #2. #1 COFFEE POT BUTTON STICKS ON CABINETRY HOLE NEEDS TO BE REAMED OUT | 3-24-82 ADJUSTED CABIN DOOR LATCH; CHANGED BOTH WINDSHIELD DESSICANT CRYSTALS; ADJUSTED RIGHT TIP TANK CHECK VALVE; CHECKED OPERATION OF EMERGENCY EXIT LIGHTS; END [signature] AF343[illegible] |
| | (1) 3-26-82 DEFERRED KCK |
| | (2) 3-26-82 DEFERRED KCKunzel 2199965 |

| CAPTAIN | JCE |
|---|---|
| FIRST OFFICER | WGL |

# MAINTENANCE LOG

| DATE | 3 / 22 / 85 |
|---|---|
| AIRCRAFT NUMBER | 28WW |

| 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 |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 33 | 32 |
| | THIS DATE | 04 | 3 |
| | TOTAL | 37 | 35 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 50 (1) | | | |

| 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 | MAINTENANCE LOG | DATE |
|---|---|---|
| SRW | | 3 /18/19/82 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| WGL | | [illegible] |

| 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 | 44.1 | | |
| THIS DATE | 9.1 | | |
| TOTAL TIME | 53.2 | | |

| LANDINGS | | | |
|---|---|---|---|
| | BROUGHT FORWARD | 29 | 28 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 33 | 32 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | 500(1) | | |

| 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. FLIGHT PHONE IN CABIN WILL NOT FUNCTION PROPERLY. THE TRANSMIT PORTION OF HAND HELD FLIGHT PHONE IN CABIN IN OP. YOU CAN HEAR THEM THEY CANNOT HEAR YOU. EVERYTHING ELSE WORKS OK. (INTERCOM DOES THE SAME THING. | (1) 3-26-82 DEFERRED KCK |
| 2. PRESSURIZATION BUMPS DURING ANY POWER CHANGES. a) CHANGING CABIN TEMP WILL ALSO BUMP CABIN. | (2) 3-26-82 DEFERRED KCK |
| 3 CO PILOTS ALTIMETER READS 430 FEET HIGH AT ALTITUDE | (3) 3-26-82 DEFERRED [illegible] 2197965 |

| CAPTAIN | MAINTENANCE LOG | DATE |
|---|---|---|
| GMP | | 3/16,17/82 |
| FIRST OFFICER | | AIRCRAFT NUMBER |
| RKH | | 28WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 027 | RFD | DEN | 2.3 | 2.5 |
| 028 | DEN | RAG | 2.3 | 2.5 |
| 029 | 226 | MOL | 1.0 | 1.2 |
| 030 | MOL | RFD | .4 | .4 |
| | | | | |
| | | | | |
| | | TOTAL | 6.6 | 7.6 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 37.5 | → | → |
| THIS DATE | 6.6 | → | → |
| TOTAL TIME | 44.1 | | |

| LANDINGS | | CYCLES | |
|---|---|---|---|
| BROUGHT FORWARD | 25 | 25 | |
| THIS DATE | 4 | 3 | |
| TOTAL | 29 | 28 | |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT | 50 (1) | | |

**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

| DISCREPANCIES | CORRECTIVE ACTION |
|---|---|
| TRANSPONDER ✓ #1 & #2 3/9/82 | |
| ALT ✓ LH 10/30/81 1328 S/N | |
| RH 11/12/81 3005 S/N | |
| STATIC SYS ✓ 1/30/82 ✓ | |
| AIR DATA COMP 12/11/81 | |
| SOAP SAMPLE & FILTER CHANGE | |
| 3/3/82 @ 34 HRS | |
| WEIGHT CHECK | |
| GAS CYL F/R AUG 1980 | |
| FIRE BOTTLE LH OCT 1980 | |
| SQUIB #1 FEB 81 #2 FEB 81 | |
| FIRE BOTTLE RH OCT 1980 ✓ | |
| SQUIB #1 AUG 81 #2 MAY 81 ✓ | |
| O2 CYL & VALVE OCT 1981 ✓ | |
| O2 MASK #1 | |
| O2 MASK #2 | |
| O2 PRESS REG REDUCER JULY 81 | |
| O2 PANEL CONTROL JAN 81 | |
| GAS CYL GEAR DOWN AUG 80 | |

| CAPTAIN | MAINTENANCE LOG | DATE 3 / 11 / 82 |
|---|---|---|
| FIRST OFFICER | | AIRCRAFT NUMBER 2800 |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 023 | RFD | MDW | .4 | .6 |
| 024 | MDW | DEN | 2.3 | 2.5 |
| 025 | DEN | MDW | 1.9 | 2.2 |
| 026 | MDW | RFD | .3 | .4 |
| | | | | |
| | | | | |
| TOTAL | | | 4.9 | 5.7 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 32.6 | | |
| THIS DATE | 4.9 | | |
| TOTAL TIME | 37.5 | | |

| LANDINGS | | CYCLES | |
|---|---|---|---|
| | BROUGHT FORWARD | 21 | 21 |
| | THIS DATE | 4 | 4 |
| | TOTAL | 25 | 25 |

| NEXT CHECK DUE | | | |
|---|---|---|---|
| TYPE | A | B | C |
| AT 50 (1) | | | |

| 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 | JCE |
|---|---|
| FIRST OFFICER | DH |

# MAINTENANCE LOG

| DATE | 2/10/82 |
|---|---|
| AIRCRAFT NUMBER | 98WW |

| FLT. NO. | FROM | TO | FLIGHT | BLOCK |
|---|---|---|---|---|
| 020 | MLIT | ILG | 1.1 | 1.3 |
| 021 | ILG | MDW | 1.7 | 1.9 |
| 022 | MDW | RFD | .3 | .4 |
| | | | | |
| | | | | |
| | | | | |
| TOTAL | | | 3.1 | 3.6 |

| FLIGHT TIME | AIRCRAFT | LEFT ENGINE | RIGHT ENGINE |
|---|---|---|---|
| BROUGHT FORWARD | 29.5 | | |
| THIS DATE | 3.1 | | |
| TOTAL TIME | 32.6 | | |

CYCLES

| LANDINGS | | | |
|---|---|---|---|
| BROUGHT FORWARD | 18 | 18 |
| THIS DATE | 3 | 3 |
| TOTAL | 21 | 21 |

| 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 |
|---|---|
| | |

# WESTWIND FLIGHT LOG

| TYPE AIRCRAFT: 1.1.2 | | | | |
|---|---|---|---|---|
| SERIAL NO. | AIRCRAFT NO. | DATE MO. | DY. | YR. |
| 368 | N28WW | 03 | 10 | 82 |

CREW: Morley / Emory / Hoesli

| LEG NO. | CAT. | PAX NO. | ICAO STATIONS FROM | TO | NAUT. DIST | FUEL OUT | FUEL IN | FUEL USED | GMT TAKEOFF | LAND | FLIGHT TIME |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | AD | 0 | ILG | MDW | 571 | 4100 | 1700 | 2400 | 1152 | 1337 | 1.8 |
| 2 | AD | 2 | MDW | MHT | 728 | 3700 | 1000 | 2700 | 1448 | 1634 | 1.8 |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | TOTAL | | | 3.6 TOTAL |

A/C logs to Time
of delivery - 28LW

| ENGINE CRUISE DATA | | |
|---|---|---|
| ENGINE | L | R |
| N-1 | 97.6 | 97.6 |
| ITT | 838 | 835 |
| N-2 | 94.8 | 94.1 |
| FUEL FLOW | 620 | 620 |
| OIL TEMP | 92 | 77 |
| OIL PRESS | 43 | 42 |
| OAT° C | FL | MACH |
| -34°C | 390 | .77/235 |
| AOA | | |
| A/C WEIGHT | | |

| | AIR-FRAME | LEFT ENG | RIGHT ENG | AIRFRAME LANDINGS | CYCLES L | CYCLES R | TIRES L | TIRES R |
|---|---|---|---|---|---|---|---|---|
| TODAY | 3.6 | 3.6 | 3.6 | 2 | 2 | 2 | 2 | 2 |
| CARRIED FORWARD | 25.9 | 25.9 | 25.9 | 17 | 16 | 16 | 17 | 17 |
| TOTAL | 29.5 | 29.5 | 29.5 | 19 | 18 | 18 | 19 | 19 |

| FUEL PURCHASES | | | | |
|---|---|---|---|---|
| LEG NO. | ST | QUANTITY IN GALLONS | TY | COST $ |
| 1 | DE | 350 | G | AAC |
| 3 | NH | 500 | G | 649.85 |

| VOR CHECK | | |
|---|---|---|
| LHD FEE MHT 760 | STA | MHZ |
| | NO. 1 | NO. 2 |

SIGNATURE:

CATEGORIES:

- ED — EX PT PT
- EL — EX LCL
- PD — PLT DM
- P — POSITION
- F — FERRY
- AD — DELIV
- AM — ADMIN
- TE — TEST
- TR — TRAIN
- PH — PHOTO

| | |
|---|---|
| 4-9 | .1 |
| 10-15 | .2 |
| 16-21 | .3 |
| 22-27 | .4 |
| 28-32 | .5 |
| 33-38 | .6 |
| 39-44 | .7 |
| 45-50 | .8 |
| 51-56 | .9 |
| 57-03 | 1.0 |

WESTWIND

# FLIGHT LOG

| CREW |
|---|
| Morley / Rogers |

| TYPE AIRCRAFT: WW 2 | | | | |
|---|---|---|---|---|
| SERIAL NO. | AIRCRAFT NO. | DATE | | |
| | | MO. | DY. | YR. |
| 368 | N28WW | 03 | 09 | 87 |

| LEG NO. | CAT. | PAX NO. | ICAO STATIONS | | NAUT. DIST | FUEL OUT | FUEL IN | FUEL USED | GMT | | FLIGHT TIME |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | FROM | TO | | | | | TAKEOFF | LAND | |
| 1 | TE | 2 | ILG | ILG | — | 3500 | 1900 | 1600 | 1540 | 1635 | .9 |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | 1600 | | | .9 |
| | | | | | | | | 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 | .9 | .9 | .9 | 1 | 1 | 1 | 1 | |
| CARRIED FORWARD | 25.0 | 25.0 | 25.0 | 16 | 15 | 15 | 16 | 16 |
| TOTAL | 25.9 | 25.9 | 25.9 | 17 | 16 | 16 | 17 | 17 |

MISC. EXPENSES:

| VOR CHECK | |
|---|---|
| STA | MHZ |
| NO. 1 | NO. 2 |
| | |
| SIGNATURE: | |

FUEL PURCHASES

| LEG NO. | ST | QUANTITY IN GALLONS | T Y | COST $ |
|---|---|---|---|---|
| 1 | DL | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

CATEGORIES:

ED — EX PT PT
EL — EX LCL
PD — PLT DM
P — POSITION
F — FERRY
AD — DELIV
AM — ADMIN
TE — TEST
TR — TRAIN
PH — PHOTO

| | |
|---|---|
| 4-9 | .1 |
| 10-15 | .2 |
| 16-21 | .3 |
| 22-27 | .4 |
| 28-32 | .5 |
| 33-38 | .6 |
| 39-44 | .7 |
| 45-50 | .8 |
| 51-56 | .9 |
| 57-03 | 1.0 |

WESTWIND

# FLIGHT LOG

| TYPE AIRCRAFT: WW 2 | | | | |
|---|---|---|---|---|
| SERIAL NO. | AIRCRAFT NO. | DATE | | |
| | | MO. | DY. | YR. |
| 368 | 28WW | 3 | 4 | [illegible] |

CREW

McVey / Morlet

| LEG NO. | CAT. | PAX NO. | ICAO STATIONS FROM | ICAO STATIONS TO | NAUT. DIST | FUEL OUT | FUEL IN | FUEL USED | GMT TAKEOFF | GMT LAND | FLIGHT TIME |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | TE | 1 | ILG | ILG | — | 3400 | 2000 | 1400 | 2045 | 2135 | 0.9 |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
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| | | | | | | | | | | | |
| | | | | | | | | 1400 TOTAL | | | 0.9 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 L | CYCLES R | TIRES L | TIRES R |
|---|---|---|---|---|---|---|---|---|
| TODAY | 0.9 | 0.9 | 0.9 | 1 | 1 | 1 | 1 | 1 |
| CARRIED FORWARD | 24.1 | 24.1 | 24.1 | 15 | 14 | 14 | 15 | 15 |
| TOTAL | 25.0 | 25.0 | 25.0 | 16 | 15 | 15 | 16 | 16 |

MISC. EXPENSES:

| VOR CHECK | |
|---|---|
| STA | MHZ |
| NO. 1 | NO. 2 |
| | |
| SIGNATURE: | |

FUEL PURCHASES

| LEG NO. | ST | QUANTITY IN GALLONS | T Y | COST $ |
|---|---|---|---|---|
| | | | | |
| | | | | |
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CATEGORIES:

ED — EX PT PT
EL — EX LCL
PD — PLT DM
P — POSITION
F — FERRY
AD — DELIV
AM — ADMIN
TE — TEST
TR — TRAIN
PH — PHOTO

| | |
|---|---|
| 4-9 | .1 |
| 10-15 | .2 |
| 16-21 | .3 |
| 22-27 | .4 |
| 28-32 | .5 |
| 33-38 | .6 |
| 39-44 | .7 |
| 45-50 | .8 |
| 51-56 | .9 |
| 57-03 | 1.0 |

WESTWIND

# FLIGHT LOG

| TYPE AIRCRAFT: | WW2 | | | |
|---|---|---|---|---|
| SERIAL NO. | AIRCRAFT NO. | DATE | | |
| | | MO. | DY. | YR. |
| 368 | 8WW | 03 | 01 | 82 |

CREW

McVey / Rogers

| LEG NO. | CAT. | PAX NO. | ICAO STATIONS FROM | ICAO STATIONS TO | NAUT. DIST | FUEL OUT | FUEL IN | FUEL USED | GMT TAKEOFF | GMT LAND | FLIGHT TIME |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | TE | 2 | ILG | ILG | — | 4000 | 2500 | 1500 | 1607 | 1709 | 1.0 |
| | | | | | | | | | | | |
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| | | | | | | | | | | | |
| | | | | | | | | 1500 TOTAL | | | 1.0 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 L | CYCLES R | TIRES L | TIRES R |
|---|---|---|---|---|---|---|---|---|
| TODAY | 1.0 | 1.0 | 1.0 | 1 | 1 | 1 | 1 | 1 |
| CARRIED FORWARD | 23.1 | 23.1 | 23.1 | 14 | 13 | 13 | 14 | 14 |
| TOTAL | 24.1 | 24.1 | 24.1 | 15 | 14 | 14 | 15 | 15 |

MISC. EXPENSES:

| VOR CHECK | |
|---|---|
| STA | MHZ |
| NO. 1 | NO. 2 |
| | |
| SIGNATURE: | |

FUEL PURCHASES

| LEG NO. | ST | QUANTITY IN GALLONS | T Y | COST $ |
|---|---|---|---|---|
| 1 | DE | 300 | | |
| | | | | |
| | | | | |
| | | | | |
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| | | | | |

CATEGORIES:

ED — EX PT PT
EL — EX LCL
PD — PLT DM
P — POSITION
F — FERRY
AD — DELIV
AM — ADMIN
TE — TEST
TR — TRAIN
PH — PHOTO

| | |
|---|---|
| 4-9 | .1 |
| 10-15 | .2 |
| 16-21 | .3 |
| 22-27 | .4 |
| 28-32 | .5 |
| 33-38 | .6 |
| 39-44 | .7 |
| 45-50 | .8 |
| 51-56 | .9 |
| 57-03 | 1.0 |

WESTWIND

# FLIGHT LOG

| TYPE AIRCRAFT: | | | | |
|---|---|---|---|---|
| SERIAL NO. | AIRCRAFT NO. | DATE | | |
| | | MO. | DY. | YR. |
| 368 | 4X-CWE | 2 | 16 | 92 |

CREW

Brown / Markowitz

| LEG NO. | CAT. | PAX NO. | ICAO STATIONS FROM | ICAO STATIONS TO | NAUT. DIST | FUEL OUT | FUEL IN | FUEL USED | GMT TAKEOFF | GMT LAND | FLIGHT TIME |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12 | 1 | LL6 | LL6 | – | 3500 | 2100 | 1700 | 2010 | 2119 | 1.1 |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
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| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | 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 L | CYCLES R | TIRES L | TIRES 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 |

MISC. EXPENSES:

| VOR CHECK | |
|---|---|
| STA RDO | MHZ 114.0 |
| NO. 1 | NO. 2 |
| 176 | 176 |
| SIGNATURE: | |

FUEL PURCHASES

| LEG NO. | ST | QUANTITY IN GALLONS | T Y | COST $ |
|---|---|---|---|---|
| 1 | PC | 300 | G | AAC |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

CATEGORIES:

ED — EX PT PT
EL — EX LCL
PD — PLT DM
P — POSITION
F — FERRY
AD — DELIV
AM — ADMIN
TE — TEST
TR — TRAIN
PH — PHOTO

| | |
|---|---|
| 4-9 | .1 |
| 10-15 | .2 |
| 16-21 | .3 |
| 22-27 | .4 |
| 28-32 | .5 |
| 33-38 | .6 |
| 39-44 | .7 |
| 45-50 | .8 |
| 51-56 | .9 |
| 57-03 | 1.0 |