

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

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

L A S T I N G S	BROUGHT FORWARD	2167	1966
	THIS DATE	4	4
	TOTAL	2168	1976

NEXT CHECK DUE			
TYPE	A	B	C
AT 3500			

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

CORRECTIVE ACTION-

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

① ~~PILOT LH.~~ IIT IS A LEANER.

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

② Copilot RMI Lights. OUT.

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

③ Nose wheels AND TIRES need to be replaced.

③ Installed 1 serviceable wheel SN APR66-104 AND 1 New wheel SN OK 75-641. Installed 2 New tires AND BALANCED. Repacked bearings. END 12-29-86. Wade Sitakall AP 318505599

④ Hyd. Pump needs to be replaced.

⑤ LH Thrust Reversor needs to be replaced.

⑥ DOOR SEAL LEAKS

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

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

⑤ 1-2-87 Installed O/H T/R ACTUATOR SN off 2030 SN ON 0419. ops VOK END Wade Sitakall AP 318505599

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

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

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

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

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

L A Z E R S	BROUGHT FORWARD	2159	1961
	THIS DATE	5	5
	TOTAL	2164	1966

NEXT CHECK DUE			
TYPE	A	B	C
AT 3500			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

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

① CRU-90 IS A LOANER

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

② ITH STICKS

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

NTR

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

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

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

LANDINGS	BROUGHT FORWARD	2157	159
	THIS DATE		
	TOTAL	2159	1961

NEXT CHECK DUE			
TYPE	A	B	C
AT 3500			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

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

① NEED TO REPLACE LOWER MSE & UNIT.

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

CAPTAIN WINNER S.		MAINTENANCE LOG	DATE 12/11/86
FIRST OFFICER FIDUCCIA R			AIRCRAFT NUMBER 28664

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

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

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

NEXT CHECK DUE			
TYPE	A	B	C
AT 3500			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

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

2 1/4 IIT INDICATOR IS A LOANER.

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

AP304/3387

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

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

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

BROUGHT FORWARD	1944	
	<i>5</i>	<i>5</i>
	TOTAL	<i>2149 1951</i>

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

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

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

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

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

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

② This is first record of this problem. Crew has been advised to check system at night and next morning. JWH AP32348473

CAPTAIN FIRST OFFICER <i>SM</i> <i>RF</i>	MAINTENANCE LOG	DATE <i>12/09/86</i> AIRCRAFT NUMBER <i>28WW</i>
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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		GST	.6	.7
2152		APA	.6	.7
TOTAL			7.9	8.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>4</i> 3857.2	3457.2	3273.2
THIS DATE	7.9	7.9	7.9
TOTAL TIME	<i>4</i> 3865.1	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		

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>SCREPANCIES-</p>	<p>CORRECTIVE ACTION-</p>
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CAPTAIN WINNER S.	MAINTENANCE LOG	DATE 12/4-5/86
FIRST OFFICER HILL C.		AIRCRAFT NUMBER 286W

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

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

L A S T C H E C K	BROUGHT FORWARD	2135	1931
	THIS DATE	3	3
	TOTAL	2138	1940

NEXT CHECK DUE			
TYPE	A	B	C
AT 3500			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION.

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

#1. NAV'S SCALLOP #1 IS WORST

#1) INSTALLED 2 REPAIRED NAV ANTENNAS S/N 22111 & 22085
GROUND CHECK - OK JN [signature] AP323484873

#2. VLF SIGNAL LOSS NUMBERS TIMES PER LEG.

#2) ORDERED CRN-90 LOANER AFTER CONVERSATION WITH COLLINS TECH REP. JN [signature] AP323484873

#3.

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

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

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

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

NEXT CHECK DUE			
TYPE	A	B	C
AT	3450		

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

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

Inspection Due
CB

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

Emergency Battery As

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

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

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

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

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

NEXT CHECK DUE			
TYPE	A	B	C
AT	3450		

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION.

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

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

1. Installed New SOLINOTED & SERVICEABLE OUTFLOW VALVE FROM N286W
JUNYAA AP32348473
2. Installed New ANTENNA
JUNYAA AP32348477
3. Installed EXCHANGE RMI, SN 1500
JUNYAA AP32348473
4. REPLACED CHAIN JUNYAA AP32348473
5. GENUINE TRIM JUNYAA AP32348473

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

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

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

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

NEXT CHECK DUE			
TYPE	A	B	C
AT 3450			

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

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

#1. No 1 TRANSPONDER INTERMITTANT.

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

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

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

#3.

CAPTAIN	MAINTENANCE LOG	DATE
FIRST OFFICER		11/21/86
		AIRCRAFT NUMBER
		N 28WU

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

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

NEXT CHECK DUE			
TYPE	A	B	C
AT 3450			

SCREPANC

1. Cap

1. Doc


YAW

in enou

good y

and t

1. R+

Garrett General Aviation Services Company A Division of The Garrett Corporation	Los Angeles International Airport 8201 West Imperial Highway Los Angeles, California 90045	
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FAA REPAIR STATION NO: 4022

TEL: (213) 646-2770

TELEX: 181827AIRE AVI LSA

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

NOV 21 1986

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

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

BY [Signature]
 AIRCRAFT/ENGINE HOURS 3413.4

AV0086

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

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

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

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

L A T E S T I O N	BROUGHT FORWARD	2113 1911
	THIS DATE	6 6
	TOTAL	2119 1917

NEXT CHECK DUE			
TYPE	A	B	C
AT	3450		

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION.

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

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

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

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

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

L-100-206	BROUGHT FORWARD	2107 1905
	THIS DATE	6 6
	TOTAL	2113 1911

NEXT CHECK DUE			
TYPE	A	B	C
AT 3400			

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

CORRECTIVE ACTION-

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

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

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

CAPTAIN FIRST OFFICER <u>SM</u> <u>OA</u>	MAINTENANCE LOG	DATE <u>11/10/86</u> AIRCRAFT NUMBER <u>281W</u>
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FLT. NO.	FROM	TO	FLIGHT	BLOCK
2108	RFD	PWK	.4	5
2109		RSD	1.4	16
2110		PWK	1.0	12
2111		RFD	.3	4
TOTAL			3.1	37

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

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

NEXT CHECK DUE			
TYPE	A	B	C
AT	3400		

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

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

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

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

NTR

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

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

L A Z A R S	BROUGHT FORWARD	2098	1896
	THIS DATE	5	5
	TOTAL	2103	1901

NEXT CHECK DUE			
TYPE	A	B	C
AT 3400			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION.

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

#1. 1/4 WIPER BLADE IS BOWED ONLY THE ENDS WIPE PRECIP AWAY.

① INSTALLED NEW LH WIPER BLADE - END - 11/19/86 - ~~South A Cay~~ AP346587951

#2. FUEL CAP OR DUST CAP WHATEVER YOU WANT TO CALL IT NEED TO BE REPLACED IT HAS BEEN MISSING FOR ABOUT A YEAR.

② INSTALLED NEW FUEL DUST CAP - END - 11/19/86 - ~~South A Cay~~ AP346587951

#3. 1/4 ITT WILL NOT DIM DAYLIGHT INTENSITY AT NIGHT IS NO PRECIP

③ SIGN OFF ON LOG SHEET DATED 11/10/86

#4. R/H TIP TANK (AFT PORTION) LAMINATING STRAP IS LOOSE.

④ 11-7-86 RE-ATTACHED R/H TIP TANK BONDING STRAP. - END - ~~Dracy~~ AP350483387

#5. NEED #327 BULBS IN SUPPLY KIT.

⑤ 11-7-86 REPLENISHED THE BULB SUPPLY. - END - ~~Dracy~~ AP350483387

#6. PAINT LENS ON TIP TANKS VERY DISTRACTING AT NIGHT.

⑥ 11-7-86 REPAINTED LANDING LITE LENS'. - END - ~~Dracy~~ AP350483387

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

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

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

L A Z A R S	BROUGHT FORWARD	2095	1893
	THIS DATE	3	3
	TOTAL	2098	1896

NEXT CHECK DUE			
TYPE	A	B	C
AT 3400			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION.

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

#1 DME Receiver is a looser.

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

#2 Captains RMI is a looser.

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

#3 NAV unit is a looser.

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

#4. Co pilots wiper is no good.

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

CAPTAIN S. WUNDER		MAINTENANCE LOG	DATE 11/2/86
FIRST OFFICER R. FIDUCCIA			AIRCRAFT NUMBER 286W

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

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

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

NEXT CHECK DUE			
TYPE	A	B	C
AT	3400		

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

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

SEE PREVIOUS PAGE

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

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

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

LANDINGS	BROUGHT FORWARD	2097	1885
	THIS DATE	6	6
	TOTAL	2093	1891

NEXT CHECK DUE			
TYPE	A	B	C
AT 3400			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

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

① PHASE 17 INSPECTION DUE

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

② SPOOL DOWN CHECK DUE

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

③ SOAP SAMPLE DUE RH ENGINE

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

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

Scott A. Cary AP346587951

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

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

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

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

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

CAPTAIN JCE	MAINTENANCE LOG	DATE / /
FIRST OFFICER MA		AIRCRAFT NUMBER 28W

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	208,	1880
	THIS DATE	6	5
	TOTAL	2087	1885

NEXT CHECK DUE			
TYPE	A	B	C
AT 3400			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

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

--	--

CAPTAIN Winner S.		MAINTENANCE LOG	DATE 10/24/86
FIRST OFFICER Ploch A.			AIRCRAFT NUMBER 2844

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

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

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

NEXT CHECK DUE			
TYPE	A	B	C
AT 3350			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	SCREPANCIES-	CORRECTIVE ACTION-	ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OF AND ON, REASON FOR REMOVAL
#1. DURING CROSS GENERATOR START ALL ELECTRICAL POWER IS LOST ON OPERATING GEN. SIDE *(RIGHT ENGINE RUNNING - STARTING LEFT ENGINE)		(#1) GROUND CHECK - OK WITH S. WINNER. JN/A AP 52348482	
#3. BLEED AIR SWITCHING VALVES ARE MALFUNCTIONING DURING DESERT POWER MUST BE KEPT ABOVE 60-65% NI OR CABIN PRESSURE IS LOST UNTIL POWER LEVERS ARE INCREASED. ALSO DURING CLIMB LEFT OR RIGHT SELECTED ALONE ENERGIZED DOES NOT SUPPLY ENOUGH AIR TO SUSTAIN CABIN PRESSURE SAME AT CRUISE		(#3) VALVES ARE ON ORDER, NONE AVAILABLE AT THIS TIME FROM MANUFACTURER. WE ARE ON LIST OF AOG CUSTOMERS AND WE WILL RECEIVE VALVES WHEN AVAILABLE JN/A AP 52348482	
#4. COMING OVER GALLEY SWITCHES ARE IS FAILING DOWN.		(#4) REFASTENED VELCRO & REPAIRED CEILING PANEL - END - 10/29/86 Scott A Carey - AP346587951	
#5. TOILET NEEDS SERVICE.		(#5) SERVICED TOILET - END - 10/29/86 Scott A Carey AP346587951	
#6. INSPECTION DUE		(#6) SIGN OFF ON SHEET DATED 10/30/86 -	

CAPTAIN
 MMM
 FIRST OFFICER
 CH

MAINTENANCE LOG

DATE
 10 / 14 / 86
 AIRCRAFT NUMBER
 28661

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

L A Z I N G S	BROUGHT FORWARD	2074	1.8
	THIS DATE	3	2
	TOTAL	2071	1.8

NEXT CHECK DUE			
TYPE	A	B	C
AT	3350		

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

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

Handwritten entries in the discrepancy and corrective action sections:

- 2074
- 2075
- 2071

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

263

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

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

L A Z E R S	BROUGHT FORWARD	2059	1856
	THIS DATE	4	4
	TOTAL	2059	1856

NEXT CHECK DUE			
TYPE	A	B	C
AT 3350			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

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

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

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

CAPTAIN
 FIRST OFFICER

MMM
 SRW

MAINTENANCE LOG

DATE
 10 / 1 / 86
 AIRCRAFT
 NUMBER 22000

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

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

L A S T C H E C K S	BROUGHT FORWARD	2054	1853
	THIS DATE	3	3
	TOTAL	2057	1856

NEXT CHECK DUE			
TYPE	A	B	C
AT	3350		

← 2059 1858

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

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

① MSI IS A LOANER

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

② LOWER LIQUID POT DROP

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

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

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

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

L O A D I N G	BROUGHT FORWARD	2050	1849
	THIS DATE	4	4
	TOTAL	2054	1852

NEXT CHECK DUE			
TYPE	A	B	C
AT 3350			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION.

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

① CABIN DOES NOT PRESSURIZE

#1) CLEANED RUBBER CABIN DOOR SEAL. GROUND CHECK - OK
JNY (N/A) AP32348487

② CAPTAIN'S RITE GARD STICK.

② INSTALL COLLINS RENTAL UNIT SN 1963 OPSV OK JNY (N/A) AP32348487

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

① REPLACED SOCKET & LIGHT ASSY'S AS REQUIRED. JNY (N/A) AP32348487

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

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

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

LOG INDEX	BROUGHT FORWARD	2046	1845
	THIS DATE	4	4
	TOTAL	2050	1849

NEXT CHECK DUE			
TYPE	A	B	C
AT 3350			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION.

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

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

① THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A PHASE #6 INSPECTION OF THE IAI CONTINUOUS INSPECTION PROGRAM AND FOUND TO BE AIRWORTHY COND. ALSO COMPLETED SPOOL DOWN CHECK LH. 85 SEC., RH. 85 SEC., 150 HR ENG. INSPECTION INCLUDING SOAP SAMPLE AND CHIP DETECTOR INSP. REPAIRED ALL SWAKS FOUND DURING INSPECTION. AIRCRAFT RUN TO CHECK FOR LEAKS. THIS A/C IS APPROVED FOR RETURN TO SERVICE ON 9/25/86 - END - Scott A Carey / AP 346587951

#2. FUEL CAP STILL MISSING

③ GENERATOR BRUSH CHECK DUE

② PART PREVIOUSLY ORDER JNRGA AP 323484823

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

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

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

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

LAXATION	BROUGHT FORWARD	2040	1830
	THIS DATE	6	6
	TOTAL	2046	1845

NEXT CHECK DUE			
TYPE	A	B	C
AT 3300			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

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

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

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



GARRETT GENERAL AVIATION SERVICES COMPANY
RS 4022

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

SEP 22 1986

CUSTOMER EMERY AIR CHARTER

AIRCRAFT 1124 WESTWIND N28NN SIN 368

① REPLACED GARLOC SEAL ON L/H ENG BREATHING VALVE

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

By *John R. Coppola*

AIRCRAFT/ENGINE HOURS 3297.90
CYCLES 2042

CAPTAIN <div style="font-size: 2em; font-weight: bold; text-align: center;">MM</div> FIRST OFFICER <div style="font-size: 1.5em; font-weight: bold; text-align: center;">MM RF</div>	<h2 style="margin: 0;">MAINTENANCE LOG</h2>	DATE <div style="font-size: 1.5em; font-weight: bold;">9 / 16 / 86</div> AIRCRAFT NUMBER <div style="font-size: 1.5em; font-weight: bold;">28 WW</div>
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FLT. NO.	FROM	TO	FLIGHT	BLOCK
2039	RFD	MDW	1.4	.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		2109.7

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

NEXT CHECK DUE			
TYPE	A	B	C
AT 3300			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

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

① #2 HOT POT IS INOP.

① 9-19-86 HOT POT IS DEFERRED AT THIS TIME. PARTS ON ORDER. —END—
Macley AP350483387

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

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

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

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

NEXT CHECK DUE			
TYPE	A	B	C
AT 3300			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

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

- | | |
|--|---|
| ① Eng. oil low LH. 1 qt. | ① SERVICED ENGINE OIL, LH. - END - 9/15/86 - Scott H. Cary AP346587951 |
| ② DME IS LOANER. | ② REPLACED LOANER DME WITH DME REPAIRED BY HART 208. S/N 15123 - END - 9/15/86 - Scott H. Cary AP346587951 |
| ③ LH MAIN TIRE HAS CUT IN SIDE WALL DOWN TO THE CORDS. | ③ REPLACED TIRE WITH NEW, CLEANED SUSPECTED WHEEL & BEARINGS & REINSTALLED S/N 123 - END - 9/15/86 - Scott H. Cary. AP 34658 7951 |
| ④ ADR IN CABIN ON DEPART AGAIN | ④ 9-19-86 CLEANED WATER SEPERATOR AND DISINFECTED - END - Tracy AP350483387 |
| ⑤ FMS #2 DIGIT DOESN'T WORK. | ⑤ 9-19-86 INSTALLED A LOANER CDU-90. S/N OFF 040 S/N ON 070. - END - Tracy AP350483387 |
| ⑥ #1 NAV INTERMITTENT (DME OK) - 860 IN WHEN INOP | ⑥ 9-19-86 INSTALLED A LOANER NAV RADIO AND SWAPPED HEADS FOR T-SHOOTING. - END - Tracy AP350483387 |
| ⑦ TRM CLACKER INOP | ⑦ 9-19-86 INSTALLED A NEW TRM CLACKER - END - Tracy AP350483387 |
| ⑧ 1/2 BANK LIGHT BURNED OUT | ⑧ 9-19-86 INSTALLED A NEW 1/2 BANK LITE BULB. - END - Tracy AP350483387 |
| ⑨ SCREWS IN LAV CLOSET NEED TO BE TIGHTER | ⑨ 9-19-86 TIGHTENED SCREWS IN LAV CLOSET. - END - Tracy AP350483387 |

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

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

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

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

NEXT CHECK DUE			
TYPE	A	B	C
AT 3300			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

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

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

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

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

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

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

LUBRICATION	BROUGHT FORWARD	2018	1817
	THIS DATE	6	6
	TOTAL	2024	1823

NEXT CHECK DUE			
TYPE	A	B	C
AT 3260			

13300

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION.

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

#1 SB 1124-55-20 Due

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

#2 PHASE 5 Inspection Due

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

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

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

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

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

NEXT CHECK DUE			
TYPE	A	B	C
AT	3260		

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

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

① BALD TIRE RH MAIN

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

② L DME intermittent

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

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

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

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

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

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

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

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

P-77488

N28WW

9-2-86

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

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

1124-368

N28WW

9-2-86

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

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

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

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

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

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

NEXT CHECK DUE			
TYPE	A	B	C
AT 3250			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

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

- | | |
|---|--|
| 1) Position lights out/Left + Right | ① 9-3-86 REPLACED BOTH POSITION LIGHTS. - END - Tracey AP350483387 |
| 2) L. Fire Button doesn't Test | ② 9-3-86 REPLACED THE FIRE PRESS TO TEST SWITCH. OPS. ✓ IS OK. - END - Tracey AP350483387 |
| 3) R. ITT Intermittent | ③ ITT HARNESS REPAIRED BY COMBS-GATES |
| 4) L. w/s heat inop | |
| 5) L. outskid Intermittent | |
| 6) R. DME Intermittent | |
| 7) HF ANTENNA ground dangling by Vertical stab. | ④ NEW CONTACTOR INSTALLED BY COMBS-GATES |
| 8) Emergency Battery Deep Cycle AD | ⑤ 9-4-86 CLEANED ANTI-SKID X-DURER CONNECTOR AND PACKED THE AXEL WITH DE-4. - END - Tracey AP350483387 |
| | ⑥ 9-3-86 SWAPPED DME'S FOR TROUBLESHOOTING - END - Tracey AP350483387 |
| | ⑦ 9-3-86 RE-ATTACHED H.F. GROUND - END - Tracey AP350483387 |
| | ⑧ 9/86 emergency Battery Deep Cycled By Aircraft Systems S/N 1111 AP350483387 |

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

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

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

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

NEXT CHECK DUE			
TYPE	A	B	C
AT 3250			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

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

1. Left Windshield Heat Inop

NEW CONTACTOR INSTALLED BY COMBAT GAMES

2. BAD VIBRATION IN NOSE gear on liftoff

2 8-26-86 Replaced both nose tires with new. Balanced, AND Repacked bearings. EWA Wade S Haskell AP318 505599

3. Left Antiskid intermittent.

③ INSPECTED BY GARRET LONG ISLAND THEY FOUND NO PROBLEMS
BY N/A AP323482K7

4. Rt ITT intermittent

④ REPAIRED BY GARRET LONG ISLAND SEE ATTACHED SHEETS

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

6. Left FIRE WARNING Does NOT TEST.

7. Hydraulic Reservoir needs servicing

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

FLT. NO.	FROM	TO	FLIGHT	BLOCK
2003	MDW	APA	2.3	2.5
2004		A-E	.5	.6
2005		MDW	2.2	2.4
2006		LAX	.9	1.5
2007		MDW	3.8	4.0
2008		RFD	.2	.2
TOTAL			10.0	11.5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	236.3	→	30525
THIS DATE	10.0		10.0
TOTAL TIME	246.3		3062.5

LAX-2008	BROUGHT FORWARD	1739	1739
	THIS DATE	6	6
	TOTAL	1005	805

NEXT CHECK DUE			
TYPE	A	B	C
AT	32-70		

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

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

1. Left Aileron Control Unit (ACU) (P) - CONTACTOR 102 INSTALLED BY UMAL GATES
2. BAD VIBRATION 10 110500
- gear on lift-off
3. Left Antiskid intermittent
4. XRT ITT intermittent
5. Radar antenna not aligned correctly. When I sweeping to the right it is pointing down and painting a lot of ground clutter. When you tilt it up to get rid of the ground you still see weather on the left side of the screen. (P) INSPECTED BY GARRIE LONG ISLAND. THEY FOUND NO PROBLEMS. (P) INVTN AP323484873
6. Left Fire Warning Does NOT test. (P) 9-3-86 INSTALLED A LOANER RADAR ANTENNA. S/N OFF 270 S/N ON 397. - END - (P) Dracyn AP350483387
7. Hydraulic Reservoir needs servicing. (P) 9-3-86 REPLACED THE FIRE PRESS TO TEST SWITCH. - END - (P) Dracyn AP350483387
8. (P) 9-3-86 SERVICED RESERVOIR. - END - (P) Dracyn AP350483387

Garrett
General Aviation Services
Company

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



FAA REPAIR STATION NO: 1257

TEL: (516) 585-4700

TELEX: 971554AIRE LONG ISLE

8694

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

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

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

AV0087

CAPTAIN JCE	MAINTENANCE LOG	DATE 8 / 11.2 / 86
FIRST OFFICER AP		AIRCRAFT NUMBER N28WW

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

L A Z E R S	BROUGHT FORWARD	1981	1781
	THIS DATE	6	6
	TOTAL	1987	1787

NEXT CHECK DUE			
TYPE	A	B	C
AT	3250		

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

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

N28WW 1124A-368 8-10-86

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

TTA. 3215.2

A&P 2282865

John L. Baker

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

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

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

1976-1979	BROUGHT FORWARD	1712	1712
	THIS DATE	4	4
	TOTAL	1976	1776

NEXT CHECK DUE			
TYPE	A	B	C
AT 3250			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

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

1) Capt AS indicator inop

REMOVED HSI 80C S/N 13024
INSTALLED LOANER HSI 80C
S/N 363

2) Flaps unbalanced

David J. Smith
CRS 3760

3) autopilot inop

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

4) Door chain broken

5) HSI DUE LEFT engine

Installed LOANER APA-80
JNVA AP 323484873

4) REPAIRED Broken Door Chain.
JNVA AP323484873

5) HSI PERFORMED ON BOTH ENGINES BY GARRETT-SPRINGFIELD, SEE engine logs FOR DETAILS. BOTH THROTTLE-LEVER FEEDBACK CABLES ALSO INSPECTED AND LUBED.
JNVA AP323484873

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			

REPORT EACH SYSTEM AND/OR COMPONENT 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 Emercy Air Charter AIRCRAFT 1124 Westwind S/N 368

AIRCRAFT Total Time-3200.6 Landings-1975

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

Details on file under

W/O M51-1310

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

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

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1972	RFD	MDW	.3	.5
1973	MDW	DCR	1.4	1.6
1974	DCR	MDW	2.3	2.6
1975	MDW	SPI	.5	.6
TOTAL			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			

REPORT EACH SYSTEM AND/OR COMPONENT SCREPARNCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
1. RH TURBOPROP Flap Actuator is worn. Needs to be replaced	#1. 7-15-86. Replaced worn RH IB Flap Actuator with new Actuator. SN OFF 579 SN ON 749A. Lubed bearing attach points. ops OK. END. Wade Sitabell AP 318505599.
2. PHASE 4 & SPOOL Down ✓ DUE	2. Accomplished PHASE 4 inspection in accordance with maint manual performed all routine maint, serviced BATS, complied with service letter 24-94-LUBE ACTUATOR ATTACH BOLTS. I CERTIFY THAT THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION - END - 7/11/86 - Scott A. Carey AP 346587951
3. #2. NAV IPOP	Accomplished SPOOL DOWN ✓ RH ENGINE — 104 SECS LH ENGINE — 97 SECS - END -
4. L/H AIRSPEED IPOP	3. Removed NAV CONTROL & installed LOANER AT SPI by GARRETT. JWG/AA
	4. Remained MSI, sent to Collins for repair and installed AT SPI by GARRETT. JWG/AA

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

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

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

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

NEXT CHECK DUE			
TYPE	A	B	C
AT	3200		

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

CORRECTIVE ACTION-

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

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

① DV window & ground PRESS. MUST BE CLOSED & ON AT LEAST 30 SEC. BEFORE THROTTLES ARE ADVANCED FOR TAKE OFF
-END- 7/11/86 - Scott A. Carey AP 346587251

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

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

LATERALS	BROUGHT FORWARD	1965	1966
	THIS DATE	4	4
	TOTAL	1965	1766

NEXT CHECK DUE			
TYPE	A	B	C
AT	3200		

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION.

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

1. FLAP UNBALANCE
FLAP STOP TRAVEL

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

CAPTAIN MMM		MAINTENANCE LOG	DATE 7 / 7 / 86
FIRST OFFICER OA			AIRCRAFT NUMBER 28WU

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1962	RFD	JFK	1.8	2.1
1963	JFK	MDW	1.9	2.1
1964	MDW	RFD	3	1.5
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

L K E T I O N S	BROUGHT FORWARD	1958	1759
	THIS DATE	3	3
	TOTAL	1961	1762

NEXT CHECK DUE			
TYPE	A	B	C
AT 3200			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

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

Time & Cycles Corrected 7/6/86

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

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

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

L A Z E R S	BROUGHT FORWARD	48	1746
	THIS DATE	7	7
	TOTAL	1953	1753

NEXT CHECK DUE			
TYPE	A	B	C
AT 3200			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION.

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

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

6-27-86 Accomplished Phase 3 Inspection AS PER IAI Inspection FORM. PERFORMED ALL ROUTINE MAINTENANCE. Installed new left MAIN TIRE. checked cooling turbine oil level. Checked starter brushes, LH new, RH 1/2 worn. Accomplished spool down check, LH 8.7 RH 9.7, CW Service Letter 2450 inlet dust check. I certify that this Aircraft has been inspected in accordance with a Phase 3 inspection and find it to be in an air worthy condition and to be returned to service. END. Wade Stoddard AP318-505599.

6-27-86. C/W SB 1124-27-003 Flap VANE Inspection. No defects found. END. Wade Stoddard AP318-505599

CAPTAIN <i>SM</i> FIRST OFFICER <i>AP</i>	<h2 style="margin:0;">MAINTENANCE LOG</h2>	DATE <i>6/23/86</i> AIRCRAFT NUMBER <i>2844W</i>
--	--	---

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

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

L A Z - 1 5 5	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.
J. Wright AP323484873

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

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

CAPTAIN <div style="text-align: center; font-size: 1.2em; font-weight: bold;">SM</div> FIRST OFFICER <div style="text-align: center; font-size: 1.2em; font-weight: bold;">AP</div>	MAINTENANCE LOG	DATE <div style="font-size: 1.5em; font-weight: bold;">6/22/86</div> AIRCRAFT NUMBER <div style="font-size: 1.2em; font-weight: bold;">28WJ</div>
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FLT. NO.	FROM	TO	FLIGHT	BLOCK
1939	RFD	MDW	.4	.5
1940		MRY	4.2	4.5
1941		ASE	1.9	2.1
1942		APA	.4	.5
1943		MDW	1.8	2.2
1944		RFD	.3	.4
TOTAL			9.0	10.2

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

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

NEXT CHECK DUE			
TYPE	A	B	C
AT	3150		

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

(#) 6/23/86 CHECK flap operation, clean follow up guides. *[Signature]* 432348483

CAPTAIN		MAINTENANCE LOG	DATE	6/17/86
FIRST OFFICER	MVM AP		AIRCRAFT NUMBER	2888

3124.0

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

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

3128.2

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

NEXT CHECK DUE			
TYPE	A	B	C
AT 3150			
1732			

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

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

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

- ① 6-17-86 FLAP UNBALANCE OPS. ✓ IS OK. - END - Tracy AP350483387
- ② 6-17-86 DEFERRED PER MEL 79-1 ITEM 3. - END - Tracy AP350483387

Incorrect Balance Forward 3124.0
Not 3119.3
4.7

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

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1929	RFI	MDW	4.5	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

L S O N A L I T I O N S	BROUGHT FORWARD	<i>1929 1729</i>
	THIS DATE	3 3
	TOTAL	<i>1929 1729</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT 3120			

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

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

1) L-Fuel controller in MANUAL MODE

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

2) Oil pressure light won't come on. (Tests OK)

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

CAPTAIN <div style="display: flex; justify-content: space-between;"> SM / M.M </div> FIRST OFFICER <div style="display: flex; justify-content: space-between;"> AP / RF </div>	<h2 style="margin: 0;">MAINTENANCE LOG</h2>	DATE <div style="font-size: 1.2em; font-family: cursive;">6/10/80</div> AIRCRAFT NUMBER <div style="font-size: 1.2em; font-family: cursive;">28WW</div>
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1922
1924

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

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

2920.0

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

2924.6

NEXT CHECK DUE			
TYPE	A	B	C
AT 3150	#3		

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

- | | |
|--|---|
| <p>① PHASE 2 Inspection DUE AT 3100 HRS. TT. W/1 SPOOL DOWN ✓ DUE.</p> <p>② SB 1124-24-065 IS DUE.</p> <p>③ SB 1124-24-008 PART 1 IS DUE.</p> <p>④ AIRCRAFT IS DUE FOR A WEIGHT ✓.</p> | <p>① I CERTIFY THAT THIS AK HAS BEEN INSPECTED IN ACCORDANCE WITH A PHASE 2 INSPECTION. REPLACED LH AC CONTACTOR BOX CB 1-4, AND PERFORMED A SPOOL DOWN ✓ (LEFT 895EC - RH 975EC.) THIS IS RETURNED TO SERVICE IN AIR WORTHY CONDITION - END - 6/6/86 - Scott A. Carey - AP 346587951</p> <p>② 6-6-86 C/W SB 1124-24-065, PERTAINING TO THE ELIMINATION OF REMOTE CIRCUIT BREAKER TRIPPING. - END - Carey AP 350483387</p> <p>③ 6-6-86 C/W SB 1124-24-008 PART 1, WHICH IS THE INSTALLATION OF LARGER CAPACITY PRIORITY BUS DIODES. - END - Carey AP 350483387</p> <p>④ 6-6-86 C/W AN AIRCRAFT WEIGHT ✓ NEXT ✓ DUE 6-6-89. - END - Carey AP 350483387</p> |
|--|---|

AIRCRAFT WEIGHING RECORD

WITHOUT
C.R.F.T.

Date Weighed 6-6-86

Model 1124A

Serial No. 368

Place Weighed Emery Air Charter

Weighing Inspector: D. A. Tracey

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

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

TABLE I

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

TABLE II

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

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

4 Single Seats
3 Side Facing Divan Seats

TECHNICAL ENGINEER/DATE

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

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

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

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

NEXT CHECK DUE			
TYPE	A	B	C
AT	3091		

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

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

1. FMS 90 function selector in-op

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

2. Lites in no smoke-seatbelt signs out.

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

CAPTAIN WINNER S.		MAINTENANCE LOG	DATE 5/22/86
FIRST OFFICER HILL C.			AIRCRAFT NUMBER 7820

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

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

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

NEXT CHECK DUE			
TYPE	A	B	C
AT	3091		

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

CORRECTIVE ACTION -

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

#1 W/H WINDSHIELD HEAT IS NOT FUNCTIONING.

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

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

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

#3 DRAIN UNDER COFFEE POTS IS EXTREMELY DIFFICULT TO OPERATE

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

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

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

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

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

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

L I N E I T E M S	BROUGHT FORWARD	1883	1882
	THIS DATE	3	3
	TOTAL	1884	1885

NEXT CHECK DUE			
TYPE	A	B	C
AT 3091			

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

<p>① A PHASE I INSPECTION IS DUE. ALL 3 LANDING GEAR STRUTS NEED TO BE RE-SEALED. A SPOOL-DOWN IS DUE.</p>	<p>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 SEC. R/H SEC. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION. -END- <i>AP 350483387</i></p> <p>5-5-86</p>
<p>Spool Down ✓ L Eng R Eng In 38.5 In 46.5</p>	

CAPTAIN
WINNER S
FIRST OFFICER
HILL C.

MAINTENANCE LOG

DATE
4/27 28/86
AIRCRAFT
NUMBER 28661

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

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

LANDINGS	BROUGHT FORWARD	1876	1678
	THIS DATE	5	
	TOTAL	1881	

NEXT CHECK DUE			
TYPE	A	B	C
AT			

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

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

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

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

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

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

L A R D - R E G S	BROUGHT FORWARD	1865	11697
	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	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
1. Captains Armrest broken	RE ATTACHED. CO Pilots Arm Rest - END - 4/21/86 - Scott A. Carey. AP346587951.
2. A PHASE 12 INSPECTION IS DUE. A 300-HR. ENGINE INSPECTION IS DUE. A SPOOL-DOWN IS DUE.	4-21-86 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 12 AIRFRAME AND 300-HR. ENGINE INSPECTION. C/W THE SPOOL DOWN ✓ L/H 97 SEC. R/H 95 SEC. REPLACED A CHAFFED HYDRAULIC LINE IN THE R/H FLAP WELL. THE R/H ENG. DRIVEN HYDRAULIC PUMP OVERHAULLED BY AERO-CRAFT HYDRAULICS. L/H STARTER OVERHAULLED BY AIRCRAFT SYSTEMS. RE-PLACED THE R/H FLAP DEFLECTOR. C/W SL-WW-2457 (FLAP BEARING ✓). C/W SL-WW-2424 (LUBED FLAP FLEX DRIVE SHAFTS). C/W SL-WW-2474 (AILERON FREEPLAY ✓). THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION. - END - <i>Scott A. Carey</i> AP350983387

CAPTAIN <i>Wimmer S</i>	MAINTENANCE LOG	DATE <i>4/14/86</i>
FIRST OFFICER <i>Dixon B.</i>		AIRCRAFT NUMBER <i>2814W</i>

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 2950 #13,012			

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

① Phase II Inspection
Due -

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

CAPTAIN
JCE
FIRST OFFICER
SM

MAINTENANCE LOG

DATE
3 / 22 / 86
AIRCRAFT
NUMBER 28666

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

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

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

NEXT CHECK DUE			
TYPE	A	B	C
AT 2950 H 11			

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

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

1. Rt. anti-skid connection at wheel loose

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

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

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

2) CABIN FIRE EXTINGUISHER WEIGHT CHECK DUE

3) COCKPIT FIRE EXTINGUISHER WEIGHT CHECK DUE

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

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
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NTR

CAPTAIN Winner S.		MAINTENANCE LOG	DATE 3/7/86
FIRST OFFICER Dixon B.			AIRCRAFT NUMBER 280W

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

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

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

NEXT CHECK DUE			
TYPE	A	B	C
AT 2900	#		

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

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

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

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

LANDINGS	BROUGHT FORWARD	1799	1005
	THIS DATE	6	6
	TOTAL	1805	1011

NEXT CHECK DUE			
TYPE	A	B	C
AT 2900 #10			

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

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

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

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

L-1011	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 ONN 1296. OPS VOK — Wade St 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 St Haskell AP 318-505599 — END —
- ④ 2-14-86 REMOVED OPTIONAL H.F. RADIO VLF SIGNAL OK. — END — Wade St Haskell AP 350493387

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

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

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

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

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

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

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

Both ADFs Temp records but needles do not point

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

Shorey AP350483387

② 1/31/86 INSTALLED NEW ADF ANTENNA S/N 4428, OPS ✓ OK JNR/A P3234473

CAPTAIN
 FIRST OFFICER SM
RF

MAINTENANCE LOG

DATE 1/29/86
 AIRCRAFT NUMBER 28WJ

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

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

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

NEXT CHECK DUE			
TYPE	A	B	C
AT 2850 #9			

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

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

1. Rear Baggage Door Annunciator in op.

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

CAPTAIN WINNER S.
 FIRST OFFICER FIDUCIA R

MAINTENANCE LOG

DATE 1/9/86
 AIRCRAFT NUMBER 28601

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1745	RFD	MDW 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	40	4.0	4.0
TOTAL TIME	2811.9	2811.9	2628.2

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

NEXT CHECK DUE			
TYPE	A	B	C
AT 2850 #9			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION 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 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.

① 1-8-86 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED TAW A PHASE 8 FUSELAGE INSPECTION. REPLACED THE WATER SEPERATOR SOCK. CHANGED THE BATTERIES SUMP SODA AND SERVICED BATTERIES. REMOVED AND RE-INSTALLED THE CABIN AND COCKPIT FLOORS TO INSPECT. NOTED AND RE-PAIRED MINOR SQUAWKS. C/W SB 1124-22-025; ELIMINATION OF 1124A OVERSPEED WARNING FAILURES. C/W TFE 731-73-3075; REPLACED FUEL PUMP DIFFERENTIAL PRESSURE INDICATOR. C/W TFE 731-73-3078; INSTALLED UPDATE RECORD PLATE ON FUEL PUMPS. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIR-WORTHY CONDITION. -END- *M. Pracey*
 AP350483387

② #2 COMP WEAK + INTERMITTENT
 ③ SPOOL DOWN CHECK (SRW)
 4/4 75 SEC R/H 83 SEC

2. CHANGED No 1 & No 2 COMP. FOR TRAVEL SHOOTING PURPOSES - BOTH OPS CHECK OK
 4. INFLATED STRUT TO PROPER HEIGHT FOR WT & CG. *J. Boney* A&P 1535508

④ NOSE STRUT LOW

CAPTAIN
 Winger S
 FIRST OFFICER
 Fiduccia R

MAINTENANCE LOG

DATE
 01/05 06/86
 AIRCRAFT NUMBER
 28111

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

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

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

NEXT CHECK DUE			
TYPE	A	B	C
AT			

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

CORRECTIVE ACTION-

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

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

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

CAPTAIN		MAINTENANCE LOG	DATE
SGM			1 / 5 / 86
FIRST OFFICER			AIRCRAFT NUMBER
TFD			28000

2606.8

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

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

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

NEXT CHECK DUE			
TYPE	A	B	C
AT			

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

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

1. ALL SCREEN FUNCTIONS ON RADAR IN-OP.

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

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

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

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

2606.8

LANDINGS	BROUGHT FORWARD	1724	1534
	THIS DATE	6	6
	TOTAL	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 — <i>Dracy</i> AP350483387
② #1 COMM WEAK.	② 12-20-85 INSTALLED A LOANER * 1 COMM RADIO. — END — <i>Dracy</i> AP350483387
③ Lt windshield heat in-op	③ 12-26-85 Installed servicable windshield heat Relay. Ops ✓ OK. Wade S. Haskell AP 318505599
④ Rt Windshield water between glass	④ 12-26-85 Replaced dissicant for windshield. Wade S. Haskell AP 318505599. — END —
⑤ Rt tire worn	⑤ 12-26-85. INSTALLED NEW RH TIRE SERIAL No. 197. Wade S. Haskell AP 318505599 — END —
⑥ Inst Panel Flood Lights in-op	⑥ 1-8-86 FLOOD LITES ARE DEFERRED AT THIS TIME. — END — <i>Dracy</i> AP350483387
⑦ Lt Nav Light out	⑦ 12-26-85 Installed new bulb. Ops ✓ OK Wade S. Haskell AP 318505599 — END —

CAPTAIN WINNER S.	MAINTENANCE LOG	DATE 12/16, 17/85
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

L-1042-203	BROUGHT FORWARD	1718	1529
	THIS DATE	6	5
	TOTAL	1724	1534

NEXT CHECK DUE			
TYPE	A	B	C
AT			

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

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

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

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

LANDINGS	BROUGHT FORWARD	<i>1716</i>	<i>1527</i>
	THIS DATE	<i>2</i>	<i>2</i>
	TOTAL	<i>1718</i>	<i>1529</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT			

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

NTP

CAPTAIN
Winters
 FIRST OFFICER
Fiduccia R

MAINTENANCE LOG

DATE
12/10/85
 AIRCRAFT NUMBER
28W

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

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

LOG-230	BROUGHT FORWARD	1713	1524
	THIS DATE	3	3
	TOTAL	1716	1527

NEXT CHECK DUE			
TYPE	A	B	C
AT			

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

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

NTR

Multiple horizontal lines for recording discrepancies and corrective actions.

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

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

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

LOG-2303	BROUGHT FORWARD	1703	1514
	THIS DATE	6	6
	TOTAL	1709	1520

NEXT CHECK DUE			
TYPE	A	B	C
AT 2750			

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

CAPTAIN *JCE*
 FIRST OFFICER *TD - TK*

MAINTENANCE LOG

DATE *11/30/85*
 AIRCRAFT NUMBER *28WW*

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

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

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

NEXT CHECK DUE			
TYPE	A	B	C
AT 2750			

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

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

① Emergency Battery Due

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

CAPTAIN
Winter
FIRST OFFICER
Fiduccia

MAINTENANCE LOG

DATE
11/24/85
AIRCRAFT
NUMBER 28WW

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

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

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

NEXT CHECK DUE			
TYPE	A	B	C
AT	2700		

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

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

#1. 4/H HSI WOP

#1 OPS CHECKS OK

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

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

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

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

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

L 1482-1483	BROUGHT FORWARD	1681	1489
	THIS DATE	6	6
	TOTAL	1687	1495

NEXT CHECK DUE			
TYPE	A	B	C
AT	2700		

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

CORRECTIVE ACTION-

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

- | | |
|---|--|
| <p>① R. LDC. LIGHT INOP</p> <p>② WINDOW LIGHTS BURNED OUT:
L SIDE: 1ST & 2ND FROM FRONT
R SIDE: 1ST, 3RD, 4TH FROM FRONT</p> <p>③ MSI Tail Corner</p> | <p>① REPLACED R.H. Landing Light. IS O.K.
-11-20-85- Tech A. Curry - 346587957</p> <p>② REPLACED window lights. In cabin, Both sides. All window lights work.
-11-20-85- Tech A. Curry - 346587957</p> <p>③ INSTALLED REPAIRED MSI-80C S/N 1287
OPS ✓ OK JNK/AAA AP322484873</p> |
|---|--|

CAPTAIN S. WINNER	MAINTENANCE LOG	DATE 11 / 15 / 85
FIRST OFFICER S. Bloom		AIRCRAFT NUMBER 28666

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

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

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

NEXT CHECK DUE			
TYPE	A	B	C
AT 2700			

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

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

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

#3 EMRG. EXITS INTERIOR PANELS ARE OUT OF LINE

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

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

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

CAPTAIN
SM
FIRST OFFICER
SB

MAINTENANCE LOG

DATE 11/11/85
AIRCRAFT NUMBER 286W

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

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

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

NEXT CHECK DUE			
TYPE	A	B	C
AT 2700			

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

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

1 Pilot's Angle of Attack
3 lite indicators not working

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

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

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

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

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

NEXT CHECK DUE			
TYPE	A	B	C
AT 2700			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
1) 10/29/85 PITOT, STATIC, & ALTIMETER, & TRANSPONDER CHECK DUE 10/30/85	1) 10/28/85 PITOT, STATIC, ALTIMETER, & TRANSPONDER CHECKS PERFORMED BY HERTZOG AVIATION, SEE ATTACHED log ENTRY COPY. JNL/HA AP323484873
2) NOSE TIRES WORN	2) REPLACED BOTH NOSE WHEEL TIRES & BALANCED JNL/HA AP323484873
3) LEFT MAIN TIRES WORN	3) REPLACED LEFT MAIN TIRE & WHEEL BOLTS, S/N 665. REPLACED THE TWO OUTBOARD STATIONARY DISCS ON LEFT BRAKE ASSY. JNL/HA AP323484873
4) VISUAL INSPECTION OF BOTH FIRE BOTTLES	4) COMPLIED WITH VISUAL INSPECTION OF BOTH FIRE BOTTLES
5) #2 NAV IS LOANER	5) INSTALLED ORIGINAL VIR 30. JNL/HA AP323484873
6) #2 OME NAK	6) INSTALLED LOANER OME-40 JNL/HA 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 ADC80K-214 + ALT-80.

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

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

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

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

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

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

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

A/C: 1124A
 S/N: 308
 N#: 284W

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

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

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

Collins TDR-90

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

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

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

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

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

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

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

Pilot's
 MAINTENANCE RELEASE
 Type of Unit *APC-80K1-214* Model *ALI-80* S.N. *1080*
 M.F.R. *Collins* Model *APC-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 *[Signature]*
 HARTZOG AVIATION, INC.
 Greater Rockford Airport — Rockford, Ill. 61109
 F.A.A. Approved Repair Station No. 1393

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

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

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

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

NEXT CHECK DUE			
TYPE	A	B	C
AT 2700			

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

AAR

OKLAHOMA, INC.

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

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

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

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

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

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

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2658.8	2658.8	2475.1
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 GENERAL AVIATION SERVICES COMPANY
RS 4022

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

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

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

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

BY E J Moore

AIRCRAFT ENGINE HOURS 2656.0

CAPTAIN WILSON S	MAINTENANCE LOG	DATE 10/15/85
FIRST OFFICER FRUCCIA R.		AIRCRAFT NUMBER 28606

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

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

L A Z E R S	BROUGHT FORWARD	1645	1453
	THIS DATE	4	4
	TOTAL	1649	1457

NEXT CHECK DUE			
TYPE	A	B	C
AT 2650			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OR AND ON, REASON FOR REMOVAL
#1. LAST READING LITE ON R/H SIDE BURNT OUT	#1) 10/29/85 REPLACED BULBS. JNL/AN AP323484873
#2. FLAP UNBALANCE ANN. INTERMITTANT. STOPS FLAP TRAVEL	#2) 11/5/85 Ground check - OR CLEANED & LUBED FLAP POTENTIOMETERS. JNL/AN AP323484873
#3) PHASE 5 DUE	#3) ACCOMPLISHED PHASE 5 INSPECTION IN ACCORDANCE WITH IATF PHASE 5 FORM. PERFORMED ALL ROUTINE MAINTENANCE, LUBED A/C, SERVICED BATTERIES - I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A PHASE 5 JK INSPECTION AND WAS RETURNED TO SERVICE IN AIRWORTHY CONDITION. DETAILS ON FILE AT EMERGENCY AIR CHARTER. JNL/AN AP323484873
#4) SPOOLDOWN V DUE	#4) ACCOMPLISHED SPOOLDOWN V PER SIA-FGJ (2) 88 SEC (2) 89 SEC JNL/AN AP323484873
#5) LIFE VEST VISUAL INSPECTION	#5) C/W LIFE VEST VISUAL INSPECTION JNL/AN AP323484873

CAPTAIN
WINNER S.
FIRST OFFICER
BLOOM S.

MAINTENANCE LOG

DATE
10 / 14 / 85
AIRCRAFT
NUMBER
28W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1647	MDW	RFD	.4	.5
TOTAL			14	15

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2650.2	2650.2	2466.4
THIS DATE	.4	.4	.5
TOTAL TIME	2650.6	2650.6	2466.9

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

NEXT CHECK DUE			
TYPE	A	B	C
AT 2650			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MAL FUNCTION 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
6.8

CAPTAIN
 WINNER S
 FIRST OFFICER
 FIDUCCIA R.

MAINTENANCE LOG

DATE 10/9 10/85
 AIRCRAFT NUMBER 28WW

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1634	RFD	DEN	2.8	3.1
1635	DEN	MDW	1.7	2.0
1636	MDW	DEN	2.6	3.2
1637	DEN	RFD	1.6	1.9
TOTAL			8.7	10.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2630.0	2630.0	2446.2
THIS DATE	8.7	8.7	8.7
TOTAL TIME	2638.7	2638.7	2454.9

LAZ-205	BROUGHT FORWARD	1631	1439
	THIS DATE	4	4
	TOTAL	1635	1443

NEXT CHECK DUE			
TYPE	A	B	C
AT	2650		

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

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

#1. W/H WINDSHIELD HEAT INOP

(1) SEE 10/31/85 LOG SHEET

#2. W/H TAXI LIGHT INOP

#3. W/H WINDSHIELD WIPER ONLY WIPES ON BOTH END OF BLADES NOT IN THE MIDDLE

(2) Replaced Bnlb JMW/JA AP32348487J

#4. R/H AUDIO PANEL LIGHTS STILL INOP

(3) SEE 10/31/85 LOG SHEET

#5. R/H G/S ~~INOP~~ INOP

(4) Deferred JMW/JA AP32348487J

#6. SUBTRACT 2° FOR AIRWAYS ON #1 NAV

(5) 10-15-85 INSTALLED A REPAIRED R/H NAV RADIO (VER-30) S/N OFF 17288 S/N ON 11264 - END - JMW/JA AP350483387

(6)

CAPTAIN
 WILMER S
 FIRST OFFICER
 Bloom S.

MAINTENANCE LOG

DATE
 10/07/85
 AIRCRAFT
 NUMBER 28

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	RED	1.0	1.6
TOTAL			7.9	9.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2614.8		
THIS DATE	7.9		
TOTAL TIME	2622.7		

LANDINGS	BROUGHT FORWARD	149	122
	THIS DATE	4	4
	TOTAL	143	126

NEXT CHECK DUE			
TYPE	A	B	C
AT	2650		

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

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

1) Swap N2 monopoles for troubleshooting.

1) Swapped monopoles LH now has S/N P-748, RH P-824
 Comes later Denver CRS 4152

2) Swapped FRI COMPUTERS FRI

2) SWAPPED FRI COMPUTERS
 DUNCAN AGAIN CRS 3304

CAPTAIN <i>Wimmer</i> FIRST OFFICER <i>Fadducin R.</i>	MAINTENANCE LOG	DATE <i>9/19²²/85</i> AIRCRAFT NUMBER <i>28W42</i>
---	------------------------	--

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1612	RED	RFB	.1	.3
1613	RED	DEN	2.0	2.3
1614	DEN	ASE	.4	.6
1615	ASE	MDW	2.2	2.6
1616	MDW	RED	.3	.6
TOTAL			5.0	6.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2604.7	—	—
THIS DATE	5.0		
TOTAL TIME	2609.7	—	—

L A S S E S	BROUGHT FORWARD	1409	1697
	THIS DATE	5	5
	TOTAL	1414	1697

NEXT CHECK DUE			
TYPE	A	B	C
AT 2600			
			2650

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
#1 A PHASE 4 LANDING GEAR INSPECTION IS DUE.	① 9-19-85 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 4 LANDING GEAR INSPECTION
#2 LARGE THROTTLE SPLIT AT TAKE-OFF POWER SETTING 1'SPLIT AT CRUISE	REPAIRED NOSE GEAR GROUND CONTACT SWITCH WIRING AND THE NOSE SPARE DOOR TIP. C/W S/N F731-68 N' SPOOL DOWN ✓. R/H 90 SEC. L/H 88 SEC.
#3 R/H AFT SEAT DOES NOT RECLINE; L/H SIDE FIRST SEAT FROM FORWARD END DOES NOT RECLINE	THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION. — END — <i>D. Tracy</i> AP350483387
#4 R/H ITT LIGHTS DON'T DIM.	② 9-24-85 SWAPPED FUEL COMPUTERS BACK TO ORIGINAL POSITION AFTER T-SHOOTING. — END — <i>D. Tracy</i> AP350483387
#5 FREE AIR TEMP GAGE STICKS	③ 9-24-85 REPLACED SEAT RECLINE CABLE. — END — <i>D. Tracy</i> AP350483387
#6 R/H D.M.E INTERMITTANT	④ 9-24-85 ITT LIGHTS DEFERRED PER MEL PAGE 33-1 ITEM 5 — END — <i>D. Tracy</i> AP350483387
#7 #/NAV. SAME	⑤ 9-24-85 REPLACED FREE AIR TEMP GAGE. S/N OFF 44128-13 S/N ON 65250-121. — END — <i>D. Tracy</i> AP350483387
#8 R/H AUDIO LIGHT INOP	
#9 L/H WINDSHIELD HEAT INOP	⑥ 9-24-85 SWAPPED #1 AND #2 DME FOR T-SHOOTING. — END — <i>D. Tracy</i> AP350483387
	⑦ SIGN-OFF ON LOG SHEET DATE 9-16-85

CAPTAIN
SM
FIRST OFFICER
TD

MAINTENANCE LOG

DATE
9/16/85
AIRCRAFT
NUMBER
28000

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1610	M.D.W	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			

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

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

① Chain on door broken.

① 9-19-85 REPLACED THE CABIN DOOR CHAIN. - END - [Signature] AP350483387

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

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1604	MDW	DEN	2.2	2.3
1605		LAX	2.1	2.3
1606		DEN	1.9	2.1
1607		SUN	1.5	1.6
1608		DEN	1.2	1.4
1609		MDW	1.9	2.0
TOTAL			10.8	11.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2590.4		
THIS DATE	10.8		
TOTAL TIME	2601.2		

LANDINGS	BROUGHT FORWARD	1401	1681
	THIS DATE	6	6
	TOTAL	1407	1690

NEXT CHECK DUE			
TYPE	A	B	C
AT	2600		

REPORT EACH SYSTEM AND/OR COMPONENT CREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
1. RT REAR PAX SEAT AND LT FWD PAX SEAT WILL NOT RECLINE, OWNER WANTS FIXED	① 9-19-85 PARTS ON ORDER FOR RT. REAR SEAT RECLINE. REPAIRED LEFT FWD. SEAT RECLINE. -END - D. Quacey AP350483387
2. Thrust reverser ^{accumulator} loses air charge overnight	② 9-24-85 REPLACED THE T/R ACCUMULATOR FILL VALVE. -END - D. Quacey AP350483387
3. Part 1 in op 50% of time	
4. FMS 90 TI light out.	③ 9-24-85 INSTALLED A LOANER VIR-30A NAV RADIO, S/N OFF 16803 S/N ON 422. -END - D. Quacey AP350483387
5. Left oil pressure lite coming on every leg - oil pressure gage normal	④ 9-24-85 FMS90 TI LIGHT HAS BEEN DEFERRED. -END - D. Quacey AP350483387
	⑤ 9-19-85 SWAPPED OIL PRESSURE SWITCHES R/H TO L/H ENG. FOR T-SHOOTING. COULD NOT DUPLICATE ON THE GROUND. -END - D. Quacey AP350483387

CAPTAIN <div style="font-size: 1.5em; font-family: cursive;">WINNER S.</div>	MAINTENANCE LOG	DATE <div style="font-size: 1.5em; font-family: cursive;">9/11/85</div>
FIRST OFFICER <div style="font-size: 1.5em; font-family: cursive;">FIDUCCIA R.</div>		AIRCRAFT NUMBER <div style="font-size: 1.5em; font-family: cursive;">2800</div>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1601	RFD	MDW	.4	.6
1602	MDW	ITH	1.2	1.4
1603	ITH	MDW	1.7	1.8
TOTAL				3.3 3.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2587.1	—	—
THIS DATE	3.3	—	—
TOTAL TIME	2590.4	—	—

LANDINGS	BROUGHT FORWARD	1398	1681
	THIS DATE	3	3
	TOTAL	1401	1684

NEXT CHECK DUE			
TYPE	A	B	C
AT 2500			

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

NONE

CAPTAIN
CUNNINGHAM S.
FIRST OFFICER
DETZNER T. / FIOUCCIA R.

MAINTENANCE LOG

DATE
9/9/85
AIRCRAFT
NUMBER
28WU

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

L A Z E R S	BROUGHT FORWARD	1597/677	
	THIS DATE	4	4
	TOTAL	1396	1681

NEXT CHECK DUE			
TYPE	A	B	C
AT 2550			

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

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

#1. CAPT. FLIGHT INSTRUMENTS NITE LIGHTING INOP
① 9-24-85 INSTALLED A NEW NITE DIMMER. S/N OFF 4359 S/N ON 6618. OPS. ✓ OK - END - *D. Gracy* AP350483387

#2. R/H ITT DIGITS DIM
② 9-24-85 ITT DIGITS DEFERRED PER MEL PAGE 33-1 ITEM 5. - END - *D. Gracy* AP350483387

#3. CABIN DOOR LITE ON ANNUNCIATOR PANEL ON ALL THE TIME WITH DOOR PROPERLY SET.
③ 9-19-85 ADJUSTED THE CABIN DOOR LITE SWITCH. OPS. ✓ IS OK. - END - *D. Gracy* AP350483387

#4. ELEVATOR TRIM VIBRATOR INOP
④ 9-24-85 REPLACED ELEVATOR TRIM VIBRATOR CLACKER. OPS. ✓ OK. P/N 306-33 - END - *D. Gracy* AP350483387

#5. R/H ANTI SKID WGT INOP (NEXT TO ANTI SKID SWITCH)
#5 CHANGED BULBS S/W
⑤ 9-19-85 OPS. ✓ IS OK - END - *D. Gracy* AP350483387

CAPTAIN		MAINTENANCE LOG	DATE 9/15/81
FIRST OFFICER			AIRCRAFT NUMBER 291WW

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1591	RFD	MDW	.4	.6
1592		SUN	3.3	3.4
1593		MRY	1.4	1.5
1594		SUN	1.5	1.6
1595		MDW	2.9	3.0
1596		RFD	.3	.4
TOTAL			9.8	10.5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2569.1		
THIS DATE	9.8		
TOTAL TIME	2578.9		

L-1042-200	BROUGHT FORWARD	1566	1071
	THIS DATE	6	6
	TOTAL	314	1677

NEXT CHECK DUE			
TYPE	A	B	C
AT	2600		

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

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

1. RADAR IN-op.

Installed Radar Indicator
 ANALOG #325484873

CAPTAIN
S. MORRIS
FIRST OFFICER
S. Bloom

MAINTENANCE LOG

DATE
8 / 27 / 85
AIRCRAFT
NUMBER 28

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1587	RFD	MDW	.4	.5
1588	MDW	BOS	2.9	2.1
1589	BOS	MDW	2.3	2.6
1590	MDW	RFD	.3	.4
TOTAL			4.9	5.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2564.2		
THIS DATE	4.9		
TOTAL TIME	2569.1		

L A I N E S	BROUGHT FORWARD	1587	1667
	THIS DATE	4	4
	TOTAL	1588	1671

NEXT CHECK DUE			
TYPE	A	B	C
AT 2550			

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

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

#1) FREE AIR TEMP (C) INOP

#1) CLEANED CANON PLUG & CHECKS OK
JULY/A AP323484873

#2) LEFT WINDSHIELD HEAT INOP NO DROP IN VOLTAGE- WHEEL ON

#2) REPLACED CONTROL RELAY & CHECKS OK
JULY/A AP323484873

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

#3) TIED OFF & REPAIRED WIRES, REPLACED BROKEN CLAMP
JULY/A AP323484873

#4) R/A #1 SEMI-AB ONE

#4) INSTALLED NEW CARTRIDGE IN #1 POSITION OF R/A FIREBOTTLE DATED MARCH 1985
JULY/A AP323484873

#5) TR BOTTLE HYDRO TEST ONE

#5) BOTH THRUST REVERSER & GEAR DOWN BOTTLES REMOVED AND HYDROSTATIC TESTED BY ARROELECTRIC, REINSTALLED AND SERVICED.
JULY/A AP323484873

#6) GEAR DOWN HYDRO TEST ONE

CAPTAIN MMM	MAINTENANCE LOG	DATE 8/25/85
FIRST OFFICER RF		AIRCRAFT NUMBER 28444

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1581	RFD	MDW	1.4	.5
1582	MDW	DEN	2.4	2.5
1583	DEN	MRY	2.3	2.5
1584	MRY	ASE	1.8	2.0
1585	ASE	MDW	2.4	2.6
1586	MDW	RFD	.3	.4
TOTAL			9.6	10.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2554.6	—	—
THIS DATE	9.6	—	—
TOTAL TIME	2564.2	—	—

LANDINGS	BROUGHT FORWARD	1578	1166
	THIS DATE	6	6
	TOTAL	1584	1172

NEXT CHECK DUE			
TYPE	A	B	C
AT 2550			

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

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

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 44W-2450A IS DUE. (NACELLE INLET COOL INSP.). SB 1124-57-204 IS DUE. (DRAIN HOLE INSP. IN WING TRAILING EDGE).

1) 8-21-85 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN 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 44W-2450A; NACELLE INLET COOL INSP. C/W SB 1124-57-004; DRAIN HOLE INSP. PERFORMED A 7-DAY INSPECTION. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION. - END -

D. A. Tracy AP350483387

1) L. Blood AR valve won't close at altitudes
2) 1/2 bank lite out

1) 8-26-85 REPAIRED BROKEN WIRES ON THE PRESSURIZATION SOURCE SELECT SWITCH. - END - D. A. Tracy AP350483387

2) DEFERRED BY [unclear] AP323484877

CAPTAIN <i>SM</i>	MAINTENANCE LOG	DATE <i>8/19/85</i>
FIRST OFFICER <i>BD</i>		AIRCRAFT NUMBER <i>28662</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>1579</i>	<i>MDW</i>	<i>DEN</i>	<i>2.3</i>	<i>2.4</i>
<i>1580</i>		<i>RFD</i>	<i>1.7</i>	<i>1.8</i>
TOTAL			<i>4.0</i>	<i>4.2</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>2550.6</i>		
THIS DATE	<i>4.0</i>		
TOTAL TIME	<i>2554.6</i>		

LANDINGS	BROUGHT FORWARD	<i>1576 1659</i>
	THIS DATE	<i>2</i>
	TOTAL	<i>1578 1661</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT <i>2550</i>			

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

- | | |
|---|---|
| <p><i>1. Rt. tire worn.</i></p> | <p><i>① 8-21-85 REPLACED THE R/H TIRE ON WHEEL S/N 197. — END —</i></p> |
| <p><i>2. Left anti-skid intermittent</i></p> | <p><i>② Library AP350463387</i></p> |
| <p><i>3. 1/2 bank annunciator light out</i></p> | <p><i>③ OPS ✓ OK - could not duplicate. JNVGAA AP 32348487P</i></p> |

CAPTAIN <i>MINOR</i>	MAINTENANCE LOG	DATE <i>8/19/85</i>
FIRST OFFICER <i>RF</i>		AIRCRAFT NUMBER <i>Z8WV</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1573	RFD	MDW	13	5
1574	MDW	SUN	32	3.4
1575	SUN	DEN	12	1.3
1576	DEN	IAA	29	3.0
1577	IAA	PDK	1.41	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		

1570-255	BROUGHT FORWARD	1570	1653
	THIS DATE	6	6
	TOTAL	1576	1659

NEXT CHECK DUE			
TYPE	A	B	C
AT 2550			

<p style="font-size: 10px; margin: 0;">DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL</p>	<p style="font-size: 10px; margin: 0;">CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL</p>
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CAPTAIN
WINNER
FIRST OFFICER
Bloom

MAINTENANCE LOG

DATE **1/31/85**
AIRCRAFT NUMBER **28000**

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1559	RFD	DEN	2.2	2.5
1560	DEN	LAX	2.0	2.1
1561	LAX	DEN	2.0	2.1
1562	DEN	MDW	2.1	2.2
TOTAL			8.3	8.9

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2516.6	—	—
THIS DATE	8.3		
TOTAL TIME	2524.9	—	—

SAGZ TOTAL	BROUGHT FORWARD	1559	1539
	THIS DATE	4	4
	TOTAL	1560	1643

NEXT CHECK DUE			
TYPE	A	B	C
AT 2550			

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

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

#1. W/H ITT 50° ABOVE NORM.

1. REMOVED TR, TOP HEET SHIELD AND HP BLEED. WELDED BROKEN TUBING. REINSTALLED HP BLEED, TOP HEET SHIELD AND TR. LEAK AND OPS CHECK SATISFACTORIAL. GARRETT GENERAL AVIATION
HRS 2516.6 REP 51 4022
E 9-27000 47251

CAPTAIN M M M	MAINTENANCE LOG	DATE 7/24/85
FIRST OFFICER RF		AIRCRAFT NUMBER 288W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1548	RFD	DEN	2.1	2.3
1549	DEN	TEB	3.5	3.7
1550	TEB	DEN	3.8	4.1
1551	DEN	RFD	1.8	2.1
TOTAL			11.2	12.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2497.8		
THIS DATE	11.2		
TOTAL TIME	2509.0		

L A Z E R S	BROUGHT FORWARD	1545	1348
	THIS DATE	4	4
	TOTAL	1549	1352

NEXT CHECK DUE			
TYPE	A	B	C
AT	2500		

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
1) High low press.	#1) 7/25/85 Installed overhauled Hydraulic Pump S/N [redacted], changed filters and serviced system.
2) Toilet doesn't flush	#2) 7/25/85 Installed lower toilet from 288W [redacted] AP32348873
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 531125-55-020 Horizontal stab hinge inspection, no cracks, one again at 3100 hrs. C/W SIL F731-68 spooldowns check. I certify that this aircraft has been inspected in accordance with a IAI Phase 2 inspection, details on file at Embury Air Charter under work order #2555, aircraft returned to service in airworthy condition. [Signature] AP32348873

CAPTAIN
 WINNER S.
 FIRST OFFICER
 BLOOM S.

MAINTENANCE LOG

DATE
 7/22/85
 AIRCRAFT
 NUMBER 2800

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1539	RFD	MDW	.3	.5
1540	MDW	DEN	2.2	2.4
1541	DEN	MDW	2.0	2.3
1542	MDW	RFD	.4	.5
TOTAL			4.9	5.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2488.5	-	-
THIS DATE	4.9		
TOTAL TIME	2495.4	-	-

L A Z E R S	BROUGHT FORWARD	1536	1339
	THIS DATE	4	4
	TOTAL	1540	1343

NEXT CHECK DUE			
TYPE	A	B	C
AT	2500		

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

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

#1. WOODSHELD DISCANT NEEDS REPLACING BOTH SIDES.

#1 CHANGED DISCANT. JWB/K
 2323484873

#2.

Engine Addition 2488.5
 4.9
 2493.4
 2495.4
 (2.0)

CAPTAIN
Mc GRATH
FIRST OFFICER
Bloom

MAINTENANCE LOG

DATE
7/17/85
AIRCRAFT
NUMBER *286W*

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1530	RED	DEN	2.1	2.3
1531	DEN	LAX	2.0	2.1
1532	LAX	DEN	2.1	2.3
1533	DEN	RED	1.9	2.2
TOTAL			8.1	8.9

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2473.2		
THIS DATE	8.1		
TOTAL TIME	2481.3		

L O A D S	BROUGHT FORWARD	1531	1530
	THIS DATE	4	4
	TOTAL	1531	1334

NEXT CHECK DUE			
TYPE	A	B	C
AT 2500			

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

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

#1 FMS 90
VLF ANNUNCIATOR LIGHT INOP

(#1) (#2) OPS CHECK - OK JNK/STT/AP323484873
7/18/85

#2 CONTROL DISPLAY UNIT (CRT)
THE FOLLOWING INOP
NO ALT READOUT
NO TAS
NO WIND

(#2) SWAPPED RCU'S. JNK/STT/AP323484873
(#3) SWAPPED #1 & #2 VFL-20'S
JNK/STT/AP323484873

#3 NUMBER 2 RADIO WFER
TRANSMITTING, WHEN OVERHEAD
GROUND STATION

CAPTAIN
SM
FIRST OFFICER
SB

MAINTENANCE LOG

DATE
7 / 11 / 85
AIRCRAFT
NUMBER 2844W

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		

1520-1529	BROUGHT FORWARD	1520	1323
	THIS DATE	7	7
	TOTAL	1527	1330

NEXT CHECK DUE			
TYPE	A	B	C
AT 2500			

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

CORRECTIVE ACTION-

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

NTR

CAPTAIN <i>S. W. NNER</i>	MAINTENANCE LOG	DATE <i>7/7/85</i>
FIRST OFFICER <i>S. Bloom</i>		AIRCRAFT NUMBER <i>28W</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1514	RFD	MDW	.3	4
1515	MDW	ASE	24	25
1516	ASE	TOW	2.2	2.3
1517	TOW	MDW	.6	.7
1518	MDW	RFD	.3	.4
TOTAL			<i>SA</i>	<i>6.3</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>2450.8</i>		<i>2267.0</i>
THIS DATE	<i>5.8</i>		<i>5.8</i>
TOTAL TIME	<i>2456.6</i>		<i>2272.8</i>

L A S S E S	BROUGHT FORWARD	<i>1511</i>	<i>1315</i>
	THIS DATE	<i>5</i>	<i>5</i>
	TOTAL	<i>1516</i>	<i>1320</i>

NEXT CHECK DUE			
TYPE	A	B	C
<i>AT 2500</i>			

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

① A PHASE I LANDING GEAR INSPECTION IS DUE AT 2450 HRS. T.T. ① I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE I INSPECTION. RE-BUILT BOTH BRAKE ASSYS, REPLACED BOTH NOSE TIRES AND THE L/H MAIN GEAR TIRE, STRIPPED AND RE-PAINTED BOTH MAIN GEAR LOWER STRUTS, REPLACED THE R/H MAIN GEAR SQUAT SWITCH, REPLACED PUSH ROD ENDS ON THE AILERON TRIM AND SERVO TAB, IAW SIL # 1124-27-030, C/W THE LEAD ACID BATTERYS VISUAL INSPECTION, AND C/W THE NI SPOOL DOWN ✓. R/H ENG. 99 SEC. L/H ENG. 92 SEC. A LIST OF MINOR SQUAKS AND SIGN-OFFS IS ON FILE IN THE E.A.C. MAINTENANCE OFFICE. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION. -END- *D. Tracy*
AP350483387

② Replaced Bulb - *gnl/ga* AP323484873

CAPTAIN <i>S. WINNER</i>	MAINTENANCE LOG	DATE <i>6 / 24 / 85</i>
FIRST OFFICER <i>S. Bloom</i>		AIRCRAFT NUMBER <i>286W</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1506	RFD	MDW	.4	.5
1507	MDW	DEN	2.2	2.3
1508	DEN	MDW	2.0	2.2
1509	MDW	RFD	.3	.5
TOTAL			4.9	5.5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>2442.1</i>	→	<i>2258.3</i>
THIS DATE	<i>4.9</i>		<i>4.9</i>
TOTAL TIME	<i>2447.0</i>		<i>2263.2</i>

L A Z E R S	BROUGHT FORWARD	1203	1307
	THIS DATE	<i>4</i>	<i>4</i>
	TOTAL	<i>1207</i>	<i>1311</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT <i>2450</i>			

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

- #1. *FMS-90. CONTROL DISPLAY UNIT. VLF ANNUNCIATOR LIGHT BURNED OUT.* #1 UNIT WILL GO BACK TO COLLINS MID-July FOR UPDATE. JND/NTW B23484873
- #2. *BUNGI CORD THAT HOLDS ENGINE COVERS IN PLACE IS BROKE.* #2 INSTALLED NEW BUNGI. JND/NTW A23484873
- #3. *NH WINDOW DISSICANT NEEDS TO BE REPLACED* #3 6-27-85 REPLACED DISSICANT. -END- J. Gracy AP350483387
- #4. *BATHROOM SINK STUCK DRAIN. OPEN POSITION* #4 6-27-85 CLEANED SINK DRAIN VALVE. -END- J. Gracy AP350483387
- #5. *NEED 327 LIGHT BULBS* #5 6-27-85 REPLENTISHED 327 BULB SUPPLY. -END- J. Gracy AP350483387
- #6. *#2 COM REPORTED AS WEAR SOMETIMES UNREADABLE* #6 PREVIOUSLY NOTED JND/NTW A23484873
- #7. *ICE CHEST DOOR IS COMING APART. NEAR HANDLE* #7 6-27-85 REPAIRED ICE CHEST DOOR. -END- J. Gracy AP350483387

CAPTAIN <i>SM</i>	MAINTENANCE LOG	DATE <i>6/20/85</i>
FIRST OFFICER <i>SB</i>		AIRCRAFT NUMBER <i>28WW</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1497	RFD	DEN	2.2	2.4
1498		LAX	1.9	2.0
1499		DEN	2.1	2.2
1500		TEB	3.4	3.5
1501		HPN	.2	.3
1502		BOS	.7	.9
TOTAL			10.5	11.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2424.9	→	2241.1
THIS DATE	10.5		10.5
TOTAL TIME	2435.4		2251.6

L-1011-200	BROUGHT FORWARD	1194	1291
	THIS DATE	6	6
	TOTAL	1200	1305

NEXT CHECK DUE			
TYPE	A	B	C
AT 2450			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

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

- | | |
|--|--|
| 1. FMS 90 in FMS mode is changing the waypoint you're going too far what you're trying to alpha since the VOR to 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.
JWPA AP323484873 |
| 2. Comm 2 transmitter weak and intermittent. | (2) PREVIOUSLY NOTED JWPA AP323484873 |
| 3. Lav sink does not drain. | (3) 6-27-85 CLEANED SINK DRAIN VALVE. OPS. IS OK. — END —
JG Tracy AP350483387 |
| 4. Drain under coffee pot in op. | (4) 6-27-85 CLEANED COFFEE POT DRAIN. VALVE. — END —
JG Tracy AP350483387 |
| 5. FMS - VLF station lights burn out. | (5) LIGHT TO BE REPAIR BY COLLINS MID-July. JWPA AP323484873 |

CAPTAIN
 M M M
 FIRST OFFICER
 S B

MAINTENANCE LOG

DATE
 6/12/85
 AIRCRAFT
 NUMBER
 28444

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1493	REF	MDW	.4	.6
1494	MDW	YUL	1.6	1.8
1495	YUL	MDW	2.0	2.4
1496	MDW	REF	.4	.5
TOTAL			4.4	5.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2420.5	2420.5	2236.7
THIS DATE	4.4	→	4.4
TOTAL TIME	2424.9	2424.9	2241.1

L A S T C H E C K	BROUGHT FORWARD	1190	1295
	THIS DATE	2	4
	TOTAL	1194	1299

NEXT CHECK DUE			
TYPE	A	B	C
AT 2450			

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

CORRECTIVE ACTION-

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

#2 Com Reverse only

PREVIOUSLY NOTED

CAPTAIN
SM
FIRST OFFICER
TD

MAINTENANCE LOG

DATE
6/11/85
AIRCRAFT
NUMBER
2800

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1489	RFD	MDW	.4	.5
1490		MRY	4.4	4.7
1491		MDW	3.8	3.9
1492		RFD	.3	.4
TOTAL			8.9	9.5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2411.6	2411.6	2227.8
THIS DATE	8.9	8.9	8.9
TOTAL TIME	2420.5	2420.5	2236.7

LANDINGS	BROUGHT FORWARD	1186	1291
	THIS DATE	4	4
	TOTAL	1190	1295

NEXT CHECK DUE			
TYPE	A	B	C
AT	2450		

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

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

1) LAV SINK WILL NOT DRAIN

① 6-27-85 CLEANED SINK DRAIN
VALUE OPS. ✓ IS OK. — END —
AP350483387

CAPTAIN
WINDER S
 FIRST OFFICER
Boon S

MAINTENANCE LOG

DATE
5/28/85
 AIRCRAFT
 NUMBER **280W**

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1480	MDW	RFD	.3	.5
TOTAL			.3	.5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2400.9	2400.9	2217.1
THIS DATE	.3	3	3
TOTAL TIME	2401.2	2401.2	2217.4

L A Z E R S	BROUGHT FORWARD	1477	1283
	THIS DATE	3	1
	TOTAL	1480	1284

NEXT CHECK DUE			
TYPE	A	B	C
AT 2400			

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

CORRECTIVE ACTION-

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

① A/C IS DUE FOR THE FOLLOWING:
 1) PHASE 12 AIRFRAME INSP.
 2) 300-HR ENG. INSP.
 3) NI SPOOL DOWN ✓
 4) R/H FIRE BOTTLE # 2 SQUIBB REPLACEMENT

① 5-28-85 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 12 AIRFRAME INSP. AND 300-HR ENGINE INSPECTION. C/W NI SPOOL DOWN ✓ L/H 96 SEC. R/H 91 SEC. REPLACED THE R/H FIRE BOTTLE # 2 SQUIBB. SERVICE DATE IS 3-85. A COMPLETE LIST OF WORK ACCOMPLISHED IS ON FILE IN THE E.A.C. MAINTENANCE OFFICE. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION. —END—
 J. J. Tracy
 AP350483387

CAPTAIN WINNER S	MAINTENANCE LOG	DATE 5/24 27/85
FIRST OFFICER DIXON B. /		AIRCRAFT NUMBER 2800

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1476	RFD	MDW	.4	.5
1477	MDW	49J	1.7	1.9
1478	49J	IND	1.7	1.9
1479	IND	MDW	.6	.9
TOTAL			4.4	5.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2396.5	2396.5	2212.7
THIS DATE	4.4	4.4	4.4
TOTAL TIME	2400.9	2400.9	2217.1

SPECIAL	BROUGHT FORWARD	1476	1477
	THIS DATE	4	4
	TOTAL	1477	1283

NEXT CHECK DUE			
TYPE	A	B	C
AT	2400		

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
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None

CAPTAIN
 SM
 FIRST OFFICER
 TD

MAINTENANCE LOG

DATE 5 / 23 / 85
 AIRCRAFT NUMBER 28444

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1472	RFD	DEN	2.1	2.3
1473		LAX	2.0	2.1
1474		DEN	1.9	2.2
1475		RFD	1.9	2.0
TOTAL			7.9	8.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2388.6	2388.6	2204.8
THIS DATE	7.9	7.9	7.9
TOTAL TIME	2396.5	2396.5	2212.7

LANDINGS	BROUGHT FORWARD	1469	1275
	THIS DATE	24	4
	TOTAL	1493	1279

NEXT CHECK DUE			
TYPE	A	B	C
AT 2400			

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

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

NTR

CAPTAIN WINNER S	MAINTENANCE LOG	DATE 5/10/85
FIRST OFFICER DETZNER T.		AIRCRAFT NUMBER 28WUW

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1462	RFD	MDW	.3	.5
1463	MDW	IND	.4	.8
1464	IND	MDW	.5	.6
1465	MDW	RFD	.3	.5
TOTAL			1.5	2.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	23793	23793	21955
THIS DATE	1.5	1.5	1.5
TOTAL TIME	23808	2380.8	2197.0

LANDINGS	BROUGHT FORWARD	159	176
	THIS DATE	4	3
	TOTAL	163	179

NEXT CHECK DUE			
TYPE	A	B	C
AT 2400			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
#1. RADAR LETTERING BUREAU	① 5-21-85 RADAR LETTERING IS DEFERRED AT THIS TIME. -END- D. Tracy AP350483387
#2. KNOB FOR FUEL COUNTER RESET MISSING	② 5-21-85 INSTALLED A NEW FUEL COUNTER RESET KNOB. -END- D. Tracy AP350483387
#3. DESICCANT BOTH WINDSHIELDS LOW CAPACITY	③ 5-21-85 REPLACED w/ 9 DISICCANTS. -END- D. Tracy AP350483387
#4. REAR SEAT R/H SIDE OF A/C WILL NOT RECLINE.	④ 5-21-85 RT. REAR SEAT RECLINE AS DEFERRED AT THIS TIME. -END- D. Tracy AP350483387
#5.	

CAPTAIN
S. MORRIS
FIRST OFFICER
S. Bloom

MAINTENANCE LOG

DATE
5/6/85
AIRCRAFT
NUMBER
28100

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1452	RFD	DEN	2.3	2.4
1457		TEB	3.3	3.4
1458		MDW	1.9	2.1
1459		DEN	2.3	2.6
1460		MDW	2.6	2.1
1461		RFD	.4	.5
TOTAL			12.2	13.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2367.1	2367.1	2183.3
THIS DATE	12.2	12.2	12.2
TOTAL TIME	2379.3	2379.3	2195.5

L A S T S E R V I C E	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 INTERMITT

① 5-21-85 #2 COMM RADIO OPS. IS OK. - END - [Signature] AP35049387

② ANTI SKID "OK"

② NOTED

CAPTAIN WINNER S.		MAINTENANCE LOG	DATE 5/3/85
FIRST OFFICER BLOOM S.			AIRCRAFT NUMBER 280W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1452	RFD	MDW	.4	.5
1453	MDW	22G	.8	1.0
1454	22G	MDW	.8	1.1
1455	MDW	RFD	.4	.8
TOTAL			2.4	3.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2364.7	2364.7	2180.9
THIS DATE	2.4	2.4	2.4
TOTAL TIME	2367.1	2367.1	2183.3

LANDINGS	BROUGHT FORWARD	149	1263
	THIS DATE	4	9
	TOTAL	153	1266

NEXT CHECK DUE			
TYPE	A	B	C
AT 2400			

DISCREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
① SIL 1124-34-021 NEEDS TO BE C/W.	① 5-3-85 C/W SIL 1124-34-021. INSTALLATION OF CHAFF GUARD MATERIAL ON WIRE BUNDLES BEHIND THE EMERGENCY BATTERY. - END - D. Tracey AP350483387
② FLT. GUIDANCE COMP. IS A LOANER.	② 5-3-85 REMOVED LOANER AND INSTALLED A REPAIRED FLT. GUIDANCE COMPUTER. S/N ON 5128. - END - D. Tracey AP350483387
③ ANTI SKID FUNCTION NORMAL	③ NOTED

CAPTAIN <div style="text-align: center; font-size: 1.2em;">S. WINNER</div>	MAINTENANCE LOG	DATE <div style="text-align: center; font-size: 1.2em;">4/28/85</div>
FIRST OFFICER <div style="text-align: center; font-size: 1.2em;">T. DETZNER</div>		AIRCRAFT NUMBER <div style="text-align: center; font-size: 1.2em;">28W</div>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1447	RED	MDW	2.4	.6
1448	MDW	ASE	2.4	2.5
1449	ASE	MRY	1.9	2.2
1450	MRY	MDW	3.8	4.0
1451	MDW	RED	.3	.5
TOTAL			8.8	9.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2355.9	2355.9	2172.1
THIS DATE	8.8	8.8	8.8
TOTAL TIME	2364.7	2364.7	2180.9

LANDINGS	BROUGHT FORWARD	1444	1258
	THIS DATE	5	5
	TOTAL	1449	1263

NEXT CHECK DUE			
TYPE	A	B	C
AT	2400		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
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1) PHASE II DUE	① 4/25/85 ACCOMPLISHED A PHASE II INSPECTION IN ACCORDANCE WITH IAI CONTINUOUS INSPECTION PROGRAM. PERFORMED ALL ROUTINE MAINTENANCE, LUBRICATED AIRFRAME, REPLACED RIGHT ENGINE OIL PRESSURE TRANSMITTER, SERVICED CHANGE BOTH AIRFRAME HYDRAULIC FILTERS, CHARGED BATTERYS, REPLACED EMERGENCY LIGHT BATTERY, C/W SIL 731-88 SERVICED CHECK (L) 88 (R) 97. SERVICED ENGINE OIL & HYDRAULIC SYSTEM. I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A PHASE II INSPECTION AND WAS RETURNED TO SERVICE IN AIRWORTHY CONDITION. <div style="text-align: right; font-size: 1.2em;"> AP323484873 </div>
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2) R/H ANTI ANTI SKID MOMENTARILY DUMP HYD PRESS TO RIGHT BRAKE. NTE DUTY THAT SIDE ALSO CAME ON.	② 5-3-85 ANTI-SKID IS DEFERRED IAW THE M.E.L. PAGE 32-1 ITEM 1. PARTS ARE ON ORDER. — END — <div style="text-align: right; font-size: 1.2em;"> AP350483387 </div>
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CAPTAIN
S. MORRIS

FIRST OFFICER
T. DETZNER

MAINTENANCE LOG

DATE
4 / 17 / 85

AIRCRAFT
NUMBER
2841W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1438	RFD	ORD	0.5	0.6
1439		MDT	1.3	1.5
1440		ORD	1.6	1.8
1441		RFD	0.3	0.4
			3.1	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		21626

L A S T	BROUGHT FORWARD	1435	1249
	THIS DATE	4	4
	TOTAL	1439	1253

NEXT CHECK DUE			
TYPE	A	B	C
AT	2350		

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

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

NTR

CAPTAIN S. MORRIS		MAINTENANCE LOG	DATE 4 / 16 / 85
FIRST OFFICER T. DETZNER			AIRCRAFT NUMBER 28000

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

1432-1234	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 LDO LIGHT; LENS HAS LOST MOST OF ITS PAINT, SHINES INTO COCKPIT.

#1 4/18/85 will be completed at next inspection or build change [signature]

CAPTAIN <div style="text-align: center; font-size: 1.2em;">MMM</div>	MAINTENANCE LOG	DATE <div style="text-align: center; font-size: 1.2em;">4/3/85</div>
FIRST OFFICER <div style="text-align: center; font-size: 1.2em;">TD</div>		AIRCRAFT NUMBER <div style="text-align: center; font-size: 1.2em;">281W</div>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1418	RFD	DEN	2.2	2.3
1419	DEN	Sto	2.3	2.5
1420	Sto	DEN	2.2	2.4
1421	DEN	RFD	1.7	1.9
TOTAL			8.4	9.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2300.8	2300.8	2117.0
THIS DATE	8.4	→	8.4
TOTAL TIME	2309.2	2309.2	2125.4

LANDINGS	BROUGHT FORWARD	1415	1229
	THIS DATE	4	4
	TOTAL	1415	1233

NEXT CHECK DUE			
TYPE	A	B	C
AT 2300			

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

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

① A PHASE 10 INSPECTION, SIL-731-68 ENGS. SPOOL DOWN ✓'S, AND LIFE VEST THE LIFE VEST RE-CERTIFICATION ARE ALL DUE.

① 4-2-85 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 10 INSPECTION. C/W SIL-731-68 BOTH ENGINES SPOOL DOWN ✓. L/H 104 SEC. R/H 96 SEC. INSTALLED NEW LIFE VESTS. RE-CERTIFICATION DATE IS 3-23-86. A LIST OF MINOR SQUAKS IS ON FILE IN THE EAC MAINTENANCE OFFICE AND SQUAK SIGN-OFFS. THIS A/C IS RETURNED TO SERVICE IN AIRWORTHY CONDITION. —END—
D. C. H. [Signature]
 AP350483387

CAPTAIN <div style="text-align: center; font-size: 1.2em;">SRW</div>	MAINTENANCE LOG	DATE <div style="text-align: center; font-size: 1.2em;">3 / 29 / 85</div>
FIRST OFFICER <div style="text-align: center; font-size: 1.2em;">TFD</div>		AIRCRAFT NUMBER <div style="text-align: center; font-size: 1.2em;">28W6</div>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1415	DEN	MRY	2.6	2.8
1416	MRY	MDW	3.9	4.1
1417	MDW	RFD	0.3	0.5
TOTAL			6.8	7.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2294.0	2294.0	2110.2
THIS DATE	6.8	6.8	6.8
TOTAL TIME	2300.8	2300.8	2117.0

LANDINGS	BROUGHT FORWARD	1412	1226
	THIS DATE	3	3
	TOTAL	1415	1229

NEXT CHECK DUE			
TYPE	A	B	C
AT 2300			

<p style="font-size: 0.8em; margin: 0;">REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL</p>	<p style="font-size: 0.8em; margin: 0;">CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL</p>
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<p style="font-size: 1.2em; margin: 0;">① NOSE WHEEL DOOR VIBRATES IN FLIGHT</p>	<p style="font-size: 1.2em; margin: 0;">① 4-2-85 REMOVED SLOPPY DOOR SEAL TO BE REPLACED AT A LATER DATE. -END- N.G. Terry AP350483387</p>
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CAPTAIN <i>SEW</i>	MAINTENANCE LOG	DATE <i>3/26/85</i>
FIRST OFFICER <i>TFD</i>		AIRCRAFT NUMBER <i>N28WW</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1409	RED	MDW	0.3	0.5
1410		DEN	2.3	2.6
1411		LAX	2.2	2.4
1412		MRY	0.9	1.2
1413		LAX	0.7	0.9
1414		DEN	1.9	2.1
TOTAL			8.3	9.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2285.7	2285.7	2101.9
THIS DATE	8.3	8.3	8.3
TOTAL TIME	2294.0	2294.0	2110.2

L A Z A R S	BROUGHT FORWARD	1406	1220
	THIS DATE	6	6
	TOTAL	1412	1226

NEXT CHECK DUE			
TYPE	A	B	C
AT	2300		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
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Westwind II N28WW
VHF 20B 4592 4592
ADF 60A 7923 8126
ASI-80C 1787 358
Replaced #2 Comm R/T. Inspected indicator
79566 3-27-85 Francis L. Saubler

from the desk of . . . C. L. (Lew) Emery

TIME ON LOANER ENG

183.2 HRS

107 CYCLES

Plus FLT

RFD-SPI

3/22/85

6

1

183.8

108 CYCLES

TOTAL

EAC USE

Loaned

EMERY AIR CHARTER, INC.

DIVISION OF ROCKFORD MOTORS, INC.

Airport Circle — Greater Rockford Airport — Rockford, Illinois 61101

Local (815) 968-8287 — Illinois (800) 892-7627 — Outside Illinois (800) 435-8090

CAPTAIN <i>MORRIS / WINNER / S.</i> FIRST OFFICER <i>DETZYER T.</i>	MAINTENANCE LOG	DATE <i>3 / 25 / 85</i> AIRCRAFT NUMBER <i>28600</i>
--	------------------------	---

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	.8	.6
TOTAL TIME	2285.6	2285.6	

	2285.1	2285.1	183.8
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LANDINGS	BROUGHT FORWARD	1404	107
	THIS DATE	2	2
	TOTAL	1406	109

NEXT CHECK DUE			
TYPE	A	B	C
AT	2300		

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

MAR 24 1985

REMOVED RIGHT ENG. / S.
P771990
Dail Skanda for
 Garrett General Aviation Services Co.
 Repair Station 3760 Springfield, IL

MAR 24 1985

INSTALLED RIGHT ENG
S/N P774821
Dail Skanda 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 150-300-3 600
 HOUR INSD.

g. J. J. J.

CAPTAIN WINNER S.	MAINTENANCE LOG	DATE 3/19/85
FIRST OFFICER DETZNER T.		AIRCRAFT NUMBER 281111

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 BLEW OUT ALSO SKYDOL LEAK	#1 Removed Right Main Tire & Wheel Assy - S/N June 79 385, 854 Installed S/N Dec 81 858. Replaced R/H AFT brake Hose Assy P/N 5723552-167 John P. McJinty 3/19/85 JAP 155485387
#2 NO AUDIO TONE IN ADF	(2) 3-22-85 INSTALLED A LOANER ADF.
#3 ROT BEACON INOP	S/N OFF 8945 S/N ON 7923 - END - D. Tracy AP350483387
#4 THE R/H MAIN GEAR TIRE AND WHEEL ASSY IS A LOANER.	(3) 3-20-84 RE-BUILT THE TAIL ROTATING BEACON OPS. / IS OK. - END - D. Tracy AP350483387
	(4) 3-20-85 REMOVED LOANER AND INSTALLED AN E.A.C SPARE TIRE AND WHEEL ASSY. S/N OFF 858 S/N ON 197. - END - D. Tracy AP350483387

CAPTAIN
M M W

FIRST OFFICER
T A

MAINTENANCE LOG

DATE
3 / 16 / 85

AIRCRAFT
NUMBER 2840

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1393	RFD	MDW	.4	5
1394	MDW	22G	.7	9
1395	22G	MDW	1.0	14
1396	MDW	RFD	.3	5
TOTAL			2.4	34

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2266.1	2266.1	164.8
THIS DATE	2.4	→	2.1
TOTAL TIME	2268.5	2268.5	167.2

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 STL 1124-21-017 NEEDS TO BE C/W.

① 3-13-85 C/W STL 1124-21-017 COOLING TURBINE OIL SUMP DRAIN PLUG ACCESSIBILITY IMPROVEMENT.
-END- D LeTacey AP350483387

CAPTAIN <i>SRW</i>		MAINTENANCE LOG	DATE <i>3/6-10/85</i>
FIRST OFFICER <i>BO</i>			AIRCRAFT NUMBER <i>2800W</i>

2259.3 2258.3 157.0

1387

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>1386</i>	<i>RFD</i>	<i>MOW</i>	<i>.4</i>	<i>.6</i>
<i>1387</i>	<i>MOW</i>	<i>DEN</i>	<i>2.8</i>	<i>3.1</i>
<i>1388</i>	<i>DEN</i>	<i>ASE</i>	<i>.8</i>	<i>1.1</i>
<i>1389</i>	<i>ASE</i>	<i>DEN</i>	<i>.7</i>	<i>.9</i>
<i>1390</i>	<i>DEN</i>	<i>ASE</i>	<i>.6</i>	<i>.7</i>
<i>1391</i>	<i>ASE</i>	<i>MOW</i>	<i>2.0</i>	<i>2.3</i>
TOTAL			<i>7.3</i>	<i>8.6</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>2258.5</i>	<i>2258.5</i>	<i>157.2</i>
THIS DATE	<i>7.3</i>	<i>7.3</i>	<i>7.3</i>
TOTAL TIME	<i>2265.8</i>	<i>2265.8</i>	<i>164.5</i>

L A Z E R S	BROUGHT FORWARD ✓	<i>1384</i>	<i>87</i>
	THIS DATE	<i>6</i>	<i>6</i>
	TOTAL	<i>1380</i>	<i>93</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

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

① A PHASE 9 AIRFRAME INSP, 150-HR ENG. INSP, IND BOTH ENGS. SPOOL DOWN - ✓'S ARE DUE

① 3-6-85 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 9 AIRFRAME INSP, A 150-HR INSP ON BOTH ENGINES AND BOTH ENGINES SPOOL DOWN ✓'S HAVE BEEN C/W. R/H ENGINE SPOOL DOWN 85 SEC. L/H ENGINE SPOOL DOWN 85 SEC. A LIST OF SQUAKS AND SIGN-OFFS IS ON FILE IN THE E.A.C. MAINTENANCE OFFICE. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIR-WORTHY CONDITION. - END
D. Tracy AP350483387

② Rear Baggage Door cable frayed about to break

② CABLE ORDERED *JNG/A 3/11/85*

③ Auto Pilot & Flight Director completely inop

③ 3/11/85 CLEANED CONTACTS ON FCU AND REINSTALLED. OPS ✓ OK
JNG/A AP32548775

CAPTAIN <i>MMM</i>		MAINTENANCE LOG	DATE <i>3/5/85</i>
FIRST OFFICER <i>TFD</i>			AIRCRAFT NUMBER <i>28WU</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>1383</i> 1382	<i>MDW</i>	<i>DEN</i>	<i>2.5</i>	<i>2.1</i>
1383	<i>DEN</i>	<i>LAX</i>	<i>2.3</i>	<i>2.5</i>
1384	<i>LAX</i>	<i>DEN</i>	<i>1.7</i>	<i>1.9</i>
<i>1386</i> 1385	<i>DEN</i>	<i>RFD</i>	<i>1.6</i>	<i>1.9</i>
			<i>8.1</i>	
TOTAL			<i>8.3</i>	<i>10</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>2250.2</i>	<i>2250.2</i>	<i>1489</i>
THIS DATE	<i>8.3</i>	<i>8.3</i>	<i>8.3</i>
TOTAL TIME	<i>2258.5</i>	<i>2258.5</i>	<i>157.2</i>

LANDINGS	BROUGHT FORWARD	<i>1382</i>	<i>83</i>														
	THIS DATE	<i>4</i>	<i>4</i>														
	TOTAL	<i>1384</i>	<i>87</i>														
	<table border="1"> <tr><th colspan="3">NEXT CHECK DUE</th></tr> <tr> <th>TYPE</th> <th>A</th> <th>B</th> <th>C</th> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="4" style="text-align: center;">AT <i>2250</i></td> </tr> </table>			NEXT CHECK DUE			TYPE	A	B	C					AT <i>2250</i>		
NEXT CHECK DUE																	
TYPE	A	B	C														
AT <i>2250</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
<i>L Boost pump (incap) main</i>	<i>#1 3/4/85 Pump replaced by GARRETT LAX SEE ENTRY BELOW.</i>
<i>2 NAV CAPT / INCAP</i>	<i>#2 3/6/85 installed FGC S/N 5190 OPS CHECK, OK S/N 5190A Error in addition S/N 8.1 not 8.2</i>

MAR 04 1985



GARRETT GENERAL AVIATION SERVICES COMPANY
RS 4022

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

CUSTOMER *EMERY AIR CHARTER* AIRCRAFT *WESTWIND 28WU* S/N *368*

① REPLACED L/H MAIN FUEL BOOST PUMP. S/N OFF 510 PIN ON 2070C01 S/N ON 858 OPST LEAK CHECK GOOD.

GARRETT GENERAL AVIATION SERVICES CO.
LOS ANGELES INTERNATIONAL AIRPORT
F.A.A. APPROVED REPAIR STATION 4022
BY *John R. Poppo*
AIRCRAFT/ENGINE HOURS *2250.2*

CAPTAIN		MAINTENANCE LOG	DATE
FIRST OFFICER			AIRCRAFT NUMBER
SRW / MMP			3 / 3 / 85
BD / TD			2826

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1378	RFD	MDW	0.3	0.4
1379		MRY	4.6	4.8
1380		DEN	2.2	2.4
1381		MDW	1.8	2.0
TOTAL			8.9	9.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2241.3	2241.3	140.0
THIS DATE	89	89	8.9
TOTAL TIME	✓ 2250.2	✓ 2250.2	148.9 ✓

L A Z I N G S	BROUGHT FORWARD	1376	79
	THIS DATE	4	4
	TOTAL	✓ 1380	85

NEXT CHECK DUE			
TYPE	A	B	C
✓ AT 2250			

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

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

① BOTH CABIN FIRE EXT NEED WEIGHT ✓ ED

① 2-25-85 C/W WEIGHT ✓ ON BOTH CABIN FIRE EXT - END -
 O'Grady AP350483387

CAPTAIN WINNER S. <hr/> FIRST OFFICER BOOM S.	<h2 style="margin:0;">MAINTENANCE LOG</h2>	DATE 02/06/85 <hr/> AIRCRAFT NUMBER 28600
--	--	--

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

LOADINGS	BROUGHT FORWARD	1357	62
	THIS DATE	5	5
	TOTAL	1362	67

NEXT CHECK DUE			
TYPE	A	B	C
AT 2250			

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

<p>#1. F/O AUDIO PANNEL HAS NO NITE LITES AT ALL</p>	<p>DEFERRED - SEE ITEM #2</p>
<p>#2. LETTERS ON RADAR CHECKLIST, NAV DATA DIFFICULT TO READ</p>	<p>DEFERRED - SEE ITEM #1</p> <p style="text-align: right;"><i>J. Smiley</i></p>
<p>#3. WINDOW LITES TWO FOWARD WINDOWS 1/4 SIDE WOP</p>	<p>#3 2/13/85 REPLACED BULBS</p> <p style="text-align: right;"><i>J. Kelly A4P323-84873</i></p>
<p>#4. LANDGEAR TAKE APPROX 2 MINS. TO INDICATE UP AT REDUCED AIRSPEED (SUSPECT DIRTY SQUAT SWITCH)</p>	<p>#4 2/13/85 CLEANED ALL SQUAT SWITCHES</p> <p style="text-align: right;"><i>J. Kelly A4P323-84873</i></p>
<p>#5.</p>	

CAPTAIN <u>WINNER S.</u>		MAINTENANCE LOG	DATE <u>02/01.03/85</u>
FIRST OFFICER <u>BROWN S.</u>			AIRCRAFT NUMBER <u>28W</u>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1352	DEN	SUN	1.3	1.6
1353	SUN	DEN	1.3	1.5
1354	DEN	MDW	1.8	2.1
1355	MDW	RFD	.4	.6
TOTAL			4.8	5.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2201.6	2201.4	100.3
THIS DATE	4.8	4.8	4.8
TOTAL TIME	2206.4	2206.4	105.1

L A Z E R S	BROUGHT FORWARD	1349	54
	THIS DATE	4	4
	TOTAL	1353	58

NEXT CHECK DUE			
TYPE	A	B	C
AT 2250			

DISCREPANCIES - REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION - ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
#1. LETTERING ON RADAR IE. CHECKLISTS & MANUFUNCTIONS LETTER ARE BLURRY AND VERY DIFFICULT TO READ.	① 2-5-85 RADAR LETTERING IS DEFERRED AT THIS TIME. — END — D. Tracy AP350483387
#2. ROTATING BELOW OUTAIL DOES NOT ROTATE.	② PARTS ORDERED
#3. TRANSMITTER ON BOTH RADIOS INTERMIT VERY SCRATCHY AND HARD TO UNDERSTAND 3 BY 3 QUOTED BY DEN CENTER RECEIVERS ARE OK. (TODAY 2-3-85 WAS OK)	③ 2-5-85 SWAPPED VHF-20'S FROM R/H TO L/H. OPS. ✓ IS OK. — END — D. Tracy AP350483387
#4. FUSE BLOWN FOR T.V. PLEASE FOR CHECK SYSTEM	④ 2-5-85 REPLACED T.V. FUSE. OPS. ✓ IS OK. — END — D. Tracy AP350483387

CAPTAIN S. WINNER <hr/> FIRST OFFICER S. Bloom	<h2 style="margin:0;">MAINTENANCE LOG</h2>	DATE 1/30³¹/85 <hr/> AIRCRAFT NUMBER 286W
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FLT. NO.	FROM	TO	FLIGHT	BLOCK
1347	RFD	MDW	.4	.5
1348	MDW	DEN	2.8	3.1
1349	DEN	ASE	.4	.3
1350	ASE	SUN	1.2	1.4
1351	SUN	DEN	1.2	1.5
TOTAL			6.0	6.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2195.6	2195.6	94.3
THIS DATE	6.0	6.0	6.0
TOTAL TIME	2201.6	2201.6	100.3

LANDINGS	BROUGHT FORWARD	1344	49
	THIS DATE	5	5
	TOTAL	1349	54

NEXT CHECK DUE			
TYPE	A	B	C
AT 2200			

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

<p>#1 Phase B INSPECTION DUE AT 2200 HRS</p>	<p>#1 Accomplished PHASE 8 INSPECTION IN ACCORDANCE WITH I.A.I. PHASE 8 FORM. COMPLIED WITH S.I.L. F731-68 SPOOL ROLLOVER CHECK, LEFT 84 SECONDS, RIGHT 88 SECONDS. REPLACED LEFT HAND #1 FIRE EXTINGUISHER CARTRIDGE WITH NEW PART #13083-5 DATED JAN 85, REPLACEMENT DUE JAN 89. DETAILS ON FILE AT EMERY AIR CHARTER UNDER WORK ORDER 2446. I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A PHASE 8 INSPECTION AND WAS RETURNED TO SERVICE IN AIRWORTHY CONDITION Jean Pugh APP 323484873</p>
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AIRCRAFT WEIGHING RECORD With L.R.F.T.

Weighed 29 Jan 85

Model 1124A

Serial No. 368

Place Weighed Emery Air Charter

Weighing Inspector:
K.C. Aviation

Reaction	Scale Reading	Tare	Net Weight	Arm	Moment
Left Jack	6240.0	6	6246.0	[Hatched Area]	
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.

John P. ... APR 323484873.

TECHNICAL ENGINEER / DATE



EMERY AIR CHARTER

ROCKFORD MOTORS, INC.
GREATER ROCKFORD AIRPORT • ROCKFORD, ILLINOIS 61109

AIRCRAFT MAKE: _____ MODEL: _____ S/N: P.77488
 ENGINES MAKE: GARRETT MODEL: TFE-731-3-1G
 LEFT S/N: _____ RIGHT S/N: _____

TOTAL TIME: AIRCRAFT: 2194.7
 LEFT ENGINE TOTAL TIME: 2194.7 SINCE OVERHAUL: 2194.7
 RIGHT ENGINE TOTAL TIME: _____ SINCE OVERHAUL: _____

L/H 28WN

AD NOTE LISTING

AD NUMBER	DATE	SUBJECT	Method C/W	Time C/W	Due Again
74-11-04	5/23/74	POWER SECTION CHANGE # 20	N/A BY MODEL		N/A
74-11-06	8/23/74	FUEL CONTROL COMPARTERS	N/A BY MODEL		
74-13-09	7/31/74	FUEL PUMP	N/A BY MODEL		
74-18-12	8/5/74	FUEL CONTROL ORFICE	N/A BY MODEL		
74-18-16	8/7/74	FUEL CONTROL COMPARTERS	N/A BY MODEL		
74-23-05	11/14/74	FUEL PUMPS	N/A BY MODEL		
75-07-10	5/1/75	TRANSFER GEARBOX VERTICAL BEVEL GEAR SUPPORT	N/A BY PARTS	INSTALLED	
78-22-10	11/13/78	LOW PRESSURE ROTOR THRUST BALL BEARING	N/A BY SN		
80-16-04	8/7/80	SEPERATION OF TIE ROD	N/A BY SN		
81-24-08	1/6/82	SEPERATION OF THE ENGINE REAR MOUNT FROM DUCT	N/A BY SN		
82-23-03	12/9/83	FAILURES OF HIGH PRESSURE COMPRESSOR IMPELLER ORO TO CRACKS			5100



GENERAL AIR CARRIER

ROCKFORD MOTORS, INC.
GREATER ROCKFORD AIRPORT • ROCKFORD, ILLINOIS 61108

AIRCRAFT MAKE: _____ MODEL: _____ S/N: P.77492
 ENGINES MAKE: GARRETT MODEL: TFE-731-3-1G
 LEFT S/N: _____ RIGHT S/N: _____

TOTAL TIME: AIRCRAFT: 2194.7
 LEFT ENGINE TOTAL TIME: _____ SINCE OVERHAUL: _____
 RIGHT ENGINE TOTAL TIME: 2100 SINCE OVERHAUL: 2100

R/A 28WN

AD NOTE LISTING

AD NUMBER	DATE	SUBJECT	Method C/W	Time C/W	Due Again
74-11-04	5/23/74	POWER SECTION CHANGE # 20	N/A BY MODEL		N/A
74-11-06	8/23/74	FUEL CONTROL COMPUTERS	N/A BY MODEL		N/A
74-13-09	7/31/74	FUEL PUMP	N/A BY MODEL		
74-18-12	8/5/74	FUEL CONTROL ORFICE	N/A BY MODEL		
74-18-16	8/7/74	FUEL CONTROL COMPUTERS	N/A BY MODEL		
74-23-05	11/14/74	FUEL PUMPS	N/A BY MODEL		
75-07-10	5/1/75	TRANSFER GEARBOX VERTICAL BEVEL GEAR SUPPORT	N/A BY PARTS	INSTALLED	
78-22-10	11/13/78	LOW PRESSURE ROTOR THRUST BALL BEARING	N/A BY SN		
80-16-04	8/7/80	SEPERATION OF TIE ROD	N/A BY SN		
81-24-08	1/6/82	SEPERATION OF THE ENGINE REAR MOUNT FROM DUCT	N/A BY SN		
82-23-03	12/9/83	FAILURE OF HIGH PRESSURE COMPRESSOR IMPELLER DUE TO CRACKS			5100

CAPTAIN
WINNER S
FIRST OFFICER
EMERY J.

MAINTENANCE LOG

DATE
1/28/85
AIRCRAFT
NUMBER
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

L - D - S - E - S	BROUGHT FORWARD	1342	48
	THIS DATE	2	1
	TOTAL	1344	49

NEXT CHECK DUE			
TYPE	A	B	C
AT	2200		

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

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

#1 NITE LITES ON F/O's
AUDIO PANEL DUOP

TIME CORRECTED 1/25/85

* LOANER ENGINE INSTALLED 12/1/84
TIME AND CYCLES ARE SINCE INSTALLATION

ORIGINAL ENG REMOVED 12/1/84
TISH WHEN REMOVED 2101.3 HRS
TCSN " " 1220 CYCLES

① 2-5-85 R/H AUDIO PANEL NITE LITES ARE DEFERRED AT THIS TIME.
-END- & G. Tracy AP350483387.

CAPTAIN S. WINNER
 FIRST OFFICER S. BLOOM

MAINTENANCE LOG

DATE 1/22/85
 AIRCRAFT NUMBER 2800W

1340
1
42
43
44

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1339	RED	MDW	.4	.5
1340	MDW	TPA	2.1	2.4
1341	TPA	JAA	2.0	2.1
1342	IAD DCA	MDW	1.4	1.8
1343	MDW	RED	.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

CORRECTIVE ACTION-

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

None

1342

CAPTAIN
S. WINNER
FIRST OFFICER
S. Bloom

MAINTENANCE LOG

DATE
1/21/85
AIRCRAFT
NUMBER 28wu

2182.7 2182.7 81.4

1337
38
3A

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1336	RFD	MDW	.4	.7
1337	MDW	DEN	2.4	2.6
1338	DEN	RFD	2.8	2.9
TOTAL			5.6	6.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	21838	—	—
THIS DATE	5.6		
TOTAL TIME	2189.4		

L A Z E R S	BROUGHT FORWARD	1334	1260
	THIS DATE	3	3
	TOTAL	1338	1266

NEXT CHECK DUE			
TYPE	A	B	C
AT 2200			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION 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
TENTHS DIGITS ON LH N2 GAUGE. NONMOVING LED BURNED OUT (SAME FOR I++ FOR LEFT SIDE)

① 2-5-85 R/H AUDIO PANEL LITES ARE DEFERRED. — END — J.C. Tracy
② 2-5-85 L/H N2 GAGE C.E.D.'S ARE DEFERRED. — END — J.C. Tracy
AP350483387

CAPTAIN
 FIRST OFFICER

MMMM
 SB

MAINTENANCE LOG

DATE 1/20/55
 AIRCRAFT NUMBER 2840

1336

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1334	DEN	MDW	2.0	2.1
1335	MDW	RFD	.4	.5
TOTAL			2.4	2.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2182.8	→	→
THIS DATE	24	→	→
TOTAL TIME	2183.2	→	→

2182.7

LANDINGS	BROUGHT FORWARD	1335	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

CORRECTIVE ACTION

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

1334 1760

NTR

CAPTAIN *SM*
 FIRST OFFICER *TD*

MAINTENANCE LOG

DATE *1 / 18 / 85*
 AIRCRAFT NUMBER *28W*

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>1332</i>	<i>DEN</i>	<i>LAX</i>	<i>2.0</i>	<i>2.1</i>
<i>1333</i>	<i>LAX</i>	<i>DEN</i>	<i>1.8</i>	<i>2.1</i>
TOTAL			<i>3.8</i>	<i>4.2</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>2177.0</i>	→	
THIS DATE	<i>3.8</i>		
TOTAL TIME	<i>2180.8</i>		

LANDINGS	BROUGHT FORWARD	<i>1331</i>	<i>1259</i>
	THIS DATE	<i>2</i>	<i>2</i>
	TOTAL	<i>1333</i>	<i>1261</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT <i>2200</i>			

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

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

NTR

CAPTAIN MMM		MAINTENANCE LOG	DATE 1/15/84
FIRST OFFICER TD			AIRCRAFT NUMBER 28000

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1322	RFD	DEN	2.2	2.4
1323	DEN	LAX	1.9	2.1
1324	LAX	DEN	2.3	2.5
1325	DEN	TER	3.2	3.4
1326	TER	DEN	4.1	4.3
1327	DEN	RFD	1.7	2.1
TOTAL			15.4	16.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2155.1	---	---
THIS DATE	15.4	---	---
TOTAL TIME	2170.5	---	---

SQUAKS	BROUGHT FORWARD	1321	1249
	THIS DATE	6	6
	TOTAL	1327	1255

NEXT CHECK DUE			
TYPE	A	B	C
AT 2200			

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

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

① PHASE 7 INSPECTION IS DUE.

① 1-10-85 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED (AS) A PHASE 7 INSPECTION. A LIST OF SQUAKS AND SIGN-OFFS IS ON FILE IN THE E.A.C. MAINTENANCE OFFICE. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION. -END- D.P. Lang AP350483387

CAPTAIN
M. McGRATH
 FIRST OFFICER
S. Bloom

MAINTENANCE LOG

DATE
12 / 27 / 84
 AIRCRAFT
 NUMBER **28WV**

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1317	DEN	MRY	2.6	2.7
1318	MRY	DEN	2.0	2.2
1319	DEN	MMSD	2.9	3.1
1320	MMSD	MDW	4.1	4.4
1321	MDW	RFD	.4	.5
TOTAL			12.0	12.9

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2143.1	—	—
THIS DATE	12.0		
TOTAL TIME	2155.1	—	—

L A Z E R S	BROUGHT FORWARD	1316	1244
	THIS DATE	5	5
	TOTAL	1321	1249

NEXT CHECK DUE			
TYPE	A	B	C
AT 2150			

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

CORRECTIVE ACTION-

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

#1. **MICK RELAY STICKS ON CAPT. SIDE** **① 1-10-85 REPAIRED THE L/H MIC JACK AND REPLACED THE MIC.**
-END- N.G. Tracy AP350483387

CAPTAIN Mc GRATH	MAINTENANCE LOG	DATE 12 / 22 / 84
FIRST OFFICER BLOOM		AIRCRAFT NUMBER 22814

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1315	RFI	MDW	.4	.5
1316	MDW	DEN	2.6	2.7
TOTAL			3.0	3.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2140.1	←	
THIS DATE	3.0		
TOTAL TIME	2143.1		

See 12/19-17/2 672262

LANDINGS	BROUGHT FORWARD	1314	1242
	THIS DATE	2	2
	TOTAL	1316	1244

NEXT CHECK DUE			
TYPE	A	B	C
AT 2150			

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

BOTH MAIN TIRES ARE WORN TO LIMITS **12-21-84 INSTALLED TWO NEW MAIN GEAR TIRES. - END -**
DC Mary AP350483387

CAPTAIN *Winger S.*
 FIRST OFFICER *Brown*

MAINTENANCE LOG

DATE *12/17/84*
 AIRCRAFT NUMBER *28100*

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>1403</i>	<i>RFD</i>	<i>DEW</i>	<i>2.4</i>	<i>2.6</i>
<i>1404</i>	<i>DEW</i>	<i>RFD</i>	<i>1.5</i>	<i>1.8</i>
TOTAL			<i>3.9</i>	<i>4.3</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>2119.4</i>	<i>—</i>	<i>—</i>
THIS DATE	<i>3.9</i>		
TOTAL TIME	<i>2123.3</i>	<i>—</i>	<i>—</i>

LANDINGS	BROUGHT FORWARD	1302	1250
	THIS DATE	<i>2</i>	<i>2</i>
	TOTAL	<i>1304</i>	<i>1252</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT	<i>2100</i>		

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

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

#1 R/H ITT INTERMIT.

CHANGED OUT I.T.T. SYSTEM FOUND LOOSE CONNECTION AND TIGHTENED. OPS CHECKED O.K.

*John S. D...
 for AirResearch 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 - *J. S. D...*
 AP350483387*

CAPTAIN S. WINNER		MAINTENANCE LOG	DATE 12 / 12 / 84
FIRST OFFICER S. BLOOM			AIRCRAFT NUMBER 2800W

2109.4

1300

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1399	RFD	MDW	.4	.5
1400	MDW	MRY	4.7	4.9
1401	MRY	MDW	4.0	4.2
1402	MDW	RFD	.4	.5
TOTAL			9.5	10.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2109.9	—	—
THIS DATE	9.5	—	—
TOTAL TIME	2119.4	—	—

LANDINGS	BROUGHT FORWARD	1298	1227
	THIS DATE	4	3
	TOTAL	1302	1230

NEXT CHECK DUE			
TYPE	A	B	C
AT 2100			

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

1) AUX BATTERY IS DUE FOR DEEP CYCLE. 1) 12-12-84 DEEP CYCLED THE AUX BATTERY. - END - *D. C. Tracy*
AP350483387

2) NICAD BATTERIES UNSERVICEABLE 2) 12-12-84 REMOVED BOTH NICAD BATTERIES AND INSTALLED 2 NEW GILL BB638T LEAD ACID BATTERIES PER THE INSTRUCTIONS OF STL SA121450. REWEIGHTED & BALANCE DATA, INSERTED SUPPLEMENT IN AIRPLANE FLIGHT MANUAL. SEE 337 DATED 12/12/84 FOR DETAILS, AIRCRAFT RETURNED TO SERVICE IN AIRWORTHY CONDITION
J. O. N. G. H. A. A. P. 323484823

3) R/H REAR SEAT WILL NOT RECLINE

4) DRAIN UNDER COFFEE POT WILL NOT DRAIN (BUTTON STUCK CLOSED). 3) HYD LOCK BUTTON STUCK, UNSTUCK WORKS NORMALLY

5) ALERON TRIM INOP 4) LUBED BUTTON WORKS OK

6) FLAP UNBAL AT 22° (APPROX)

7) 5) 12-17-84 REPLACED THE ALERON TRIM ACTUATOR OPS. ✓ IS OK. S/N OFF 1225 S/N ON 1256. - END - *D. C. Tracy*
AP350483387

8) 6) 12-17-84 REPLACED THE R/H FLAP X-METER OPS. ✓ IS OK. - END - *D. C. Tracy*
AP350483387 S/N OFF H164 S/N ON H330

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

FOR FAA USE ONLY

OFFICE IDENTIFICATION

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE ISRAEL AIRCRAFT INDUSTRIES	MODEL WESTWIND 1124A
	SERIAL NO. 368	NATIONALITY AND REGISTRATION MARK N28WW
2. OWNER	NAME (As shown on registration certificate) MKDG, INC	ADDRESS (As shown on registration certificate) 410 17th Street Suite 1400 Denver, CO 80202

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
RFRA	***** (As described in item 1 above) *****				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
James N. Rezich 1811 Colorado Ave. Rockford, IL 61108	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	A & P 323484873
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE 12/12/84	SIGNATURE OF AUTHORIZED INDIVIDUAL. 
------------------	---

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION 12/12/84	CERTIFICATE OR DESIGNATION NO. 323484873	SIGNATURE OF AUTHORIZED INDIVIDUAL 
---	---	--

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

12-12-84

Total Time 2109.9

Installed Lead Acid Batteries per STC SA121450.

Revised weight & Balance Data, added Supplement to Airplane Flight Manual

Nothing Follows

ADDITIONAL SHEETS ARE ATTACHED

CAPTAIN SM S. Winner		MAINTENANCE LOG	DATE 107 12/09/84
FIRST OFFICER TD			AIRCRAFT NUMBER 280W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1293	RFD	SPI	5	6
1294	SPI	DEN	1.9	2.0
1295	DEN	LAX	2.2	2.3
1296	LAX	DEN	1.8	2.2
1297	DEN	MDW	1.9	2.2
1298	MDW	RFD	0.3	0.5
8.1		TOTAL	8.7	9.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2101.3	2101.3	-0-
THIS DATE	8.68.1	---	---
TOTAL TIME	2109.9		8.1

L E A S E S	BROUGHT FORWARD	1292	1221
	THIS DATE	5	4
	TOTAL	1298	1227

NEXT CHECK DUE			
TYPE	A	B	C
AT 2100			

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
4 DEC 84 BOTH ENGINES HAD MAJOR INSPECTIONS PERFORMED C/W 600HR INSPECTION BOTH THRUST REVERSERS, LUBED THRUST REVERSER FEED BACK CABLES, CHANGED WATER SEPARATOR SOCK	<i>[Signature]</i> for AirResearch Aviation Co. Repair Station 3760 Springfield, IL
#1 FLAP UNBALANCE OCCURS A APPROX 22° FLAP INDICATION. FLAPS WILL RESET ON THE GROUND	① 12-12-84 FLAP X-METERS WERE GRET. DRYED OUT. OPS. ✓ IS OK. -END- DD-Jerry AP350483387
#2 ELEVATOR TRIM VIBRATOR INOP	② 12-12-84 CLEANED BELL AND OPS CHECK - OK AP323484873
③ A PHASE 6 INSPECTION IS DUE AT 2100 HRS. T.T.	③ 12-12-84 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 6 INSPECTION. A LIST OF SQUAKS IS ON FILE IN THE E.A.C. MAINTENANCE OFFICE. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION -END- DD-Jerry AP350483387

Rt ENG Removed - LOANED INSTALLED AT AIRRESEARCH SPI

CAPTAIN <i>Worcester S.</i>	MAINTENANCE LOG	DATE <i>11/21/84</i>
FIRST OFFICER <i>Bloom S.</i>		AIRCRAFT NUMBER <i>28W</i>

*11/21
n
1294*

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>1291</i>	<i>LAX</i>	<i>DEN</i>	<i>1.9</i>	<i>2.0</i>
<i>1292</i>	<i>DEN</i>	<i>(RFD)</i> <i>SPT</i>	<i>1.8</i>	<i>1.9</i>
TOTAL			<i>3.7</i>	<i>3.9</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>2097.6</i>		
THIS DATE	<i>3.7</i>		
TOTAL TIME ✓	<i>2101.3</i>	<i>2101.3</i>	<i>2101.3</i>

1292

LANDINGS	BROUGHT FORWARD	<i>1290</i>	<i>1220</i>
	THIS DATE	<i>7</i>	<i>8</i>
	TOTAL	<i>1297</i>	<i>1228</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT	<i>2100</i>		

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
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Empty space for reporting malfunctions	Empty space for corrective actions
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CAPTAIN
WINNER S.
FIRST OFFICER
Bloom S.

MAINTENANCE LOG

DATE
11 / 15 / 84
AIRCRAFT
NUMBER 288

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1281	RFD	MDW	.3	.5
1282	MDW	LAX	4.5	4.7
1283	LAX	DEN	1.7	2.0
1284	DEN	MDW	1.9	2.3
1285	MDW	RFD	.4	.7
TOTAL			8.8	10.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2076.6		
THIS DATE	8.8		
TOTAL TIME	2085.4		

L A Z E R S	BROUGHT FORWARD	1279	1209
	THIS DATE	5	5
	TOTAL	1284	1214

NEXT CHECK DUE			
TYPE	A	B	C
AT 2100			

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

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

#1 R/H WINDSHIELD WIPER NEEDS TO BE REPLACED

11/18/84
① INSPECTED WIPER BLADE AND IS OP

#2. F/O's HORIZON IS DIFFICULT TO ERECT.

② REMOVED HORIZON AND INSTALLED ON UNIT SIN 6610212 OPERATIONAL CHECK OK
③ REMOVED CONTROLLER AND INSTALLED CONTROLLER FROM 288NW FOR

#3. DURING CLIMB TO CRUISE ALT. MAX. CABIN RATE OF CLIMB OBTAINABLE IS 500 FPM CABIN ALT. AT CRUISE SHOULD HAVE BEEN 7700' CABIN LEVELLED OFF AT 6100'. CABIN ALT. WAS RAISED TO 7500 BY SELECTING R/H ENGINE BLEED AIR AND OPENING MANUAL DUMP VALVE TO A RATE OF CABIN CLIMB OF 500 FPM.

TRON BUSHING APPROX.
④ SUPPLY LAMP
JAN 19 1985 23484875

#4. OVERHEAT SWITCH INTER
#4. NEEDS SUPPLY OF 387 & 327 LIGHT BULBS

CAPTAIN S RW		MAINTENANCE LOG	DATE / /
FIRST OFFICER TFD			AIRCRAFT NUMBER 2866

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1270	RFD	MDW	0.4	0.5
1271	MDW	DEN	2.3	2.5
1272	DEN	LAX	2.3	2.4
1273	LAX	MRY	0.9	1.1
1274	MRY	LAX	0.8	1.2
1275	LAX	DEN	1.7	2.0
TOTAL			8.4	9.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2050.7		
THIS DATE	8.4		
TOTAL TIME	2059.1		

LAX-NGS	BROUGHT FORWARD	1267	1195
	THIS DATE	6	6
	TOTAL	1273	1201

NEXT CHECK DUE			
TYPE	A	B	C
AT 2100			

REPORT EACH SYSTEM AND/OR COMPONENT ISCREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
TIME CORRECTED 11/5/84	① 11-6-84 OVERHAULLED BRAKES. END - 2027-acy AP350483387
① BRAKES ARE WORN TO LIMITS.	② 11-6-84 I certify that A PHASE 5 INSPECTION WAS DONE TAW 1124 WESTWIND 50 HOUR PHASE 5 INSPECTION THERE WERE 2 LARGE HOLES IN THE L/H + 1 LARGE HOLE IN THE R/H HORIZONTAL STABILIZER DE-ICE BOOT. THEY WERE PATCHED + SEALED. THE EMERGENCY + BOTH MAIN BATTERIES WERE ALL DEEP CYCLED + RETURNED TO THE AIRCRAFT. ALL OTHER MINOR SCAWS + REPAIRS ARE ON FILE IN THE EMERY AIR CHARTER MAINTENANCE OFFICE. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION. END - KW Keyser AP355561545
② Inspection Due at 2050 hours T.T.	

CAPTAIN
 MORRIS / WINNERS
 FIRST OFFICER
 DETZNER T.

MAINTENANCE LOG

DATE 10/31/84
 AIRCRAFT NUMBER 28444

2038.4

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1264	LAX	DEN	2.3	3.5
1265	DEN	TEB	3.1	3.3
1266	TEB	ILG	.6	.9
1267	ILG	TEB	.5	.9
1268	TEB	DEN	4.2	4.4
1269	DEN	RFD	1.6	2.0
TOTAL			17.3	14.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2037.5		
THIS DATE	12.3		
TOTAL TIME	2049.8		

2050.7

L-1011-1	BROUGHT FORWARD	1261	1199
	THIS DATE	6	6
	TOTAL	1267	1195

NEXT CHECK DUE			
TYPE	A	B	C
AT 2050			

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

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

- 1# CAPT. MIC INOP ON EITHER SIDE 1/ 11-1-84 INSTALLED OVERHAULED MIC FROM ELECTRO-VOICE, INC.
- 2# FMS 90 NITE LINES INOP 3/ 11-1-84 REPAIRED TOILET SEAT COVER
- #3 TOILET COVER BROKE OFF 2/ 11-84 REPAIRED BY ATLANTIC AVIATION W.O. A-2825
- #4 BOTH DG'S WON'T SLAVE 4/ 11-1-84 REPAIRED BY ATLANTIC AVIATION W.O. A-2820
- #5 R/H WINDSHIELD INOP 5/ 11-3-84 REPAIRED BY ATLANTIC AVIATION W.O. 2746
- #6 OXYGEN VALVE LEAKS 6/ 11-3-84 REPAIRED BY ATLANTIC AVIATION W.O. 2746
- #7 PRESSURIZATION SYSTEM WORK ERRATIC 7/ 11-3-84 REPAIRED BY ATLANTIC AVIATION W.O. 2746



ATLANTIC AVIATION CORPORATION

LOG BOOK INSERT

MAKE & MODEL Westwind 1124 N N28WW
DATE 11-1-84 S/N 368
CUSTOMER Emery Air Charter W/O # A-2820

- 1- Replaced #1 Slave/DG Switch. Ground check ok.
- 2- Replaced #2 Slave/DG Switch. Ground check ok.
- 3- Replaced seven lamps in CDU 90 CPN 622-5611-001 S/N 40.
Ground check ok.

The item identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service.

Repair Station No. 3514

Date

4/6/84

Signed

[Signature]

For Atlantic Aviation Corp.
Wilmington, Delaware

ATLANTIC AVIATION CORPORATION

LOG BOOK INSERT

MAKE & MODEL IAI 1124

N 2811W

DATE 11-3-84

S/N 368

A/C TOTAL TIME 2043.6

LANDINGS

REF. W.O. 2746

REMOVED R/H OUTER WINDSHIELD SIN O-H-9-15-1240, INSTALLED
SIN 84-H-1-2-096. REMOVED FREE AIR TEMP. PROBE SIN 9223,
INSTALLED NEW UNIT SIN 11166. SERVICED ENGINE OIL. REPLACED
COCKPIT OXYGEN SHUT-OFF VALVE. TIGHTENED LEAKING PRESS-
URIZATION CONTROL LINE FITTINGS AT PNEUMATIC RELAY TEE,
SAFETY VALVE SOLENOID VALVE, CABIN AIR FLOW VENTURI.

Philip J. Muletta

ATLANTIC AVIATION CORP. OPS 3514

CAPTAIN <i>MMM</i> FIRST OFFICER <i>SB</i>	MAINTENANCE LOG	DATE <i>1013184</i> AIRCRAFT NUMBER <i>2826</i>
---	------------------------	--

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1322	RFD	MDW	.3	15
1323	MDW	BOS	1.9	2.1
1324	BOS	MDW	2.4	2.8
1325	MDW	RFD	.3	.4
TOTAL			4.9	58

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1979.2	—	—
THIS DATE	4.9		
TOTAL TIME	1984.1	—	—

L A Z E R S	BROUGHT FORWARD	1216	1196
	THIS DATE	4	3
	TOTAL	1220	1199

NEXT CHECK DUE			
TYPE	A	B	C
AT 2000			

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

CAPTAIN
WINNER S
 FIRST OFFICER
DETZNER T.

MAINTENANCE LOG

DATE
10/14/84
 AIRCRAFT NUMBER
285000

1219

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1318	RED	DEN	2.0	2.3
1319	DEN	BFI	2.3	2.5
1320	BFI	DEN	2.4	2.6
1321	DEN	RED	1.8	2.2
TOTAL			8.5	9.6

1971.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1970.7	→	→
THIS DATE	8.5		
TOTAL TIME	1979.2		

1216 1146

L A Z I N G S	BROUGHT FORWARD	1212	1192
	THIS DATE	4	4
	TOTAL	1216	1196

NEXT CHECK DUE			
TYPE	A	B	C
AT 2000			

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

CORRECTIVE ACTION-

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

#1. R/H COMPASS SYSTEM
 DRIFTS OFF APPROX
 -30° EVERY 35 MIN.
 (LAST LEG DEN-RED
 WORKED OK)

#2. NO LITES ON FMS 90

CAPTAIN
WINNER S.
FIRST OFFICER
DETZNER T.

MAINTENANCE LOG

DATE
9/26/88
AIRCRAFT
NUMBER
28WV

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1210	RFD	MDW	.4	.5
1211	MDW	DEN	2.8	3.1
1212	DEN	MDW	1.7	2.0
1313	MDW	RFD	.4	.6
TOTAL			5.3	6.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1951.8	→	→
THIS DATE	53	→	→
TOTAL TIME	1951.1	→	→

LANDINGS	BROUGHT FORWARD	1204 1185
	THIS DATE	4 3
	TOTAL	1208 1188

NEXT CHECK DUE			
TYPE	A	B	C
AT 2000			

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

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

#1. ROTATING BECCO ON TAIL DOES NOT ROTATE

#1 REPLACED MOTOR JWCyA 14P.32348487J

#2. NONE

CAPTAIN
FIRST OFFICER

MAINTENANCE LOG

DATE / /
AIRCRAFT NUMBER 28 WW

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1203	RFD	STL	.8	1.0
1204		MDW	.8	.8
1205		RFD	.3	.4
TOTAL			1.9	2.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1950.3	→	→
THIS DATE	1.9		
TOTAL TIME	1952.2		

LANDINGS	BROUGHT FORWARD	1197	1178
	THIS DATE	3	3
	TOTAL	1200	1181

NEXT CHECK DUE			
TYPE	A	B	C
AT 2008			

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

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

NTR

RIGHT ENGINE
S/N P-77482

SEP 20 1984



AIRSEARCH AVIATION
RS 4022

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

CUSTOMER EMERY AIR CHARTER

AIRCRAFT 1124 W/W N# 28WW

S/N 368

RIGHT ENGINE T/T 1940.60 hr's., 1172 cycles

Accomplished a SOAP check of this engine, and installed a new filter. Ops.
leak check on run found to be satisfactory.

SEP 20 1984

AIRESEARCH AVIATION COMPANY
LOS ANGELES INTERNATIONAL AIRPORT
F.A.A. APPROVED REPAIR STATION 4022

BY 
AIRCRAFT ENGINE HOURS 1940.60

LEFT ENGINE
S/N P-77488

SEP 20 1984



AIRSEARCH AVIATION
RS 4022

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

CUSTOMER EMERY AIR CHARTER

AIRCRAFT 1124 W/W N# 28WW

S/N 368

LEFT ENGINE T/T 1940.60 hr's., 1190 cycles

Accomplished a SOAP check of this engine, and installed a new filter. Ops,
leak check on run found to be satisfactory.

SEP 20 1984

AIRESEARCH AVIATION COMPANY
LOS ANGELES INTERNATIONAL AIRPORT
F.A.A. APPROVED REPAIR STATION 4022

BY 
AIRCRAFT ENGINE HOURS 1940.60

CAPTAIN
 WINNER S.
 FIRST OFFICER
 DIXON B.

MAINTENANCE LOG

DATE 9/20/84
 AIRCRAFT NUMBER 28WW

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1195	DEN	LAX	2.0	2.2
1196	LAX	DEN	2.0	2.2
1197	DEN	RFD	1.8	2.0
TOTAL			5.8	6.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1938.6		
THIS DATE	5.8		
TOTAL TIME	1944.4		

LANDINGS	BROUGHT FORWARD	1189	1171
	THIS DATE	3	3
	TOTAL	1192	1174

NEXT CHECK DUE			
TYPE	A	B	C
AT 1950			

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

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

~~None~~
 No lights in FMS other than Digits.

Repaired by ATATL SEE 11-1-84

CAPTAIN
 WINNER S
 FIRST OFFICER
 DETROIT T / DUNCAN B

MAINTENANCE LOG

DATE
 9/18/84
 AIRCRAFT NUMBER
 28600

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1190	RFD	DEN	2.0	2.2
1191	DEN	MDW	2.0	2.2
1192	MDW	RFD	.3	.4
1193	RFD	MDW	.3	.5
1194	MDW	DEN	2.1	2.3
TOTAL			6.7	7.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1931.9		
THIS DATE	67		
TOTAL TIME	1938.6		

LANDINGS	BROUGHT FORWARD	1184	1166
	THIS DATE	5	5
	TOTAL	1189	1171

NEXT CHECK DUE			
TYPE	A	B	C
AT 1950			

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

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

R/H ENGINE INLET ACOUSTIC STRIP HAS A HOLE IN IT.

① 9-18-84 C/W TEMPORARY REPAIR PROCEDURES FOR THE R/H ENGINE INLET ACOUSTIC STRIP. CHECK THE INTEGRITY OF THE REPAIR AFTER EACH LANDING. — END - 0.97 - AP350483387

CAPTAIN WUNDER S.
 FIRST OFFICER PETZNER T.

MAINTENANCE LOG

DATE 9/14/84
 AIRCRAFT NUMBER 28644

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1186	RFD	MDW	.4	.6
1187	MDW	IAD	1.4	1.6
1188	IAD	MDW	1.7	2.1
1189	MDW	RFD	4	5
TOTAL			3.9	4.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1928.0		
THIS DATE	3.9		
TOTAL TIME	1931.9		

LANDINGS	BROUGHT FORWARD	1180	1183
	THIS DATE	4	3
	TOTAL	1184	1166

NEXT CHECK DUE			
TYPE	A	B	C
AT	1950		

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

CORRECTIVE ACTION-

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

NONE

CAPTAIN	MAINTENANCE LOG	DATE / /
FIRST OFFICER		AIRCRAFT NUMBER <u>28ww</u>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1180	RFD	DEN	2.0	2.3
1181		TEB	3.3	3.6
1182		DEN	4.1	4.3
1183		ASE	.9	1.1
1184		MDW	2.1	2.3
1185		RFD	3	5
TOTAL			12.7	14.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1915.3	—	—
THIS DATE	12.7		
TOTAL TIME	1928.0		

L K E Y	BROUGHT FORWARD	1174	1157
	THIS DATE	6	6
	TOTAL	1180	1163

NEXT CHECK DUE			
TYPE	A	B	C
AT	1950		

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

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

① 9-12-84 INSTALLED A NEW R/H MAIN TIRE. — END. —
N.G. Tracy AP350483387

1. R+ TIRE - needs A NEW ONE.

CAPTAIN <i>SCE/mmm</i>		MAINTENANCE LOG	DATE <i>9 / 3 / 84</i>
FIRST OFFICER <i>TFD</i>			AIRCRAFT NUMBER <i>288W</i>

1911.0

1176

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1175	RFD	MDW	0.3	0.5
1176	MDW	OMA	1.2	1.4
1177	OMA	DEN	1.4	1.7
1178	DEN	MDW	2.0	2.1
1179	MDW	RFD	0.3	0.4
TOTAL			5.2	6.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1910.1	—	—
THIS DATE	5.2	—	—
TOTAL TIME	1915.3	—	—

1911.0	BROUGHT FORWARD	1173 / 1106
	THIS DATE	5 / 5
	TOTAL	1174 / 1157

NEXT CHECK DUE			
TYPE	A	B	C
AT	1950		

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

- | | |
|--|--|
| <p>① Removed lower FMS AEU-90 P/N 622-5615-004 S/N 0.32.</p> | <p>① 8-28-84 Reinstalled FMS AEU-90 P/N 622-5615-004 S/N 092. END
KW Regen AP355561545</p> |
| <p>② Removed 288W Radar Altimeter Box which was used for shooting.</p> | <p>② 8-28-84 Reinstalled repaired ORIGINAL Radar Altimeter. END KW Regen AP355561545</p> |
| <p>③ STL-F731-68 (ENG. ROLL DOWN) NEEDS TO BE C/W.</p> | <p>③ 8-30-84 C/W STL-F731-68, (ENG. ROLL DOWN) R/H ENG. 85 SEC. L/H ENG. 95 SEC. —
END — J.G. Tracy AP350483387</p> |
| <p>④ R/H ENGINE NACELLE INLET HAS NUMEROUS CRACKS.</p> | <p>④ 8-30-84 INSTALLED AN OVERHAULED R/H ENGINE NACELLE INLET. ENG INLET HEAT OPS. ✓ IS OK. — END — J.G. Tracy AP350483387</p> |

CAPTAIN W. W. W. / SRW		MAINTENANCE LOG	DATE 8/23/84
FIRST OFFICER E. B. D. / BD			AIRCRAFT NUMBER 25 WWT

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1171	RFD	MDW	.3	.5
1172	MDW	DEW	2.3	2.6
1173	DEW	MDW	2.0	2.4
1175	MDW	RFD	.4	.5
TOTAL			5.0	6.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1905.1	→	→
THIS DATE	5.0		
TOTAL TIME	1910.1		

L A Z E R S	BROUGHT FORWARD	1165	1148
	THIS DATE	4	4
	TOTAL	1169	1152

NEXT CHECK DUE			
TYPE	A	B	C
AT 1950			

1173/1106

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

CORRECTIVE ACTION-

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

- | | |
|---|---|
| ① R/H Hydraulic pump was removed to T-Shoot another EAC aircraft. | ① 8-22-84 Reinstalled R/H Hydraulic Pump. EUD AP.35556/545 |
| ② Aircraft requires an engine run R/H to leak & bleed hydraulic system due to R/R of hydraulic pump | ② 8-23-84 BLED THE R/H HYDRAULIC PUMP. PRESSURE ✓ AND LEAK ✓ ARE OK. - END - @ C. Tracy AP35048/3387 |
| ③ Phase 2 Inspection Due AT 1900 hours TOTAL time. | ③ 8-22-84 I certify that a 50 hour Phase 2 Inspection has been complied with the L/H MAIN wheel ASSEMBLY WAS REPLACED. The nacelle on R/H engine had CRACKS that were stop drilled. All other minor SgAWKS & Sign-offs are on file in EAC MAINTENANCE office. I return this aircraft back to service in Airworthy condition. EUD KW Ryan AP.35556/545 |
| ④ R/H WOP INOP ON FREQ THAT END WITH .00 | |

CAPTAIN M. W. W.	MAINTENANCE LOG	DATE 8/21/84
FIRST OFFICER D.		AIRCRAFT NUMBER 2800

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1168	DEN	TER	3.4	3.8
1169	TER	DEN	3.7	4.0
1170	DEN	RFD	1.8	1.9
TOTAL			8.9	9.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1896.2	←	→
THIS DATE	8.9	←	→
TOTAL TIME	190.51	←	→

LANDINGS	BROUGHT FORWARD	1162	1145
	THIS DATE	3	3
	TOTAL	1165	1148

NEXT CHECK DUE			
TYPE	A	B	C
AT 1900			

REPORT EACH SYSTEM AND/OR COMPONENT ISCREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
NAV#1 INOP ON ALL frequencies MATERIA WITH .00	① 8-22-84 SWAPPED NAV 1 & 2 BOXES (VIR-30) FOR T-SHOOTING -END- D.Q. Tracy AP350483387
FMS WAYPOINT loss WARNING	② 8-22-84 COANER INSTALLED BY AIRSEARCH. OPS. ✓ IS OK. -END- D.Q. Tracy AP350483387 SEE BACK of page
4 MORE CRACKS IN R. NACELLE	③ 8-22-84 STOPDRILLED CRACKS IN R/H NACELLE. END XW Regan AP355561545
NAIL HOLE IN L. MAIN TIRE	
R. WINDSCREEN delaminating 1" deep - across top of window	④ 8-22-84 Remove & Replaced ^{W. MAIN} Wheel ASSEMBLY END XW Regan AP355561545
gear handle warning bulb burned out.	⑤ 8-22-84 WINDSCREEN DELAMINATION IS WITHIN LIMITS. -END- D.Q. Tracy AP350483387
	⑥ 8-22-84 Replaced gear handle warning light bulb ops ✓ good. END XW Regan AP355561545



AIRSEARCH AVIATION
RS 4022

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

CUSTOMER EMER-1

AIRCRAFT N284W

S/N _____

1. INSTALLED THE FOLLOWING REPAIRED AVIONICS UNITS.
CRU 3/4 ON-OFF 052. CDU 3/4 ON-OFF 040. RTU 3/4 ON-OFF 050.
AND AEU 3/4 32 ON 3/4 092 OFF. FUNCTIONAL CHECK FOUND
SATISFACTORY

AIRSEARCH AVIATION COMPANY
LOS ANGELES INTERNATIONAL AIRPORT
F.A.A. APPROVED REPAIR STATION 4022

BY [Signature]

AIRCRAFT ENGINE HOURS 1890

CAPTAIN S MADRIS
 FIRST OFFICER T DETZNER

MAINTENANCE LOG

DATE 8/1/84
 AIRCRAFT NUMBER 28120

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1142	RFD	SLN	1.2	1.3
1143		SNA	2.7	2.8
1144		RFD	3.8	3.9
TOTAL			7.7	8.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1852.3	---	---
THIS DATE	7.7	---	---
TOTAL TIME	1860.0	---	---

LANDINGS	BROUGHT FORWARD	1134	1119
	THIS DATE	3	3
	TOTAL	1139	1122

NEXT CHECK DUE			
TYPE	A	B	C
AT	1850		
	1900		

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

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

① A PHASE I INSPECTION DUE AT 1850 HOURS T.I.

① 7-27-84 I certify that a PHASE I INSPECTION HAS BEEN COMPLIED WITH I.A.W. West Wind 50 hour PHASE I INSPECTION FORM. There were no Air worthy items to be fixed. Minor Sgawks and Sign offs are on file in EAC MAINTENANCE OFFICE. This aircraft is returned to Service in air-worthy condition. END KW Regen AP.355561545

② R/H STARTER/GENERATOR HAS CRUSHES WORN & WAS REMOVED TO BE REPAIRED.

② R/H STARTER/GENERATOR WAS OVERHAULD BY AIRCRAFT SYSTEMS, ROCKFORD, ILL. AND P/N 23065-018-1 S/N 3005 WAS REINSTALLED BY EAC. OPS ✓ GOOD ON GROUND. END 8-1-84 KW Regen AP.355561545 w/o 2306

CAPTAIN SRLW
 FIRST OFFICER JEE

MAINTENANCE LOG

DATE 7/23/84
 AIRCRAFT NUMBER 28ww

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1137	RFD	MDW	.3	.6
1138	MDW	MRY	3.6	4.2
1139	MRY	BOS	5.4	5.6
1140	BOS	MDW	2.4	2.8
1141	MDW	RFD	.3	.4
TOTAL			12.0	13.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1840.3	→	→
THIS DATE	12.0		
TOTAL TIME	1852.3	→	→

L A S E R S	BROUGHT FORWARD	1132	1114
	THIS DATE	4	5
	TOTAL	1136	1119

NEXT CHECK DUE			
TYPE	A	B	C
AT 1850			

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

CORRECTIVE ACTION.

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

① LEFT HAND Oil Pressure shows 51 PSI AT cruise.

① 7-30-84 Adjusted LH oil pressure to read within Green ARC. OPS ✓ good on ground. END XW Regan AR3556/545

② RHT. HAND Oil Press. shows 47 PSI AT Cruise.

② 7-30-84 Adjusted RH oil pressure to read within Green ARC. OPS ✓ good on ground. END XW Regan AR3556/545

CAPTAIN
WINNER S.
 FIRST OFFICER
DETZER T.

MAINTENANCE LOG

DATE
7/15/84
 AIRCRAFT NUMBER
2860

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1130	RFD	MDW	.3	.5
1131	MDW	SFO	4.4	4.6
1132	SFO	MRY	.4	.7
1133	MRY	SFO	5	.6
TOTAL			5.6	6.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1830.2		
THIS DATE	5.6		
TOTAL TIME	1835.8		

L S S S	BROUGHT FORWARD	1125	1107
	THIS DATE	4	4
	TOTAL	1129	1112

NEXT CHECK DUE			
TYPE	A	B	C
AT 1850			

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

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

NONE

CAPTAIN
 MMM
 FIRST OFFICER
 JEF

MAINTENANCE LOG

DATE
 07/03/84
 AIRCRAFT NUMBER
 29000

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1117	RED	MOW	.4	.5
1118	MOW	BOS	2.0	2.1
1119	BOS	MOW	2.4	2.8
1120	MOW	RED	.3	.4
TOTAL			5.1	5.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1814.1	—	—
THIS DATE	51	—	—
TOTAL TIME	1819.2	—	—

L A Z E R S	BROUGHT FORWARD	1116	1100
	THIS DATE	4	4
	TOTAL	1122	1104

NEXT CHECK DUE			
TYPE	A	B	C
AT			

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

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

① Fwd interconnect valve stuck open

① 7-11-84 REPLACED THE FWD INTERCONNECT VALVE. OPS. ✓ IS OK. P/N 653014-501 S/N OFF 187 S/N ON 031-END - A.G. Trowley
 AP350483387

CAPTAIN Winnor S		MAINTENANCE LOG	DATE 6/27/84
FIRST OFFICER Dixon B			AIRCRAFT NUMBER 28WV

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1109	RFD	MDW	.4	.6
1110	MDW	DEN	2.1	2.6
1111	DEN	LAX	2.0	2.1
1112	LAX	DEN	1.9	2.3
1113	DEN	RFD	1.9	2.1
TOTAL			8.3	9.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1801.4	—	—
THIS DATE	8.3		
TOTAL TIME	1809.7	—	—

1810.6

L A S T C H E C K	BROUGHT FORWARD	1108	1092
	THIS DATE	5	5
	TOTAL	1113	1097

NEXT CHECK DUE			
TYPE	A	B	C
AT	1		

1113/1048

DISCREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION.
#1 R/H FUEL FLOW INTERMITTANT	6-27-84 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 12 INSPECTION, A 150-HR. ENG. INSPECTION, C/W SL2457-WING FLAP INSP. PART A AND B, C/W SL2450-NACELLE INLET COWL INSP. AND C/W THE ENGINE SPOOL DOWN. ✓-R/H 81 SEC., L/H 97 SEC. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION. -END- D.G. Tracey AP350483387
#2 R/H ITT DROP TO 0° FOR ABOUT 5 MIN THEN CAME UP TO NORMAL CPS OK NOW	6-29-84 SWAPPED FUEL FLOW X-MITTERS FOR T-SHOOTING. -END- D.G. Tracey AP350483387
#3 4H OIL PRESS READS 59° PSTG R/H READ 56°	6-29-84 R/H ITT OPS. ✓'S OK DURING 4 MAINTENANCE RUNS. -END- D.G. Tracey AP350483387
#4 AOA HEAT 110°F	③
	④ 7-2-84 INSTALLED AN OVERHAULED AOA PROBE. P/N SL27259 S/N OFF KE 1083 S/N ON KE1100. HEAT OPS. ✓ IS OK. -END- D.G. Tracey AP350483387

CAPTAIN
 FIRST OFFICER
 SM
 TO

MAINTENANCE LOG

DATE 6/17/84
 AIRCRAFT NUMBER 2800

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1100	RFD	DEN	2.0	2.2
1101		SSC	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

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

REPLACED 1/2 AMP STARTER GEN BREAKER
 ops ch ch 2000 of Jopet A/P 31549??
 DANGER JET CLARIFIER

NTR

CAPTAIN <u>WINNER S</u> FIRST OFFICER <u>OLSON T</u>	<h2 style="margin:0;">MAINTENANCE LOG</h2>	DATE <u>6/3/84</u> AIRCRAFT NUMBER <u>28660</u>
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FLT. NO.	FROM	TO	FLIGHT	BLOCK
1080	RFD	DEN	2.2	24
1081	DEN	TEB	3.3	35
1082	TEB	MDW	1.8	2.1
1083	MDW	DEN	2.2	23
1084	DEN	LAX	2.0	24
1085	LAX	MRY	.9	12
TOTAL			12.4	139

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1751.2	—	—
THIS DATE	12.4		
TOTAL TIME	1763.6	—	—

LANDINGS	BROUGHT FORWARD	079	1024
	THIS DATE	6	6
	TOTAL	1085	11070

NEXT CHECK DUE			
TYPE	A	B	C
AT <u>1800</u>			

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

① A/C IS DUE A PHASE II INSPECTION AT 1750 HRS. T.T.

① 6-2-84 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE II INSPECTION. A LIST OF MINOR SQUAKS AND SIGN-OFFS IS ON FILE IN THE E.A.C. MAINTENANCE OFFICE. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION. —
 END - D.G. Tracy AP350483387

② PILOT'S AIRSPEED INDICATOR IS A LOANER.

② 6-2-84 REMOVED THE LOANER AND INSTALLED A REPAIRED PILOT'S AIRSPEED INDICATOR. S/N OFF 1267, P/N ON AND OFF 622-4382-013, S/N ON 1287. — END - D.G. Tracy AP350483387

CAPTAIN
JCF

FIRST OFFICER
TD

MAINTENANCE LOG

DATE 5/21-22/84
#28

AIRCRAFT NUMBER 2866

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1066	RFD	MDW	.4	.6
1067	MDW	DEN	2.2	2.5
1068	DEN	BOS	3.6	3.9
1069	BOS	MDW	2.4	2.6
1070	MDW	RFD	0.3	0.5
TOTAL			8.9	10.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1725.9		
THIS DATE	8.9		
TOTAL TIME	1734.8		

L-1042-200	BROUGHT FORWARD	1065	1050
	THIS DATE	5	5
	TOTAL	1070	1055

NEXT CHECK DUE			
TYPE	A	B	C
AT 1750			

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

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

NTR

CAPTAIN <i>MMW</i>		MAINTENANCE LOG	DATE <i>5/20/81</i>
FIRST OFFICER <i>TO</i>			AIRCRAFT NUMBER <i>28306</i>

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			<i>4.9</i>	<i>5.6</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1721.0	<i>→</i>	<i>→</i>
THIS DATE	4.9		
TOTAL TIME	1725.9		

L-1046-1050	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

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

WTR

CAPTAIN <i>MMMM</i>	MAINTENANCE LOG	DATE <i>5/18/84</i>
FIRST OFFICER <i>TD</i>		AIRCRAFT NUMBER <i>28100</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>1059</i>	<i>RFD</i>	<i>MDW</i>	<i>1.5</i>	<i>16</i>
<i>1060</i>	<i>MDW</i>	<i>DEN</i>	<i>2.5</i>	<i>26</i>
<i>1061</i>	<i>DEN</i>	<i>RFD</i>	<i>2.0</i>	<i>26</i>
TOTAL			<i>50</i>	<i>58</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>1716.0</i>	<i>---</i>	<i>---</i>
THIS DATE	<i>50</i>	<i>---</i>	<i>---</i>
TOTAL TIME	<i>1721.0</i>	<i>---</i>	<i>---</i>

LANDINGS	BROUGHT FORWARD	<i>1059</i>	<i>1043</i>
	THIS DATE	<i>5</i>	<i>3</i>
	TOTAL	<i>1061</i>	<i>1046</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT <i>1750</i>			

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

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

1) PILOT'S AIRSPEED IND. INOP.

*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 AP350483387*

CAPTAIN SM / MWM		MAINTENANCE LOG	DATE 5/14/84
FIRST OFFICER TD / TO			AIRCRAFT NUMBER 28644

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	RFN	1.8	2.5
TOTAL			9.3	10.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1698.1	→	→
THIS DATE	4.3		
TOTAL TIME	1707.4		

LANDINGS	BROUGHT FORWARD	1046	1031
	THIS DATE	5	6*
	TOTAL	1051	1037

NEXT CHECK DUE			
TYPE	A	B	C
AT	1750		

1750

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

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

① A PHASE 10 INSPECTION IS DUE.

① 5-15-84 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 10 INSPECTION AND HAS BEEN RETURNED TO SERVICE IN AIRWORTHY CONDITION. THE INSPECTION FORM IS ON FILE IN THE EAC MAINTENANCE OFFICE. -END-

E.G. Tracy AP350483387

CAPTAIN	SM	MAINTENANCE LOG	DATE	4 / 26 / 84
1ST OFFICER	TD		AIRCRAFT NUMBER	28444

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		

REPORT EACH SYSTEM AND/OR COMPONENT 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 <u>WINNER, S.</u>		MAINTENANCE LOG	DATE <u>4/18/84</u>
FIRST OFFICER <u>OLSON, T.</u>			AIRCRAFT NUMBER <u>280W</u>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1014	RFD	DEN	2.1	2.3
1015	DEN	TEB	3.4	3.5
1016	TEB	HPN	.2	.6
1017	HPN	DEN	3.9	4.1
1018	DEN	RFD	1.8	2.3
TOTAL			11.4	12.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1645.6	—	—
THIS DATE	11.4	—	—
TOTAL TIME	1657.0	—	—

LANDINGS	BROUGHT FORWARD	1013	1001
	THIS DATE	5	5
	TOTAL	1018	1006

NEXT CHECK DUE			
TYPE	A	B	C
AT 1650			

1700

DISCREPANCIES - REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION - ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
#1 NACELLE HEAT PRESSURE SWITCH IS INTERMITTENT. R/H ENG.	#1 4-18-84 INSTALLED A NEW R/H NACELLE HEAT PRESSURE SWITCH. END - D.Q. Tracy AP350483387 4-20-84
#2 CRACK IN R/H NAC NEAR PITE PROBE	#2 CRACK IN NACELLE INLET IS WITHIN LIMITS FOR CONTINUED OPERATION AT THIS TIME.
#3 #2 NAV INTERMITTANT ON FREQ 117.0	#3 4-20-84 SWAPPED #1 AND #2 NAV RADIOS FOR T-SHOOTING. D.Q. Tracy AP350483387
#4 ONLY TWO VLF STATIONS RECEIVED GOOD ENOUGH THE MAGNITUDE FOR NAV (EAST BAND 4RY8.4MW) (WEST BAND 6RBT.1MW) VOR/DME MODE OK	#4 4-20-84 VLF OPS. ✓ IS OK. VLF-1=0, 2=0, 3=0, 4=0, 5=9, 6=9, 7=1, 8=0, OMEGA - A=3, B=3, C=9, D=9, E=0, F=3, G=4, H=2. END - D.Q. Tracy AP350483387
#5 when speed brakes come out, right one comes first, and a/c rolls to the right.	#5 4-20-84 CONFIRMED SPEED BRAKES SQUAK PARTS ON ORDER AT THIS TIME. - END - D.Q. Tracy AP350483387 OPS. ✓ IS OK.
#6 A PHASE 9 INSPECTION AND A 150-HR ENG. INSP. IS DUE AT THIS TIME. ALSO JAC INLET, FLAP PART A, AND ENG. SPOOL DOWN INSPECTION ✓'S ARE DUE.	#6 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 9, 150-HR ENGINE, NACELLE INLET (SL-4W-2450), WING FLAP PART A (SL-4W-2457), AND BOTH ENGINES SPOOL DOWN INSPECTION ✓'S. A LIST OF MINOR SQUAKS FOUND DURING THESE INSPECTIONS IS ON FILE IN THE EAC MAINTENANCE OFFICE. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION. END - D.Q. Tracy AP350483387

CAPTAIN
 FIRST OFFICER

MAINTENANCE LOG

DATE
 AIRCRAFT NUMBER

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1007	RFD	DEN	2.0	2.3
1008	DEN	MOW	1.9	2.0
1009	MOW	DEN	2.2	2.3
1010	DEN	RFD	1.9	1.9
TOTAL			7.9	8.5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1633.5		
THIS DATE	7.9		
TOTAL TIME	1641.4		

L A Z I N G S	BROUGHT FORWARD	1006	984
	THIS DATE	4	4
	TOTAL	1010	988

NEXT CHECK DUE			
TYPE	A	B	C
AT 1650			

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

CORRECTIVE ACTION-

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

① Strobe CLR pops w/strobe in

① 4-25-84 INSTALLED A SERVICE-ABLE B/H STROBE POWER SUPPLY. OPS. ✓ IS OK. - END - D.C. Tracy
 S/N OFF 6701 S/N ON 10129 AP35048387

CAPTAIN
MMW

FIRST OFFICER
SPW

MAINTENANCE LOG

DATE
4/10/84

AIRCRAFT
NUMBER
2800W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
1003	RFD	MDW	.4	.6
1004	MDW	DEU	2.2	2.5
1005	DEU	MDW	1.9	2.0
1006	MDW	RFD	.3	.5
TOTAL			4.8	5.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1628.7	—	—
THIS DATE	4.8		
TOTAL TIME	1633.5	—	—

LANDINGS	BROUGHT FORWARD	1002	991
	THIS DATE	4	3
	TOTAL	1006	994

NEXT CHECK DUE			
TYPE	A	B	C
AT	1650		

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

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

#1 TEMP GAUGE WOP

① 4-13-84 Removed Free Air Temp gauge P/N 883753-3 S/N 64128-39 + Replaced with S/N 64128-13 END KW Reger AP 355561545

CAPTAIN
S. WINNER
FIRST OFFICER
T. OLSON

MAINTENANCE LOG

DATE
4/8-9/84
AIRCRAFT
NUMBER 28WJ

FLT. NO.	FROM	TO	FLIGHT	BLOCK
998	RFD	DEN	1.9	2.1
999	DEN	LAX	2.2	2.5
1000	LAX	DEN	2.4	2.7
1001	DEN	MDW	2.1	2.3
1002	MDW	RFD	.3	.4
TOTAL			8.9	10.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1619.8		
THIS DATE	8.9		
TOTAL TIME	1628.7		

L A S T S I G N S	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. 1005

Empty grid area for recording discrepancies and corrective actions.

CAPTAIN S R WINNER FIRST OFFICER T F DETZNER	MAINTENANCE LOG	DATE 4 / 6 / 84 AIRCRAFT NUMBER Z8WW
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FLT. NO.	FROM	TO	FLIGHT	BLOCK
994	RFD	MDW	0.4	0.6
995		EWR	1.9	2.1
996		MDW	1.7	1.8
997		RFD	0.4	0.5
TOTAL			4.4	5.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1615.4	—	—
THIS DATE	4.4	—	—
TOTAL TIME	1619.8	—	—

L A Z E R S	BROUGHT FORWARD	993	983
	THIS DATE	4	4
	TOTAL	997	987

NEXT CHECK DUE			
TYPE	A	B	C
AT	1650		

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

1.) LOWER LH BULB IN FIRE DET SYST. PRESS-TO-TEST FAILS CONTINUITY CHECK, BULB GOOD	① 4- 16 -84 REPLACED A FUSE IN THE LH BULB CIRCUIT. PRESS TO TEST ✓ IS OK. - END - <i>D.Q. Tracey</i> <div style="text-align: right;">AP350483387</div>
2.) RH NAC HT LIGHT WONT GO OUT.	② RIGHT NACELLE HEAT LIGHT PRESSURE SWITCH WAS STUCK CLOSED. RAPPED SWITCH, OPS CHECKS OK. <i>KCKingall 2197965</i>

CAPTAIN WINNER S.	MAINTENANCE LOG	DATE 4 / 4 / 84
FIRST OFFICER DETZNER T.		AIRCRAFT NUMBER 286W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
991	DEN	BFI	2.4	2.6
992	BFI	DEN	2.3	2.6
993	DEN	RFD	1.9	2.2
TOTAL			6.6	7.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1608.8	—	—
THIS DATE	6.6		
TOTAL TIME	1615.4	—	—

LANDINGS	BROUGHT FORWARD	990	890
	THIS DATE	3	3
	TOTAL	993	893

NEXT CHECK DUE			
TYPE	A	B	C
AT			

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

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

#1. VLF GROUND SPEED IW ERROR + 30-50 KNOTS ONLY 1 VLF STATION RECEIVED.

#1 4-4-84 NEED ADDITIONAL DATA TO TROUBLE SHOOT - TEST FLY & REPORT. KCKmyil 2197965

#2. CRACK IN R/H ENGINE NAC 4 INCHES TO THE RIGHT OF PTD2 PROBE CRACK APPROX 3 LONG W SHAPE OF "Y"

#2 4-6-84 THE CRACK IN R/H ENGINE INLET DUCT IS WITHIN OPERATING LIMITS; STOP DRILLED AND MARKED. MONITOR FOR ADDED LENGTH. KCKmyil 2197965

#3 SWITCH FOR TOILET FLUSH WORKS ONLY OCCASIONALLY

#3 4-5-84 INSTALLED AN OVERHAULED TOILET FLUSH MOTOR. OPS. ✓ IS OK. -END- D.G. Tracy AP350483387

#4 RH NAV LIGHT INOP

#4 4-5-84 INSTALLED A NEW R/H NAV LITE LAMP. OPS. ✓ IS OK. -END- D.G. Tracy AP350483387

CAPTAIN
 WINNER S.
 FIRST OFFICER
 DETZNER T.

MAINTENANCE LOG

DATE
 4 / 3 / 84
 AIRCRAFT
 NUMBER 28WW

FLT. NO.	FROM	TO	FLIGHT	BLOCK
987	RFD	MDW	.4	.6
988	MDW	DCA	1.5	1.6
989	DCA	MDW	1.6	2.0
990	MDW	DEN	2.1	2.3
TOTAL			5.6	6.5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1603.2	→	→
THIS DATE	5.6		
TOTAL TIME	1608.8		

LANDINGS	BROUGHT FORWARD	986	886
	THIS DATE	4	4
	TOTAL	990	890

NEXT CHECK DUE			
TYPE	A	B	C
AT			

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

CORRECTIVE ACTION-

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

① A/C IS DUE A PHASE 8 INSPECTION.

① 4-2-84 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED TAW A PHASE 8 INSPECTION DEEP CYCLED

② X-PONDER IS REMOVED FROM THE AIRCRAFT FOR REPAIRS.

BOTH MAIN BATTERIES. A RECORD OF MINOR SQUAKS AND SIG-ON-OFFS IS ON RECORD IN THE E.A.C. MAINTENANCE OFFICE. THIS AIRCRAFT IS RETURNED TO SERVICE IN AIRWORTHY CONDITION

-END- D.G. Tracy AP350483387

② 4-2-84 INSTALLED REPAIRED X-PONDER. S/N 13113. -END- D.G. Tracy AP350483387

CAPTAIN WINNER S.	MAINTENANCE LOG	DATE 3/31/84
FIRST OFFICER DETZNER T.		AIRCRAFT NUMBER 28www

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	—	—

L A S T C O S	BROUGHT FORWARD	982	882
	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	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
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#1. NONE	
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CAPTAIN
 FIRST OFFICER

MMW
 TD

MAINTENANCE LOG

DATE 3/22/84
 AIRCRAFT NUMBER 28WJII

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	.2	.4
TOTAL			10.1	11.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1573.4	—	—
THIS DATE	10.1	—	—
TOTAL TIME	1583.5	—	—

LOGS	BROUGHT FORWARD	970	870
	THIS DATE	6	6
	TOTAL	976	876

NEXT CHECK DUE			
TYPE	A	B	C
AT	1600		

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

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

R/H FWD RETRACT CYLINDER LEAKS.

3-21-84 OVERHAULED THE R/H FWD RETRACT CYLINDER. OPS. AND LEAK ARE OK. —END—
 A.G. Tracey
 AP350483387

CAPTAIN <div style="text-align: right; font-size: 1.2em;">SRW</div>	MAINTENANCE LOG	DATE <div style="text-align: center; font-size: 1.2em;">3 / 20 / 84</div>
FIRST OFFICER <div style="text-align: right; font-size: 1.2em;">TFD</div>		AIRCRAFT NUMBER <u>286WII</u>

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			

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

<p>1. PILOT'S WINDSHIELD HEAT INOP.</p>	<p>3-19-84 INSTALLED A LOANER L/H WINDSHIELD HEAT RELAY. OPS. ✓ IS OK. -END- D. Q. Tracey AP350483387</p>
---	---

CAPTAIN MMW	MAINTENANCE LOG	DATE 3/15/84
FIRST OFFICER TD		AIRCRAFT NUMBER 28WW

FLT. NO.	FROM	TO	FLIGHT	BLOCK
958	RFD	DEN	2.2	2.3
959	DEN	TER	2.9	2.1
960	TEB	DEN	4.3	4.6
961	DEN	LAX	2.2	2.7
962	LAX	DEN	1.8	2.0
963	DEN	REN	1.8	2.0
TOTAL			15.2	16.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1551.4	—	—
THIS DATE	152	—	—
TOTAL TIME	1566.6	—	—

LANDINGS	BROUGHT FORWARD	957	858
	THIS DATE	6	6
	TOTAL	963	864

NEXT CHECK DUE			
TYPE	A	B	C
AT	1600		

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION 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 #7 INSPECTION IS DUE AT 1550 TTSN.	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 Kengel 2197965
② lower MSI is in A/C.	
③ PILOTS SEAT lever broken.	
④ BRAKES ARE WORN OUT.	
	② ³⁻⁸⁻⁸⁴ Removed MACH Speed Indicator P/N 622-4382-018 S/N 1271 + Reinstalled S/N 1287 END KW Regan AP355361545 3-8-84
	③ Removed + Repaired + Replaced pilots SEAT lever. (Fwd + Aft Movement) END 3-8-84 KW Regan AP35561545
	④ 3-10-84 RE-BUILT THE BRAKES — END — G. G. Tracey AP350483387

CAPTAIN
WUNDER S.
FIRST OFFICER
MORRIS S.

MAINTENANCE LOG

DATE 3/5⁶7/84
AIRCRAFT NUMBER 28W011

FLT. NO.	FROM	TO	FLIGHT	BLOCK
952	RFD	DEW	2.0	2.2
953	DEW	MDW	1.9	2.1
954	MDW	DEW	2.2	2.4
955	DEW	SFO	2.3	2.6
956	SFO	DEW	2.1	2.4
957	DEW	RFD	1.8	2.0
TOTAL			12.3	13.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1539.1	—	—
THIS DATE	12.3		
TOTAL TIME	1551.4	—	—

L A Z E R S	BROUGHT FORWARD	951	852
	THIS DATE	6	6
	TOTAL	957	858

NEXT CHECK DUE			
TYPE	A	B	C
AT 1550 #7			

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

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

① Both nose tires are worn

① 3-5-84 Removed + Replaced Both nose tires. FUD KW Regan AP 3556/545

CAPTAIN
 WINNER S
 FIRST OFFICER
 DETZNER T.

MAINTENANCE LOG

DATE 2/24²⁸ 84
 AIRCRAFT NUMBER 280011

FLT. NO.	FROM	TO	FLIGHT	BLOCK
943	RFD	MDW	4	5
944	MDW	DEN	2.2	2.4
945	DEN	DEN	.2	.4
946	DEN	BED	3.8	4.0
947	BED	DEN	4.0	4.5
948	DEN	RFD	1.8	2.3
TOTAL			12.4	14.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1521.0		
THIS DATE	12.4		
TOTAL TIME	1533.4		

1534.3

LAZARUS	BROUGHT FORWARD	942	843
	THIS DATE	6	6
	TOTAL	948	849

NEXT CHECK DUE			
TYPE	A	B	C
AT 1550 #7			
948 / 890			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

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

- #1. #1 TRANSPONDER INOP (1) 3-5-84 Defferred Per MEL, PAGE 21-4. EWD KW Regen AP355561545
- #2. CABIN AIR TEMP SELECTOR AUTO MODE INTERMITTANT MANUAL MODE OK (1) 3-5-84 Defferred Per MEL, PAGE 34-4. EWD KW Regen AP355561545
- #3. V.C.R FUSES KEEP BURNING OUT. SUSPECT SHORT (3) 3-5-84 V.C.R. (Video CASStHe Recorder) Removed. EWD KW. Regen AP355561545

CAPTAIN WINNER S.		MAINTENANCE LOG	DATE 2/22/84
FIRST OFFICER DETROIT.			AIRCRAFT NUMBER 28000

FLT. NO.	FROM	TO	FLIGHT	BLOCK
938	RFD	MDW	3	5
939	MDW	DEN	2.3	2.6
940	DEN	MBY	2.4	2.7
941	MBY	MDW	38	40
942	MDW	RFD	3	5
TOTAL			9.1	16.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1511.9		
THIS DATE	9.1		
TOTAL TIME	1521.0		

LANDINGS	BROUGHT FORWARD	937	839
	THIS DATE	5	4
	TOTAL	942	843

NEXT CHECK DUE			
TYPE	A	B	C
AT 1550	#	7	

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

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

① A/C CLOCK WILL NOT KEEP TIME WHEN BATTERY MASTER IS OFF AND NO GEN IS OP.

2-22-84 COMPLIED WITH SERVICE LETTER WW-2450 WHICH IS THE NACELLE INLET COWLING INSPECTION. -END- D.C. Tracey AP350483387

2-22-84 COMPLIED WITH SERVICE LETTER WW-2457 WHICH IS THE WING FLAP BEARING INSPECTION. -END- D.C. Tracey AP350483387

① INSTALLED A/C CLOCK BATTERY OPS VOK IN HAUGHAN END KW Regier AP355561545

CAPTAIN WINGER S. FIRST OFFICER DETZNER T.	<h2 style="margin: 0;">MAINTENANCE LOG</h2>	DATE 2 / 21 / 84 AIRCRAFT NUMBER 24111
---	---	---

FLT. NO.	FROM	TO	FLIGHT	BLOCK
934	RED	MDW	4	6
935	MDW	DEN	2.1	2.3
936	DEN	MDW	2.1	2.3
937	MDW	RED	4	6
TOTAL			5.0	5.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1576.9	→	→
THIS DATE	5.0		
TOTAL TIME	1571.9		

LANDINGS	BROUGHT FORWARD	933	832
	THIS DATE	4	3
	TOTAL	937	835

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 BURNED OUT	2-20-84 COMPLIED WITH A S.O.A.P. ON L/H & R/H ENGINES THIS DATE. TEST RUN & CHECK
--------------------------------	---

#2 #1 COM VOLUME SWITCH IS BROKEN HOWEVER VOLUME CAN BE ADJUSTED	FOR OIL LEAKS SERVICED OIL TANKS TO FULL MARK MOBILII. KCKmyel 2197965
--	--

#3 CABIN AIR TEMP SELECTOR INTERMITTENT.	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. KCKmyel 2197965
--	---

CAPTAIN	MAINTENANCE LOG	DATE 2 / 17 / 84
FIRST OFFICER		AIRCRAFT NUMBER 28WV

FLT. NO.	FROM	TO	FLIGHT	BLOCK
914	RFD	DEN	2.2	2.1
915	DEN	SPC	2.2	2.7
916	SPC	LAX	1.0	1.1
TOTAL			5.5	6.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1475.3	—	—
THIS DATE	55	—	—
TOTAL TIME	14130.8	—	—

LANDINGS	BROUGHT FORWARD	12 / 27
	THIS DATE	3 / 7
	TOTAL	915 / 320

NEXT CHECK DUE			
TYPE	A	B	C
AT 1500 #6			

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

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

#1 AIRSPEED/MACH METER INTERMITTS ON LEG INTO LAX

FEB 08 1984 EMERY AIR CHARTER N28WV

- 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 E. J. [Signature]
AIRCRAFT ENGINE HOURS 1480.0

CAPTAIN M. W. W.	MAINTENANCE LOG	DATE 1/31/84
FIRST OFFICER T. F. D.		AIRCRAFT NUMBER 28000

FLT. NO.	FROM	TO	FLIGHT	BLOCK
406	RFD	DEN	2.0	2.2
907	DEN	TUL	1.2	1.4
908	TUL	DEN	1.4	1.6
909	DEN	RFD	1.9	2.0
TOTAL			6.5	7.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1461.7	—	—
THIS DATE	6.5	—	—
TOTAL TIME	1468.2	—	—

L-1520-208	BROUGHT FORWARD	904	809
	THIS DATE	4	4
	TOTAL	908	813

NEXT CHECK DUE			
TYPE	A	B	C
AT 1500 #6			

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

① L- Nacelle right Remover out
~~1-2-84~~ ① 1-2-84 R+R^{4H} WACelle heat valve P/W F104SSCP 102-50 H. S/N off 208 S/N ON 193 RW. EWD X/W Regon AP.355561545

1-30-84
 ② R/H ENGINE SHOWS HYDRAULIC LEAK.
 ② N28WW Westwind 1124 1-31-84
 Removed R/H engine hydraulic pump S/N-A3-68 and installed service-able unit S/N-A2-84. Engine ran and leak and operational checked ok.
 TTA 1463.7
 W/O 51086 Date 1-31-84
 Signed Gerald R. Davidson
 COMES GATES DENVER INC. Repair Sta. 4152
 Hangar 7 Stapleton International Airport
 DENVER, COLORADO

CAPTAIN
 WINNER
 FIRST OFFICER
 OLSON

MAINTENANCE LOG

DATE
 1/26/84
 AIRCRAFT
 NUMBER 28ww

FLT. NO.	FROM	TO	FLIGHT	BLOCK
902	RFD	MDW	.3	.6
903	MDW	OEI	2.3	2.6
904	DEN	MDW	2.0	2.2
905	MDW	RFD	.3	.6
TOTAL			4.9	6.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1452.8	—	—
THIS DATE	4.9	—	—
TOTAL TIME	1461.7	—	—

LANDINGS	BROUGHT FORWARD	900	807
	THIS DATE	4	2
	TOTAL	904	809

NEXT CHECK DUE			
TYPE	A	B	C
AT			

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

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

① ANTI-SKID LAMP-L. SIDE

① 1-27-84 Removed Both Anti-skid Transducers, cleaned contacts removed water, ✓ transducers with Voltmeter + was found to be good in hangar. Reinstalled + OPS ✓ gd. in hangar. END.
 KW Reyer AP 355561545

② DISCOVERED L/H ANTI-SKID TRANSDUCER IS SHORTED INTERNALLY.

② 1-28-84 REMOVED THE L/H ANTI-SKID TRANSDUCER P/N 40-921 S/N 531 AND INSTALLED S/N 553. OPS CHECKS OK WITH SELF TEST FUNCTIONAL CHECK. K. Kuzel 21979605

CAPTAIN
 M.M.M.
 FIRST OFFICER
 T.O.

MAINTENANCE LOG

DATE
 1 / 25 / 84
 AIRCRAFT
 NUMBER 28000

1455.2

901

FLT. NO.	FROM	TO	FLIGHT	BLOCK
900	11G	11G	1.5	1.6
901	11G	RFD	2.0	2.2
TOTAL			2.5	3.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1454.3	→	→
THIS DATE	2.5	→	→
TOTAL TIME	1456.8	→	→

899 / 846

L A Z E R S	BROUGHT FORWARD	898	808
	THIS DATE	2	2
	TOTAL	900	807

NEXT CHECK DUE			
TYPE	A	B	C
AT			

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

CORRECTIVE ACTION-

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

1-25-84

SEE REPAIRS MADE AT ATLANTIC AVIATION - SHEETS ATTACHED

1/25/84 O/W WW - S/B 24-29

THIS DATE J. C. Emery # 28000

EXTRA
NOTED FOR
EUSTI

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

FOR FAA USE ONLY

OFFICE IDENTIFICATION

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE ISRAEL AIRCRAFT INDUSTRIES	MODEL WESTWIND 1124A
	SERIAL NO. 368	NATIONALITY AND REGISTRATION MARK N28WW
2. OWNER	NAME (As shown on registration certificate) MKDG INC	ADDRESS (As shown on registration certificate) 410 17TH ST SUITE 1400 DENVER, CO 80202

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****			X	
PLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS ATLANTIC AVIATION CORPORATION P. O. BOX 15000 WILMINGTON, DELAWARE 19850	B. KIND OF AGENCY	C. CERTIFICATE NO. CRS 3514 AIRFRAME CLASS 4
	U.S. CERTIFICATED MECHANIC	
	FOREIGN CERTIFICATED MECHANIC	
	X CERTIFICATED REPAIR STATION	
	MANUFACTURER	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE 1/23/84	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>[Signature]</i>
-----------------	--

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
FAA DESIGNEE	X REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION 1/25/84	CERTIFICATE OR DESIGNATION NO. CRS 3514	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>[Signature]</i>
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NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Repaired damaged fuselage skin below pilot's windshield from Station 37.28 to forward of main entry door Station 85.70 and two (2) frame lower sections Station 44.5 and 54.8 utilizing the following T. C. supplied and CAA approved parts:

P/N 313017-505	Skin
P/N 313042-45T	Frame
P/N 313043-23.K	Frame

The above repair was made in accordance with the manufacturer's recommendations and FAA Advisory Circular 43.13-1A, Chapters 2, 5 and 6, as applicable.

The repair was pressure checked after completion in accordance with the procedures specified in the manufacturer's Maintenance Manual.

Weight change negligible.

-----END-----

ADDITIONAL SHEETS ARE ATTACHED



MKDG INC.
N28WW S/N 368

JANUARY 25, 1984
REF. AAC W.O. 8659
REF: AAC W.O. 8676

1. Repaired damaged fuselage skin below pilot's windshield from Station 37.28 to forward of main entry door, Station 85.70. Reference FAA 337 Form dated 1/25/84.
2. Bench checked left air data computer, P/N 622-5465-214, S/N 1080.
3. Deep cycled J.E.T. pack battery.
4. Adjusted nose gear squat switch.
5. Tightened loose connector on oat guage.
6. Right hydraulic pump repaired, servicable tag in book.
7. Repaired several faulty solder connections on cockpit overhead overlays.
8. Replaced right landing light lamp.
9. Replaced aft belly beacon bulb.
10. Removed and Replaced Left Eng. Generator Cut-out Relay with an overhauled Unit, S/N ^{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 F. Beck

For Atlantic Aviation Corp.
Wilmington, Delaware

MAKE & MODEL 1124-2 Westwind

N 28WW

DATE 1/25/84

S/N 368

- ① Complied with Service Bulletins # 12, 13 and 15 To CRU and Service Bulletin # 5 To AEU.
- ② Replaced #2 Keyboard Lamp on RTU 90
- ③ Replaced Unit Digit on ASI 84
- ④ Replaced Tens Digit on ASI 84 after

The item identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Agency and is approved for return to service.

Repair Station No. 3514 Date 1/25/84

Signed Russell W. Snyder

For Atlantic Aviation Corp.
Wilmington, Delaware

CAPTAIN <div style="text-align: center; font-size: 1.5em; font-family: cursive;">MMM</div>	MAINTENANCE LOG	DATE <div style="text-align: center; font-size: 1.5em; font-family: cursive;">12/17/83</div>
FIRST OFFICER <div style="text-align: center; font-size: 1.5em; font-family: cursive;">J.E.F.</div>		AIRCRAFT NUMBER <div style="text-align: center; font-size: 1.5em; font-family: cursive;">28W3</div>

900

FLT. NO.	FROM	TO	FLIGHT	BLOCK
899	RED	ILG	1.9	2.0
TOTAL			1.9	2.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1452.4	←	→
THIS DATE	1.9		
TOTAL TIME	1454.3	←	→

1455.2

L A Z Z I N G S	BROUGHT FORWARD	397	805
	THIS DATE	1	1
	TOTAL	398	806

NEXT CHECK DUE			
TYPE	A	B	C
AT			

899/846

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

12-16-83 FOLLOWING DAMAGE TO L/H FUSELAGE WHILE TOWING. AIRCRAFT REPAIRED IN TEMPORARY FASHION TO ALLOW FERRY FLIGHT TO WILMINGTON, DEL. SKIN PATCHED WITH .040 ALUM., PITOT DRAIN LINE PLUGGED, O2 SUPPLY LINE SECURED, ALL CONTROL SURFACES CHECK FOR PROPER MOVEMENT. AIRCRAFT IS APPROVED FOR 1 TIME FERRY FLIGHT FROM ROCKFORD ILL. TO WILMINGTON, DEL. TO ACCOMPLISH REPAIRS. LOCAL GADO OFFICE NOTIFIED AND FERRY PERMIT OBTAINED TO BE ON BOARD IN FLIGHT. AIRCRAFT IS APPROVED FOR DAYTIME VFR, UN-PRESSURIZED FLIGHT ONLY. KCKunzel

12-16-83 2197985
 INSPECTED PRIOR TO FLIGHT AS REQUIRED BY FERRY PERMIT; NO AIRWORTHINESS DIRECTIVES APPLY TO THIS AIRCRAFT AT PRESENT.
 KCKunzel 2197965
 (SEE ATTACHED COPY)

OPERATING LIMITATIONS

N 28WW

Date 12/15/83

The pilot is responsible for the following:

1. Flight to be flown in accordance with Visual Flight Rules, Day Only.
2. Carriage of persons other than essential crewmembers prohibited.
3. All flights shall be conducted to avoid areas having heavy traffic and when operated in the vicinity of cities, towns and congested areas, the aircraft shall be operated in a manner which will not create a hazard to persons or property on the ground.
4. Prior to flight, the aircraft must be inspected by an appropriately rated mechanic or certified repair station and an entry made in the aircraft records certifying that: "This aircraft is safe for this flight, and that there are no Airworthy Directives requiring compliance prior to flight."
5. The Special Airworthiness Certificate and these Operating Limitations must be displayed in the aircraft in accordance with FAR 91.27(b).

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE				
A	CLASSIFICATION: SPECIAL FLIGHT PERMIT			
	PURPOSE: REPAIRS			
B	MANU-FACTURER	NAME	NA	
		ADDRESS	NA	
C	FLIGHT	FROM	ROCKFORD, ILLINOIS	
		TO	WILMINGTON, DELAWARE	
D	N- 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		DESIGNATION OR OFFICE NO.	
		WALTER E. LOHMEYER		AGL-GADO-3
<small>Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.</small>				

CAPTAIN JCE	MAINTENANCE LOG	DATE 12 / 9-13 / 83
FIRST OFFICER TD / TK		AIRCRAFT NUMBER 280W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
894	RFD	MDW	.3	.5
895	MDW	DEN	2.4	2.7
896	DEN	LAX	2.0	2.3
897	LAX	MDW	2.8	4.0
898	MDW	RFD	.3	.4
TOTAL			8.8	9.9

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1443.6	—	—
THIS DATE	8.8		
TOTAL TIME	1452.4	—	—

INSPECTIONS	BROUGHT FORWARD	892	802
	THIS DATE	5	3
	TOTAL	897	805

NEXT CHECK DUE			
TYPE	A	B	C
AT			

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

CORRECTIVE ACTION-

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

① AIRCRAFT IS DUE A ① PHASE NO. 5 INSP. AT 1450 TFSN

12-14-83 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 5 INSPECTION AND HAS BEEN RETURNED TO SERVICE IN AIR-WORTHY CONDITION. CHANGED AIR CYCLE MACHINE OIL - END
D.Q. Tracy AP350483387

② Aux Gyro Test is ② NOT NORMAL

12-14-83 INSPECTED THE EMERG. Aux. Gyro BATTERY PACK; ALL CELLS CHECK OK.
K King 2197965

CAPTAIN <i>WINNER</i>	MAINTENANCE LOG	DATE <i>12/6/83</i>
FIRST OFFICER <i>CLSON</i>		AIRCRAFT NUMBER <i>28WW</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>891</i>	<i>SFO</i>	<i>DEN</i>	<i>1.9</i>	<i>2.4</i>
<i>892</i>	<i>DEN</i>	<i>MDW</i>	<i>2.0</i>	<i>2.1</i>
<i>893</i>	<i>MDW</i>	<i>RED</i>	<i>.3</i>	<i>.5</i>
TOTAL			<i>4.2</i>	<i>5.0</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>1439.4</i>	<i>—</i>	<i>—</i>
THIS DATE	<i>4.2</i>		
TOTAL TIME	<i>1443.6</i>	<i>—</i>	<i>—</i>

LANDINGS	BROUGHT FORWARD	<i>889</i>	<i>859</i>
	THIS DATE	<i>3</i>	<i>3</i>
	TOTAL	<i>892</i>	<i>862</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT <i>1450</i>			

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

#1. RADAR IN OP

AT ATLANTIC 12-19-83

*NO ~~BE~~ RADAR ALT
CALLOUTS, AND ~~TALKS~~
AND TALKS. ~~RESET~~*

CAPTAIN <i>WINNER</i>	MAINTENANCE LOG	DATE <i>12 / 5 / 83</i>
FIRST OFFICER <i>OLSON</i>		AIRCRAFT NUMBER <i>28ww</i>

1434.3

888

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>887</i>	<i>RFD</i>	<i>MDW</i>	<i>.3</i>	<i>.5</i>
<i>888</i>	<i>MDW</i>	<i>DEN</i>	<i>2.6</i>	<i>2.8</i>
<i>889</i>	<i>DEN</i>	<i>LAX</i>	<i>2.1</i>	<i>2.3</i>
<i>890</i>	<i>LAX</i>	<i>SFO</i>	<i>1.0</i>	<i>1.2</i>
TOTAL			<i>6.0</i>	<i>6.8</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>1433.4</i>	<i>—</i>	<i>—</i>
THIS DATE	<i>60</i>		
TOTAL TIME	<i>1439.4</i>	<i>—</i>	<i>—</i>

886/835

L A Z A R O S	BROUGHT FORWARD	<i>885</i>	<i>855</i>
	THIS DATE	<i>4</i>	<i>4</i>
	TOTAL	<i>889</i>	<i>859</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT	<i>1450</i>		

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION. ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
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CAPTAIN <i>WINNER</i>	MAINTENANCE LOG	DATE <i>11/27/83</i>
FIRST OFFICER <i>OLSON</i>		AIRCRAFT NUMBER <i>28WU</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>882</i>	<i>RST</i>	<i>DEN</i>	<i>1.7</i>	<i>2.0</i>
<i>883</i>	<i>DEN</i>	<i>MDW</i>	<i>1.7</i>	<i>1.9</i>
<i>884</i>	<i>MDW</i>	<i>TEB</i>	<i>1.5</i>	<i>1.7</i>
<i>885</i>	<i>TEB</i>	<i>DEN</i>	<i>4.3</i>	<i>4.7</i>
<i>886</i>	<i>DEN</i>	<i>RFD</i>	<i>1.6</i>	<i>1.7</i>
TOTAL			<i>10.8</i>	<i>18.0</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>1422.6</i>	—	—
THIS DATE	<i>10.8</i>		
TOTAL TIME	<i>1433.4</i>		

1434.3

L A N D I N G	BROUGHT FORWARD	<i>880830</i>
	THIS DATE	<i>5 5</i>
	TOTAL	<i>885835</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT <i>1450</i>			

886/835

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
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<i>#1. DOOR TO CABINET BROKEN</i>	<i>REGLUED THE CABINET DOOR HINGE AREA. K. Kuyel 2197405</i>
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CAPTAIN
MMM

FIRST OFFICER
TFD

MAINTENANCE LOG

DATE
11 / 16 / 83

AIRCRAFT
NUMBER 28661

FLT. NO.	FROM	TO	FLIGHT	BLOCK
872	RFD	MDW	0.5	0.6
873	MDW	SAT	2.4	2.5
TOTAL			2.9	3.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1404.1		
THIS DATE	2.4		
TOTAL TIME	1406.5		

LANDINGS	BROUGHT FORWARD	870	872
	THIS DATE	2	2
	TOTAL	872	872

NEXT CHECK DUE			
TYPE	A	B	C
AT 1450			

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

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

NTR

11-14-83 REPLACED THE L/H GENERATOR CONTROL UNIT, RUN AND ADJUSTED OUTPUT. KCKingel 2197965

11-14-83 THE ABOVE GCU IS THE ORIGINAL UNIT BANG FROM O.H., S/N 681926M1 KCKingel 2197965

Incorrect hours added this date

should be	2.9
not	2.4
	<u>.5</u>

CAPTAIN WINNER S.		MAINTENANCE LOG	DATE 11 / 13 / 83
FIRST OFFICER OLSON T			AIRCRAFT NUMBER 28600

FLT. NO.	FROM	TO	FLIGHT	BLOCK
869	SFO	BAR	.8	1.1
870	BAR	DEN	1.7	1.9
871	DEN	RFD	1.6	2.0
TOTAL			4.1	5.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1400.0	—	—
THIS DATE	4.1		
TOTAL TIME	1404.1	—	—

L A S T C O S T S	BROUGHT FORWARD	861	818
	THIS DATE	3	2
	TOTAL	874	820

NEXT CHECK DUE			
TYPE	A	B	C
AT 1400			

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

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

#1. FUEL ACCESS DOOR IS SPRUNG (NEEDS NEW SPRING)

11-12-83 COMPLETED A PHASE #4 INSP PERTAINING TO GEAR AT THIS TIME. INSP. FORM ON FILE EAC MAINT. OFFICE - KCKmyel
2197905

#2.

CAPTAIN
 WINNER S.
 FIRST OFFICER
 OLSON T.

MAINTENANCE LOG

DATE
 11/10/83
 11/11/83
 AIRCRAFT NUMBER
 28000

FLT. NO.	FROM	TO	FLIGHT	BLOCK
865	RFD	DEN	2.0	2.2
866	DEN	SFO	2.4	2.6
867	SFO	LAX	1.0	1.4
868	LAX	SFO	1.0	1.5
TOTAL			6.4	7.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1393.6		
THIS DATE	6.4		
TOTAL TIME	1400.0		

L-1011-200	BROUGHT FORWARD	863	819
	THIS DATE	4	4
	TOTAL	867	818

NEXT CHECK DUE			
TYPE	A	B	C
AT 1400			

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

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

#1 ~~LINE~~ A LOANER AUTO-PILOT COMPUTER IS IN PLACE.

11-9-83 INSTALLED AN OVERHAULLED AUTO PILOT COMPUTER. S/N OFF 2055 S/N ON 2198. - END -
 D.C. Tracy AP350483387

CAPTAIN
SRW
FIRST OFFICER
TO

MAINTENANCE LOG

DATE
11 / 2 / 83
AIRCRAFT
NUMBER 28 Wce

FLT. NO.	FROM	TO	FLIGHT	BLOCK
851	TER	BDR	.3	.6
852	BOR	DCA	1.0	1.3
853	DCA	MIKE	1.6	1.8
854	MIKE	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

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

R&T BRAKE LEAKING
LANDING LGTS NEED PAINT
ON INSIDE OF LGTS SO
DON'T BLIND PILOTS.

① INSTALLED NEW BLEEDER CRUSH WASHERS ON BRAKE ASSY BLEEDERS
KCKMyl 2197965
② BOTH-LANDING LAMP LENS REPAINTED TO IMPROVE PILOT VISION.
KCKMyl 2199965

CAPTAIN
WINNERS
 FIRST OFFICER
RAMOUSIK.

MAINTENANCE LOG

DATE
10/27/83
 AIRCRAFT
 NUMBER **280W**

FLT. NO.	FROM	TO	FLIGHT	BLOCK
840	RFD	MDW	3	5
841	MDW	AGS	1.4	1.6
842	AGS	RFD	1.8	2.0
TOTAL			3.5	4.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1357.7	—	—
THIS DATE	35		
TOTAL TIME	1361.2		

LANDINGS	BROUGHT FORWARD	838	789
	THIS DATE	3	3
	TOTAL	841	792

NEXT CHECK DUE			
TYPE	A	B	C
A 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

None

CAPTAIN <i>SRW</i>	MAINTENANCE LOG	DATE <i>10/23/83</i>
FIRST OFFICER <i>TO</i>		AIRCRAFT NUMBER <i>280007</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
832	MDW	DEN	2.1	2.4
833	DEN	MDW	1.9	2.1
834	MDW	DEN	2.2	2.2
835	DEN	RFD	1.7	1.9
TOTAL			7.9	9.2
TOTAL			7.3	8.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1347.6	—	—
THIS DATE	7.5		
TOTAL TIME	1355.1		

LANDINGS	BROUGHT FORWARD	830	783
	THIS DATE	4	4
	TOTAL	834	787

NEXT CHECK DUE			
TYPE	A	B	C
AT 1350.0	#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

#1. ~~2~~ LANDING LITES NEED TO BE REPAINTED

#2. REAR BAGGAGE HEAT LITE IS INOP (RESISTOR BULB)

#3.

(2) OPS CHECKED BAGGAGE HEAT AND REPLACED BOTH IND. BULBS. KCKuyel 2197965

Error in entry
 should be 7.9
 not 7.5
 27

CAPTAIN <i>SRW</i>		MAINTENANCE LOG	DATE <i>10 / 20 / 83</i>
FIRST OFFICER <i>TC</i>			AIRCRAFT NUMBER <i>28444</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
823	RFD	MDW	.4	.7
824	MDW	DEN	2.6	2.7
825	DEN	LAX	2.1	2.2
826	LAX	SDL	1.0	1.4
827	SDL	DEN	1.4	1.7
828	DEN	MDW	2.1	2.6
TOTAL			9.6	11.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1336.1		
THIS DATE	9.6		
TOTAL TIME	1345.7		

LANDINGS	BROUGHT FORWARD	821.774
	THIS DATE	6.6
	TOTAL	827.780

NEXT CHECK DUE			
TYPE	A	B	C
AT 1350#2			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

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

#1. R/H NAC HEAT STUCK IN THE ON POSITION

CAPTAIN
 MMM

FIRST OFFICER
 TC

MAINTENANCE LOG

DATE
 10 / 19 / 53

AIRCRAFT
 NUMBER 28000

FLT. NO.	FROM	TO	FLIGHT	BLOCK
820	RFD	MDW	.4	.6
821	MDW	STL	1.0	1.1
822	STL	RFD	.6	.9
TOTAL			2.0	2.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1334.1	→	→
THIS DATE	2.0	→	→
TOTAL TIME	1336.1	→	→

LANDINGS	BROUGHT FORWARD	618	771
	THIS DATE	3	3
	TOTAL	621	774

NEXT CHECK DUE			
TYPE	A	B	C
AT 1350 #2			

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

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

mp: 1 ok

CAPTAIN WINNER S.	MAINTENANCE LOG	DATE 10/18/83
FIRST OFFICER KAMELST K		AIRCRAFT NUMBER 28W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
816	RFD	MDW	.4	.6
817	MDW	DFW	2.3	2.6
818	DFW	MDW	1.8	2.1
819	MDW	RFD	.3	.5
TOTAL			4.8	5.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1329.3	—	→
THIS DATE	4.8		
TOTAL TIME	1334.1		

L A S T C H E C K	BROUGHT FORWARD	814	768
	THIS DATE	4	3
	TOTAL	818	771

NEXT CHECK DUE			
TYPE	A	B	C
AT 1350#2			

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
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#1. Auto Pilot Heading & NAV MODE IN OP

#2. WFT Dump Slow IN DEPLOYMENT AFTER SWITCH AND GROUND CONTACT HAVE BEEN MADE

CAPTAIN
 FIRST OFFICER

MAINTENANCE LOG

DATE 10/7/83
 AIRCRAFT NUMBER 28500

FLT. NO.	FROM	TO	FLIGHT	BLOCK
796	AZC	REN	.6	.7
TOTAL			.6	.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1300.6	→	→
THIS DATE	.6	→	→
TOTAL TIME	1301.2	→	→

LANDINGS	BROUGHT FORWARD	794 748
	THIS DATE	
	TOTAL	795 749

NEXT CHECK DUE			
TYPE	A	B	C
AT 1350 #3			

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

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

PERFORM 91.172 ON BOTH TRANSPONDERS

In Accordance With FAR 91.172 This Aircraft's ATC Transponder (Manufacturer COLLINS Type TD290, S/N 9608) Was Found To Comply With FAR 43 Appendix F On 10-7-83 Using Ramp Checker Type 600A, S/N 169 KAL-AERO, INC. CRS 3240
 W.O. # 7266.7
 Signed Robert D. Eckert

In Accordance With FAR 91.172 This Aircraft's ATC Transponder (Manufacturer COLLINS Type TD290, S/N 18112) Was Found To Comply With FAR 43 Appendix F On 10-7-83 Using Ramp Checker Type 600A, S/N 169 KAL-AERO, INC. CRS 3240
 W.O. # 7266.1
 Signed Robert D. Eckert

A/P Rolls Right AFTER ENGAGEMENT -

Removed APC-80 PN-522-2901-016 SN: 2198 AND INSTALLED COLLINS WARRANTY COASER SN: 2055
 KAL-AERO CRS 3240
Robert D. Eckert

CAPTAIN <i>N.W.W.</i>	MAINTENANCE LOG	DATE <i>10/5/83</i>
FIRST OFFICER <i>T.O.</i>		AIRCRAFT NUMBER <i>23W</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>795</i>	<i>RFD</i>	<i>A20</i>	<i>5</i>	<i>6</i>
TOTAL			<i>5</i>	<i>6</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>1300.1</i>	—	—
THIS DATE	<i>5</i>	—	—
TOTAL TIME	<i>1300.60</i>	—	—

L A Z O N S	BROUGHT FORWARD	<i>793</i>	<i>717</i>
	THIS DATE	<i>1</i>	<i>1</i>
	TOTAL	<i>794</i>	<i>718</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT	<i>1300</i>	<i>#6</i>	

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

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

<p><i>27-075</i></p> <p>I certify that the Altimeter and Static System tests Required by F.A.R. Part 91.171 have been performed. The Altimeter was tested to <u><i>50,000</i></u> feet on <u><i>10-7-83</i></u></p> <p>Date of Altimeter Test <u><i>10-7-83</i></u></p> <p>Signature <u><i>Richard E. Hix</i></u></p> <p>Date of Static System Test <u><i>10-7-83</i></u></p> <p>Certification Number <u><i>CRS-3240</i></u></p>	<p><i>10-7-83</i></p> <p><i>C/W PHASE 2 INSPECTION REQUIREMENTS</i></p> <p><i>BOTH BATTERIES DEEP CYCLED. REPLACED ONE</i></p> <p><i>DAMAGED STATIC WICK ON TIP OF RT</i></p> <p><i>ELEVATOR PIN 16310. INSTALLED NEW GEAR</i></p> <p><i>AND CAM ASSY IN TOP BEACON. INSTALLED</i></p> <p><i>NEW BULBS IN TOP BEACON. REPLACED ALL</i></p> <p><i>4 BULBS IN NOSE LIGHTS AND DASH. RE</i></p> <p><i>PAIRED BOND SPICE IN L/H BLEED AIR</i></p> <p><i>OVERHEAT DETECT. SYSTEM. REPAIRED PITOT</i></p> <p><i>STATIC LEAK ON LEFT SIDE (LOOSE FITTING</i></p> <p><i>AT PRESSURE BULKHEAD). SERVICED HYD.</i></p> <p><i>RESERVOIR. REPLACED TWO BULBS IN ANN.</i></p> <p><i>UNCINATOR PANEL (RT. HYD. PRESSURE + #2 AC.</i></p> <p><i>FAIL) REPLACED DESSICANT IN BOTH W/S</i></p> <p><i>TUBES, C/W 91.171 BOTH SIDES AND</i></p> <p><i>ADC.</i></p>
<p><i>10-17-075</i></p> <p>I certify that the Altimeter and Static System tests Required by F.A.R. Part 91.171 have been performed. The Altimeter was tested to <u><i>50,000</i></u> feet on <u><i>10-7-83</i></u></p> <p>Date of Altimeter Test <u><i>10-7-83</i></u></p> <p>Signature <u><i>Richard E. Hix</i></u></p> <p>Date of Static System Test <u><i>10-7-83</i></u></p> <p>Certification Number <u><i>CRS-3240</i></u></p>	<p>This aircraft (air-frame, aircraft engine, propeller, or appliance) identified on _____ this form, was repaired and inspected in accordance with _____ regulations of the Federal Aviation Administration and is approved for return to service. A record of details of the repair are on file at this repair station under order No. <u><i>911718</i></u></p> <p>Date <u><i>10-7-83</i></u> Signed <u><i>Richard E. Hix</i></u> For: KAL-AERO INC. CERTIFIED REPAIR STATION 3240 5605 Portage Road, Kalamazoo, Michigan 49002</p>
<p>The Air Data Computer tests Required by FAR Part 91.171 have been performed on the following date <u><i>10-7-83</i></u>. The maximum altitude to which tested was <u><i>50,000</i></u> feet.</p>	

CAPTAIN
 FIRST OFFICER

MAINTENANCE LOG

DATE 9/21/83
 AIRCRAFT NUMBER 2800

FLT. NO.	FROM	TO	FLIGHT	BLOCK
769	RFD	MDW	13	.5
770	MDW	BOS	19	20
771	BOS	MDW	24	26
772	MDW	RFD	2	5
TOTAL			50	50

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1254.2	→	
THIS DATE	50	→	
TOTAL TIME	1259.2	→	

CYCLES

L-1011-30	BROUGHT FORWARD	767	720
	THIS DATE		
	TOTAL	771	724

NEXT CHECK DUE			
TYPE	A	B	C
AT			

1300 #2

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

CORRECTIVE ACTION-

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

Time & Cycles Corrected
 9/19/83

9-20-83 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE I (LANDING GEAR) INSPECTION AND HAS BEEN FOUND TO BE IN AIRWORTHY CONDITION.
 -END- R.G. Tracy AP350483387

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 WN SERVICE LETTER 2499. K Kenzel 2197965

CAPTAIN
WINNER S.
FIRST OFFICER
DETZNER T.

MAINTENANCE LOG

DATE
9/12/83
AIRCRAFT
NUMBER 280011

FLT. NO.	FROM	TO	FLIGHT	BLOCK
752	RFD	BCT	2.7	3.1
753	BCT	RST	3.2	3.4
754	RST	RFD	5	7
TOTAL			6.4	7.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1229.2		
THIS DATE	6.4		
TOTAL TIME	1235.6		

CYCLES

LANDINGS	BROUGHT FORWARD	753	704
	THIS DATE	3	3
	TOTAL	753	707

NEXT CHECK DUE			
TYPE	A	B	C
AT	1250		

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

CORRECTIVE ACTION-

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

None

CAPTAIN WINNER S		MAINTENANCE LOG	DATE 9/2/83
FIRST OFFICER RAMQUIST K			AIRCRAFT NUMBER 28WWTJ

1222.0

745

FLT. NO.	FROM	TO	FLIGHT	BLOCK
745	RFD	MDW	.3	5
746	MDW	SAT	2.3	2.5
747	SAT	MDW	2.7	2.9
748	MDW	RFD	.3	.4
TOTAL			5.6	6.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1221.9	→	→
THIS DATE	5.6		
TOTAL TIME	1227.5		

LANDINGS	BROUGHT FORWARD	743	697
	THIS DATE	4	4
	TOTAL	747	701

NEXT CHECK DUE			
TYPE	A	B	C
AT 1250			

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

#1 TAIL ROTATING BEACON DOES NOT ROTATE

9-9-83 OVERHAULED THE TAIL ROTATING BEACON. OPS ✓ IS OK.
-END- D. Gracy AP350483387

#2

CAPTAIN JCE	MAINTENANCE LOG	DATE 8/29/83
FIRST OFFICER TO		AIRCRAFT NUMBER 28000

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

SIGNAL	BROUGHT FORWARD	739	693
	THIS DATE	4	4
	TOTAL	743	697

NEXT CHECK DUE			
TYPE	A	B	C
AT 1250			

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

MAINTENANCE LOG

DATE
 8 / 28 / 83
 AIRCRAFT
 NUMBER
 2800

FLT. NO.	FROM	TO	FLIGHT	BLOCK
738	REF	495	1.8	20
739	MDW	REF	1.9	21
740	MDW	REF	4	5
TOTAL			4.1	46

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1213.0	→	
THIS DATE	4.1	→	
TOTAL TIME	1217.1	→	→

LANDINGS	BROUGHT FORWARD	736	690
	THIS DATE	3	3
	TOTAL	739	693

NEXT CHECK DUE			
TYPE	A	B	C
AT 1250			

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

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

8-27-83 INSTALLED LOANER
 RATE GYRO IN PILOTS TURN
 CO-ORDINATOR SYSTEM TO PRE-
 CLUDE THE 1 AMP A-C BREAKER
 POPPING. INSTALLED LOANER
 CRU-90 BOX IN THE FMS-90
 SYSTEM TO PRECLUDE NAV POINT
 ON RADAR DISPLAY AND BEARING
 POINTER IN #1 FLIGHT DIRECTOR
 BEING OFF 45° TO THE LEFT.
 K Kingel 2197965

CAPTAIN SFO	MAINTENANCE LOG	DATE 8/22/83
FIRST OFFICER SFO		AIRCRAFT NUMBER 2890011

FLT. NO.	FROM	TO	FLIGHT	BLOCK
700	RFD	DEN	2.1	2.3
701	DOV	LAX	2.1	2.4
702	LAX	SFO	1.0	1.2
703	SFO	DEN	1.9	2.2
704	DEN	RFD	1.8	1.9
TOTAL			8.9	10.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1200.2	→	→
THIS DATE	8.9		
TOTAL TIME	1209.1		

LANDINGS	BROUGHT FORWARD	627.629
	THIS DATE	5.5
	TOTAL	622.634

NEXT CHECK DUE			
TYPE	A	B	C
AT			

1250 #1

REPORT EACH SYSTEM AND/OR COMPONENT ISCREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
1. 1/4 ITT GUAGE WILL NOT DIM WITH OTHER GAUGES IF STAYS BRIGHT	8-21/22-83 COMPLETED A PHASE #12 INSPECTION AS REQD. PERTAINING TO WINGS, ENGINES, AND THRUST REVERSERS. INSP FORM IS ON FILE EAC MAINT. OFFICE. 600 W. FLAP CABLE LUBE C/W ON THIS INSP. INTERVAL. - END - K Kumpel 2197965
	8-22-83 COOLING TURBINE P/N 572375-2 S/N 11309 REMOVED IN SEIZED CONDITION, S/N 120.333 INSTALLED. THE FOLLOWING SERVICE LETTERS: S/L 244 2424 FLAP CABLES, 2457 A & B FLAP HINGE, AND 2457 AILERON ROD ENDS COMPLIED WITH AT THIS TIME. ENGINE NACELLE INLET INSP AS PER S/L 2450 IS NO LONGER REQUIRED ON R/H NACELLE AS PER REPLACED NEW PART NUMBER; L/H NACELLE SHOWS 1 RIVET ONLY MISSING AT 5:00 POSITION. K Kumpel 2197965
	8-22-83 WW S/B 24-28 C/W THIS DATE [Signature] ON FILE

CAPTAIN
 FIRST OFFICER

MMW
 TO

MAINTENANCE LOG

DATE 2/18-21/83
 AIRCRAFT NUMBER 28WLO II

FLT. NO.	FROM	TO	FLIGHT	BLOCK
694	RFD	MDW	1.3	1.5
695	MDW	ASE	2.5	2.7
696	ASE	MBY	2.0	2.2
697	MBY	ASE	1.8	2.0
698	ASE	MDW	2.4	2.6
699	MDW	RFD	1.3	1.5
TOTAL			9.3	10.5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1190.9	→	→
THIS DATE	9.3	→	→
TOTAL TIME	1200.2	→	→

LANDINGS	BROUGHT FORWARD	661	623
	THIS DATE	6	6
	TOTAL	667	629

NEXT CHECK DUE			
TYPE	A	B	C
AT 1200			

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

CORRECTIVE ACTION-

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

Multiple horizontal lines for reporting discrepancies and corrective actions.

CAPTAIN <i>Winnert S.</i>	MAINTENANCE LOG	DATE <i>8/24/83</i>
FIRST OFFICER <i>Cuseo T.</i>		AIRCRAFT NUMBER <i>2800</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
683	SUN	SLC	.6	.8
684	SLC	SUN	.6	.7
685	SUN	DEN	1.3	1.5
686	DEN	MDW	2.1	2.3
687	MDW	RED	.5	.5
TOTAL			4.9	5.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	11746	—	—
THIS DATE	4.9		
TOTAL TIME	11795	—	—

LANDINGS	BROUGHT FORWARD	650	613
	THIS DATE	5	5
	TOTAL	655	618

NEXT CHECK DUE			
TYPE	A	B	C
AT			

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

CORRECTIVE ACTION-

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

#1. WINDSHIELD WIPER ON R/H PARKED MIDDLE OF WINDSHIELD

#1) R/H WINDSHIELD WIPER PARK POSITION RE-POSITIONED TO THE INBOARD EDGE OF THE WINDSHIELD
K. Keyel 2197965

#2.

CAPTAIN <i>WINDER S.</i> FIRST OFFICER <i>OLSON T.</i>	MAINTENANCE LOG	DATE <i>8/16/83</i> AIRCRAFT NUMBER <i>28WV</i>
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FLT. NO.	FROM	TO	FLIGHT	BLOCK
677	RFD	MDW	.3	.7
678	MDW	DEN	2.2	2.4
679	DEN	MDW	2.1	2.2
680	MDW	TEB	1.6	1.7
681	TEB	DEN	3.9	4.6
682	DEN	SUN	1.4	1.6
TOTAL			11.5	13.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1163.1	→	→
THIS DATE	4.5		
TOTAL TIME	1174.6		

L A S T C H E C K	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	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
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NONE

8-8-83 INSTALLED A NEW TIRE ON THE LEFT SIDE OF THE AIRCRAFT AND CLEANED AND GREASED THE BEARINGS AND ANTI-SKID TRANSDUCER -
 KCKmyl 2197965

CAPTAIN
 WINNER S.
 FIRST OFFICER
 RAMQUIST K.

MAINTENANCE LOG

DATE
 8/4/83
 AIRCRAFT
 NUMBER 28WW

FLT. NO.	FROM	TO	FLIGHT	BLOCK
697	RFD	MDW	.3	.5
698	MDW	DEN	2.2	2.4
699	DEN	MDW	2.2	2.4
670	MDW	RFD	.4	.5
TOTAL			5.1	5.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1154.6	—	✓
THIS DATE	5.1	—	✓
TOTAL TIME	1159.7	—	✓

LANDINGS	BROUGHT FORWARD	634	597
	THIS DATE	7	4
	TOTAL	638	601

NEXT CHECK DUE			
TYPE	A	B	C
AT			

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

CORRECTIVE ACTION-

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

#1 FMS 90 MODE SELECTOR NEED ALIGNURENCH TO TIGHTEN

#1) FMS 90 MODE SELECTOR AND
 #2) FLAP UNBALANCE TEST SWITCH RE-TIGHTENED. UPDATED FMS 90 DATA BASE. 8-5-83 KKK/KML 21979650

#2. FLAP UNBALANCE SWITCH NEEDS TO BE TIGHTENED

CAPTAIN
FIRST OFFICER

Steve [unclear]
Kent Rampert

MAINTENANCE LOG

DATE 8 / 1 / 53
AIRCRAFT NUMBER 28400

FLT. NO.	FROM	TO	FLIGHT	BLOCK
✓ 695	ASE	MDW	2.3	2.5
696	MDW	RFD	.4	.6
TOTAL			2.7	3.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	✓ 11519	—	—
THIS DATE	2.7	—	—
TOTAL TIME	11546	—	—

LANDINGS	BROUGHT FORWARD	THIS DATE	TOTAL
	632595	2 7	6341597

NEXT CHECK DUE			
TYPE	A	B	C
AT 1150			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

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

#1 R/H LANDING LIGHT OUT
#2 L/H WINDSHIELD WIPER HEAT

#1) R/H LANDING LAMP REPLACED.
#2) L/H WINDSHIELD HEAT RELAY REPLACED WITH SERVICEABLE ITEM. OPS CHECK OF SYSTEM SHOWS OK - KCKmyll 2197965

COMPLETED A PHASE #11 INSP. AS REQUIRED AT 1150 ITSN. INSP. FORM ON FILE EAC MAINT. OFFICE. STARTER/GEN S/N 3005 OVER HAULED AT A/C SYSTEMS, INC. AND REINSTALL ON THE R/H ENGINE. EMERG POWER SUPPLY JET823 AUX GYRO BATTERY SERVICED AT A/C SYSTEMS, INC. AND RE INSTALLED. KCKmyll 2197965

CAPTAIN	WINNER S
FIRST OFFICER	DETENER T.

MAINTENANCE LOG

DATE	7/17/83
AIRCRAFT NUMBER	2806

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 for engine hyd IS low (EMERG PUMP CYCLES ONCE EVERY 4 SEC.)	#1) SERVICED EMERG. HYD. SYSTEM ACCUMULATOR TO 185 PSI AND CHECKED CYCLE RATE IS NORMAL. 7-8-83 K Kengel 2197965
#2. 1/4 OIL PRESS HI. 49 PSI AT CRUISE. (RH 44 PSI)	#2) SWAPPED TRANSMITTERS FOR T-SHOOTING OIL PRESS INDICATION. K Kengel 2197965
#3. F/O ^{TRANS} TRANS MIT RELAY INTERMITTANT (FOR MIN)	#3 F/O & CAPT. MIC & AUDIO OPS CHECKS OK 7-8-83 BY K Kengel 2197965
#4. FMS ANNUNCIATOR LIGHT. T1 IS INOP, DOES NOT TEST	#4 FMS 90 T1 LAMP REPLACED AT ATLANTIC AVIATION. K Kengel 2197965
#5. 1/4 ITT WHEEL DIMS OPPOSITE OTHER ENGINE INSTRUMENTS	

CAPTAIN		MAINTENANCE LOG	DATE	6/25/83
FIRST OFFICER	MMW KOR		AIRCRAFT NUMBER	2800W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
649	RFD	DEU	1.9	2.1
650	DEU	TEB	3.5	3.8
651	TEB	HAN	.3	.6
652	HAN	BGM	.5	.7
653	BGM	BCT	2.5	2.7
654	BCT	TEB	2.6	2.7
TOTAL			11.3	12.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1071.7	→	
THIS DATE	11.2	→	
TOTAL TIME	10830	→	

CYCLES L / R

L R	BROUGHT FORWARD	587	550
	THIS DATE	6	6
	TOTAL	593	556

NEXT CHECK DUE			
TYPE	A	B	C
AT 1100 # 10			

REPORT EACH SYSTEM AND/OR COMPONENT ISCREPANCIES- MALFUNCTION IN DETAIL	ENTER ALL UNIT CHANGES AND/OR NONROUTINE CORRECTIVE ACTION- MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
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JUNE 23, 1983 HOT SECTION INSPECTIONS COMPLIED WITH AT AIRESEARCH AVIATION SPRINGFIELD, ILL. ON L/H S/N P77488 AND R/H S/N P77482 ENGINES. SEE ENGINE LOG BOOKS FOR SPECIFIC SIGN-OFF. ADF RADIO RECEIVER S/N 8945 REPAIR AT AIRESEARCH FOR AUDIO PROBLEM. RH ENGINE NACELLE INLET REPLACED WITH EXCHANGE UNIT S/N RW83-9 ON; S/N A-187 OFF. KCKenzel 2197965

CAPTAIN <i>MAMA</i>	MAINTENANCE LOG	DATE <i>6/17/83</i>
FIRST OFFICER <i>JL</i>		AIRCRAFT NUMBER <i>25100</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>642</i>	<i>SFO</i>	<i>MDF</i>	<i>.2</i>	<i>.5</i>
<i>642</i>	<i>MDF</i>	<i>MKV</i>	<i>4.3</i>	<i>4.5</i>
<i>643</i>	<i>MKV</i>	<i>KPC</i>	<i>.5</i>	<i>.5</i>
	<i>KPC</i>	<i>SFO</i>	<i>.4</i>	<i>.6</i>
<i>645</i>	<i>SFO</i>	<i>MDF</i>	<i>2.7</i>	<i>3.9</i>
<i>646</i>	<i>MDF</i>	<i>MFD</i>	<i>.3</i>	<i>.5</i>
TOTAL			<i>9.7</i>	<i>17.6</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>1051.5</i>	<i>→</i>	<i>→</i>
THIS DATE	<i>9.5</i>	<i>→</i>	<i>→</i>
TOTAL TIME	<i>1061.0</i>	<i>→</i>	<i>→</i>

LANDINGS	BROUGHT FORWARD	<i>639</i>	<i>544</i>
	THIS DATE	<i>6</i>	<i>6</i>
	TOTAL	<i>645</i>	<i>600</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT	<i>1100</i>		

DISCREPANCIES- MALFUNCTION IN DETAIL REPORT EACH SYSTEM AND/OR COMPONENT	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
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<p><i>#1 nacelle heat anti-ice valve inoperative w/c operating anti-ice switch → (no dia. w/ temp. inc.)</i></p> <p><i>#2 oil pump low @ idler thrust</i></p> <p><i>#3 ADF tone inop</i></p>	<p style="text-align: center; font-size: 1.2em;">6-17-83</p> <p>#1) NACELLE HEAT ANTI-ICE VALVE ELECTRICAL CONNECTOR REPAIRED.</p> <p>#2) LEFT OIL PUMP REPLACED.</p> <p>#3) ADF TONE INOP.</p> <p>ITEMS 1, 2, 3 ABOVE ALL REPAIRED AT TIME OF HOT SECTION INSP. ON A/RESEARCH W/O MS1-1042 & 1043. KCKingel 2197965</p>
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CAPTAIN
 FIRST OFFICER

MAINTENANCE LOG

DATE
 AIRCRAFT NUMBER

FLT. NO.	FROM	TO	FLIGHT	BLOCK
638	MDW	MDW	1.3	1.5
639	MDW	MDW	1.4	1.7
640	MDW	MDW	1.5	1.7
TOTAL			3.2	3.9

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1048.3	→	→
THIS DATE	30.7	→	→
TOTAL TIME	1051.5	→	→

LANDINGS	BROUGHT FORWARD	636	5.7
	THIS DATE	3	3
	TOTAL	639	5.7

NEXT CHECK DUE			
TYPE	A	B	C
AT 1100 #10			

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

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

NIR

6-15-83 COMPLETED A PHASE #9 INSPECTION PERTAINING TO WINGS, THRUST REVERSERS, ENGINES ON THIS DATE. INSPECTION FORM ON FILE EAC MAINT OFFICE UNDER W/O 2035. INSTALLED NEW RHMLG TIRE, AIRCRAFT RETURNED TO SERVICE IN AIRWORTHY CONDITION.
 KCKmyrl 2197965 - END -

CAPTAIN
 SP WINNER
 FIRST OFFICER
 TF DETNER

MAINTENANCE LOG

DATE
 6 / 3 / 83
 AIRCRAFT
 NUMBER 2800014

FLT. NO.	FROM	TO	FLIGHT	BLOCK
614	RFD	MDW	2.4 .4	.6
615	MDW	ZIG	1.8 .8	1.1
616	ZIG	MDW	.9	1.1
617	MDW	RFD	.3	.6
TOTAL			2.4	3.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1015.6	—	—
THIS DATE	2.4		
TOTAL TIME	1018.0	—	—

LANDINGS	BROUGHT FORWARD	612	569
	THIS DATE	4	3
	TOTAL	616	572

NEXT CHECK DUE			
TYPE	A	B	C
AT			

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

CORRECTIVE ACTION-

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

#1. ACCUMULATOR FOR EMERG
 HYD IS LOW

6-3-83 CLEANED STICKING
 BRAKE ADJUSTERS — END —

James M. Vianey AP3A3500610

#2.

CAPTAIN
 WINNER S.
 FIRST OFFICER
 DETZNER T.

MAINTENANCE LOG

DATE
 6/12/83
 AIRCRAFT NUMBER
 280W

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

CORRECTIVE ACTION-

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

#1

Empty grid area for reporting discrepancies and corrective actions.

CAPTAIN <i>[Signature]</i> FIRST OFFICER <i>[Signature]</i>	MAINTENANCE LOG	DATE 6/28/83 AIRCRAFT NUMBER 28000
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FLT. NO.	FROM	TO	FLIGHT	BLOCK
607	RFD	JFK	2.0	2.3
608	JFK	DEN	4.0	4.5
609	DEN	RFD	1.8	2.0
TOTAL			7.8	8.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	999.2	—	—
THIS DATE	7.8		
TOTAL TIME	1007.0	—	—

LANDINGS	BROUGHT FORWARD	605	362
	THIS DATE	3	3
	TOTAL	608	365

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/R ENGINE LOOKING INSIDE ENGINE FROM FRONT. CRACK DEVELOPED AT 45° CRACK POSITION APPROX 4 INCH LONG.	#1) 5-29-83 CRACK IN RH ENGINE INLET IS ACCEPTABLE AS PER INSPECTION CRITERIA IN SLWN 2450 TOPIC FOR INLET OF NACELLE. (A REPLACEMENT PART IS ON ORDER) — END — KCKengel 2197965
#2. RH PILOT SEAT WILL NOT MOVE FORWARD OR BACK. BRACKET IS BOWEN UP + DOWN WORKS OK.	6-3-83 MADE WELDED REPAIR TO SEAT ADJUSTER BRACKET — END — James M. Vreay AP343500610
	6-3-83 COMPLETED A PHASE # B INSPECTION AS LISTED ON FILE EAC MAINT. OFFICE. DEEP-CYCLED BOTH A/C BATTERIES, REPAIRED DOOR CHAIN HOOK, PLUGGED WEE MAC DUST COLD AIR LEAK, REMOVED #1 LOANER MSI-800 S/N 801 AND INSTALLED OVERHAULED S/N 1287. AIRCRAFT RETURNED TO SERVICE IN AIRWORTHY CONDITION. — END — KCKengel 2197965

CAPTAIN
 J. J. J. J.
 FIRST OFFICER
 DETZNER

MAINTENANCE LOG

DATE
 5/24/83
 AIRCRAFT
 NUMBER 280011

FLT. NO.	FROM	TO	FLIGHT	BLOCK
599	MDW	MDW	1.9	2.0
600	MDW	TEB	1.6	1.9
601	TEB	MDW	1.9	2.6
602	MDW	MDW	2.3	2.5
603	MDW	RFD	1.8	2.0
604				
TOTAL			9.5	11.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	9870	—	—
THIS DATE	9.5	—	—
TOTAL TIME	996.5	—	—

LANDINGS	BROUGHT FORWARD	599 555
	THIS DATE	5 4
	TOTAL	602 559

NEXT CHECK DUE			
TYPE	A	B	C
AT			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION.

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

#1. BRAKES DRAGGING

1. OPS CHECK OK 5/27/83

#2. R/H HYD PRESS LOW
 NGHT 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. W/H GEN. SHOULD NOT
 COME ON LINE AFTER
 START. SHUT ENGINE
 DOWN TWICE IN ATTEMPT
 TO RESEAT. SHOWS VOLTAGE
 BUT WILL NOT AFFECT
 POWER TO BUS.
 (DID NOT HIT STOP BUTTON)

3. GROUND RUN & FLY CHECK
 OK - 5/27/83

J. J. J. J.

6-3-83

LH BRAKE ADJUSTERS
 REPLACED TO REMEDY A
 DRAGGING BRAKE CONDITION
 NOTICED INTERMITTENTLY ON
 EARLIER SQUAWK. — END —
 KCKenyl 2197965

CAPTAIN
W. W. W. S.
FIRST OFFICER
DETENER T.

MAINTENANCE LOG

DATE
5/23/84
AIRCRAFT
NUMBER 286W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
596	RFD	MDW	1.5	.7
597	MDW	NEW	1.9	2.1
598	NEW	NEW	2.6	3.0
TOTAL			5.0	5.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	982.0	→	→
THIS DATE	5.0	→	→
TOTAL TIME	987.0	→	→

LANDINGS	BROUGHT FORWARD	594	553
	THIS DATE	3	2
	TOTAL	597	555

NEXT CHECK DUE			
TYPE	A	B	C
AT			

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

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

None

CAPTAIN
 640
 FIRST OFFICER
 KR

MAINTENANCE LOG

DATE
 5 / 22 / 83
 AIRCRAFT
 NUMBER 2864

FLT. NO.	FROM	TO	FLIGHT	BLOCK
592	RFD	MDW	.4	.5
593	MDW	CMH	.9	1.0
594	CMH	MDW	.9	1.0
595	MDW	RFD	.3	.4
TOTAL			2.5	2.9

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	979.5	→	→
THIS DATE	2.5		
TOTAL TIME	982.0		

L A S T S	BROUGHT FORWARD	550	550
	THIS DATE	4	3
	TOTAL	594	553

NEXT CHECK DUE			
TYPE	A	B	C
AT	1000		

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

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

#1 Hook to retain cabin door open has come off

1. Use Core Ia) A/c Closet

J.C. Emery

6-3-83 INSTALLED RE-PLACEMENT DOOR CHAIN

James M. Vinday AP343500610

CAPTAIN <i>W. J. W.</i>	MAINTENANCE LOG	DATE <i>5/30/83</i>
FIRST OFFICER <i>TJ</i>		AIRCRAFT NUMBER <i>28600</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>588</i>	<i>RFD</i>	<i>MDW</i>	<i>.4</i>	<i>.7</i>
<i>589</i>	<i>MDW</i>	<i>BOS</i>	<i>1.7</i>	<i>1.9</i>
<i>590</i>	<i>BOS</i>	<i>MDW</i>	<i>2.4</i>	<i>2.6</i>
<i>591</i>	<i>MDW</i>	<i>RFD</i>	<i>.4</i>	<i>.5</i>
TOTAL			<i>4.9</i>	<i>5.7</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>9795</i>	→	→
THIS DATE		→	→
TOTAL TIME		→	→

LANDINGS	BROUGHT FORWARD	<i>586</i>	<i>546</i>
	THIS DATE	<i>1</i>	<i>1</i>
	TOTAL	<i>590</i>	<i>550</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT	<i>1000</i>		

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
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ADF Tone Inop / No Vol

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. Vioax AP343500610

ADF TONE INOP REPAIRED ON RECEIVER S/N 89A5 AT AIRESEARCH 6-23-83. KCKmyll 2197965

CAPTAIN
 J. GIBER 3
 FIRST OFFICER
 FITCH 3

MAINTENANCE LOG

DATE
 5/17/83
 AIRCRAFT
 NUMBER 22000 II

FLT. NO.	FROM	TO	FLIGHT	BLOCK
SE4	RED	NDW	4	6
SS5	NDW	DFW	2.5	2.5
SB6	DFW	NDW	1.7	1.9
SB7	NDW	RED	1.3	1.4
TOTAL			4.9	5.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	9795	→	→
THIS DATE	4.8	→	→
TOTAL TIME	9843	→	→

LANDINGS	BROUGHT FORWARD	52	540
	THIS DATE	4	3
	TOTAL	56	546

NEXT CHECK DUE			
TYPE	A	B	C
AT	1000		

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

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

#1. Primary Pitch Control
 for Actuator

#1) INSTALLED REPLACEMENT STAB-ACTUATOR UNIT 5/19/83. INSTALLED P/N 21164-005 S/N 048106; OFF S/N 108102AA. OPERATIONAL CHECK OF THE SYSTEM IS NORMAL. K. Kengel 2197965

CAPTAIN
 FIRST OFFICER

MAINTENANCE LOG

DATE 5/15/83
 AIRCRAFT NUMBER 286W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
560	RFD	DEN	2.0	2.2
561	DEN	BOL	3.1	3.1
562	BOL	DEN	4.2	4.4
563	DEN	RFD	1.8	2.0
TOTAL			11.1	12.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	968.4	→	→
THIS DATE	11.1	→	→
TOTAL TIME	979.5	→	→

LANDINGS	BROUGHT FORWARD	578	539
	THIS DATE	4	4
	TOTAL	582	543

NEXT CHECK DUE			
TYPE	A	B	C
AT 1000			

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

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

5-15-83 OVERTHAULED BOTH
 MLG BRAKE ASSY'S AND
 COMPLIED WITH WW SIL #31 CN
 BRAKE TO AXEL MOUNTING
 BOLTS AND NUTS BY INSTALLING
 NEW HARDWARE. - END -
 K. Kenzel 7197965

CAPTAIN	SRW	MAINTENANCE LOG	DATE	5 / 11 / 83
FIRST OFFICER	KOR		AIRCRAFT NUMBER	2866W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
571	MDW	DEN	2.2	2.5
572	DEN	SFO	2.3	2.6
573	SFO	DEN	2.1	2.4
574	DEN	MDW	2.0	2.4
575	MDW	RFD	3	1.6
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

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

#1. 2/4 OVERHEAD PANEL LIGHT NOT INOP

5-12-83 #1, DEFERRED OVERHEAD PANEL LIGHT;

#2. HYD LEVEL LOW

#2, SERVICED HYDRALIC FLUID; INSTALLED A LOANER MSI-80 MACH INDICATOR

#3.

S/N 801, REMOVED S/N 1287 James M. Vreay AP343500610

CAPTAIN		MAINTENANCE LOG	DATE
FIRST OFFICER			AIRCRAFT NUMBER
SRW			4 ¹²⁰ - 22 / 83
KOR			25

FLT. NO.	FROM	TO	FLIGHT	BLOCK
543	RFD	DEN	2.1	2.4
544	DEN	LAX	2.1	2.3
545	LAX	SFO	1.1	1.3
546	SFO	DEN	2.3	2.6
547	DEN	RFD	1.7	2.0
TOTAL			9.3	10.6

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	916.5	→	→
THIS DATE	9.3	→	→
TOTAL TIME	925.8	→	→

LANDINGS	BROUGHT FORWARD	541	507
	THIS DATE	5	5
	TOTAL	546	512

NEXT CHECK DUE			
TYPE	A	B	C
AT 9.5 #7			

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

N/C CLEANED AND CATERED B. WEEKLY SRW

① Left engine nacelle anti-ice sticks "ON" when switch is pushed "OFF"

4-18-83 INSTALLED REPLACEMENT L.H. FORWARD ARM REST RECLINE MECHANISM - James M. Vianey AP343500610

② TENTHS & HUNDREDTH KNOBS ON #1 COMM FELL OFF. NEEDS TO BE TIGHTENED

4-20-83 COMPLETED WITH SERVICE BULLETIN SB 2491 PERTAINING TO NOSE STRUT DISASSEMBLING AND GREASING THE STEERING BEARINGS - END - D. G. Tracy AP350483387

4-23-83 SWAPPED THE LEFT NACELLE BLEED AIR VALVE WITH THE RIGHT FOR TROUBLE SHOOTING; TIGHTENED RADIO KNOBS James M. Vianey AP343500610

CAPTAIN
 FIRST OFFICER
 WINNER S.

MAINTENANCE LOG

DATE 4/15/83
 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	92	→	→
TOTAL TIME	916.5	→	→

LANDINGS	BROUGHT FORWARD	536	502
	THIS DATE	5	5
	TOTAL	541	507

NEXT CHECK DUE			
TYPE	A	B	C
AT 950 #7			

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

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

#1. ~~L.H.~~ OIL TEMP & PRESS GAUGE DOES NOT HAVE ANY NIGHTS FUNCTIONING

4-18-83 INSTALLED RE-PLACEMENT L.H. FORWARD ARM REST RECLINE MECHANISM - ~~John Wiley~~ AP343500610

#2. PANEL LIGHTS OVER HEAD CAPTAIN'S HEAD WILL NOT ILLUMINATE BEGINNING WITH PANEL LABEL HEAT AND LOWER AND CONTINUES TO LH IGNITER SWITCH.

4-18-83 LEFT OIL TEMPERATURE GAUGE IS ON ORDER FOR LIGHTING REPAIRS; OVER HEAD PANEL LIGHTS OPS CHECK GOOD; ADF AUDIO DE-FERRED THIS DATE; DE-FERRED

#3. ADF FUNCTIONS BUT THERE IS NOT VOLUME CONTROL TO IDENTIFY IT

OAT LIGHTING THIS DATE; REPLACED WINDSHIELD HEAT RELAY; REMOVED OVEN FROM RACK — END —

#4. NO DIGIT LIGHT FOR O.A.T. GAUGE

#5. LH WINDSHIELD HEAT NOP

#6. Open stuck in a/c

✓
 ✓

CAPTAIN <i>McGrath</i>	MAINTENANCE LOG	DATE <i>5/14/83</i>
FIRST OFFICER <i>W. S.</i>		AIRCRAFT NUMBER <i>28WW</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
532	RFD	DEN	19	22
533	DEN	JFK	35	36
534	JFK	RFD	32	34
TOTAL				<i>86 9.2</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	893.8		
THIS DATE	86		
TOTAL TIME	902.4		

L A Z O - 2 5 3	BROUGHT FORWARD	529	495
	THIS DATE	3	3
	TOTAL	532	498

NEXT CHECK DUE			
TYPE	A	B	C
AT <i>900#6</i>			

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

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

COMPLETED A PHASE #6 INSP.
 AS REQUIRED AT 900 hrs. TTSN.
 INSPECTION FORM ON FILE EAC
 MAINT. OFFICE. RETURN AIRCRAFT
 TO SERVICE AIRWORTHY. - END -
 - K. Kuyell. 21979/05

CAPTAIN JCE	MAINTENANCE LOG	DATE 4 / 12 / 33
FIRST OFFICER TD		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	.9	1.0
531	PWK	RFD	.2	.3
TOTAL			3.9	5.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	889.9		
THIS DATE	3.9		
TOTAL TIME	893.8		

LANDINGS	BROUGHT FORWARD	523	489
	THIS DATE	6	6
	TOTAL	529	495

NEXT CHECK DUE			
TYPE	A	B	C
AT 900 #6			

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

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

#1 KNOB FOR VLF/FMS SELECT IS LOOSE

#2 TENTH KNOB FOR #1 COM IS ALSO LOOSE

#1 KNOB FOR VLF/FMS 90 RE INSTALLED. KCKmyrl

#2 TENTH DIGIT KNOB FOR COMM #1 RE-TIGHTENED. KCKmyrl 2197965

CAPTAIN DOS	MAINTENANCE LOG	DATE 4 / 10 / 83
FIRST OFFICER PDL		AIRCRAFT NUMBER 28W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
522	DEN	SFO	2-2	2-3
523	SFO	SJC	1-3	-6
524	SJC	DEN	2-0	2-2
525	DEN	RPD	1-7	1-8
TOTAL			6.2	6.9

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	883.7	→	→
THIS DATE	6.2	→	→
TOTAL TIME	889.9	→	→

STATUS	BROUGHT FORWARD	519	485
	THIS DATE	4	4
	TOTAL	523	489

NEXT CHECK DUE			
TYPE	A	B	C
AT 900 #6			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION
1) LEFT ENG NACELLE ANTI ICE LIGHT OUT	1) INSTALLED NEW BULB IN L/H ENGINE NACELLE ANTI-ICE BUTTON - KCKM 2197965

DATE	TYPE CHECK	LO.	ERROR	DUE DATE
7-21-82	DUAL VOR ✓	LAX	± 2°	MDP
8-22-82	AIRBORNE	RPD	2°	PDR
9-16-82	AIRBORNE	HCT	#1 055 #2 057 2°	SEW
10-26-82	DUAL VOR ✓	RPD	± 2°	MDP
11-25-82	VOT	SFO	#1 ± 0° #2 ± 0°	KDR
12-16-82	DUAL VOR	HCT	± 2°	OPF
1-16-83	DUAL VOR	LNK	+ 1°	WGL
2-3-83	ORD VOT	ORD	± 0	SE
3/3/83	DUAL VOR RPD	RPD	± 1°	DOS
4/3/83	DEN VOT	DEN	± 1°	PDL

CAPTAIN
WINNER S
FIRST OFFICER
LIZER P.

MAINTENANCE LOG

DATE
03/22/83
23
AIRCRAFT
NUMBER 2844

FLT. NO.	FROM	TO	FLIGHT	BLOCK
503	RFD	ORD	3	.5
504	ORD	DEN	2.5	2.7
505	DEN	RFD	1.9	2.0
506	RFD	EVV	.9	1.1
507	EVV	TEB	1.7	1.8
508	1			
TOTAL			7.3	8.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	848.2	→	→
THIS DATE	7.3		
TOTAL TIME	855.5		

LANDINGS	BROUGHT FORWARD	500	466
	THIS DATE	5	5
	TOTAL	505	471

NEXT CHECK DUE			
TYPE	A	B	C
AT	850	#5	

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

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

#1 ROTATING BEACON ON BELLY IS BROKEN WENSE AND ALL.

3-25-83 REPAIRED THE BELLY BEACON. OPS. ✓ IS OK. - END -
J. C. Tracy AP350463387

#2.

3-25-83 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 5 INSPECTION AND HAS BEEN FOUND TO BE IN AIR-WORTHY CONDITION - END -
J. C. Tracy AP350463387

CAPTAIN <div style="text-align: center; font-size: 1.2em;">DOS</div>	MAINTENANCE LOG	DATE <div style="text-align: center; font-size: 1.2em;">3 / 11 / 83</div>
FIRST OFFICER <div style="text-align: center; font-size: 1.2em;">KDR</div>		AIRCRAFT NUMBER <div style="text-align: center; font-size: 1.2em;">28WV</div>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
486	RFD	MKE	.3	.5
487	MKE	PBI	2.5	2.7
489	PBI	MKE	3.3	3.7
490	MKE	BEO	.3	.4
TOTAL			6.4	7.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	825.8	→	→
THIS DATE	6.4	→	→
TOTAL TIME	832.2	→	→

L A S E R S	BROUGHT FORWARD	484	482
	THIS DATE	4	4
	TOTAL	488	486

NEXT CHECK DUE			
TYPE	A	B	C
AT	850 #5		

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

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

- 1) HF Still Inop
- 2) FPA NEEDS MORE VOLUME
- 3) ANTI-ICE PANEL LIGHTS OUT

- 1) HF RADIO REPAIRED BY PROPER CONNECTION OF POWER AMP PLUG.
- 2) FPA IS A LOANER UNIT; NO ADJUSTMENTS MADE TO VOLUME. KCKmyel 2197965
- 3) ANTI-ICE PANEL LIGHTS WORK OK - KCKmyel 2197965

CAPTAIN	3.4	MAINTENANCE LOG	DATE	3 / 4 / 83
FIRST OFFICER	KR		AIRCRAFT NUMBER	28000

FLT. NO.	FROM	TO	FLIGHT	BLOCK
474	RFD	MDW	4	5
475	MDW	YYC	3.2	3.7
476	YYC	MDW	3.2	3.7
477	MDW	RFD	3	4
TOTAL			7.1	8.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	802.8	→	→
THIS DATE	7.1	→	→
TOTAL TIME	809.9	→	→

L A S T 2 0 0 3	BROUGHT FORWARD	472	442
	THIS DATE	4	3
	TOTAL	476	446

NEXT CHECK DUE			
TYPE	A	B	C
AT	850		
			#5

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
1. Nose bounces badly going over bumps - nose gear always bottoms out on bumps	C/W PHASE #4 INSPECTION AS REQUIRED AT 800 hrs. TTSN. CHECKED NOSE GEAR DOOR FIT AS TIRES RETRACT FOR POSSIBLE INTERFERENCE, OPS CHECK OK. KCKmyel 2197965 3/3/83
2.	3-8-83 INSTALLED TWO NEW NOSE TIRES AND BALANCED. SERVICED THE NOSE STRUT IAW THE MAINTENANCE MANUAL -END- D.G. Tracey AP350483387
	3-8-83 INSTALLED A NEW R/H MAIN GEAR TIRE AND RE-BUILT THE L/H MAIN GEAR UP-LOCK CYLINDER OPS. V IS OK. - END - E.G. Tracey AP350483387
	3/4/83 INSTALLED BOTH ITT INDICATORS AFTER MODIFICATION TO -503 CONFIGURATION. S/N 50082 & 50077. KCKmyel 2197965

CAPTAIN	mm	MAINTENANCE LOG	DATE	3 / 3 / 83
FIRST OFFICER	IS DR		AIRCRAFT NUMBER	286W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
471	MDW	DEU	2.0	2.6
472	DEU	MDW	1.9	2.1
473	MDW	RED	1.2	1.5
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	800-14		

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

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

L FPA (Flight Profile Advisory - "The Voice")
Inop

1) FLIGHT PROFILE ADVISOR
FPA-80 UNIT REMOVED S/N 0922
AND INSTALL LOANER FOR REPAIR
PERIOD. OPS CHECKS OK. — END —
KCK/eng 2197965

CAPTAIN JCE		MAINTENANCE LOG	DATE 2 / 20 / 83
FIRST OFFICER KOR			AIRCRAFT NUMBER J8WW

FLT. NO.	FROM	TO	FLIGHT	BLOCK
456	RFD	MDW	3	4
457	MDW	DEU	2.2	2.3
458	DEU	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	455	429

NEXT CHECK DUE			
TYPE	A	B	C
AT 800			

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

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

① Rt Tip Tank refueling check valve leaking fuel into tip tank when closed

N/A - operates normal
JCE

CAPTAIN <div style="text-align: right; margin-right: 50px;">DOS</div>	MAINTENANCE LOG	DATE 2 / 17 / 83
FIRST OFFICER <div style="text-align: right; margin-right: 50px;">KDR</div>		AIRCRAFT NUMBER 286W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
454	DEW	TEB	3.3	3.5
455	TEB	RFD	2.1	2.6
TOTAL			5.4	6.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	761.7	—	—
THIS DATE	5.4	—	—
TOTAL TIME	767.1	—	—

LANDINGS	BROUGHT FORWARD	452	424
	THIS DATE	2	2
	TOTAL	454	426

NEXT CHECK DUE			
TYPE	A	B	C
AT 800 #4			

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

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

NDR

CAPTAIN WINNER S.	MAINTENANCE LOG	DATE 2/10⁺/83
FIRST OFFICER RAMQUIST K.		AIRCRAFT NUMBER 28WW

FLT. NO.	FROM	TO	FLIGHT	BLOCK
443	RFD	MDW	.4	.6
444	MDW	DEN	2.2	2.5
445	DEN	YVR	3.9	3.3
446	YVR	DEN	2.5	2.8
447	DEN	MDW	2.0	2.4
448	MDW	RFD	.3	.6
TOTAL			10.3	12.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	741.1		
THIS DATE	10.3		
TOTAL TIME	751.4		

LANDINGS	BROUGHT FORWARD	441	414
	THIS DATE	6	5
	TOTAL	447	419

NEXT CHECK DUE			
TYPE	A	B	C
AT 750 #3			

DISCREPANCIES - REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION - ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
#1. PANEL LIGHT FOR OAT INOP	2-7-83 REMOVED LOANER AND INSTALLED AN OVERHAULED VERTICAL GYRO. S/N OFF 874 S/N ON 6381.
#2. FLIGHT DIRECTOR INTERMITTANT. a.) GO ROUND ANNUNCIATOR ON AND UNABLE TO DISENGAGE b.) MACH HOLD ON FLT DIRECTOR BUTTON PANEL ILLUMINATED AND UNABLE TO EXTINGUISH	END - O. A. Tracey AP350483387 #1) ORDER BULBS FOR LATER REPLACEMENT J. Veeney AP343500610 #2) LITES OPS ✓ OK SRW #3) GO-AROUND & MACH HOLD BUTTONS GROUND CHECK OK RCK mail 2197965 #4) SERVICED HYDRAULIC ACCUMULATOR (EMER) - JVO ³⁴³ 000610 #5) OPS CHECK OF LIGHTS OK RCK
#3. EMERGENCY HYD PUMP CYCLES VERY FREQUENTLY	#6) RIG FWD BAGGAGE DOOR SWITCH AND OPS CHECK James Veeney AP343500610
#4. 1/4 SIDE OF LOWER OVERHEAD PANEL LIGHTS OUT STARTING FROM 1/4 FUEL CONTROLLER AND 1/4 SHUTOFF SWITCHES TO THE LEFT.	#7) 1/4 ENGINE COMPRESSOR STALLED FL 41,000 N1 WAS BETWEEN 71 & 75% AT BEGINNING OF DESCENT ITT RISE APPROX 50°C THRUST WAS INCREASED TO ABOUT 80-85% AND STALL ACTION QUIT.
#5. MAIN BAG DOOR MICRO SWITCH DOES NOT PUT OUT MAIN PANEL LITE	ABOVE QUARK CHECKED BY GROUND RUN OF ENGINES. SURGE VALUE OK, NO EVIDENCE OF F.O.P. RETURN TO SERVICE, CANNOT DUPLICATE RCK mail 2197965

CAPTAIN
EMERY J. WINKER S.
 FIRST OFFICER
BAMQUIST

MAINTENANCE LOG

DATE
1/28/83
 AIRCRAFT NUMBER
28400

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	710.1		
THIS DATE	2.9		
TOTAL TIME	713.0		

LANDINGS	BROUGHT FORWARD	422	396
	THIS DATE	3	2
	TOTAL	425	398

NEXT CHECK DUE			
TYPE	A	B	C
AT			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT 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 <i>Scharf</i>	MAINTENANCE LOG	DATE <i>1/20/83</i>
FIRST OFFICER <i>Lehneis</i>		AIRCRAFT NUMBER <i>28ww</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>415</i>	<i>RFD</i>	<i>DEN</i>	<i>2.0</i>	<i>2.2</i>
<i>416</i>	<i>DEN</i>	<i>SNA</i>	<i>2.0</i>	<i>2.4</i>
<i>417</i>	<i>SNA</i>	<i>DEN</i>	<i>2.2</i>	<i>2.6</i>
<i>418</i>	<i>DEN</i>	<i>MDW</i>	<i>2.1</i>	<i>2.4</i>
<i>419</i>	<i>MDW</i>	<i>RFD</i>	<i>.3</i>	<i>.5</i>
TOTAL			<i>8.6</i>	<i>10.1</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>696.3</i>		
THIS DATE	<i>8.6</i>		
TOTAL TIME	<i>704.9</i>		

L-1011-382	BROUGHT FORWARD	<i>413</i>	<i>388</i>
	THIS DATE	<i>5</i>	<i>5</i>
	TOTAL	<i>418</i>	<i>393</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT	<i>1/20/83</i>		

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

1) RAUTISKID INTERMITTENT

COMPLETED AT 700 T.T. A PHASE #2 INSPECTION - INSP. FORM ON FILE / EAC. MAINT. OFFICE. K. Kunzel 2192965 - END -

CAPTAIN <i>WINNER</i>		MAINTENANCE LOG	DATE <i>1/16/83</i>
FIRST OFFICER <i>Lehners</i>			AIRCRAFT NUMBER <i>2000</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
409	RFD	DEN	2.3	2.7
410	DEN	BDL	3.4	3.6
411	BDL	TEB	.7	1.0
412	TEB	DEN	4.2	4.6
TOTAL			10.6	11.9

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	680.2	→	→
THIS DATE	10.6	→	→
TOTAL TIME	690.8	→	→

LANDINGS	BROUGHT FORWARD	401	382
	THIS DATE	A	4
	TOTAL	411	386

NEXT CHECK DUE			
TYPE	A	B	C
AT	700		

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

N/A

TIMES AND CYCLES CHECKED AND CORRECTED - THIS DATE 1/15/83

1-16-83 Removed failed Capilot Vertical Gyro and installed new unit. S/n out 81090956 s/n in 81100948 - End - David Schmick AP349585075

CAPTAIN
WINNER
FIRST OFFICER
LEHNEIS

MAINTENANCE LOG

DATE
12/14/82
AIRCRAFT
NUMBER
2500W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
377	RFD	MDW	.4	.6
375	MDW	BOS	1.8	2.5
379	BOS	MDW	2.6	3.0
380	MDW	RFD	.4	.6
381	RFD	DEM	2.3	2.5
382	DEM	TER	3.2	3.3
TOTAL			10.7	12.5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	625.4	→	→
THIS DATE	10.7		
TOTAL TIME	636.1		

LANDINGS	BROUGHT FORWARD	375	379
	THIS DATE	6	6
	TOTAL	381	356

NEXT CHECK DUE			
TYPE	A	B	C
AT			

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

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

#1 TAIL ROTATING BEACON INOP

#2. WHITE NAV LIGHT ON TAIL INOP

#3. A/S INDICATOR ON L/H SIDE MMC FLAG DOES NOT MOVE ALSO INDICATOR HAS RED FLAG. (INDICATED AIRSPEED AND MACH SPEED CHECKS OK WHEN COMPARED TO R/H AIRSPEED INDICATOR).

(1) 12-14-82 Replaced Both Beacon bulbs functional check ok - End -
David Schmidt AP 349585075

(2) 12-17-82 Repaired Broken ground wire Bulb is good, functional check ok - End -
David Schmidt AP 349585075

(3) 1-16-83 Installed Repaired ASI indicator S/n in 1277 S/n out Loaner. Repaired By Collins of Wichita. Functional check ok - End -
David Schmidt AP 349585075

#4. O₂ VALVE WILL NOT ROTATE (STUCK IN OPEN POSITION).

24 Op. ✓ ok - valve rotates
Ken Prang 12/15/82

#5.

CAPTAIN <i>M M M</i>	MAINTENANCE LOG	DATE <i>12 / 8 / 82</i>
FIRST OFFICER <i>PL</i>		AIRCRAFT NUMBER <i>28W6</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>369</i>	<i>RFD</i>	<i>MOW</i>	<i>1.4</i>	<i>1.6</i>
<i>370</i>	<i>MOW</i>	<i>DEN</i>	<i>2.5</i>	<i>2.7</i>
<i>371</i>	<i>DEN</i>	<i>DCA</i>	<i>2.8</i>	<i>3.1</i>
<i>372</i>	<i>DCA</i>	<i>MOW</i>	<i>1.8</i>	<i>2.0</i>
<i>373</i>	<i>MOW</i>	<i>DEN</i>	<i>2.5</i>	<i>2.7</i>
<i>374</i>	<i>DEN</i>	<i>LAY</i>	<i>2.3</i>	<i>2.4</i>
TOTAL			<i>12.3</i>	<i>13.5</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>609.8</i>	→	
THIS DATE	<i>12.3</i>	→	
TOTAL TIME	<i>622.1</i>	→	

LANDINGS	BROUGHT FORWARD	<i>367</i>	<i>342</i>
	THIS DATE	<i>6</i>	<i>6</i>
	TOTAL	<i>373</i>	<i>348</i>

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
	<p><i>12-7-82 RE-BUILT BOTH BRAKE ASSYS IAW THE MAINTENANCE MANUAL</i></p> <p><i>-END-D.P. Tracy AP350483387</i></p>

CAPTAIN JCE
 FIRST OFFICER DOS

MAINTENANCE LOG

DATE 11/29/82
 AIRCRAFT NUMBER 2800

FLT. NO.	FROM	TO	FLIGHT	BLOCK
350	RFD	MDW	1.2	1.5
351	MDW	RFD	1.9	2.2
TOTAL			3.1	3.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	579.8		→
THIS DATE	3.1	→	
TOTAL TIME	582.9	→	→

L A S T S E G M E N T	BROUGHT FORWARD	348	323
	THIS DATE	2	2
	TOTAL	350	325

NEXT CHECK DUE			
TYPE	A	B	C
AT	600		

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

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

ADD TRIP NOT ENTERED ON MAINT. LOG
 9/7/82 # 5440

CAPTAIN
FIRST OFFICER

MAINTENANCE LOG

DATE / /
AIRCRAFT NUMBER 28w

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			

348 323

LANDINGS	BROUGHT FORWARD	178	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

Time Corrected 11/29/82

A/c & Eng 579.8 Hours

CAPTAIN WINNER S.	MAINTENANCE LOG	DATE 11/12/82
FIRST OFFICER RANQUIST K.		AIRCRAFT NUMBER 28WVC

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 530	#1		

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

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

#1 HI FREQ ANT. ON TAIL LOOSE ON MOUNTING.

SECURED ANTENNA LEAD IN WIRE TO PREVENT AIRFRAME DAMAGE. HF RADIO IS INOP. KKKuyul 2197965

11-13-82 REPAIR AND INSTALL HIGH FREQUENCY ANTENNA ON VERTICAL FIN — END —

Paul M. Vandy AF343500610

CAPTAIN <i>CMP</i>	MAINTENANCE LOG	DATE <i>11/3-4/82</i>
FIRST OFFICER <i>KR</i>		AIRCRAFT NUMBER <i>2844</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>320</i>	<i>RFD</i>	<i>DCA</i>	<i>1.5</i>	<i>1.6</i>
<i>321</i>	<i>DCA</i>	<i>MDW</i>	<i>1.5</i>	<i>1.7</i>
<i>322</i>	<i>MDW</i>	<i>RFD</i>	<i>.7</i>	<i>.6</i>
TOTAL			<i>3.7</i>	<i>3.9</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>511.3</i>	<i>—</i>	<i>—</i>
THIS DATE	<i>3.9</i>		
TOTAL TIME	<i>514.7</i>		

LANDINGS	BROUGHT FORWARD	<i>314</i>	<i>390</i>
	THIS DATE	<i>3</i>	<i>3</i>
	TOTAL	<i>317</i>	<i>393</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT	<i>550 #11</i>		

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL DISCREPANCIES-	ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL CORRECTIVE ACTION-
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11-3-82

MTR

CAPTAIN J. EMERY S.
~~LEHNER~~
 FIRST OFFICER B. LEHNEIS K.
~~RANDOLPH~~

MAINTENANCE LOG

DATE 10/26/28/82
 AIRCRAFT NUMBER 28WLV

FLT. NO.	FROM	TO	FLIGHT	BLOCK
312	RFD	MDW	.3	.5
313	MDW	DEN	2.2	2.4
314	DEN	TEB	3.2	3.4
315	TEB	DIDW	1.9	2.2
316	MDW	DEN	2.1	2.4
317	MDW	DEN		
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 ^{FF} / ₁₀		

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

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

NTR

COMPLIED WITH A PHASE #10 INSPECTION AS REQUIRED AT 500 hrs. T.T.
 K. Kuyell 2197965

CAPTAIN
SRW

FIRST OFFICER
ISOR

MAINTENANCE LOG

DATE
10/25/82

AIRCRAFT
NUMBER
28WW

FLT. NO.	FROM	TO	FLIGHT	BLOCK
307	RFD	PWK DEU	1.3	1.5
308	PWK DEU	DEU TEB	2.2	2.4
309	DEU	TEB	3.6	3.8
310	TEB	DEU	3.8	4.2
311	DEU	RFD	1.8	2.0
TOTAL			11.7	13.9

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	484.2	—————	—————
THIS DATE	11.7		
TOTAL TIME	495.9		

LANDINGS	BROUGHT FORWARD	301	277
	THIS DATE	5	5
	TOTAL	306	382

NEXT CHECK DUE			
TYPE	A	B	C
AT	500	#10	

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

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

FF/W NONE

10-24-82 Removed & replaced worn mlg
Tire, right hand side IAW maintenance
manual. ————— End —————
David Schmitt AP349585075



LOG BOOK INSERT

S/N 368 N28WW

OCTOBER 22, 1982
REF. AAC W.O. 5263

A/C T.S.N - 482.4

1. Replaced left skin panel on rudder, balanced and painted. Installed new trim tab. Reference FAA Form 337 dated 10/20/82.
2. Complied with Garrett Service Bulletin TFE 731-72-3224 - Combustion liner inspection.
3. Removed R/H outboard flap actuator S/N 356, installed S/N 120. Zero T.S.O., T.S.N. - 3,300 Hrs.
4. Realigned main landing gear.
5. Adjusted density setting on R/H engine fuel computer.
6. Replaced defective anchor nut for L/H horizontal stabilizer fairing.
7. Repaired tail cone bonding strap.
8. Replaced R/H tip tank flapper valve.
9. Switched positions of outflow valves to troubleshoot pressurization bump.
10. Replaced cowl seals for both engine gear box breathers.
11. Retorqued loose nose wheel axle nuts.
12. Replaced all glareshield flood lighting bulbs.
13. Sealed leaking plug on left engine hydraulic pump.
14. Adjusted N₁ settings - both engines.
15. Stripped and repainted aircraft exterior to original scheme using U. S. Alumigrip Paint - 1134 Blue, 384 Red, W-68 White, 2095 Tangerine. (Reference W. O. 5005).
16. Installed a Collins VNI-80A Vertical Nav. Indicator. Reference FAA Form 337 dated 10/22/82, Avionics W. O. 5272.
17. Installed a KGS Model UC-28-14 Converter and a Puriton P/N GBC 300-37A Altitude Pressure Switch. Reference FAA Form 337 dated 10/22/82, Avionics W. O. 5272.

The item identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Agency and is approved for return to service.

Repair Station No. 3514 Date 10-22-82

Signed Philip J. Matitello

For Atlantic Aviation Corp.
Wilmington, Delaware

18. Installed outflow valve pneumatic relay with Airesearch repaired unit T.S.O. "work"
P/N 107312-2 P/N C/P 100-9363 S/N CN 11-9440

October 12, 1982

TO: D. Hughes
cc: R. Fenimore
FROM: H. Smith
SUBJECT: 1124 N28WW Rudder Repair

Following are operations performed during repair of rudder on N28WW:

1. - Removed rudder from aircraft
2. - Removed damaged trim tab
3. - Removed damaged L.H.S. skin
4. - Cutout new skin and located on rudder
5. - Drilled, burred and dimpled all holes
6. - Alodined, and primed new skin
7. - Riveted new skin on rudder with AN and Blind rivets
8. - Re-installed balance weights
9. - Installed new trim tab
10. - Installed rudder on aircraft for painting
11. - Removed rudder after painting
12. - Re-balanced rudder
13. - Final installation of rudder

HS/fh

CAPTAIN <div style="text-align: center; font-size: 1.2em;">JCE</div>	MAINTENANCE LOG	DATE 10 / 4 / 82
FIRST OFFICER <div style="text-align: center; font-size: 1.2em;">PL</div>		AIRCRAFT NUMBER 286

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	479.7	479.7	479.7
THIS DATE	1.6	1.6	1.6
TOTAL TIME	481.3	→	→

LANDINGS	BROUGHT FORWARD	298	274
	THIS DATE	1	1
	TOTAL	299	275

NEXT CHECK DUE			
TYPE	A	B	C
AT 520 #10			

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

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

SEE SHEETS ATTACHED FOR
RECORD OF WORK ACCOMPLISHED
AT ATLANTIC AVIATION WILMINGTON
DEL.

- PAINT
- AVIONICS
- AIRFRAME

CAPTAIN
 WINKER S
 FIRST OFFICER
 LIZER P.

MAINTENANCE LOG

DATE
 9 / 15 / 1982
 AIRCRAFT
 NUMBER 28000

FLT. NO.	FROM	TO	FLIGHT	BLOCK
273	RFD	MDW	.4	.5
274	MDW	ASE	2.8	2.9
275	ASE	DEN	.5	.7
276	DEN	MDW	2.1	2.4
277	MDW	JFK	2.2	2.7
278	JFK	DEN	4.6	4.9
TOTAL			12.6	14.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	437.2		
THIS DATE	12.6		
TOTAL TIME	449.8		

LANDINGS	BROUGHT FORWARD	271	297
	THIS DATE	6	6
	TOTAL	277	253

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

NONE

CAPTAIN SRW	MAINTENANCE LOG	DATE 9 / 13 / 82
FIRST OFFICER KDR		AIRCRAFT NUMBER 2820

FLT. NO.	FROM	TO	FLIGHT	BLOCK
269	RFD	MIW	.7	.8
270	MIW	LAX	3.5	3.7
271	LAX	MIW	3.0	3.3
272	MIW	RFD	.6	.9
TOTAL			7.8	8.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	429.4	---	---
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		

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

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

#1 TOILET SEAT COVER BRACKET BROKEN ALSO MANY RIVETS POP AND BROKEN

9-14-82 REPAIRED TOILET SEAT COVER BRACKETS
James M. Vea AP343500610

#2. CABIN STILL FLUCTUATES 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)

ENGINE SERVICE RECORD.

DESCRIPTION OF INSPECTIONS, REPAIRS AND OVERHAULS
 Mechanic must endorse all inspections and repairs with name, rating and certificate number.

15328T OK

A66697 OFP

DATE	HOURS THIS FLIGHT	CYCLES* THIS FLIGHT	ACCUMULATIVE TOTALS				DESCRIPTION OF WORK PERFORMED
			HOURS SINCE NEW	HOURS SINCE O/H	CYCLES SINCE NEW	CYCLES SINCE O/H	
9-10-82			APR 265				TOTALS BROUGHT FORWARD
							REMOVED PIN 3020 B00-3 MAN FUEL CONTROL SN A6669T AND INSTALLED SN A5328T. PERFORMED MANUAL HOME CHECKS AND RELEASED AIRCRAFT FOR FLIGHT TO ARESSEARCH SPT.
							K. Kruegel 2197965
9-10-82			APR 265				MANUAL MODE TESTS PASSED CHECK AND OVERSEEN SWINDALL
							SWINDALL PER THE 731 MANUAL
							MANUAL
							for: AResearch Aviation Co. Repair Station 2760 Springfield, Ill.
							TOTALS TO DATE

* SEE SERVICE BULLETIN TFE 731-72-3001 FOR DEFINITION OF A CYCLE

CAPTAIN <i>JCE</i>	MAINTENANCE LOG	DATE <i>9 / 1 / 82</i>
FIRST OFFICER <i>KDR</i>		AIRCRAFT NUMBER <i>2800</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>255</i>	<i>RFD</i>	<i>MDW</i>	<i>.4</i>	<i>.5</i>
<i>256</i>	<i>MDW</i>	<i>SAT</i>		
<i>257</i>	<i>SAT</i>	<i>MDW</i>		
<i>258</i>	<i>MDW</i>	<i>RFD</i>		
TOTAL				

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>414.1</i>	<i>414.1</i>	<i>414.1</i>
THIS DATE			
TOTAL TIME			

LANDINGS	BROUGHT FORWARD	<i>253</i>	<i>330</i>
	THIS DATE		
	TOTAL		

NEXT CHECK DUE			
TYPE	A	B	C
AT <i>450</i>			

#9

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

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

*9-1-82 INSTALLED A SERVICEABLE
RADAR RT AND INDICATOR. -END-
R.O. Tracey AP350483387
RT S/N 2072 INDICATOR S/N 1296*

SEE NEXT PAGE

CAPTAIN
WICKER
FIRST OFFICER
LIZEK

MAINTENANCE LOG

DATE 1/25/82
AIRCRAFT NUMBER 281010

FLT. NO.	FROM	TO	FLIGHT	BLOCK
250	MDW	DEN	2.6	2.9
251	DEN	SFO	2.4	2.5
252	SFO	DEN	2.2	2.7
253	DEN	MDW	1.9	2.0
254	MDW	RFD	.3	.4
TOTAL			9.4	10.5

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	404.7	404.7	404.7
THIS DATE	9.4	9.4	9.4
TOTAL TIME	414.1	414.1	414.1

L A Z E R S	BROUGHT FORWARD	248	227
	THIS DATE	5	3
	TOTAL	253	330

NEXT CHECK DUE			
TYPE	A	B	C
AT 450			

#9

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

CORRECTIVE ACTION-

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

#1. R/H TAXI LIGHT

#1) R/H TAXI LAMP INSTALLED.
8/30/82 KCKmyl 2197965

#2. RADAR REMOVED

#2) RADAR RE-INSTALLED 9-1-82
AFTER REPAIRS BY AMRC DENVER.
KCKmyl 2197965

#3. RUDDER DOES NOT CENTER WHEN CONTROL BLOCK IS ENGAGED

#3) CHECK & LOCK. LOCATED BENT ARM IN GUST LOCK MECHANISM. NO REPAIRS MADE. KCKmyl 2197965

CAPTAIN
 McLEATH / WINTER
 FIRST OFFICER
 LIZER

MAINTENANCE LOG

DATE
 8/22/82
 AIRCRAFT
 NUMBER 28000

FLT. NO.	FROM	TO	FLIGHT	BLOCK
244	RFD	MDW	1.4	1.5
245	MDW	DEN	2.5	2.7
246	DEN	DEN	1.2	1.3
247	DEN	MDW	1.8	2.1
248	MDW	TEB	1.6	1.7
249	TEB	MDW	2.2	2.4
TOTAL			8.7	9.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	396.0	396.0	396.0
THIS DATE	8.7	8.7	8.7
TOTAL TIME	404.7	404.7	404.7

L A S E R S	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 - KCKmyel 2197965
 8-20-82

CAPTAIN	MAINTENANCE LOG	DATE 3 / 9 / 82
FIRST OFFICER		AIRCRAFT NUMBER 28001

FLT. NO.	FROM	TO	FLIGHT	BLOCK
226	RFD			
TOTAL				

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	376.8		
THIS DATE	- .7		
TOTAL TIME	376.1		

LANDINGS	BROUGHT FORWARD	224	204
	THIS DATE		
	TOTAL		

NEXT CHECK DUE			
TYPE	A	B	C
AT	400	#8	

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

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

*Time correction 8/9/82
Subtract .7*

TOTAL LANDINGS 244

*8-4-82 INSTALLED A SERVICABLE
H.F. POWER AMP- PWR-200. S/N OFF
2878 S/N ON 1843. -END-
D.G. Tracey AP350483387*

CAPTAIN SRW		MAINTENANCE LOG	DATE 8/1/82
FIRST OFFICER KDR			AIRCRAFT NUMBER 280W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
223	RFD	Hilton 49 Head 3	2.0	2.1
224	Hilton 49 Head 3	MDW	1.9	2.2
225	MDW	RFD	.4	.6
TOTAL			4.3	4.9

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	372.5		
THIS DATE	4.3		
TOTAL TIME	376.8		

L A Z E R S	BROUGHT FORWARD	221	203
	THIS DATE	3	3
	TOTAL	224	206

NEXT CHECK DUE			
TYPE	A	B	C
AT	400 #8		

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

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

#1 WH WINDSHIELD HT
INTERMITTANT

8-3-82 DEFERRED LEFT
WINDSHIELD HEAT — END —
James M. Vreay AP343500610

#2.

VSI-80A INDICATOR O/D
AND REINSTALLED IN #1 SIDE.
WORK BY COLLINS WAUR. — END —
KKenzel 2197965

NOTE - THIS TAG (TRAVEL COPY ONLY) MUST ACCOMPANY THE UNIT(S) TO SHIPPING

USE BALLPOINT PEN
WRITE ON HARD SURFACE

AIR RESEARCH MANUFACTURING COMPANY OF CALIFORNIA
ACCEPTANCE TAG

493746

CONTRACT NO. OR P.O. NO. C2W-8992		LINE CODE 5705	PRODUCT CODE	END ITEM SERIAL NO.	PART NO.	SUB-UNIT CONFIGURATION		SERIAL NO.
PRODUCT NOUN NAME CONTROLLER		CUSTOMER CODE MMX						
PART NO. 130398-3		SO/RO NO. 790734						
MOD/SERIES NO. 1		S.O. ITEM NO. 001						
MED/MIR NO.		ALLOCATION SIGNATURE						
APPLICATION MODEL		DATE						
DATE 10/15/54	INSP. ST. 	QTY. 1	ASSY DATE 0					
INSPECTOR'S SIGNATURE 		RESPONSIBILITY AIR CUST						
SHIPPER NO.		SHIPPER DATE						

UNIT TRAVEL COPY

- REPAIR
- OVERHAUL
- MODIFY
- PRODUCTION REJECT

MAINTENANCE RELEASE

AIRESEARCH MFG. COMPANY

NAME OF MFR. _____

COMPONENT SR.1

MODEL 130398-3

SERIAL 100-304

THE AIRCRAFT COMPONENT IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED TO THE EXTENT NOTED BELOW IN ACCORDANCE WITH CURRENT FEDERAL AVIATION REGULATIONS AND WAS FOUND AIRWORTHY FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS AGENCY UNDER WORK ORDER NO. 190737, DATED 5-7-82

O'HAUL

MOD

F/T ONLY

REPAIR

DESCRIPTION OF REPAIR: check valve mod.

TIME SINCE OVERHAUL _____

TOTAL TIME _____

R. J. [Signature]
Authorized Signature

FAA CERTIFICATED REPAIR
STATION NUMBER 405-12
2525 WEST 190TH STREET
TORRANCE, CALIFORNIA
90502

CAPTAIN
WINNER S.
 FIRST OFFICER
LEHEWIS B.

MAINTENANCE LOG

DATE
7/28/82
 AIRCRAFT NUMBER
28W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
219	ILG	IAD	.5	.9
220	IAD	MKE	1.6	2.0
221	MKE	MDW	.3	.5
222	MDW	RFD	.3	.5
TOTAL			2.7	3.9

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	3698		
THIS DATE	2.7		
TOTAL TIME	372.5		

LANDINGS	BROUGHT FORWARD	217	201
	THIS DATE	4	2
	TOTAL	221	203

NEXT CHECK DUE			
TYPE	A	B	C
AT	400	#8	

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

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

#1. ~~CA~~ CABIN STIL Bumps

DEFERRED 8/3/82 K. Kunzel
 2197963

CAPTAIN WINTER S	MAINTENANCE LOG	DATE 7/27/82
FIRST OFFICER LEHENS B		AIRCRAFT NUMBER 28W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
214	RRD	MKE	.4	.6
215	MKE	MDW	.4	.7
216	MDW	IAD	1.1	1.2
217	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

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

① H.F. 220 SYSTEM TRCP.

① TROUBLE SHOT H.F. SYSTEM FOUND ANTENNA LEAD HAD COLD SOLDER JOINT. RESOLDERED ANTENNA LEAD TO FEED THROUGH CLAMP. FOUND PWR-200 COULD NOT CHANNEL. TROUBLE SHOT FOUND CHANNELING FILTER DEFECTIVE. DIDN'T HAVE TIME TO REPAIR BECAUSE AIRCRAFT DEPARTURE TIME WAS NEAR. ORDERED WARRANTY EXCHANGER PWR 200 BOX. BEUCH CHECKED CUSTOMER TRC-220 HAD AAC-200 CHECKED OK. REMOVED LOWER H.F. BOX'S AND INSTALLED CUSTOMER'S BOX'S. INSTALLED W/ST WIND SAVES PWR 200 AND FUNCTIONAL CHECKED H.F. SYSTEM. CHECKED OK. REMOVED PWR-200 AND TIED UP CABLES.

RF. LOWER BOX'S REMOVED.

AAC-200 S/N 7637

TRC-220 S/N 1185

CUSTOMER BOX'S INSTALLED

AAC-200 S/N 2427

TRC-220 S/N 1554

Atlantic Aviation Corp.
AAC CAS-3514 7/29/82
Removal by [unclear] 7/29/82

CUSTOMER PWR-200 BOX REMOVED FOR WARRANTY EXCHANGER

PWR-200 S/N 2878

CAPTAIN <div style="text-align: center; font-size: 2em;">✓ JGE</div>	MAINTENANCE LOG	DATE <div style="text-align: center; font-size: 1.5em;">7 / 24 / 83</div>
FIRST OFFICER <div style="text-align: center; font-size: 1.5em;">PL</div>		AIRCRAFT NUMBER <div style="text-align: center; font-size: 1.5em;">28111#</div>

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 TAN
 maintenance manual and greased Bearings
 and Installed — End —
 David Schmitt AP349585075

CAPTAIN <i>Winkler</i>	MAINTENANCE LOG	DATE <i>7/22/23/82</i>
FIRST OFFICER <i>Lehner</i>		AIRCRAFT NUMBER <i>28WU</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
206	DEN	MDW	2.1	2.4
207	MDW	BDL	1.7	1.9
208	BDL	MDW	2.0	2.2
209	MDW	DEN	2.1	2.3
210	DEN	RFD	2.0	2.3
TOTAL			9.9	11.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	353.1	353.1	353.1
THIS DATE	9.9	9.9	9.9
TOTAL TIME	363.0	363.0	363.0

L A T E S	BROUGHT FORWARD	204	190
	THIS DATE	5	4
	TOTAL	209	194

NEXT CHECK DUE			
TYPE	A	B	C
AT 400			

#8

REPORT EACH SYSTEM AND/OR COMPONENT ISCREPANCIES- MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
#1. R/H REAR SEAT WILL NOT LOCK IN POSITION SEAT SWIVELS ALL THE TIME	#1) R/H REAR SEAT REPAIRED KCKmyel 2197965
#2. R/H START GEN C/B POPS AFTER BATT START.	#2) R/H GEN LOAN IS HIGH IF NO GPU FOR START. KCKmyel 2197965
#3. CAPT. MAP LIGHT MOUNT IS BROKEN	#3) CAPT MAP LIGHT MOUNT REPAIRED - IT WAS JUST BROKEN J.C. Emery
#4) CABIN ALTITUDE SELECTOR NEEDS TO BE SELECTED AT LEAST 2000 FT ABOVE CRUISE ALTITUDE OTHERWISE CABIN RATE OF CLIMB CYCLE ± 1500 TO 2000 FEET PER MIN. UP + DOWN (MAX DIFF OUTFLOWOR PRESS RELIEF IS SET TO 8.7 CLOSE TO 8.7)	#4) PRESSURIZATION CONTROLLER REPLACED AT ATLANTIC AVIATION KCKmyel 2197965

CAPTAIN M. M. M.	MAINTENANCE LOG	DATE 7/18/82
FIRST OFFICER K. R.		AIRCRAFT NUMBER 2500

FLT. NO.	FROM	TO	FLIGHT	BLOCK
198	RFD	MDW	.2	.5
199	MDW	RHI	.8	1.1
200	RHI	MDW	.9	1.0
201	MDW	RFD	.4	.5
TOTAL			2.4	3.1

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	344.3	344.3	344.3
THIS DATE	2.4	2.4	2.4
TOTAL TIME	346.7	346.7	346.7

CUMULATIVE	BROUGHT FORWARD	196	184
	THIS DATE	4	2
	TOTAL	200	186

NEXT CHECK DUE			
TYPE	A	B	C
AT	350		

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

7-16-82 COMPLETED THIS DATE PHASE #7 OF THE APPROVED PROGRESSIVE MAINTENANCE PROGRAM; I HAVE INSPECTED THIS AIRCRAFT AND FOUND IT TO BE IN AN AIRWORTHY CONDITION
 James M. Vioy
 AP343500610

CAPTAIN SAR		MAINTENANCE LOG	DATE 7/1/82
FIRST OFFICER ADR			AIRCRAFT NUMBER 280004

FLT. NO.	FROM	TO	FLIGHT	BLOCK
178	RFD	SFO	4.0	4.2
179	SFO	PWK	3.8	4.0
180	PWK	RFD	.5	.5
TOTAL			8.1	8.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	305.5	305.5	305.5
THIS DATE	8.1	8.1	8.1
TOTAL TIME	313.6	313.6	313.6

LATEST TOTAL	BROUGHT FORWARD	176	165
	THIS DATE	3	2
	TOTAL	179	167

NEXT CHECK DUE			
TYPE	A	B	C
AT 350 #7			

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
#1. #2 SEAT R/H SIDE WILL NOT RECLINE	7-1-82 DISCOVER BAD WINDSHIELD HEAT RELAY AND REPLACE WITH NEW SPARE; OPERATIONAL CHECK SATISFACTORY ——— END ——— James M. Vneaux AP343500610
#2. WHEN BEGINNING DESCENT PRESSURIZATION WILL DUMP ± - 1000 TO 2000 FEET. WILL CONTINUE UNTIL W/H BLEED AIR IS SELECTED	#1) REPLACED HYDRO-LOCK RECLINER ASSY - 7/14/82 KCKmyd 2197965 #2) CONTROLLER REPLACED AT ATLANTIC AVIATION - KCKmyd
#3. WATER FAUCET IN LAV. IS PLUGGED	#3) 7-2-82 UN-PLUGGED WATER FAUCET HOSE IN LAV. — END — D.C. Tracy AP350483387

CAPTAIN	MAINTENANCE LOG	DATE 6 / 30 / 82
FIRST OFFICER		AIRCRAFT NUMBER 25

FLT. NO.	FROM	TO	FLIGHT	BLOCK
174	REF	STO	4.3	45
175	STO	NEW	2.3	24
176	NEW	MAW	2.0	21
177	MAW	REF	.4	4
TOTAL			9.0	94

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	296.5	296.5	296.5
THIS DATE	9.0	9.0	9.0
TOTAL TIME	305.5	305.5	305.5

LANDINGS	BROUGHT FORWARD	172	163
	THIS DATE	4	2
	TOTAL	176	165

NEXT CHECK DUE			
TYPE	A	B	C
AT 300 # 6			

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

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

6-30-82 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW A PHASE 6 INSPECTION AND HAS BEEN FOUND TO BE IN AIRWORTHY CONDITION. BOTH STARTER/GENERATORS WERE RE-BUILT AT THIS TIME.
-END- G. Tracy AP350483387

CAPTAIN	MAINTENANCE LOG	DATE
FIRST OFFICER		AIRCRAFT NUMBER

FLT. NO.	FROM	TO	FLIGHT	BLOCK
105	FEE	MDW	1.4	1.6
106	MDW	DEN	2.2	2.4
107	DEN	SFO	2.3	2.6
108	SFO	RFD	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	320		

#6

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

CORRECTIVE ACTION-

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

1) RADAR NAV COMPUTER
2) CABIN AIR HEAT EXCHANGER
3) 1ST SEAT ON RIGHT SIDE
4) 1ST SEAT AIRFLOW

- 1) 6-28-82 RADAR NAV FUNCTION CPS CHECKS OK - RCK/JCE
 - 2) DEFERRED 6-28-82
 - 3) DEFERRED 6-20-82
- K. Kenzel 2197965

CAPTAIN Wimmer S		MAINTENANCE LOG	DATE 6/20/82
FIRST OFFICER Lizer P			AIRCRAFT NUMBER 28W

FLT. NO.	FROM	TO	FLIGHT	BLOCK
154	RFD	MDW	4	5
155	MDW	BFI	4	4
156	BFI	MDW	3	1
157	MDW	RFD	4	1
TOTAL			15	11

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	260.1	→	
THIS DATE	8.7		
TOTAL TIME	268.8		

LANDINGS	BROUGHT FORWARD	152	143
	THIS DATE	4	9
	TOTAL	156	147

NEXT CHECK DUE			
TYPE	A	B	C
AT	250		

ISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
#1 FIRST SEAT ON LEFT SIDE OF A/C WILL NOT RECLINE	6-17-82 REMOVED LOANER AND INSTALLED SERVICEABLE VIR-30A. S/N OUT 3387 S/N IN 17233. END - D. C. Tracy AP350483387
#2 CABINET HINGES ARE BROKEN (MIDDLE DOORS ON COACH) DOORS STILL OPERATE	6-18-82 INSTALLED A NEW R/H MAIN GEAR TIRE IAW THE MAINTENANCE MANUAL. - END -
#3 RH FUEL GAUGE INTERMITTENT	D. C. Tracy AP350483387
#4	#1) DEFERRED 6-20-82 #2) DEFERRED 6-20-82 #3) DEFERRED 6-20-82 K. C. Kuyel 2197965

CAPTAIN J EMERY		MAINTENANCE LOG	DATE 6/16/82
FIRST OFFICER P LIZOR			AIRCRAFT NUMBER 28

FLT. NO.	FROM	TO	FLIGHT	BLOCK
150	REF	DEN	2.1	2.3
151	DEN	TEB	3.4	3.8
152	TEB	DEN	4.0	4.4
153	DEN	REF	1.7	1.9
TOTAL			11.2	12.4

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	2489	2489	2489
THIS DATE	11.2	→	
TOTAL TIME	260.1	→	

LANDINGS	BROUGHT FORWARD	142	129
	THIS DATE	4	4
	TOTAL	152	143

NEXT CHECK DUE			
TYPE	A	B	C
AT	250		

REPORT EACH SYSTEM AND/OR COMPONENT DISCREPANCIES- 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 WA T.T.
 FORM CHECK LIST IS ON FILE
 EAC MAINT. OFFICE - END -
 R Kingel 2197965

CAPTAIN
 J. EMERY
 FIRST OFFICER
 P. LIZER

MAINTENANCE LOG

DATE
 6 / 9 / 82
 AIRCRAFT
 NUMBER 28W11

FLT. NO.	FROM	TO	FLIGHT	BLOCK
139	RFD	MDW	.4	.5
140	MDW	SAT	2.8	2.9
141	SAT	DEN	1.9	2.1
142	DEN	MDW	1.8	2.2
143	MDW	RFD	.3	.3
TOTAL			7.2	8.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	234.4	234.4	234.4
THIS DATE	7.2	7.2	7.2
TOTAL TIME	241.6	241.6	241.6

LANDINGS	BROUGHT FORWARD	137	128
	THIS DATE	7	5
	TOTAL	142	133

NEXT CHECK DUE			
TYPE	A	B	C
AT	250		

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

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

NTR

CAPTAIN <i>WUNDER S</i>		MAINTENANCE LOG	DATE <i>6/7/82</i>
FIRST OFFICER <i>SCHAEF D.</i>			AIRCRAFT NUMBER <i>28WU</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>137</i>	<i>RFD</i>	<i>AZO</i>	<i>10</i>	<i>7</i>
<i>138</i>	<i>AZO</i>	<i>RFD</i>	<i>6</i>	<i>8</i>
<i>139</i>				
TOTAL			<i>12</i>	<i>15</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>2332</i>	<i>2332</i>	<i>2332</i>
THIS DATE	<i>1.2</i>	<i>1.2</i>	<i>1.2</i>
TOTAL TIME	<i>234.4</i>	<i>234.4</i>	<i>234.4</i>

LANDINGS	BROUGHT FORWARD	<i>135</i>	<i>126</i>
	THIS DATE	<i>7</i>	<i>7</i>
	TOTAL	<i>137</i>	<i>128</i>

NEXT CHECK DUE			
TYPE	A	B	C
AT <i>250</i> # <i>5</i>			

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

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

RT. Fuel / quan. inaccurate - Found bad shield around fuel fuselage tanks. Repaired joint. performed fuel test. P.K. OK. Ken Zimmerman FOX Kal Aero, Inc. CR# 3240.

CAPTAIN
 FIRST OFFICER

MAINTENANCE LOG

DATE 5/20/00
 AIRCRAFT NUMBER 2864

FLT. NO.	FROM	TO	FLIGHT	BLOCK
120	RFD	DEN	2.1	2.2
121	DEN	MKE	2.1	2.3
122	MKE	DEN	2.0	2.2
123	DEN	RFD	1.9	2.1
TOTAL			8.1	8.8

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	205.7	205.7	205.7
THIS DATE	8.1	8.1	8.1
TOTAL TIME	213.8	213.8	213.8

LANDINGS	BROUGHT FORWARD	118/111
	THIS DATE	4/4
	TOTAL	122/115

NEXT CHECK DUE			
TYPE	A	B	C
AT 200			

250 #5

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL

CORRECTIVE ACTION-

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

NTR

CAPTAIN W. D. G. G.	MAINTENANCE LOG	DATE 5 / 18 / 82
FIRST OFFICER BL		AIRCRAFT NUMBER 29

FLT. NO.	FROM	TO	FLIGHT	BLOCK
111	DEF	MOW	24	25
112	MOW	SEN	23	25
113	LOW	SEN	24	26
114	SFC	DEF	22	25
115	DEF	MOW	20	21
116	MOW	DEF	13	15
TOTAL			96	107

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	1828	1828	1828
THIS DATE	96	96	96
TOTAL TIME	1974	1974	1974

LANDINGS	BROUGHT FORWARD	109	102
	THIS DATE	6	6
	TOTAL	115	108

NEXT CHECK DUE			
TYPE	A	B	C
AT	200004		

DISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT 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 CHD APA 80 VSI-80A S/N 670 IN PILOT'S POSITION KCKmyd 2197965
	(1) 5-14-82 Removed and Replaced Left hand main landing gear tire + packed Bearings and Serviced tire TAW maintenance Manual - End - David Schmidt AP 349585075

CAPTAIN
 LAMMER S
 FIRST OFFICER
 SCHARF D.

MAINTENANCE LOG

DATE
 5/8/82
 AIRCRAFT
 NUMBER 2800 II

FLT. NO.	FROM	TO	FLIGHT	BLOCK
96	RFD	MDW	.4	.7
97	MDW	DEN	2.3	2.5
98	DEN	MDW	1.9	2.1
99	MDW	RFD	.3	.4
TOTAL			4.8	5.7

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	158.9	158.9	158.9
THIS DATE	4.8	4.8	4.8
TOTAL TIME	163.7	163.7	163.7

L A T E S T E D	BROUGHT FORWARD	94	89
	THIS DATE	4	3
	TOTAL	98	92

NEXT CHECK DUE			
TYPE	A	B	C
AT 200 #4			

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

CORRECTIVE ACTION-

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

#1 START GEN CONTROL
 C/B POPS EVERY START
 (RESETS)

#1) C/B POPS IF INITIAL GEN LOAD
 IS HIGH DUE TO EXCESSIVE
 PRE-FLIGHT ELECTRICAL USAGE WITH
 BATTERY ONLY - KCKemp 2197965

#2. F/C O2 MASK STUCK
 ON EMERG. POSITION
 MUST BE DISCONNECTED
 TO STOP FLOW OF O2

#2) 5-14-82 O2 MASK DEFERRED AND
 WAITING PARTS. - END - J G Tracy
 AP350483387

#3. STANDBY GYRO
 DRIFTS IN ATTITUDE

#3) 5-14-82 STANDBY GYRO DEFERRED.
 -END- J G Tracy AP350483387

#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.

5-14-82 REPLACED BOTH WIND-
 5) SHEILD'S DESSICANTS. - END -
 J G Tracy AP350483387

CAPTAIN <i>SRW</i>	MAINTENANCE LOG	DATE <i>5/16/82</i>
FIRST OFFICER <i>RKH</i>		AIRCRAFT NUMBER <i>2000</i>

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	9085
	THIS DATE	4 4
	TOTAL	9489

NEXT CHECK DUE			
TYPE	A	B	C
AT #4 200			

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

<p>1) PAINT PEELING FROM LEADING EDGE OF BOTH WINGLETS, RIGHT TIP TAIL - WING FAIRING, BASE OF VERTICAL STAB, NUMEROUS JOINTS & FASTENERS</p>	<p>1) 5-14-82 FEATHER-EDGE AND RE-PAINT LEADING EDGES / INSTALL ANTI-EROSION STRIPS - END - James M. Viny AP34350060</p>
<p>2) OVERHEAD PANEL DIMMER KNOB MISSING</p>	<p>2) Dimmer knob installed 5-14-82 - End - David Schmidt AP349585075</p>
<p>3) BOTH BAGGAGE COMPARTMENTS REEK WITH STRONG ODOR</p>	<p>3) 5-14-82 CANNOT DETECT ODOR - K. Kenzil 2197965</p>

CAPTAIN <i>WINNER</i>	MAINTENANCE LOG	DATE <i>4/22/23/82</i>
FIRST OFFICER <i>LENNETS</i>		AIRCRAFT NUMBER <i>2806</i>

FLT. NO.	FROM	TO	FLIGHT	BLOCK
<i>73</i>	<i>RFD</i>	<i>MSN</i>	<i>.3</i>	<i>.5</i>
<i>74</i>	<i>MSN</i>	<i>ELP</i>	<i>3.4</i>	<i>3.6</i>
<i>75</i>	<i>ELP</i>	<i>FMY</i>	<i>3.2</i>	<i>3.5</i>
<i>76</i>	<i>FMY</i>	<i>MSN</i>	<i>3.0</i>	<i>3.2</i>
<i>77</i>	<i>MSN</i>	<i>RFD</i>	<i>.4</i>	<i>.5</i>
TOTAL			<i>10.3</i>	<i>11.3</i>

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	<i>124.4</i>	<i>124.7</i>	<i>124.7</i>
THIS DATE	<i>10.3</i>	<i>10.3</i>	<i>10.3</i>
TOTAL TIME	<i>134.7</i>	<i>134.7</i>	<i>134.7</i>

LANDINGS	BROUGHT FORWARD	<i>71</i> <i>65</i>
	THIS DATE	<i>5</i> <i>5</i>
	TOTAL	<i>76</i> <i>73</i>

NEXT CHECK DUE			
TYPE	A	B	C
<i>AT 150 E 3</i>			

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

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

#1 F/O O² MASK LEAKS CONTINUALLY

4-23-82 TIGHTEN O₂ MASK FITTINGS OPERATIONAL TEST SATISFACTORY — END — James Vicky AP34350610

CAPTAIN
 FIRST OFFICER

HSP
 001

MAINTENANCE LOG

DATE
 4/18/82
 AIRCRAFT NUMBER
 2804

FLT. NO.	FROM	TO	FLIGHT	BLOCK
67	RFD	DEM	2.3	2.5
68	DEM	SFC	2.5	2.7
69	SFC	HSP	3.4	3.6
70	HSP	BOJ	2.2	2.5
71	BOJ	DEM	4.8	5.2
72	DEM	RFD	1.6	1.8
TOTAL			16.8	18.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	107.6	107.6	107.6
THIS DATE	16.8	16.8	16.8
TOTAL TIME	124.4	124.4	124.4

LANDINGS	BROUGHT FORWARD	65	62
	THIS DATE	6	6
	TOTAL	71	68

NEXT CHECK DUE			
TYPE	A	B	C
AT 150 #3			

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

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

① FLITE PHONE IN CABIN IN OP

4-20-82 FLITEPHONE DEFERRED
 -END- Q. Tracy AP350483387

CAPTAIN
FIRST OFFICER

MAINTENANCE LOG

DATE 4 / 11 / 82
AIRCRAFT NUMBER 25111

FLT. NO.	FROM	TO	FLIGHT	BLOCK
60	RFD	MDW	3	5
61	MDW	BOS	20	22
62	BOS	MDW	23	26
63	MDW	RFD	4	6
TOTAL			50	59

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	98.2	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			

REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION 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

2) WINDOW LIGHT ON-OFF SWITCH ABOVE COULD CAPTAINERS IS INTERMITTENT

4-16-82 ADJUST RETRACTING REEL AND CHECK SHOULDER RESTRAINT; INSTALL REPLACEMENT WINDOW ON-OFF SWITCH — END —

James M. Vianey AP343500610

CAPTAIN SRW	MAINTENANCE LOG	DATE 4/1/4/82
FIRST OFFICER WGL		AIRCRAFT NUMBER 28WLV

FLT. NO.	FROM	TO	FLIGHT	BLOCK
045	DEN	TEB	3.1	3.4
046	TEB	DEN	4.4	4.7
047	DEN	RFD	1.7	1.9
048				
TOTAL			9.2	10.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	68.0	68.0	68.0
THIS DATE	92	92	92
TOTAL TIME	77.2	77.2	77.2

LANDINGS	BROUGHT FORWARD	43	41
	THIS DATE	3	3
	TOTAL	46	44

NEXT CHECK DUE			
TYPE	A	B	C
AT	5		

ISCREPANCIES- REPORT EACH SYSTEM AND/OR COMPONENT MALFUNCTION IN DETAIL	CORRECTIVE ACTION- ENTER ALL UNIT CHANGES AND/OR NONROUTINE MAINTENANCE PERFORMED DESCRIBE, GIVE S/N OFF AND ON, REASON FOR REMOVAL
#1 F/C ALTIMETER 3300/4400 AT HIGH ALTITUDE AND AT 11000'	4-5-82 #1. SITUATION NORMAL THE CAPTAIN'S ALTIMETER HAS THE STATIC DEFECT CORRECTED; #2 INVERTER OPERATIONAL CHECK SATISFACTORY; #3 INSPECTED R.H. FUEL PROBE WIRING, SWAPPED FUEL GAUGES FOR TROUBLESHOOTING; #4 CLEAN-OUT FLOW VALVES; #5 REPAIR DETENT MECHANISM ON TABLE — END —
#2 #1 INVERTER SOMETIMES TAKE A FEW TRYS TO GET IN ON LINE, BUT STAYS ON.	TABLE — END — Julius M. V. Vicary AP3A35061C
#3 FUEL QUANTITY ON R/H SIDE WORK OK ON GROUND BUT ONCE AIR BEGINS TO FILL SCALES (FULL) NO MATTER HOW MUCH FUEL IS ON BOARD, W/H SIDE OK	
#4 PRESSURIZATION SAME. DEFERRED ITEM #2 (3/18/82)	
#5 TABLE ON W/H SIDE OFF AC WILL NOT RAISE UP OR DOWN.	

CAPTAIN JCE
 FIRST OFFICER WGL

MAINTENANCE LOG

DATE 3/31/82
 AIRCRAFT NUMBER 28000II

FLT. NO.	FROM	TO	FLIGHT	BLOCK
043	RFD	MDW	.3	.6
044	MDW	DEN	2.4	2.6
TOTAL			2.7	3.2

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	65.3	65.3	65.3
THIS DATE	2.7	2.7	2.7
TOTAL TIME	68.0	68.0	68.0

LANDINGS	BROUGHT FORWARD	41	39
	THIS DATE	2	2
	TOTAL	43	41

NEXT CHECK DUE			
TYPE	A	B	C
AT	5		

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

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

~~NTR~~

CAPTAIN
 W. W. W. S.
 FIRST OFFICER
 L. F. H. N. E. I. S. B.

MAINTENANCE LOG

DATE
 3/14/82
 AIRCRAFT NUMBER
 28WLW II

FLT. NO.	FROM	TO	FLIGHT	BLOCK
039	RFD	DEN	2.2	2.6
040	DEN	LAX	2.2	2.5
041	LAX	DEN	1.7	2.2
042	DEN	RFD	1.7	2.0
TOTAL			7.8	9.3

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	57.5	57.5	57.5
THIS DATE	7.8	7.8	7.8
TOTAL TIME	65.3	65.3	65.3

L A S T	BROUGHT FORWARD	37	35
	THIS DATE	4	4
	TOTAL	41	39

NEXT CHECK DUE			
TYPE	A	B	C
AT 50 (1)			

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

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

#1. B/L/H + R/H WINDSHIELDS FROST UP BETWEEN PANES ~~IN~~ IN THE UNHEATED ~~AREAS~~ AREAS DOES NOT ~~OBSTRUCT~~ OBSTRUCT VISION

3-23-82 PERFORM PHASE I INSPECTION IN ACCORDANCE WITH MAINTENANCE OUT-LINED BY THE MANUFACTURER - FR - END - JIMMY M. WOOD AF3435006C

#2. #1 COFFEE POT BUTTON STICKS ON CABINetry HOLE NEEDS TO BE REAMED OUT

3-24-82 ADJUSTED CABIN DOOR LATCH; CHANGED BOTH WINDSHIELD DESCENDANT CRYSTALS; ADJUSTED RIGHT TIP TANK CHECK VALVE; CHECKED OPERATION OF EMERGENCY EXIT LIGHTS; END - JIMMY M. WOOD AF3435006C

① 3-26-82 DEFERRED KCK
 ② 3-26-82 DEFERRED KCK
 2197965

CAPTAIN JCE	MAINTENANCE LOG	DATE 3 / 22 / 32
FIRST OFFICER WGL		AIRCRAFT NUMBER 28WVW

FLT. NO.	FROM	TO	FLIGHT	BLOCK
035	RFD	MDW	.3	.5
036	MDW	49J	1.7	1.9
037	49J	MDW	2.0	2.1
038	MDW	RFD	.3	.5
TOTAL			4.3	5.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	53.2	53.2	53.2
THIS DATE	4.3	4.3	4.3
TOTAL TIME	57.5	57.5	57.5

L A Z E R S	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
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~~NTR~~

CAPTAIN SAW	MAINTENANCE LOG	DATE 3/18/19/82
FIRST OFFICER WGL		AIRCRAFT NUMBER 2842

FLT. NO.	FROM	TO	FLIGHT	BLOCK
031	RFD	MDW	.4	.7
032	MDW	LAX	5.1	5.3
033	LAX	DEN	1.8	2.0
034	DEN	RFD	1.8	2.0
TOTAL			9.1	10.0

FLIGHT TIME	AIRCRAFT	LEFT ENGINE	RIGHT ENGINE
BROUGHT FORWARD	97.1	→	→
THIS DATE	9.1		
TOTAL TIME	53.2		

L A S T C H E C K	BROUGHT FORWARD	29	28
	THIS DATE	4	4
	TOTAL	33	32

NEXT CHECK DUE			
TYPE	A	B	C
AT	50(1)		

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
1. FLIGHT PHONE IN CABIN WILL NOT FUNCTION PROPERLY. THE TRANSMIT PORTION OF HEAD HEADS	① 3-26-82 DEFERRED KCK
FLIGHT PHONE IN CABIN IN OP. YOU CAN HEAR THEM THEY CANNOT HEAR YOU. EVERYTHING ELSE WORKS OK. (INTERCOM WORKS WORKS DOES THE SAME THING.)	
2. PRESSURIZATION BUMPS DURING ANY POWER CHANGES.	② 3-26-82 DEFERRED KCK
a) CHANGING CHANGING CABIN TEMP WILL ALSO BUMP CABIN.	
3. CO PILOTS ALTIMETER READS 430 FEET HIGH AT ALTITUDE	③ 3-26-82 DEFERRED KCK 21979605

