

Great lakes

AIRCRAFT LOG

TO THE AIRCRAFT OWNER

This log book and the Engine log book are the most important items of your aircraft file. It contains a continuous and permanent record of all the flying time, repairs, alterations and equipment installations that pertain to your aircraft. (IT IS THE ONLY COMPLETE RECORD.) Civil Air Regulations 43.23 and 18.20 clearly state that it is the responsibility of the aircraft owner to see that his aircraft records are properly maintained: "Please note, all maintenance (except preventive maintenance) repairs, and alterations must be recorded. A current and accurate record of the total time in service on the aircraft and each engine must be maintained."

On the back pages of this book are specially prepared forms on which to make the entries which now have to be made pertaining to F.A.A. Prescribed Forms, Weight and Balance, Airworthiness Directives, and Equipment List. It is the responsibility of the repair agency to make the proper entries.

This log is designed for ease of compliance with C.A.R. See that it is kept up. It will save you money. Guard it closely. If you lose it, you are in trouble. Keep it available at all times in a dry, safe place. These records are to be transferred with ownership.

AIRCRAFT DATA

(THIS PAGE MUST BE FILLED OUT COMPLETELY)

MANUFACTURER GREAT LAKES MODEL 2T-1 SERIAL NO. 28

REGISTRATION NO. N 202K DATE MANUFACTURED 1929

MAXIMUM WEIGHT _____ TYPE _____

ENGINE MAKE WARNER SCARAB MODEL 165 SERIAL NO. 2592A

PROPELLER: MAKE Sensenich MODEL ~~84AB60~~ W86CA67 BLADE MODEL _____

IF THIS LOG BOOK IS FOUND PLEASE RETURN TO:

FRANK DAVID PRICE

(OWNER)

PL38251

(TELEPHONE)

7600 TALLAHASSEE

WACO

TEXAS

Home.

(STREET ADDRESS)

AirPort.

(CITY AND STATE)

1-817-772-3897

817-853-2008

AIRCRAFT LOG

YEAR		RECORDING TACH. READING	TIME THIS FLIGHT	TOTAL TIME	FROM	TO	SIGNATURES AND/OR REMARKS
MO.	DAY						
							WACO Texas April 10 - 1963
							This is to certify that to the best of my knowledge & belief and from all records obtainable the total time on this airplane 1500 hr
							Frank David Ford
							AVP 1306130
							owner

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AIRCRAFT LOG

[illegible]

INSPECTIONS ARE DUE EVERY 12 CALENDER MONTHS

AIRCRAFT LOG

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AIRCRAFT LOG

[illegible]

INSPECTIONS ARE DUE EVERY 12 CALENDER MONTHS

AIRCRAFT LOG

YEAR	DESCRIPTION OF INSPECTIONS, REPAIRS AND ALTERATIONS	
MO.	DAY	Mechanic must endorse all inspections and repairs with name, rating & Cert. No.
		I HAVE INSPECTED THIS AIRCRAFT AND FOUND <u>BULLETIN 7A AIRCRAFT WITH</u> IT COMPLIES WITH THE REQUIREMENTS OF CAR <u>PLACARDS AND MARKINGS TO</u> <u>1.67</u> CERTIFICATE OF AIRWORTHINESS <u>COMPLY WITH PART 43.</u> DATED <u>4-10-63</u> WAS ISSUED BY ME <u>WARNER ENGINE INSTALLATION</u> <u>Charles E. Fern</u> FAA, SW-GADO-2 <u>MADE IN ACCORDANCE WITH APPROVAL</u> <u>DALLAS, TEXAS.</u> <u>AND CONCURRENCE OF SW REGIONAL</u> <u>ENGINEERING, FORM 337 DATED</u> <u>4-10-63 LISTS SPECIFICATIONS.</u>
		<u>June 5th 64</u> <u>I certify that this airplane has</u> <u>been inspected in accordance with a</u> <u>100 hr inspection and has been determined</u> <u>to be in an airworthy condition</u> <u>Frank D. Price</u> <u>AIP 1306150</u>

INSPECTIONS ARE DUE EVERY 12 CALENDER MONTHS

1520

1551

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AIRCRAFT LOG

YEAR		DESCRIPTION OF INSPECTIONS, REPAIRS AND ALTERATIONS
MO.	DAY	
		Mechanic must endorse all inspections and repairs with name, rating & Cert. No.
6	5	6-5-64 I CERTIFY THAT THIS <i>Aircraft</i> HAS BEEN INSPECTED IN ACCORDANCE WITH A <i>Periodic</i> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. TOTAL TIME TO DATE <i>1520</i> <i>Cecil Lee Davis</i> CECIL LEE DAVIS A & P. 540708
7	13	7-13-65 I certify that this <i>airplane</i> has been inspected in accordance with a <i>100 hr inspection</i> and has been determined to be in an <i>airworthy condition</i> <i>Frank Davis A & P 1306130</i>

INSPECTIONS ARE DUE EVERY 12 CALENDER MONTHS

AIRCRAFT LOG

YEAR		RECORDING TACH. READING	TIME THIS FLIGHT	TOTAL TIME	FROM	TO	SIGNATURES AND/OR REMARKS
MO.	DAY						
		7-14-65					CERTIFY THAT THIS Aircraft HAS BEEN INSPECTED IN ACCORDANCE WITH A <i>periodic</i> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. TOTAL TIME TO DATE <i>1551</i> <i>Cecil Lee Davis</i> CECIL LEE DAVIS A & P 540708 <i>1511</i> <i>1520</i> <i>1530</i> <i>1540</i> <i>1550</i> <i>1560</i> <i>1570</i> <i>1580</i> <i>1590</i> <i>1600</i> <i>1610</i> <i>1620</i> <i>1630</i> <i>1640</i> <i>1650</i> <i>1660</i> <i>1670</i> <i>1680</i> <i>1690</i> <i>1700</i> <i>1710</i> <i>1720</i> <i>1730</i> <i>1740</i> <i>1750</i> <i>1760</i> <i>1770</i> <i>1780</i> <i>1790</i> <i>1800</i> <i>1810</i> <i>1820</i> <i>1830</i> <i>1840</i> <i>1850</i> <i>1860</i> <i>1870</i> <i>1880</i> <i>1890</i> <i>1900</i> <i>1910</i> <i>1920</i> <i>1930</i> <i>1940</i> <i>1950</i> <i>1960</i> <i>1970</i> <i>1980</i> <i>1990</i> <i>2000</i> <i>2010</i> <i>2020</i> <i>2030</i> <i>2040</i> <i>2050</i> <i>2060</i> <i>2070</i> <i>2080</i> <i>2090</i> <i>2100</i> <i>2110</i> <i>2120</i> <i>2130</i> <i>2140</i> <i>2150</i> <i>2160</i> <i>2170</i> <i>2180</i> <i>2190</i> <i>2200</i> <i>2210</i> <i>2220</i> <i>2230</i> <i>2240</i> <i>2250</i> <i>2260</i> <i>2270</i> <i>2280</i> <i>2290</i> <i>2300</i> <i>2310</i> <i>2320</i> <i>2330</i> <i>2340</i> <i>2350</i> <i>2360</i> <i>2370</i> <i>2380</i> <i>2390</i> <i>2400</i> <i>2410</i> <i>2420</i> <i>2430</i> <i>2440</i> <i>2450</i> <i>2460</i> <i>2470</i> <i>2480</i> <i>2490</i> <i>2500</i> <i>2510</i> <i>2520</i> <i>2530</i> <i>2540</i> <i>2550</i> <i>2560</i> <i>2570</i> <i>2580</i> <i>2590</i> <i>2600</i> <i>2610</i> <i>2620</i> <i>2630</i> <i>2640</i> <i>2650</i> <i>2660</i> <i>2670</i> <i>2680</i> <i>2690</i> <i>2700</i> <i>2710</i> <i>2720</i> <i>2730</i> <i>2740</i> <i>2750</i> <i>2760</i> <i>2770</i> <i>2780</i> <i>2790</i> <i>2800</i> <i>2810</i> <i>2820</i> <i>2830</i> <i>2840</i> <i>2850</i> <i>2860</i> <i>2870</i> <i>2880</i> <i>2890</i> <i>2900</i> <i>2910</i> <i>2920</i> <i>2930</i> <i>2940</i> <i>2950</i> <i>2960</i> <i>2970</i> <i>2980</i> <i>2990</i> <i>3000</i> <i>3010</i> <i>3020</i> <i>3030</i> <i>3040</i> <i>3050</i> <i>3060</i> <i>3070</i> <i>3080</i> <i>3090</i> <i>3100</i> <i>3110</i> <i>3120</i> <i>3130</i> <i>3140</i> <i>3150</i> <i>3160</i> <i>3170</i> <i>3180</i> <i>3190</i> <i>3200</i> <i>3210</i> <i>3220</i> <i>3230</i> <i>3240</i> <i>3250</i> <i>3260</i> <i>3270</i> <i>3280</i> <i>3290</i> <i>3300</i> <i>3310</i> <i>3320</i> <i>3330</i> <i>3340</i> <i>3350</i> <i>3360</i> <i>3370</i> <i>3380</i> <i>3390</i> <i>3400</i> <i>3410</i> <i>3420</i> <i>3430</i> <i>3440</i> <i>3450</i> <i>3460</i> <i>3470</i> <i>3480</i> <i>3490</i> <i>3500</i> <i>3510</i> <i>3520</i> <i>3530</i> <i>3540</i> <i>3550</i> <i>3560</i> <i>3570</i> <i>3580</i> <i>3590</i> <i>3600</i> <i>3610</i> <i>3620</i> <i>3630</i> <i>3640</i> <i>3650</i> <i>3660</i> <i>3670</i> <i>3680</i> <i>3690</i> <i>3700</i> <i>3710</i> <i>3720</i> <i>3730</i> <i>3740</i> <i>3750</i> <i>3760</i> <i>3770</i> <i>3780</i> <i>3790</i> <i>3800</i> <i>3810</i> <i>3820</i> <i>3830</i> <i>3840</i> <i>3850</i> <i>3860</i> <i>3870</i> <i>3880</i> <i>3890</i> <i>3900</i> <i>3910</i> <i>3920</i> <i>3930</i> <i>3940</i> <i>3950</i> <i>3960</i> <i>3970</i> <i>3980</i> <i>3990</i> <i>4000</i> <i>4010</i> <i>4020</i> <i>4030</i> <i>4040</i> <i>4050</i> <i>4060</i> <i>4070</i> <i>4080</i> <i>4090</i> <i>4100</i> <i>4110</i> <i>4120</i> <i>4130</i> <i>4140</i> <i>4150</i> <i>4160</i> <i>4170</i> <i>4180</i> <i>4190</i> <i>4200</i> <i>4210</i> <i>4220</i> <i>4230</i> <i>4240</i> <i>4250</i> <i>4260</i> <i>4270</i> <i>4280</i> <i>4290</i> <i>4300</i> <i>4310</i> <i>4320</i> <i>4330</i> <i>4340</i> <i>4350</i> <i>4360</i> <i>4370</i> <i>4380</i> <i>4390</i> <i>4400</i> <i>4410</i> <i>4420</i> <i>4430</i> <i>4440</i> <i>4450</i> <i>4460</i> <i>4470</i> <i>4480</i> <i>4490</i> <i>4500</i> <i>4510</i> <i>4520</i> <i>4530</i> <i>4540</i> <i>4550</i> <i>4560</i> <i>4570</i> <i>4580</i> <i>4590</i> <i>4600</i> <i>4610</i> <i>4620</i> <i>4630</i> <i>4640</i> <i>4650</i> <i>4660</i> <i>4670</i> <i>4680</i> <i>4690</i> <i>4700</i> <i>4710</i> <i>4720</i> <i>4730</i> <i>4740</i> <i>4750</i> <i>4760</i> <i>4770</i> <i>4780</i> <i>4790</i> <i>4800</i> <i>4810</i> <i>4820</i> <i>4830</i> <i>4840</i> <i>4850</i> <i>4860</i> <i>4870</i> <i>4880</i> <i>4890</i> <i>4900</i> <i>4910</i> <i>4920</i> <i>4930</i> <i>4940</i> <i>4950</i> <i>4960</i> <i>4970</i> <i>4980</i> <i>4990</i> <i>5000</i> <i>5010</i> <i>5020</i> <i>5030</i> <i>5040</i> <i>5050</i> <i>5060</i> <i>5070</i> <i>5080</i> <i>5090</i> <i>5100</i> <i>5110</i> <i>5120</i> <i>5130</i> <i>5140</i> <i>5150</i> <i>5160</i> <i>5170</i> <i>5180</i> <i>5190</i> <i>5200</i> <i>5210</i> <i>5220</i> <i>5230</i> <i>5240</i> <i>5250</i> <i>5260</i> <i>5270</i> <i>5280</i> <i>5290</i> <i>5300</i> <i>5310</i>

CARRY TOTAL TIME TO TOP OF NEXT PAGE

AIRCRAFT LOG

YEAR	DESCRIPTION OF INSPECTIONS, REPAIRS AND ALTERATIONS
MO. DAY	Mechanic must endorse all inspections and repairs with name, rating & Cert. No.
12-31-07	I certify that this aircraft has been inspected in accordance with a 100% inspection and has been determined to be in an airworthy condition.
9-5-08	TTAF 1575.0
7-8-08	08 AIRCRAFT TOTAL TIME 1575.0 INSTALLED PLYWOOD COVERING ON BOTTOM OF WING CENTER SECTION AS PER S.T.C. SA 2368 CE. REBUILT WING CENTER SECTION WITH ALL NEW RIBS AND SPARS. INSTALLED NEW ALU. FUEL TANK. REBUILT TWO TOP WINGS AND RIGHT BOTTOM WING WITH ALL NEW RIBS AND SPARS. SEE 337'S DATED THIS DATE IN AIRCRAFT RECORDS. MOND L. Zerna ATP018385906IA.

INSPECTIONS ARE DUE EVERY 12 CALENDER MONTHS

AIRCRAFT LOG

YEAR		RECORDING TACH. READING	TIME THIS FLIGHT	TOTAL TIME	FROM	TO	SIGNATURES AND/OR REMARKS
MO.	DAY						

Date: 10-31-08

Total Time: 1575.0

Registration: N202K

Make: Great Lakes

Model: 2T-1

Serial No: 28

Removed all Paint from Fuselage Frame, Inspected for Cracks and Corrosion, Primed and Painted with Epoxy Paint. Replaced all Fuselage Wood Stringers and Coated with Epoxy Varathain. Replaced Flight control cables on Rudder 2ea P/N B-60223, Elevator Upper P/N B-60202-A, and Lower P/N B-6028. Replaced all Aircraft Electrical wire with new of the same gauge wire. Replaced Engine control cables for Throttle P/N A-930-0480, Mixture P/N A-930-0600, and Carburetor Heat P/N A-770-0720. See Form 337 Dated 10-30-08 for Left Lower Wing Rebuild. Replaced the following Instruments with new:

CARRY TOTAL TIME TO TOP OF NEXT PAGE

AIRCRAFT LOG

YEAR		DESCRIPTION OF INSPECTIONS, REPAIRS AND ALTERATIONS
MO.	DAY	
Mechanic must endorse all inspections and repairs with name, rating & Cert. No.		

INSTRUMENT

MODEL NO.

SERIAL NO.

Airspeed Indicator #1

United 8000

149483

Airspeed Indicator #2

United 8000

150001

Turn & Bank

Schwein B11-T-1

52-213

Tachometer #1

Mitchell D1-112-5028

1660

Tachometer #2

Mitchell D1-112-5028

1661

Altimeter #1

United 5934P-3

401468

Altimeter #2

United 5934P-3

401234

Vertical Speed Ind.

United 7030

282751

See New Weight and Balance Dated 08-30-08.

Signature

Henry L. Howell Jr.

A&P537642333

INSPECTIONS ARE DUE EVERY 12 CALENDER MONTHS

AIRCRAFT LOG

YEAR		DESCRIPTION OF INSPECTIONS, REPAIRS AND ALTERATIONS
MO.	DAY	Mechanic must endorse all inspections and repairs with name, rating & Cert. No.
Jun	4	2009 This Aircraft has been inspected in accordance with a ANNUAL INSPECTION AND WAS FOUND TO BE IN AIRWORTHY CONDITION AIRCRAFT TOTAL TIME AT THIS DATE. IS 1575.0 hrs SEE SUPPORTING LOG'S & DOCUMENTS FOR REPAIRS AND WORK COMPLETED. W/O # N202K/090609. WORK ORDER SHEET 1-7 ARE PART OF THIS LOG. FOR FUTURE REF. / SEE SIC SAIDOBWE AND FORM 337 FOR POLY-FIBER COVERINGS. ALL DOCUMENTS REVIEWED FOR CONFORMITY AND AIRWORTHINESS, A NEW CERTIFICATE OF AIRWORTHINESS HAS BEEN ISSUED DATE TO LAST DOCUMENT April 1963. Replacing lost Doc. Aircraft History has been added to LOG file per FAA File. GLAC SERVICE BULLETIN #4. #7 AND #15 Complied with AD LIST AND COPIES PROVIDED TO OWNER. AD 79-20-08 SUPERSEDED. AND N/A THIS AIRCRAFT. AD 80-21-12 R1 N/A THIS AIRCRAFT. AD 78-26-10 R1 HEATING SYSTEM NOT INSTALLED THIS A/C.

INSPECTIONS ARE DUE EVERY 12 CALENDER MONTHS

AIRCRAFT LOG

[illegible]

INSPECTIONS ARE DUE EVERY 12 CALENDER MONTHS

EQUIPMENT LIST

[illegible]

