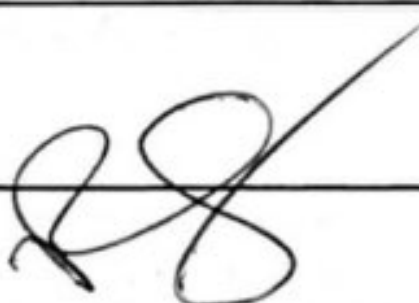


AIRFRAME MAINTENANCE RECORD


AIRCRAFT SERIAL AND REGISTRATION 20608304 N137P

RECORD NUMBER 1

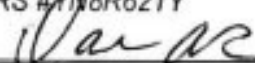
MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10THS		
2008				
03/10	3	8	ELT Battery date expires: <u>Feb 2013</u> Key # <u>215</u> Airworthiness Directives comply through <u>2008-05</u>	/
03/10	3	8	Aircraft Airworthy. Total Time in Service: <u>3.8</u> Total tach time: <u>3.8</u> Hobbs time: <u>5.4</u>	
03/10	3	8	The G1000 System Software installed in this aircraft is Cessna publication number <u>206HG5W00-09</u> . The G1000 System ID Number is <u>223D363AE</u> .	
03/10	3	8	AMSAFE Aviation Inflight Restraint (AAIR*) System Seat # 1 - Serial # AASI <u>297420399</u> Expiration Date <u>11/01/2014</u> Seat # 2 - Serial # AASI <u>235430262</u> Expiration Date <u>10/01/2014</u> Seat # 3 - Serial # AASI <u>235430257</u> Expiration Date <u>10/01/2014</u> Seat # 4 - Serial # AASI <u>235430219</u> Expiration Date <u>10/01/2014</u> Seat # 5 - Serial # AASI <u>na</u> Expiration Date <u>na</u> Seat # 6 - Serial # AASI <u>na</u> Expiration Date <u>na</u>	 ODARF100129CE


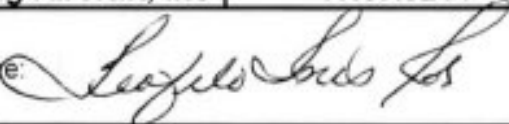
MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10THS		
2008				
03/10	3	8	<p>This aircraft has been inspected and found in compliance with the requirements of FAR 21.183 and all mandatory changes. The Transponder S/N <u>89106897</u> was inspected and tested on <u>02/26/08</u> and is in compliance with the FAR 91.413. The Static Pressure System was inspected and tested on <u>02/26/08</u>. The ADC and Altimeter(s) have been inspected and tested and are in compliance with FAR 91.217 and 91.411 to an altitude of <u>8000</u> feet. ADC <u>20601396</u> Date <u>02/26/08</u> Altimeter(s) <u>465798</u> Date <u>01/23/08</u> R <u>714</u> Date <u>7/4</u> ELT Certified and tested per FAR 91.207D. Standard Certificate of Airworthiness dated <u>03/10/08</u> has been issued by the undersigned.</p>	 ODARF100129CE


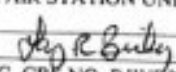
MAINTENANCE RECORD

DATE	DESCRIPTION OF THE WORK PERFORMED		AUTHORITY, TYPE
	<p align="center">Aircraft Log Book Entry, by Yingling Aircraft, Inc. For: Cessna 206H, N137P</p>		
	<p>Installed a Keith Products engine driven vapor cycle air conditioning system in accordance with the Master Document List, Report # DL-26-0100, Rev. E of Nov. 16, 2004. The FAA Approved Flight Manual Supplement # CR-26-9 dated June 20, 03, was placed in the Pilots Operating Handbook. This installation was completed in accordance with and as approved by STC # SA10144SC. Instructions for Continued Airworthiness are contained in the Keith Products Maintenance Manual # CR-26-10, Rev. E of Jan. 24-07. Reference the FAA 337 Form and Weight & Balance Supplement dated 03-21-08. Installed a new 1212412-13 bulkhead at FS152.20.</p>		
	<p>Completed By Yingling Aircraft, Inc. P.O. Box 9248, Wichita, KS 67277 FAA CRS # <u>YN8R621Y</u> Signature: </p>	<p>Date Completed Work Order Number Recorded Hours</p>	<p>03-21-08 SVC-7852 4.6</p>

MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER			
	HOURS	10THS					
				Aircraft Make & Model	Registration	Serial Number	City Identification
				CESSNA 206H	N137P	2080304	ICT
			Comments INSTALLED SYSTEMS: Garmin GMA 1347 Audio Panel P/N 011-00809-00, Marker Beacon Splitter CI 509, Astron DC to DC Converters P/N N2412-12, NAT Audio Mixing Amplifier-db Systems Model 247, 2 each NAT Relays RS16-001, SRU 5 Card Case P/N 305018-00 containing 2 ea SA 24 Diode Cards P/N 305003-01, and a Comant VHF (AUX) Antenna CI 122. VHF-FM (Motorola): NAT Radio Interface Unit AA34-300, Motorola Spectra Transceiver P/N DA5KX+067W, Motorola Spectra A5 Controller and a Comant FM (Spectra) Antenna CI 292-3. UHF-FM (MACOM): Provisioned aircraft with the following equipment and generic wiring interfaced for a 2 nd Tactical Radio NAT Radio Interface Unit AA34-300, Comant GPS Antenna CI 420-220 and a Comant UHF Antenna CI 306 Reference Yingling Aircraft Weight & Balance and Equipment change dated 04/18/08 and FAA 337 dated 04/22/08 for details.				
			Repair Facility	CRS Number	Work Order Number	Aircraft Total Time	
			Yingling Aircraft, Inc	YN8R621Y	AVI 7692	FHM: 9.8	
			Signature: 			Date: 04/22/08	

MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10THS		
				
			MAY 12, 2008 N137P HOBBS INSTALLED WIPAIRE INC. RIGHT FORWARD CABIN DOOR IN ACCORDANCE WITH STC SA1470GL DATED 4/17/90. INSTALL COMPLETED PER WIPAIRE DRG. 3DI-1101 DATED 2/15/90 REVISED WEIGHT AND BALANCE. SEE 337 DATED THIS DATE. THE AIRCRAFT AIRFRAME, AIRCRAFT ENGINE, PROPELLER, OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER W/O NO. 64506 DATE <u>5/12/08</u> SIGNED  FOR WIPAIRE, INC. CRS NO. RJWR390K	

MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER												
	HOURS	10THS														
			<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"><u>Date</u></th> <th style="text-align: left;"><u>Tail No.</u></th> <th style="text-align: left;"><u>Make/Model</u></th> <th style="text-align: left;"><u>Serial No.</u></th> <th style="text-align: left;"><u>Tach/Hobbs</u></th> <th style="text-align: left;"><u>TTAF/Landings</u></th> </tr> </thead> <tbody> <tr> <td>05/21/08</td> <td>N137P</td> <td>CESSNA 206H</td> <td>206H-08304</td> <td>31.2</td> <td>31.2 / 0.0</td> </tr> </tbody> </table> <p>C/W 50 hr inspection IAW current Cessna 206H and Lycoming Maintenance Manuals. Changed oil Aeroshell 100 (mineral) and oil filter Tempest AA48110. C/W SB07-34-01 Installation of Garmin Chart View. C/W AD08/10/02 Alternate Static Source Valve Placard Insp. Found to be OK. Install Reiff engine preheat system TXPL6 in accordance with Manufacturer's instructions. See Weight Balance form revised this date. Run up and ops check OK.</p> <p>KIRK KNEPPER  AP522199032IA</p> <div style="display: flex; align-items: center; margin-top: 10px;">  <div> <p style="margin: 0;">BUN AIR</p> <p style="margin: 0;">CORPORATION</p> </div> <div style="margin-left: 20px;"> <p>Bedford County Airport ■ Bedford, Pennsylvania ■ 800-296-8171</p> </div> </div>	<u>Date</u>	<u>Tail No.</u>	<u>Make/Model</u>	<u>Serial No.</u>	<u>Tach/Hobbs</u>	<u>TTAF/Landings</u>	05/21/08	N137P	CESSNA 206H	206H-08304	31.2	31.2 / 0.0	
<u>Date</u>	<u>Tail No.</u>	<u>Make/Model</u>	<u>Serial No.</u>	<u>Tach/Hobbs</u>	<u>TTAF/Landings</u>											
05/21/08	N137P	CESSNA 206H	206H-08304	31.2	31.2 / 0.0											

DeGol Jet Center
580 S. Loyalsock Ave.
Montoursville, PA 17754
Phone 570-368-2651 Fax 368-8651

N137P ◊ S/N#20608304 ◊ Hobbs: 37.6

Date: 5/22/2008

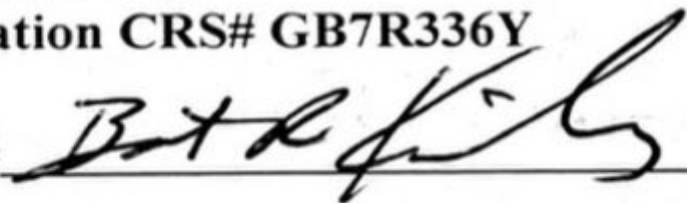
Removed nose and main landing gear Wheel Fairings. Weight and balance revised this date with aft seat removed. → END →

The aircraft, airframe, aircraft engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Agency and was determined to be in an airworthy condition and is approved to return to service.

W/O #2008052201

Repair Station CRS# GB7R336Y

Signature



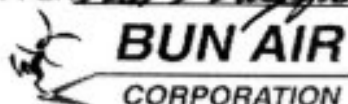
Date

5-22-08

<u>Date</u>	<u>Tail No.</u>	<u>Make/Model</u>	<u>Serial No.</u>	<u>Tach/Hobbs</u>	<u>TTAF/Landings</u>
06/10/08	N137P	CESSNA 206H	206H-08304	43.2	43.2 / 0.0

Removed right main gear and trimmed .125" from top of gear leg opening in fuselage to achieve 1/8" clearance between gear leg and top of opening. All work done in conjunction with instructional data supplied by Steve Brooks (Regional Manager of Field Service) for Cessna Aircraft. A copy of the data email is attached. C/W Cessna SB08-34-03 by installing Garmin Terrain Database 08T2. This satisfies Garmin Service Alert No. 0816. Run up and ops check OK.

KIRK KNEPPER  AP522199032IA



Bedford County Airport ■ Bedford, Pennsylvania ■ 800-296-8171

> -----Original Message-----

> From: Brooks, Steve (Cessna Field Service)

> Sent: Tuesday, June 03, 2008 2:50 PM

> To: Barry Taylor

> Subject: N137P/20608304

>

> Barry,

> Engineering Structures has reviewed the photos

> They are in concurrence the skin contact with the MLG spring is not a

> safety of flight issue and airplane may be repositioned.

> Trimming of the skin for clearance would be the permanent disposition

> and considered minor in scope.

> I hope this information is helpful.

>

> Best regards,

>

> Steve Brooks

> Cessna Aircraft Company

> Field Service

> srbrooks@cessna.textron.com

> 316.517.7450

DeGol Jet Center
580 S. Loyalsock Ave.
Montoursville, PA 17754
Phone 570-368-2651 Fax 368-8651

N137P ◊ Engine

IO-540-AC1A5 ◊ S/N#L-32719-48E ◊ Tach: 50.8 ◊ TSN: 50.8

Date: 6/26/2008

Drained oil and cleaned screen. Removed oil filter and inspected for debris. Found normal deposits. Installed new oil filter (P/N#CH48110-1) and serviced with 11 quarts Aeroshell 15/50 oil. Cleaned, gapped, tested and rotated spark plugs. Complied with Lycoming SB 583 per Slick SB2-08 and Lycoming SB 584 per Slick SB3-08. Found unacceptable wear to carbon brushes in both magnetos. Removed left magneto (Mod#6351, S/N#07101780) and installed new Slick magneto (Mod#6351, S/N#08062203). Removed right magneto (Mod#6351, S/N#07101775) and installed new Slick magneto (Mod#6351, SN#08062204). Complied with AD 2008-08-14 per Precision Airmotive PSR-107 Rev. 1. No defect noted. Operational and leak checks okay on ground. → END →

The aircraft, airframe, aircraft engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Agency and was determined to be in an airworthy condition and is approved to return to service.

W/O #2008062001

Repair Station CRS# GB7R336Y

Signature

Barth Killy

Date

6-26-08

171

END

OKS

/ 0.0

/Landings

DeGol Jet Center
580 S. Loyalsock Ave.
Montoursville, PA 17754
Phone 570-368-2651 Fax 368-8651

N137P Engine

IO-540-AC1A5 S/N#L-32719-48E Tach: 55.8 TSN: 55.8

Date: 7/2/2008

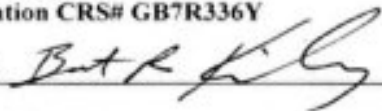
Removed left magneto (Mod#6351, S/N#08062203) and right magneto (Mod#6351, SN#08062204).
Complied with Lycoming SB 584 per Slick SB3-08. Found wear to carbon brushes in both magnetos.
Re-installed same magnetos. Next inspection due in 15 to 20 hours. Operational and leak checks okay.
→ END →

The aircraft, airframe, aircraft engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Agency and was determined to be in an airworthy condition and is approved to return to service.

W/O #2008070103

Repair Station CRS# GB7R336Y

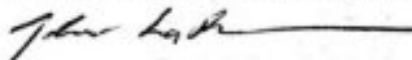
Signature



Date

7-2-08

ON 07/14/2008 THE CAS/BARO KNDS
ON N137P INSTALLED DISPLAYS WERE
CHECKED FOR INTERFERENCE WITH NONE
FOUND PER LYCOMING SERVICE BULLETIN 0824.



Engine Log N137P Tach & Engine TSN 73.0 hours Date 7-18-2008

Performed first 15 to 20 hour inspection of carbon brushes in both magnetos, sn:08062203 and 08062204, as required by Lycoming SB 584 and Slick SB3-08. No evidence of premature wear of brushes was found. This inspection is due every 15 to 20 hours, until 50 hours time in service is reached on this part.

Performed the first 50 hour inspection of the breaker cams in both magnetos, as required by Lycoming SB 583 and Slick SB2-08. No evidence of premature wear of the cams was found.

Recurring inspections are due every 100 hours.

Ran-up engine. Operational and leak checks were satisfactory.

Signed  Jonathan C. Rider A&P 3248741 IA Wings 'N Things, Inc.

N137P

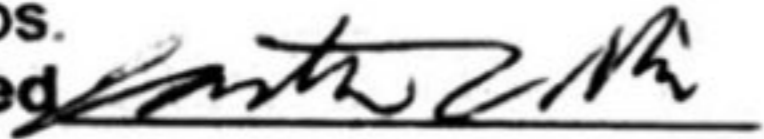
Airframe Log

Tach and ACTT 59.6 hours

Date 7/14/2008

Removed tie wraps securing engine pre-heater wiring to fuel injector lines, and installed adel clamps.

Signed



Jonathan C. Rider A&P 3248741 IA Wings 'N Things, Inc.

Airframe Log**N137P****Tach & ACTT 99.4****Date 9/22/2008**

Inspected and lubricated all wheel bearings. Replaced both main wheel axle nuts with True-Lock Safety Retention Axle Lock Nut System, in accordance with STC number SA00780SE. See FAA Form 337, dated 9/22/08. Installed hub caps, pn: 0741048-8 on the main wheels, and pn: 0743627-6 and 0743627-7 (valve side) on the nose wheel. Installed valve stem extensions, pn: 6241M, on all 3 wheels.

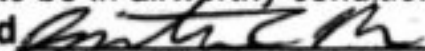
Applied anti-chafe tape to one spot on top skin of right wing flap. Cut paint around all access panel screws on exterior of airplane. Replaced painted screws with stainless steel screws. Removed and reinstalled one right wing strut upper fitting bolt and nut, with a thicker washer under the head to provide clearance between bolt and wing skin. Replaced one rivnut at right upper wing strut fairing and 3 under cabin air conditioner ducts. Installed rubber sleeves on left and right brake tubes, where they pass through the fuselage landing gear fittings, to prevent chafing. Installed a tie wrap and stand-off on air conditioner hoses to prevent chafing against fuel selector shaft. Installed aux fuel pump placard, pn: 1205130-2, at pedestal. Replaced vacuum regulator filter. Trimmed excess material from right forward engine baffle to prevent chafing against cowling.

Cleaned induction air filter. Cleaned and reinstalled firewall fuel screen. Pressurized fuel system, no leaks found. Inspected Keith air conditioner system in accordance with 100 hour requirements of Keith Products ICA. Charged main battery and serviced electrolyte.

Complied with the following **airworthiness directives** and **service bulletins**:

<u>Number</u>	<u>Method of compliance</u>	<u>Next due</u>
SB02-37-02	Verified vacuum pump TIS is 99.4 hours, for replacement schedule.	500 hours or 6 years
AD2008-02-06	Inspected all 3 Garmin AP servo data plates and found them marked mod status 1. No further action required.	NA

I certify that this aircraft has been inspected in accordance with an **annual inspection**, as per Inspection Operations 1,2,3,4,5, and 22 of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits checklist . and has been found to be in airworthy condition.

Signed 

Jonathan C. Rider

A&P 3248741 IA

Wings 'N Things, Inc.

Engine Log

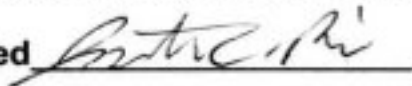
N137P

Tach & Engine TSN 135.3 hours

Date 12-4-2008

Removed fuel servo, model RSA-10ED1, pn: 2576546-3, sn: 70BU7308, due to failure to shut-off fuel, after engine was shut down. This unit was repaired by Ametek B&S Aircraft Parts & Accessories, see their work order number R08-08049, and form 8130-3. Reinstalled servo. Ran-up engine and adjusted idle mixture. Operational and leak checks were satisfactory.

Signed



Jonathan C. Rider A&P 3248741 IA Wings 'N Things, Inc.

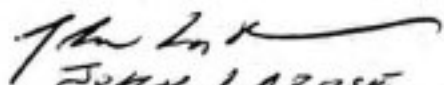
<u>Date</u>	<u>Tail No.</u>	<u>Make/Model</u>	<u>Serial No.</u>	<u>Tach/Hobbs</u>	<u>TTAF/Landings</u>
01/26/09	N137P	CESSNA 206H	206H-08304	140.7	140.7 / 0.0

Remove and replace #2 GIA63W (off s/n 68506718 - on s/n 15W006948) and configure software. Reposition seal on cargo door. Repositioned and lubed pilot door latch assy. Reattached loose trim on pilot's control wheel. Checked landing and taxi light for proper alignment. Replace warped instrument panel glareshield. Paint nose wheel fork assy. Relocated and secured wiring for Communication foot switch. Replaced screws in winterization fronts. Adjusted camber and toe in Rt main gear.

KIRK KNEPPER  AP522199032IA



Bedford County Airport ■ Bedford, Pennsylvania ■ 800-296-8171

01/26/09 I INSTALLED THE ELECTRONIC CHECKLISTS IN ACCORDANCE WITH SERVICE BULLETIN # SB 09-11-02, AIRCRAFT TIME 140.7.  # 2730394
JOHN LAROSE

<u>Date</u>	<u>Tail No.</u>	<u>Make/Model</u>	<u>Serial No.</u>	<u>Tach/Hobbs</u>	<u>TTAF/Landings</u>
02/03/09	N64CE N137P	CESSNA 182S 206H	88321 206H-08304	2802.5 140.7	4000.8 / 0.0 140.7

Replaced It elevator tip assy. (P/N 1234640-3) and painted. Ops Check OK.

KIRK KNEPPER  AP522199032IA



BUN AIR
CORPORATION

Bedford County Airport ■ Bedford, Pennsylvania ■ 800-296-8171

Airframe Log

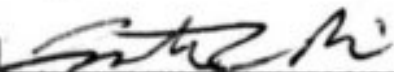
N137P

Tach & ACTT 147.0

Date 2/11/2009

I certify that this aircraft has been inspected in accordance with a 50 hour inspection, as per Inspection Operations 1,2,3&4 of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits checklist, and has been found to be in airworthy condition.

Signed



Jonathan C. Rider

A&P 3248741 IA

Wings 'N Things, Inc.

Airframe Log**N137P****Tach & ACTT 198.0****Date 4/22/2009**

Replaced right tire and tube. Installed wing jack pad nut plates, Cessna kit # MK 206-57-02A. Replaced 2 universal screws, with countersunk screws in left flap well to prevent chafing on upper flap skin. Secured several wire tie supports in both wings and in tail cone. Replaced lower oil cooler baffle seal.

<u>Performed the following scheduled maintenance items</u>		<u>Frequency</u>
1.	Inspected and lubricated all wheel bearings.	100 hours
2.	Replaced vacuum regulator filter.	100 hours
3.	Cleaned induction air filter.	50 hours
4.	Cleaned and reinstalled firewall fuel screen. Pressurized fuel system, no leaks found.	100 hours
5.	Inspected Keith air conditioner system, in accordance with Keith Products ICA.	100 hours
6.	Performed standby battery capacity check, and recharged.	1 year
7.	Fuel quantity calibration check.	1 year
8.	Auto pilot servo inspection and capstan torque check.	1 year
9.	Fire extinguisher weight check.	1 year
10.	Charged main battery and serviced electrolyte.	100 hours
11.	Essential and cross-feed bus diode check.	1 year
12.	Emergency locator (ELT) check, IAW FAR 91.207(d)(see Olmsted Instruments WO# L09-228)	1 year

Complied with the following **airworthiness directives** and **service bulletins**:

<u>Number</u>	<u>Method of compliance</u>	<u>Next due</u>
SB08-34-03	Checked TAWS-B terrain data base revision and found 08T2 already installed.	NA

I certify that this aircraft has been inspected in accordance with an **annual inspection**, as per Inspection Operations 1,2,3,4,5,7, 16, 17, 21 and 22 of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits checklist and has been found to be in airworthy condition.

Signed  **Jonathan C. Rider** **A&P 3248741 IA** **Wings 'N Things, Inc.**

DeGol Jet Center
580 S. Loyalsock Ave.
Montoursville, PA 17754
Phone 570-368-2651 Fax 368-8651

N137P ◊ S/N#20608304 ◊ Tach: 238.3

Date: 6/11/2009

Complied with Inspection of Rudder Pedal Cotter Pin Installation per SSP09-27-01. All Cotter Pins installed properly. → END →

The aircraft, airframe, aircraft engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Agency and was determined to be in an airworthy condition and is approved to return to service.

W/O #2009061101

Repair Station CRS#GB7R336Y

Signature

A handwritten signature in black ink, appearing to be "Frank P. [unclear]", written over a horizontal line.

Date

6-11-09

Airframe Log**N137P****Tach & ACTT 247.0****Date 6/24/2009**

Inspected rudder pedal shafts for installation of required cotter pins, in accordance with SSP09-27-01, no defects were found. Inspected for interference between elevator and elevator trim cables in aft fuselage. Repositioned aft stop block on elevator trim cable to prevent contact with upper turnbuckle of elevator cable. Replaced intercom switch plate on pedestal, with one having the correct placard. Replaced left tire and inner tube, due to uneven wear on the outer tread. Adjusted left wheel toe out setting by rotating the tapered shim around its vertical axis (thickest corner was moved from the upper aft corner to the upper forward corner). Installed a clevis pin in pilot's seat back stop slot to allow it to set in full upright position.



I certify that this aircraft has been inspected in accordance with a 50 hour inspection, as per Inspection Operations 1,2,3&4 of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits checklist, and has been found to be in airworthy condition.

Signed  Jonathan C. Rider A&P 3248741 IA
Capital City Airport New Cumberland, PA 717-774-1070



Airframe Log

N137P

Tach & ACTT 270.2

Date 7/30/2009

Removed and replaced seat back clevis bracket, pn: 0790012-4, on pilot's seat.

Signed  Jonathan C. Rider - A&P 3248741 IA
Capital City Airport New Cumberland, PA 717-774-1070

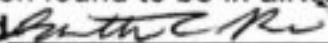
Airframe Log**N137P****Tach & ACTT 297.6****Date 8/28/2009**

Purged dirt from air cond itioner evaporator moisture drain line. Swapped left and right crew seat backs for troubleshooting. Excessive incline of seat back moved to right seat. No action required at this time.

Performed the following scheduled maintenance itemsFrequency

- | | |
|---|-----------|
| 1. Inspected and lubricated all wheel bearings. | 100 hours |
| 2. Cleaned induction air filter. | 50 hours |
| 3. Cleaned and reinstalled firewall fuel screen. Pressurized fuel system, no leaks found. | 100 hours |
| 4. Inspected Keith air conditioner system, in accordance with Keith Products ICA. | 100 hours |
| 5. Charged main battery and serviced electrolyte. | 100 hours |

I certify that this aircraft has been inspected in accordance with the **50 & 100 hour inspection** items, listed in Inspection Operations 1,2,3,4, and 22 of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits checklist and has been found to be in airworthy condition.

Signed 

Jonathan C. Rider

A&P 3248741 IA

Wings 'N Things, Inc.

Airframe Log

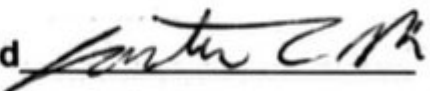
N137P

Tach & ACTT 301.2

Date 9/2/2009

Checked for proper clearances around alternator, in accordance with SB 09-24-02. Found clearance between alternator belt and starter out of limits, due to insufficient torque on idler pulley nut. Adjusted belt idler and torque nut to 75 foot pounds. Adjusted belt tension and safety wired adjustment bolt.

Signed



Jonathan C. Rider

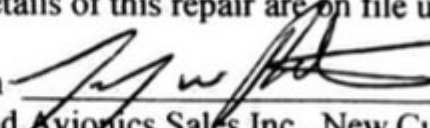
A&P 3248741 IA

Wings 'N Things, Inc.

Aircraft Tail #: N137P Make: Cessna Model: 206H S/N: 20608304 Hobbs: 360.7

Installed software updates in accordance with Cessna Service Bulletin SB09-34-05. The items identified above was repaired and inspected in accordance with current FAA regulations and was found airworthy for return to service. Details of this repair are on file under W.O. # A3111.

Technician



Date 8/27/2009

Aircraft and Avionics Sales Inc., New Cumberland, PA 17070

FAA Repair Station # 13AR318B

Airframe Log:

N137P


Tach & ACTT 345.6

Date 11/10/2009

Trimmed aft edge of left cowl flap inboard baffle to prevent chafing on fuel drain line. Replaced one missing screw in left engine baffle.



I certify that this aircraft has been inspected in accordance with a 50 hour inspection, as per Inspection Operations 1,2,3&4 of the Cessna Model 208/T206 Maintenance Manual, Inspection Time Limits checklist, and has been found to be in a/worthy condition.

Signed 

Jonathan C. Rider A&P 3248741 IA

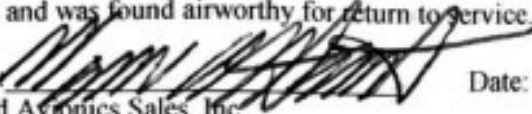
Capital City Airport

New Cumberland, PA

717-774-1070

Aircraft Tail #: N137P Make: CESSNA Model: 206H S/N:20608304
Tach: 397.1 Hobbs: 469.7

Removed the GSM 85 Servo Mounts for the roll P/N 011-00894-08 S/N 68705449, pitch P/N 011-00894-07 S/N 68605338, and pitch trim P/N 011-00894-07 S/N 68605342 from the aircraft and sent units out for slip clutch torque check. Performed periodic maintenance checks contained in the Garmin G1000 NAV III Line Maintenance Manual P/N 190-00352-00, section 6.1 and 6.2 on the GFC 700 autopilot system. Reinstalled GSM 85 servo mounts and GSA 81 servos in aircraft. Rigged servo bridle cable tensions in accordance with Cessna Model 206/T206 Maintenance Manual, chapter 22. Performed Pitch Trim Rigging inspection in accordance with Cessna Model 206/T206 Maintenance Manual chapter 22-11-00, section 8. All checks and inspection were good. The GDU 1040B long term power interrupt annual inspection is not required by unit mod status. The items identified above were repaired and inspected in accordance with current FAA regulations and was found airworthy for return to service. Details of this repair are on file under W.O. # A3249.

Technician:  Date: 2/18/2010
Aircraft and Avionics Sales, Inc.
New Cumberland, PA 17070
FAA Repair Station # 13AR318B

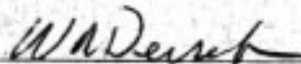


PITTSBURGH AIR RADIO INC.
ALLEGHENY COUNTY AIRPORT
WEST MIFFLIN, PA 15122
412-469-8400
F.A.A. AZ1R026K

N137P

February 15, 2010

Tested and inspected the clutch settings on Garmin GSM 85 Trim Servo Mount P/N 011-00894-07 s/n 68605342, GSM 85 Roll Servo Mount P/N 011-00894-08 s/n 68705449 and GSM 85 Pitch Servo Mount P/N 011-00894-07 s/n 68605338. Checked ok. (W/O #54665)

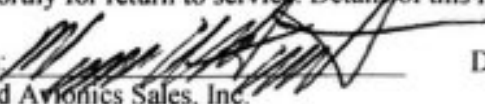


Aircraft Tail #: N137P Make: CESSNA Model: 206H S/N:20608304
Tach: 397.1 Hobbs: 469.7

I certify that the altimeter and static system tests required by FAR 91.411 have been performed. The altimeter was tested to 20,000 ft. The transponder installed in this aircraft has been tested in accordance with FAR 91.413 and Part 43 appendix F. Tested encoder in accordance with FAR 91.217.

Flight data computer P/N GDC 74A	S/N20601396
Altimeter P/N 5934PD-3	S/N 465798
Transponder P/N GTX 33	S/N 89106297

The items identified above was repaired and inspected in accordance with current FAA regulations and was found airworthy for return to service. Details of this repair are on file under W.O. # A3246.

Technician:  Date: 2/9/2010
Aircraft and Avionics Sales, Inc.
New Cumberland, PA 17070
FAA Repair Station # 13AR318B

Airframe Log

N137P

Tach & ACTT 397.6

Date 2/22/2010

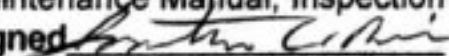
Fabricated and installed a deflector of aluminum sheet to separate lower forward baffle seal from # 1 exhaust riser. Applied high temp RTV to seal the hole in the baffle seal. Replaced a section of cabin heat hose at left muffler. Sealed small holes in electrical junction box cooling hose. Removed excess length from right heat muff air inlet hose to stop chafing. Drilled out and replaced one rivnut at lower left wing strut fairing. Stop drilled a crack and reinforced left flap well skin, with a doubler. Adjusted manual elevator trim cables to release crossed cables at pulleys under aft cabin bulkhead. Riggged elevator manual trim system. Trimmed on nose wheel hub cap to stop rubbing against axel spacer. Replaced one nutplate under aft baggage compartment floor.

Removed Gill G-242 flooded lead acid main battery. Installed a Concorde RG24-16 valve regulated sealed lead acid battery, sn: 40265801, in accordance with STC SA01118WI (see Form 337).

Performed the following scheduled maintenance items

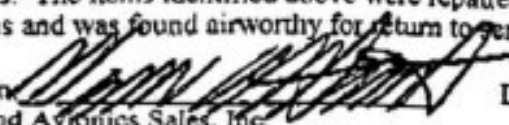
	<u>Frequency</u>
1. Inspected and lubricated all wheel bearings.	100 hours
2. Replaced vacuum regulator filter.	100 hours
3. Cleaned induction air filter.	50 hours
4. Cleaned and reinstalled firewall fuel screen. Pressurized fuel system, no leaks found.	100 hours
5. Inspected Keith air conditioner system, in accordance with Keith Products ICA.	100 hours
6. Performed standby battery capacity check, and recharged.	1 year
7. Fuel quantity calibration check.	1 year
8. Fire extinguisher weight check.	1 year
9. Essential and cross-feed bus diode check.	1 year
10. Emergency locator (ELT) check, IAW FAR 91.207(d)(see Olmsted Instruments WO# L10-78)	1 year
11. Magnetic compass swing, no adjustment required.	2 years
12. Alternator control unit over-voltage test.	2 years

I certify that this aircraft has been inspected in accordance with an **annual inspection**, including 50, 100, 200, & 400 hour inspections, as per Inspection Operations 1,2,3,4,5,7, 11, 14, 16, 17, 21and 22 of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits checklist and has been found to be in airworthy condition.

Signed  **Jonathan C. Rider** **A&P 3248741 IA** **Wings 'N Things, Inc.**

Aircraft Tail #: N137P Make: CESSNA Model: 206H S/N:20608304
Tach: 397.1 Hobbs: 469.7

Removed the GSM 85 Servo Mounts for the roll P/N 011-00894-08 S/N 68705449, pitch P/N 011-00894-07 S/N 68605338, and pitch trim P/N 011-00894-07 S/N 68605342 from the aircraft and sent units out for slip clutch torque check. Performed periodic maintenance checks contained in the Garmin G1000 NAV III Line Maintenance Manual P/N 190-00352-00, section 6.1 and 6.2 on the GFC 700 autopilot system. Reinstalled GSM 85 servo mounts and GSA 81 servos in aircraft. Rigged servo bridle cable tensions in accordance with Cessna Model 206/T206 Maintenance Manual, chapter 22. Performed Pitch Trim Rigging inspection in accordance with Cessna Model 206/T206 Maintenance Manual chapter 22-11-00, section 8. All checks and inspection were good. The GDU 1040B long term power interrupt annual inspection is not required by unit mod status. The items identified above were repaired and inspected in accordance with current FAA regulations and was found airworthy for return to service. Details of this repair are on file under W.O. # A3249.

Technician:  Date: 2/18/2010
Aircraft and Avionics Sales, Inc.
New Cumberland, PA 17070
FAA Repair Station # 13AR318B



PITTSBURGH AIR RADIO INC.
ALLEGHENY COUNTY AIRPORT
WEST MIFFLIN, PA 15122
412-469-8400
F.A.A. AZ1R026K

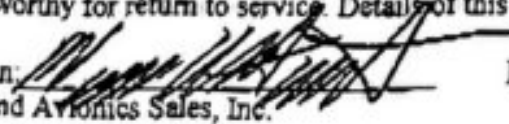
N137P February 15, 2010
Tested and inspected the clutch settings on Garmin GSM 85 Trim Servo Mount P/N 011-00894-07 s/n 68605342, GSM 85 Roll Servo Mount P/N 011-00894-08 s/n 68705449 and GSM 85 Pitch Servo Mount P/N 011-00894-07 s/n 68605338. Checked ok. (W/O #54665)

Aircraft Tail #: N137P Make: CESSNA Model: 206H S/N:20608304
Tach: 397.1 Hobbs: 469.7

I certify that the altimeter and static system tests required by FAR 91.411 have been performed. The altimeter was tested to 20,000 ft. The transponder installed in this aircraft has been tested in accordance with FAR 91.413 and Part 43 appendix F. Tested encoder in accordance with FAR 91.217.

Flight data computer P/N GDC 74A	S/N20601396
Altimeter P/N 5934PD-3	S/N 465798
Transponder P/N GTX 33	S/N 89106297

The items identified above was repaired and inspected in accordance with current FAA regulations and was found airworthy for return to service. Details of this repair are on file under W.O. # A3246.

Technician:  Date: 2/9/2010
Aircraft and Avionics Sales, Inc.
New Cumberland, PA 17070
FAA Repair Station # 13AR318B

DeGol Jet Center
580 S. Loyalsock Ave.
Montoursville, PA 17754
Phone 570-368-2651 Fax 368-8651

N137P◇S/N#20608304◇

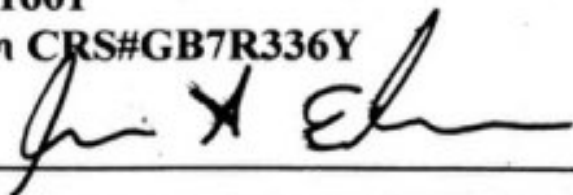
Date: 3/16/2010

Removed Nose Wheel/Tire Assembly and disassembled. Replaced Inner Tube with new (P/N#5.00-5 Good Year). Cleaned and repacked wheel bearings and reassembled. Serviced tire to 49psi. → END →
The aircraft, airframe, aircraft engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Agency and was determined to be in an airworthy condition and is approved to return to service.

W/O #2010031601

Repair Station CRS#GB7R336Y

Signature



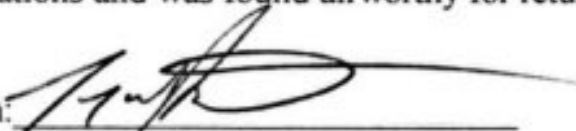
Date

3/16/10

Aircraft Tail #: N137P Make: CESSNA Model: 206H S/N:20608304
Tach: 417.5 Hobbs: 494.4

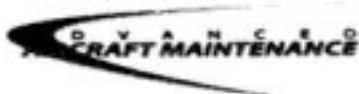
Troubleshoot tactical plug audio and found the NAT 247 audio mixer had volume issues on the #1 mixer rewired to use the #2 mixer channel. The items identified above were repaired and inspected in accordance with current FAA regulations and was found airworthy for return to service. Details of this repair are on file under W.O. # A3285.

Technician:



Date: 3/23/2010

Aircraft and Avionics Sales, Inc.
New Cumberland, PA 17070
FAA Repair Station # 13AR318B




REG: N137P DATE: 7/22/10 TACH: 429.0 TOTAL: 429.0

The following maintenance was performed on this time and date. R&R the following part #'s (1) 1211650-2, (1) 1211644-8, (1) 1201999-2, (1) 1201999-3, (2) NAS 43HT3-10, (2) AN525-10R8, (2) AN960-10L, (3) AN960-10, (1) 1211629-1, (1) 1212400-2, (1) 1212400-22, 1211650-7, (1) 1211661-6, (2) MS20392-1C57, (1) 1211436-7, (1) 1212416-10, (2) MS24665-132, (1) 1211629-1, (1) 1211650-4. Resealed all aft windows with Proseal B1/2. Refinished in Dupont Aircraft Finishes to match. Ckd, adjusted all tail surface rigging and cable tensions.

Stephen Jackowski
1945852021A

4-21-10

REMOVED INTERIOR TRIM PANELS ON RIGHT AFT SIDE OF AIRCRAFT AND
INSPECTED DAMAGED AREA. FOUND TO BE SAFE FOR FERRY FLIGHT TO
REPAIR FACILITY AT KAGC. RE-INSTALLED INTERIOR TRIM PANELS FOR ONE-TIME
FLIGHT.  3329520AP

DeGol Jet Center
580 S. Loyalsock Ave.
Montoursville, PA 17754
Phone 570-368-2651 Fax 368-8651

N137P<>S/N#20608304<>Hobbs: 446.0

Date: 8/31/2010

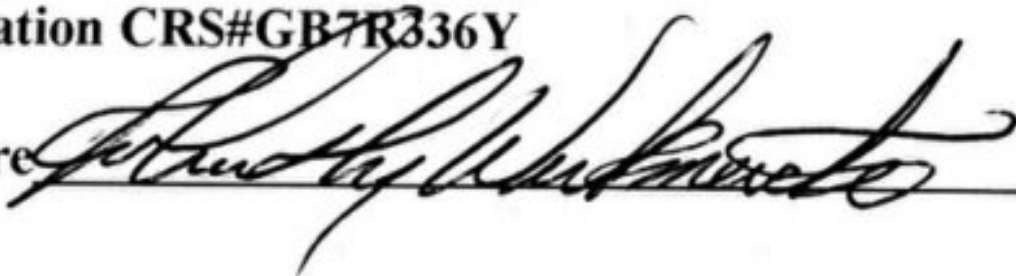
Complied with 50-Hour Inspection per manufacture maintenance manual. Drained old oil and removed filter. Installed new oil filter (P/N#CH48110-1) and serviced the engine with (12) quarts of Aeroshell 15/50 oil. → END →

The aircraft, airframe, aircraft engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Agency and was determined to be in an airworthy condition and is approved to return to service.

W/O #2010083101

Repair Station CRS#GB7R336Y

Signature



Date

8-31-10

Airframe Log

N137P

Tach & ACTT 488.9

Date 11/30/2010

Serviced nose landing gear shock strut with nitrogen.

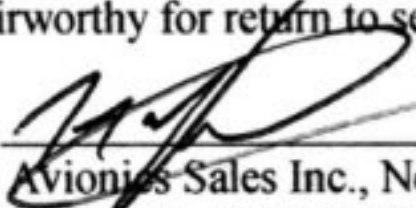


CXY Airport, PA 717-774-1070

Signed 
Jonathan C. Rider A&P 3248741 IA

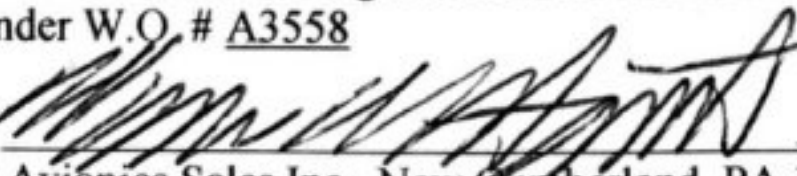
Aircraft Tail #: N137P Make: Cessna Model: 206H S/N: 20608304 Hobbs: 485.5

Removed and replaced pin # 11 of connector J606 of the GIA 63 with new P/N 336-00021-00. Ground checks good. The items identified above was repaired and inspected in accordance with current FAA regulations and was found airworthy for return to service. Details of this repair are on file under W.O. # A3541

Technician  Date 11/29/2010.
Aircraft and Avionics Sales Inc., New Cumberland, PA 17070
FAA Repair Station # 13AR318B

Aircraft Tail #: N137P Make: Cessna Model: 206H S/N: 20608304 Tach: 496.2

Performed operational and functional check of the KMH 820 Multi-hazard Awareness Unit TAS function in accordance with the KMH 880/KTA 870 System Installation Manual P/N 006-10609-0005 rev. 5, dated December 2005, section four. All checks were good. The item identified above was repaired and inspected in accordance with current FAA regulations and was found airworthy for return to service. Details of this repair are on file under W.O. # A3558

Technician  Date 12/21/2009
Aircraft and Avionics Sales Inc., New Cumberland, PA 17070
FAA Repair Station # 13AR318B

Airframe Log

N137P

Tach & ACTT 496.2

Date 1/7/2011

Removed High Intensity Discharge (HID) landing and taxi lights. Installed Whelen Light Emitting Diode (LED) landing and taxi lights, as per Supplemental Type Certificate (STC) number SA02212AK, Configuration 2. See FAA Form 337, dated 1/7/2011.

Replaced propeller spinner, pn: 2150151-3, and all washers under mounting screws. Secured a loose wire in # 6 EGT probe connector. Replaced one bolt on left exhaust hanger. Replaced a section of hose in induction drain line, and repositioned line assembly to prevent chafing on airframe.

Replaced several screws on wing access panels. Removed and reinstalled elevator trim actuator screw, cleaned and lubricated screw. Replaced right main tire. Replaced all brake linings.

Removed and reinstalled airspeed indicator, pn: EA5175-24PTL-CES, sn: T4686B. Airspeed indicator was repaired by Olmstead Instruments, see work order L11-7.

Performed the following scheduled maintenance items

	<u>Frequency</u>
1. Inspected and lubricated all wheel bearings.	100 hours
2. Replaced vacuum regulator filter.	100 hours
3. Replaced vacuum inlet filter.	500 hours
4. Cleaned and reinstalled firewall fuel screen. Pressurized fuel system, no leaks found.	100 hours
5. ELT was tested as per FAR 91.207(d), by Olmstead Instruments, see work order L11-6.	12 months

Complied with the following airworthiness directives and service bulletins:

<u>Number</u>	<u>Method of compliance</u>	<u>Next due</u>
AD84-26-02	Replaced paper induction air filter.	996.2 ACTT

I certify that this aircraft has been inspected in accordance with an **annual inspection**, as per Inspection Operations 1,2,3,4, 5, 21 and 22 of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits checklist and has been found to be in airworthy condition.



CXY Airport, PA 717-774-1070

Signed 
Lawrence P. Marks A&P 1974039 IA

Aircraft Tail #:N137P Make: Cessna Model: 206 S/N:20608304 Hobbs: 596.0

Removed configuration module P/N 071-00112-0200 S/N 16080 and replaced with new King P/N 071-00112-0200 S/N 16737. Tested ground operation I, operational check good. The items identified above was repaired and inspected in accordance with current FAA regulations and was found airworthy for return to service.

Details of this repair are on file under W.O. # A3589.

Technician  Date 1/25/2011

Aircraft and Avionics Sales Inc., New Cumberland, PA 17070

FAA Repair Station # BAR318B

Aircraft Tail #: N137P Make: CESSNA Model: 206H S/N:20608304

Tach: 496.4 Hobbs: 589.2

Removed the GSM 85 Servo Mounts for the roll P/N 011-00894-08 S/N 68705449, pitch P/N 011-00894-07 S/N 68605338, and pitch trim P/N 011-00894-07 S/N 68605342 from the aircraft and sent units out for slip clutch torque check. Performed periodic maintenance checks contained in the Garmin G1000 NAV III Line Maintenance Manual P/N 190-00352-00, section 6.1 and 6.2 on the GFC 700 autopilot system. Reinstalled GSM 85 servo mounts and GSA 81 servos in aircraft. Performed three-year lubrication of servo output gear. Riggered servo bridle cable tensions in accordance with Cessna Model 206/T206 Maintenance Manual, chapter 22. Performed Pitch Trim Rigging inspection in accordance with Cessna Model 206/T206 Maintenance Manual chapter 22-11-00; section 8. All checks and inspection were good. The GDU 1040B long term power interrupt annual inspection is not required by unit mod status. Performed stand-by battery Capacity Test contained in chapter 24-30-10 section 6, Essential and Crossfeed Bus Diodes Inspection contained in chapter 24-61-01 section 3, and the PFD and MFD Fan Operational check contained in chapter 21-21-00 section 7 of the Cessna 206/206T Maintenance Manual. The items identified above were repaired and inspected in accordance with current FAA regulations and was found airworthy for return to service. Details of this repair are on file under W.O. # A3561.

Technician 
Aircraft and Avionics Sales, Inc.
New Cumberland, PA 17070
FAA Repair Station # 13AR318B

Date: 1/7/2011



PITTSBURGH AIR RADIO INC.
ALLEGHENY COUNTY AIRPORT
WEST MIFFLIN, PA 15122
412-469-8400
F.A.A. AZ1R026K

N137P

December 29, 2010

Tach Time: 496.2

Tested and inspected the clutch settings on Garmin GSM-85 Pitch Servo Mount P/N 011-00894-07 s/n 68605338, GSM-85 Roll Servo Mount P/N 011-00894-08 s/n 68705449 and GSM-85 Trim Servo Mount P/N 011-00894-07 s/n 68605342. (W/O #55459)



Airframe Log

N137P

Tach & ACTT 502.2

Date 1/27/2011

Removed vacuum transducer, P165-5786, sn: 0012. Installed a new transducer pn: P165-5786, sn: 0002.

Removed vacuum regulator, model AA2H3-2, sn: 2-23266. Installed a new regulator, pn: RA2H3-2, sn: 34310-08. Ran-up engine. Adjusted regulator to within normal operation range at all power settings.



CXY Airport, PA 717-774-1070

Signed 
Jonathan C. Rider A&P 3248741 IA

Airframe Log

N137P


Tach & ACTT 546.1

Date 5/12/2011

Adjusted left cabin door inner handle pushrod one turn longer, to prevent accidental locking, when door in closed. Reinstalled loose latch on left cabin door window. I certify that this aircraft has been inspected in accordance with a **50 hour inspection**, as per 50 hour items of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits Checklist, and has been found to be in airworthy



CXY Airport, PA 717-774-1070

Signed 
Matthew Parr IA 3514539

Airframe Log

N137P

TACH & ACTT 594.9 hours

Date 11/16/2011

Fabricated and installed towing turn limit placards on lower front cowl and nose gear fork. Replaced valve stem extensions on all 3 wheels. Replaced nose tire and inner tube. Vacuumed rivet chips from tail cone. Replaced one bonding clip each, pn: 0713384-16, on PFD and MFD. Glued loose mats under carpet at pilot's seat.

Tightened throttle lever to rod end bolt and nut at the fuel servo. Replaced boot on forward end of throttle control cable. Replaced oil breather hose with MIL-H-6000 x 3/4 hose. Replaced induction drain hose under right cylinders, with MIL-H-6000 x 3/4 hose. Sealed small tears in SCAT duct between cabin heat exchangers, with red high temperature RTV sealant.

Performed the following scheduled maintenance and inspections:

1. Standby battery capacity test and recharged.
2. Cross-feed and essential buss diode tests.
3. Alternator control unit overvoltage test.
4. Removed and reinstalled ELT. ELT was tested as required by FAR 91.207d, by Olmstead Instrument Company, see work order L11-729.
5. Replaced elevator trim actuator, pn: 1260149-2, batch # 3Q10. Lubricated actuator. Rigged elevator trim system, by 206H Maintenance Manual. Set cable stops by SB10-27-01.
6. Performed Amsafe inflatable seat belt functional test, with V23 diagnostic tool.
7. Replaced vacuum regulator filter.
8. Performed 100 and 600 hour inspections of the air conditioning system, in accordance with the Keith Products, ICA.
9. Removed vacuum pump. Installed a new Tempest model AA215CC pump, sn; I4209-02.
10. Performed a magnetic compass swing. Installed a new placard with the following instructions:
For: N, 30, 60, E, 120, 150, S, 210, 240, W, 300, 330
Steer: 360, 32, 64, 95, 125, 154, 184, 212, 239, 271, 300, 330
11. Removed main battery. Installed a new Concorde battery, model RG24-16, sn: 40423802.
12. Lubricated all wheel bearings.

Complied with the following Airworthiness directives and Service bulletins:

		Next due
SB09-34-11	Installed static port modification kit # MK206-34-10.	NA
SB11-24-02	Replaced avionics master switch, pn: S3443-1-1.	1094.9 ACTT
SB09-27-02	Elevator trim stop adjustment is superseded by instructions in SB10-27-01.	NA
SB10-27-01	Repositioned elevator trim stops.	NA
SB09-32-01	Inspected and corrected installation of main landing gear channels.	NA
SB09-34-09	Checked logs. Action was PCW by Garmin SA 824, on 7/14/08.	NA

I certify that this aircraft has been inspected in accordance with an **annual inspection**, and has been found to be in airworthy condition. The inspection was performed per the Cessna 206H Maintenance Manual, Inspection Operations 1,2,3,4,5,11,17,21,22,23&24, in Chapter 5-10-01.

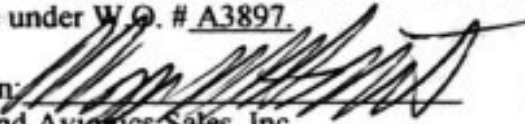
Aircraft Tail #: N137P Make: Cessna Model: 206H S/N: 20608304 Tach: 594.9

Installed software updates in accordance with Cessna Service Bulletin SB11-34-01. The items identified above was repaired and inspected in accordance with current FAA regulations and was found airworthy for return to service. Details of this repair are on file under W.O. # A3935.

Technician:  Date: 12/1/2011.
Aircraft and Avionics Sales Inc., New Cumberland, PA 17070
FAA Repair Station # 13AR318B

**Aircraft Tail #: N137P Make: CESSNA Model: 206H S/N:20608304
Tach: 594.9**

Removed the GSM 85 Servo Mounts for the roll P/N 011-00894-08 S/N 68705449, pitch P/N 011-00894-07 S/N 68605338, and pitch trim P/N 011-00894-07 S/N 68605342 from the aircraft and sent units out for slip clutch torque check. Performed periodic maintenance checks contained in the Garmin G1000 NAV III Line Maintenance Manual P/N 190-00352-00, section 6.1 and 6.2 on the GFC 700 autopilot system. Reinstalled GSM 85 servo mounts and GSA 81 servos in aircraft. Rigged servo bridle cable tensions in accordance with Cessna Model 206/T206 Maintenance Manual, chapter 22 The GDU 1040B long term power interrupt annual inspection is not required by unit mod status. The items identified above were repaired and inspected in accordance with current FAA regulations and was found airworthy for return to service. Details of this repair are on file under W.O. # A3897.

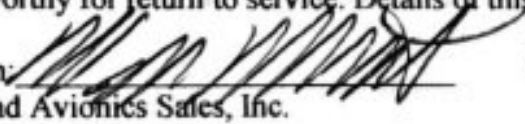
Technician:  Date: 11/15/2011
Aircraft and Avionics Sales, Inc.
New Cumberland, PA 17070
FAA Repair Station # 13AR318B

Aircraft Tail #: N137P Make: CESSNA Model: 206H S/N:20608304 Tach: 594.9

I certify that the altimeter and static system tests required by FAR 91.411 have been performed. The altimeter was tested to 20,000 ft. The transponder installed in this aircraft has been tested in accordance with FAR 91.413 and Part 43 appendix F. Tested encoder in accordance with FAR 91.217.

Flight data computer P/N GDC 74A	S/N20601396
Altimeter P/N 5934PD-3	S/N 465798
Transponder P/N GTX 33	S/N 89106297

The items identified above was repaired and inspected in accordance with current FAA regulations and was found airworthy for return to service. Details of this repair are on file under W.O. # A3897.

Technician:  Date: 11/15/2011
Aircraft and Avionics Sales, Inc.
New Cumberland, PA 17070
FAA Repair Station # 13AR318B

Airframe Log

N137P

Tach & ACTT 645.0

Date 1-23-12

I certify that this aircraft has been inspected in accordance with a **50 hour inspection**, as per 50 hour items of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits Checklist, and has been found to be in airworthy condition.



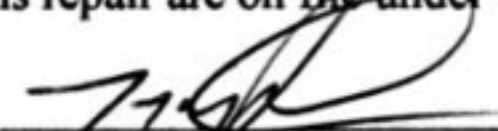
CXY Airport, PA 717-774-1070

Signed 
Matthew Parr IA 3514539

Aircraft Tail #:N137P Make: Cessna Model: 206 S/N:20608304 Hobbs: 765.9

Removed configuration module P/N 071-00112-0200 S/N 16737 and replaced with new King P/N 071-00112-0200 S/N 17478. Tested ground operation l, operational check good. The items identified above was repaired and inspected in accordance with current FAA regulations and was found airworthy for return to service.

Details of this repair are on file under W.O. # A3975.

Technician , Date 2/13/2011

Aircraft and Avionics Sales Inc., New Cumberland, PA 17070

FAA Repair Station # 13AR318B

Dated 02/22/12 A/CTT: 666.1 Removed Left main tire & brake disk assy due to flat tire. Installed A
SERVICABLE TIRE & brake Assy previously removed from N158P. Adjusted tire pressure to 42 psi.

Timothy S. Kelley A&P 2814868

Airframe Log

N137P

TACH & ACTT 694.8 hours

Date 4/25/2012

Replaced worn hardware in air conditioner compressor. Replaced worn elevator trim rear outboard connector bushing and lubed assembly. Replaced bolt on RH rear passenger seat inboard hinge point and tightened loose seat adjuster bolt. Replaced control wheel map light bulb. Repositioned engine monitor leads away from ignition leads and installed new tie wraps. Replaced Adel clamp at fuel line out of fuel control unit. Installed anti chafe tape at nose gear fairing.

Performed the following scheduled maintenance and inspections:

1. Removed and reinstalled ELT. ELT was tested as required by FAR 91.207d, by Olmstead Instrument Company, see work order L12-242.
2. Performed Amsafe inflatable seat belt functional test, with V23 diagnostic tool, of pilot seat after reinstallation.
3. Replaced vacuum regulator filter.
4. Performed 100 hour inspections of the air conditioning system, in accordance with the Keith Products, ICA.

I certify that this aircraft has been inspected in accordance with an **100 hour inspection**, and has been found to be in airworthy condition. The inspection was performed per the Cessna 206H Maintenance Manual, Inspection Operations 1,2,3 & 4 in Chapter 5-10-01.



CXY Airport, PA

717-774-1070

Signed

Lawrence P. Marks A&P 1974039 IA

Airframe Log

N137P

TACH & ACTT 725.5 hours

Date 12/4/2012

Portable fire extinguisher serviced to specifications by Fire Equipment & Safety Inc. Secured static wick bases as required. Removed Auxiliary Fuel pump PN A10056-B SN 126893 and installed fuel pump PN A10056-B SN 1555507 with new seals. Leak and operational checked satisfactory. C/W AD 2011-26-04, fuel injection line and clamp inspection, no defects noted. Replaced several nutplates on right wing.

Performed the following scheduled maintenance and inspections:

1. Standby battery capacity test and recharged.
2. Cross-feed and essential buss diode tests.
3. Alternator control unit overvoltage test.
4. Removed and reinstalled ELT. ELT was tested as required by FAR 91.207d, by Olmstead Instrument Company.
5. Replaced central vacuum filter.
6. Performed Amsafe inflatable seat belt functional test, with V23 diagnostic tool.
7. Replaced vacuum regulator filter.
8. Performed 100 and 600 hour inspections of the air conditioning system, in accordance with the Keith Products, ICA.
9. Removed vacuum pump. Installed a new Tempest model AA215CC pump, sn; I4209-02.
10. Removed main battery. Installed a new Concorde battery, model RG24-16, SN 40523951
11. Lubricated all wheel bearings.

Complied with the following Airworthiness directives and Service bulletins:

<u>Complied with the following Airworthiness directives and Service bulletins:</u>			<u>Next due</u>
AD2012-03-06	Fuel Servo Diaphragm	Servo not replaced	N/A
AD2012-19-01	Crankshaft Retirement	N/A by engine sn	N/A
AD 2011-26-04	Fuel injection line and clamp inspection		825.5

I certify that this aircraft has been inspected in accordance with an **annual inspection**, and has been found to be in airworthy condition. The inspection was performed per the Cessna 206H Maintenance Manual, Inspection Operations 1,2,3,4,5 7,11,16,17,21,22,23 in Chapter 5-10-01.



CXY Airport, PA 717-774-1070 Signed

Lawrence P. Marks
 Lawrence P. Marks A&P 1974039 IA

Aircraft Tail #: N137P Make: CESSNA Model: 206H S/N:20608304

Tach: 7275 Hobbs: 865.5

Removed the GSM 85 Servo Mounts for the roll P/N 011-00894-08 S/N 68705449, pitch P/N 011-00894-07 S/N 68605338, and pitch trim P/N 011-00894-07 S/N 68605342 from the aircraft and sent units out for slip clutch torque check. Performed periodic maintenance checks contained in the Garmin G1000 NAV III Line Maintenance Manual P/N 190-00352-00, section 6.1 and 6.2 on the GFC 700 autopilot system. Reinstalled GSM 85 servo mounts and GSA 81 servos in aircraft. Rigged servo bridle cable tensions in accordance with Cessna Model 206/T206 Maintenance Manual, chapter 22. Performed Pitch Trim Rigging inspection in accordance with Cessna Model 206/T206 Maintenance Manual chapter 22-11-00, section 8. Removed ELT for 91.215 testing. Reinstalled inspected ELT p/n 453-6603 s/n 07259. All checks and inspection were good. The GDU 1040B long term power interrupt annual inspection is not required by unit mod status. The items identified above were repaired and inspected in accordance with current FAA regulations and was found airworthy for return to service. Details of this repair are on file under W.O. # A4479.

Technician: 

Aircraft and Avionics Sales, Inc.

New Cumberland, PA 17070

FAA Repair Station # 13AR318B


Date: 12/3/2012

Aircraft Tail #: N137P Make: CESSNA Model: 206H S/N:20608304
Tach: 743.6

Replaced ARTEX ME 408ELT battery with new 452-6499 battery pack assembly using ARTEX battery pack replacement kit P/N 455-0012 and Installation instructions P/N 571-6504 rev. C. Battery due replacement March 2020. The items identified above was repaired and inspected in accordance with current FAA regulations and was found airworthy for return to service. Details of this repair are on file under W.O. # A4577.

Technician:

Date: 2/19/2013


Aircraft and Avionics Sales, Inc.

New Cumberland, PA 17070

FAA Repair Station # 13AR318B

Aircraft Tail #: N137P Make: Cessna Model: 206H S/N: 20608304 Hobbs: 747.6

Switched top and bottom "blue" leads. Performed operational and functional check of the KMH 820 Multi-hazard Awareness Unit TAS function in accordance with the KMH 880/KTA 870 System Installation Manual P/N 006-10609-0005 rev. 5, dated December 2005, section four. All checks were good. The item identified above was repaired and inspected in accordance with current FAA regulations and was found airworthy for return to service. Details of this repair are on file under W.O. # A4601

Technician  Date 3/11/2013

Aircraft and Avionics Sales Inc., New Cumberland, PA 17070

FAA Repair Station # 13AR318B

Aircraft Tail #: N137P Make: CESSNA Model: 206H S/N:20608304
Tach: 758.2 Hobbs: 902.7

Removed a Motorola Spectra radio system and installed a Motorola APX 7500 radio System. See 337 form dated 06/24/2013 for further details. Weight and balance and equipment list was revised to reflect these changes. An electrical load analysis was performed as described in AC 43.13-1B, chapter 11, section 2. Total electrical load is less than 80% of alternator current rating. The item identified above was repaired and inspected in accordance with current FAA regulations and was found airworthy for return to service. Details of this repair are on file under W.O. # A4731.

Technician: 

Date: 6/24/2013

Aircraft and Avionics Sales, Inc.
New Cumberland, PA 17070
FAA Repair Station # 13AR318B

A/C Reg #: N137P
A/C Ser #: 20608304
A/C Make / Model: Cessna / 206H
WO #: 4128

A/C TT: 779.70
A/C Tach: 779.70

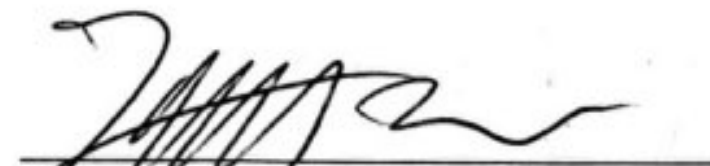
Date: 08/20/2013

1. Performed a 50 hr. inspection and servicing items. Reference Cessna 206 MM, Chapter 5-10-01. Reviewed Aircraft Records for any applicable AD's. All applicable AD's have been complied with.
2. Installed an M-20 Air/Oil Separator p/n 300-B as outlined in M-20 Crankcase Air/Oil Separator installation instructions dated 07/01/99 and revised/edited 11/28/01 and 070/5/10. Installation is approved under STC # SA02033AT. Equipment list has been revised. Wt. and Bal. information is unaffected. See FAA form 337 dated 08/20/2013 for details. Run up performed satisfactorily.
3. Complied with AD2013-11-11 Inspection of Oil Pressure Switch by visual inspection of the switch and verified switch is P/N 83278. Switch TIS is 779.7 Hrs. with replacement due at 3,000 Hrs. TIS.

I certify that this aircraft was repaired and/or inspected in accordance with current FAA regulations and is airworthy with respect to the work performed and is approved for return to service. Pertinent details are on file under the work order identified above.



4200 Summit Bridge Rd
Middletown, DE 19709
Tel 302-834-5400, Fax 302-378-7035



Timothy L. Monroe
Summit Aviation, Inc.
SMTR208I Airframe Class 3, Radio 1, 2, 3

Date 12/12/2013 N137P ~~8026~~ ^{New} RFT/T 8026

Right main tire flat installed new P/N 606C66-8 tire
and new P/N 092-315-0 tube I/AW CESSNA 206H MM
and returned aircraft to service

Kevin W. Day

3342861AP

A/C Reg #: N137P
A/C Ser #: 20608304
A/C Make / Model: Cessna / 206H

A/C TT: 805.0
A/C Tach: 805.0
WO #: 4905
Date: 02/04/2014

Eng Make: Lycoming
Eng Model: IO540AC1A5
Eng Ser #: L 32719 48A
Eng TSN / TSO: 805.0 / NA

1. Complied with an Annual inspection in accordance with 14 CFR Part 91.409(a), Part 43.15(c), Part 43 Appendix D. Drained oil and installed new filter p/n CH48110-1. Took Blackstone oil sample. Cleaned screens. Cleaned and gapped spark plugs. Reinstalled plugs with new gaskets. Serviced with 15W50 Aeroshell oil. Run up and leak checked satisfactorily. Compression results: 78/75/80/75/78/79 over 80.
2. Complied with AD-11-26-04 Fuel Injector Line Inspection in accordance with paragraph (h) and (i) with no defects noted. Next due @ ACTT = 905.1, at each engine overhaul, and after any maintenance has been done on the engine where any clamp (or clamps) on a fuel injector line (or lines) has been disconnected, moved, or loosened, in accordance with paragraph (i) of this AD.

I certify that this engine was repaired and/or inspected in accordance with current FAA regulations and is airworthy with respect to the work performed and is approved for return to service. Pertinent details are on file under the work order identified above.



SummitAviation

A GREENWICH AEROGROUP COMPANY

Larry R. Wheeler

Summit Aviation, Inc.

SMTR2081 Airframe Class 3, Radio 1, 2, 3

A/C Reg #: N137P

A/C Ser #: 20608304

A/C Make / Model: Cessna / 206H

A/C TT: 805.0

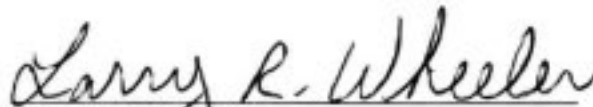
A/C Tach: 805.0

WO #: 4905

Date: 02/06/2014

1. This log entry is to clarify item 26 of the log book entry dated 02/04/2014. Complied with AD 84-26-02 by removing and replacing engine induction air filter with new P/N AM102235FP. Next due 1305.0 ACTT.

I certify that this aircraft was repaired and/or inspected in accordance with current FAA regulations and is airworthy with respect to the work performed and is approved for return to service. Pertinent details are on file under the work order identified above.



Larry R. Wheeler

Summit Aviation, Inc.

SMTR2081 Airframe Class 3, Radio 1, 2, 3

A/C Reg #: N137P
A/C Ser #: 20608304
A/C Make / Model: Cessna / 206H

A/C TT: 805.0
A/C Tach: 805.0
WO #: 4905

Date: 02/04/2014

1. Complied with an Annual inspection in accordance with 14 CFR Part 91.409(a), Part 43.15(c), Part 43 Appendix D. Reference Cessna 206H maintenance manual chapter 5 sections 5-10-00 and 5-10-01, Inspection Interval Check List codes A, B and C. Lubed gear and controls. Dressed propeller.
2. Adjusted Pilot's door latch as needed. Ops check ok.
3. Removed propeller governor for overhaul (PN: DC290D1F/T37, SN: 071028), reference Sensenich Propeller W.O. #L25394. Reinstalled after overhaul.
4. Complied with interval D, 400 Hour / 1 Year Ventilation, Upholstery and Brake inspection. No defects noted.
5. Complied with Interval F 600 Hour / 1 Year Autopilot Rigging Inspection. No defects noted.
6. Complied with Interval M, 2 Year Magnetic Compass Calibration. Installed new compass correction card.
7. Complied with Interval O 1000 Hour / 1 Year Auto-pilot Capstan and Servo Inspection. No defects noted.
8. Complied with Interval P, 1 Year Cockpit Mounted Halon Type Fire Extinguisher P/N C352, S/N X-4132299 Weigh Check / Inspection. No defects noted. Weight 4 lbs 14 oz.
9. Complied with Interval T, 1 Year AMSAFE Aviation Inflatable Restraint System Inspection, Standby Battery Capacity Test and Essential & Crossfeed Bus Diode Inspection. No defects noted.
10. Complied with Interval U, 100 Hour / 1 Year PFD Fan, MFD Fan, Deck Skin Fan and Remote Avionics Cooling Fan Inspection. No defects noted.
11. Complied with Interval V, 100 Hour / 1 Year Engine Fuel Line Inspection. No defects noted.
12. Complied with Interval X, 1000 Hour / 3 Year Fuel Quantity Indication System Check and Elevator Trim Tab Actuator Inspection. No defects noted.
13. Complied with Intervals Y, Z, AA, AB, AC, AD, AE, AF, AG, AH and AK Corrosion Prevention and Control Program. No defects noted.
14. Complied with Interval AU, 600 Hour / 1 Year Flight Control Cable Rigging Check. No defects noted.
15. Complied with 500 Hour / 1 Year Gyro Filter Replacement. Removed & replaced filter with new p/n AAD9-18-1.
16. Complied with 100 Hour Vacuum Regulator Filter replacement. Removed & replaced filter with new p/n B3-5-1.
17. Complied with 12 Month ELT Inspection in accordance with FAR 91.207 (d). No defects noted. Artex ELT model number ME 408, s/n7259. Battery expiration date 03-2020.
18. The Altimeter, Static System, and Altitude Reporting System has been tested and inspected as required by 14 CFR Part 91.411 in accordance with Garmin GDC 74A Installation Manual P/N 190-00303-15, paragraph 3.8 and 14 CFR Part 43 Appendix E. ADC p/n 011-00882-10, s/n 20601396 and Standby Altimeter p/n 5934PD-3, s/n 465798.

-----Continued next page-----

A/C Reg #: N137P
A/C Ser #: 20608304
A/C Make / Model: Cessna / 206H

A/C TT: 805.0
A/C Tach: 805.0
WO #: 4905

Date: 02/04/2014

19. The Transponder has been tested and inspected as required by 14 CFR Part 91.413 in accordance with 14 CFR Part 43 Appendix F. Transponder p/n 011-00779-10, s/n 89106297.
20. Complied with 1 Year ICA Capacity Check on the main battery p/n RG24-16, s/n 40523951. No defects noted.
21. Complied with 100 Hour / 1 Year ICA's on Keith Air Conditioning System. No defects noted.
22. Complied with 100 Hour / 1 Year ICA's on Yingling Avionics installation. No defects noted.
23. Complied with 50 Hour / 100 Hour / 1 Year ICA's on LED Landing and Taxi Lights ICA's. No defects noted.
24. Complied with 100 Hour ICA's on M20 Products Air/Oil Separator. No defects noted.
25. Removed and replaced LH main tire with new p/n 6066C66-8, s/n 30152116. Cleaned and inspected wheel half assemblies. No defects noted.
26. Removed and replaced engine induction air filter with new p/n AM102235FP.
27. Complied with Cessna SEB 34-02 R2 by upgrading G1000 software to 563.26. In addition performed the following options: 206H GFC-700 A/P, Nav III CO Guardian, Nav III Can Bus Fuel Level Sensors, Nav III KTA 870 TAS, Nav III KR 87 ADF, Nav III BP2007 Comant CI 2580-410 Antenna Configuration, Enabled TAWS-B, Enabled Chartview, Enabled Dual GMA 1347 Audio panels, and performed the Main battery Ammeter Calibration procedure per the Garmin G1000 Nav III LMM #190-00352-00 Rev. Q. System ops checked, no defects noted.
28. Complied with Cessna SEB27-01 Flight Controls - Control Column Internal Glide Attach Screw Installation.
29. Removed and replaced Transponder antenna p/n C1105-16, s/n 19820 and installed new antenna s/n 32000.
30. Removed and replaced 8 ea left and right wing strut lower cuff barrel-nuts with new barrel nuts p/n Z4302X.
31. Complied with Cessna SB10-27-01 Elevator Trim Stops Relocation.

I certify that this aircraft was repaired and/or inspected in accordance with current FAA regulations and is airworthy with respect to the work performed and is approved for return to service. Pertinent details are on file under the work order identified above. Researched aircraft records and complied with instructions for continued airworthiness contained in applicable FAA Form 337's and STC's.



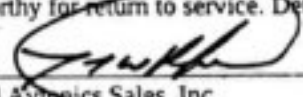
Larry R. Wheeler
Larry R. Wheeler
Summit Aviation, Inc.
SMTR2081 Airframe Class 3, Radio 1, 2, 3

Aircraft Tail #: N137P Make: CESSNA Model: 206H S/N:20608304 Hobbs: 977.2

I certify that the altimeter and static system tests required by FAR 91.411 have been performed. The altimeter was tested to 20,000 ft. The transponder installed in this aircraft has been tested in accordance with FAR 91.413 and Part 43 appendix F. Tested encoder in accordance with FAR 91.217.

Flight data computer P/N GDC 74A	S/N46707582
Altimeter P/N 5934PD-3	S/N 465798
Transponder P/N GTX 33	S/N 89106297

The items identified above was repaired and inspected in accordance with current FAA regulations and was found airworthy for return to service. Details of this repair are on file under W.O. # A5235

Technician:  Date: 5/22/2014
Aircraft and Avionics Sales, Inc.
New Cumberland, PA 17070
FAA Repair Station # 13AR318B

Aircraft Tail #:N137P Make: Cessna Model: 206 S/N:20608304 Hobbs: 977.2

Removed Carbon Monoxide detector P/N 452-201-010 S/N 92140 and replaced with new 452-201-010 S/N 93951. Tested ground operation, operational check good. The items identified above was repaired and inspected in accordance with current FAA regulations and was found airworthy for return to service. Details of this repair are on file under W.O. # A5236

Technician  Date 5/27/2014
Aircraft and Avionics Sales Inc., New Cumberland, PA 17070
FAA Repair Station # ~~13AR318B~~

Dated 05-28-14

Removed EIT AND HAD Recertification By omstead instruments
under WO# L14-303 Installed EIT I/A/W 206H M+M
Returned AIRCRAFT to service

Keneth W. ...

Dated 09/23/2014 N137P AFT/F 834.5

Removed Battery P/N RG-24-16 S/N 40523991 AND
Installed P/N RG-24-16 S/N 406,53917 I/AIN CESSNA 440M
Functionally Tested AND Returned AIRCRAFT TO SERVICE

Kent W Weary

AP 3342861

A/C Reg # : N137P
A/C Ser # : 20608304
A/C Make / Model : Cessna / 206H
WO # : 6608

A/C TT : 843.40
A/C Tach : 843.40
Date : 12/04/2014



- 1 Complied with a 50 Hour Inspection in accordance with Cessna Inspection Interval Code A. Run up and leak checked satisfactorily. Reference Cessna 206H Maintenance Manual, sections 5-10-00 and 5-10-01.
- 2 Complied with Inspection Interval Code J / Operation 11, 2 Year ACU Overvoltage Test with no defects noted.

I certify that this aircraft was repaired and/or inspected in accordance with current FAA regulations and is airworthy with respect to the work performed and is approved for return to service. Pertinent details are on file under the work order identified above.



Timothy Monroe
Summit Aviation, Inc.
SMTR2081 Airframe Class 3, Radio 1, 2, 3

MAINTENANCE RECORD

DATE	TOTAL TIME	DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE NUMBER
	A/C Reg #: N137P A/C Ser #: 20608304 A/C Make / Model : Cessna / 206H WO #: 6608	A/C TT : 843.40 A/C Tach : 843.40 Date : 12/04/2014	
	1	Complied with a 50 Hour Inspection in accordance with Cessna Inspection Interval Code A. Run up and leak checked satisfactorily. Reference Cessna 206H Maintenance Manual, sections 5-10-00 and 5-10-01.	
	2	Complied with Inspection Interval Code J / Operation 11, 2 Year ACU Overvoltage Test with no defects noted.	
<p>I certify that this aircraft was repaired and/or inspected in accordance with current FAA regulations and is airworthy with respect to the work performed and is approved for return to service. Pertinent details are on file under the work order identified above.</p>			
 Summit Aviation <small>A GREENWICH AEROGROUP COMPANY</small>		 Timothy Monroe Summit Aviation, Inc. SMTR208I Airframe Class 3, Radio 1, 2, 3	

A/C Reg #: N137P
A/C Ser #: 20608304
A/C Make / Model: Cessna / 206H
WO #: 6910

A/C TT: 851.10
A/C Tach: 851.10
Date: 03/02/2015

- 1 Complied with a 100 Hour/Annual Inspection in accordance with 14 CFR Part 91.409(a), Part 43.15(c), Part 43 Appendix D. Reference items as outlined on Cessna Inspection Interval Checklist Codes A,B and C. Ground run and leak check satisfactory.
- 2 Complied with Interval D, 400 Hour/1 Year Ventilation, Upholstery and Brake Inspection. No defects noted.
- 3 Complied with Interval F, 600 Hour/1 Year Autopilot Rigging Inspection. No defects noted.
- 4 Complied with Interval J, 2 Year Alternator Control Unit Inspection. No defects noted.
- 5 Complied with Interval O, 1000 Hour/1 Year Autopilot Servo Capstan Assemblies Slip Clutch Torque Settings. Found pitch trim and roll clutch torques to be too high, pitch clutch setting within limits (43 in lbs). Removed, cleaned, adjusted and reinstalled pitch trim and roll clutches (Pitch Trim 66 in. lbs., Roll 73 in. lbs). Ops check ok.
- 6 Complied with Interval P, 1 Year Cockpit Mounted Halon Type Fire Extinguisher Weight Check/Inspection. No defects noted. Amerex P/N C352, S/N X-4132299, Weight 4lbs. 14ozs.
- 7 Complied with Interval T, 1 Year Amsafe Aviation Inflatable Restraint System Inspection, no defects noted at this time, reference Cessna Model 206H Maintenance Manual Ch.25-10-10. Complied with Standby Battery Capacity Test. Reference item 24 this log entry. Complied with Essential and Crossfeed Bus Diode Inspection, no defects noted.
- 8 Complied with Interval U, 100 Hour/1 Year Primary Flight Display Fan, Multi-Function Display Fan and Remote Avionics Cooling Fan Ops Check. No defects noted. Idle and Mixture Adjustment Check completed, no defects noted. Verified all SID Inspections have been complied with as scheduled.
- 9 Complied with Interval V, 100 Hour/1 Year Engine Fuel Line Inspection. No defects noted. See AD 2011-26-04 in engine logbook.
- 10 Complied with Interval Y, 1 Year Corrosion Prevention & Control Program. No defects noted.
- 11 Complied with Interval AU, 600 Hour/1 Year Flight Control Cable Rigging. No defects noted.
- 12 Complied with 500 Hour / 1 Year Gyro Filter Replacement. Removed gyro filter and replaced with new P/N AAD9-18-1.
- 13 Complied with 100 Hour Vacuum Regulator Filter Replacement. Removed vacuum regulator filter and replaced with new P/N B3-5-1.
- 14 Complied with Amsafe Inflatable Restraint System Electronic Modules 7 Year Replacement. Removed L/H Electronic Module P/N 508358-421 S/N 05DEC07-160 and R/H Electronic Module P/N 508358-421 S/N 05DEC07-138. Installed new L/H Electronic Module P/N 508358-421 S/N A25NOV14-196 and new R/H Electronic Module P/N 508358-421 S/N A25NOV14-197. Ops check OK.

- 15 Complied with Remote Mounted CO Detector 7 Year Replacement. Removed carbon monoxide detector P/N 452-201-010 S/N 93951 and replaced it with overhauled carbon monoxide detector P/N 452-201-006H S/N 86227. Ops check satisfactory.
- 16 Complied with 1 Year ELT Inspection per CFR 91.207 (d) using Artex Description, Operational, Installation and Maintenance Manual for ME406 Series Emergency Locator Transmitter's Revision R dated October 3rd, 2013. No defects noted. ELT Model ME406 P/N 453-6603 S/N: 07259. Battery PN 452-6499 SN 357913-061 Expiration Mar/2020.
- 17 Complied with Concorde Battery 1 Year Capacity Check ICA. No defects noted. Battery P/N RG24-16, S/N 40653917.
- 18 Complied with Keith Products Air Conditioning System 100 Hour/600 Hour/1 Year ICA. No defects noted.
- 19 Complied with Yingling Avionics Installation 100 Hour/1 Year ICA, no defects noted.
- 20 Complied with Whelen LED Landing/Taxi Light 50 Hour/100 Hour ICA. No defects noted.
- 21 Complied with M-20 Products Air/Oil Separator 100 Hour ICA. No defects noted.
- 22 Complied with Motorola APX 7500 1 Year ICA. No defects noted.
- 23 Complied with 10 Year Replacement of Amsafe Inflators P/N 508794-401 and 508792-401 by replacing all inflators with new units.
Pilot: P/N 508794-401 S/N off 297U20399 S/N on 176B31035 (Date of MFR 01/15).
Copilot: P/N 508792-401 S/N off 235U30262 S/N on 176B31060 (Date of MFR 01/15).
LH Aft: P/N 508792-401 S/N off 235U30257 S/N on 176B31044 (Date of MFR 01/15).
RH Aft: P/N 508792-401 S/N off 235U30219 S/N on 176B31258 (Date of MFR 02/15).
- 24 Removed Standby Battery P/N AVT-200413 S/N 3477 and replaced it with a new Standby Battery P/N S4236-7 S/N 14K344.
- 25 Removed loose sealant from Aft Center and Aft Right cabin windows, cleaned areas and installed new sealant PR1425B2.
- 26 Stop drilled crack at left inboard flap well inboard side of flap track. Fabricated repair doubler from .025 2024-T3 aluminum and installed using faying surface seal with PR 1440-B2 sealant and MS20470AD4-X rivets as required. All work complete IAW Cessna model 206 & 206T Series Service Manual Section 18, Para 18-14 and Figure 18-4.

I certify that this aircraft was repaired and/or inspected in accordance with current FAA regulations and is airworthy with respect to the work performed and is approved for return to service. Pertinent details are on file under the work order identified above.



Larry Wheeler
Larry Wheeler
Summit Aviation, Inc.
SMTR2081 Airframe Class 3, Radio 1, 2, 3

A/C Reg # : N137P

A/C Ser # : 20608304

A/C Make / Model: Cessna / 206H

Date: 03/09/15

A/C TT: 852.1

A/C Tach : 852.1

1. Operational check flight performed to include the autopilot operation on 03/09/15 following the 100hour/annual inspection completed by Summit Aviation W/O#6910, and returned the aircraft to service. Christopher B. Grudi CFI 3145143.

Christopher B. Grudi

Date 04/24/2015 N137 AFT/T 867.0

Pilot Reported Key switch For Police WAS not connected
connected Key Pad I/N/W 337 And Functionally tested
And Return AIRCRAFT to service

Smith as was

334 2861 ASP

Cargill Aeronautical Academy

200 Airport Road, Suite 100

New Cumberland, PA 17070

Make: CESSNA

Model: 206H

Reg. No.: N137P

Order No.: 8588

Completed: 08/07/15

S/N: 20608304

Tach Time: 901.10

TTAF: 901.10

Completed 50 hr inspection IAW Cessna 206 inspection checklist. Dressed prop blades as needed. Replaced missing screw in R/H flap access panel. Operational and leak checks completed satisfactorily.

I certify that this AIRCRAFT has been inspected in accordance with a 50 hour inspection and has been found to be in an airworthy condition.

Dallas Melvin Glick AP3571893



A/C Reg # : N137P

A/C TT: 902.8

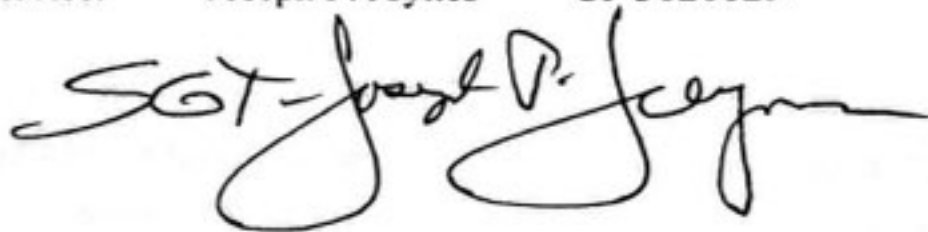
A/C Ser # : 20608304

A/C Hobbs: 902.8

A/C Make / Model: Cessna / 206

Date: 08/12/15

1. Operational check flight performed following the 50 hour inspection completed by Cargill Aviation and returned the aircraft to service. Joseph P. Joynes CP 3020629

A handwritten signature in black ink that reads "SGT-Joseph P. Joynes". The signature is written in a cursive, flowing style with large loops.

Cargill Aeronautical Academy

200 Airport Road, Suite 100

New Cumberland, PA 17070

Make: CESSNA

Model: 206H

Reg. No.: N137P

Order No.: 9067

Completed: 09/24/15

S/N: 20608304

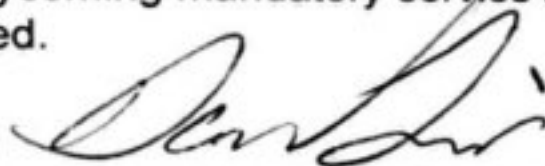
Tach Time: 914.80

TTAF: 914.80

Inspected aircraft for applicability of Lycoming mandatory service bulletin 621A, determined does not apply due to p/n of fuel pump. No further action required.

Dallas Melvin Glick

AP3571893



MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10THS		

Cargill Aeronautical Academy

200 Airport Road, Suite 100

New Cumberland, PA 17070

Make: CESSNA

Model: 206H

Reg. No.: N137P

Order No.: 10431

Completed: 04/30/16

S/N: 20608304

Tach Time: 925.50

TTAF: 925.50

Completed a ANNUAL inspection IAW Cessna inspection check list and cessna Maintenance manual. Complied with the following inspection interval items, P-hand held fire ext weight check, D-ventilation fans, upholstery and brake insp. no defects. F- auto pilot rigging, O- servo inspection, T-seat belts, stby battery, essential and crossfeed diode checks, U-idle/mixture check, Y- corrosion control prevention, AU- flight control rigging check, replaced gyro and regulator filters with new. Completed ELT inspection IAW FAR91.207(d), no defects, battery due March 2020. Complied with main battery ICA, Complied with tail skid ICA instructions, Complied with Keith air conditioning ICA instructions. Complied with Yingling avionics ICA instructions. No defects noted. Runup, operational checks completed satisfactory. All AD's current through this date.

I certify that this AIRCRAFT has been inspected IAW an ANNUAL inspection and is found to be in an airworthy condition.

Daryl Plouse


AP3105594IA



MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10THS		
			<p>airframe</p> <p>Date: 6/23/2017 Registration N137P</p> <p>Make: Cessna Model: 206H S/N: 20608304</p> <p>Tach/Hobbs: 936.8 A/C TT: 936.8</p> <p>Engine Make: Lycoming Model: IO-540-AC1A5 S/N: L-32719-48E</p> <p>Performed annual inspection on aircraft Ref. Cessna 206H mm. Also performed the following tasks in Cessna recommended inspections: Operations 1,2,3,4,5,7,10,12,16,17,21,22,23,24,25,26,27,28,29,31,33,48. Performed 7 year replacement of airframe fuel hoses with part number (S1495), leak check good. Auto Pilot servo capstan maintenance performed by Aircraft and Avionics sales in New Cumberland Pa., and Olmstead Instruments Middletown, Pa. Reference logbook entry from Aircraft Avionics and sales. Replaced outer wheel half on left main wheel, tire on left main wheel, all brake linings. Removed, cleaned, inspected, and repacked wheel bearings with Aeroshell 5 grease. Replaced aileron control rod end bearings at aileron end, both ailerons, rigged ref. Cessna 206H mm 27-10-00. Elt inspection completed by olmstead instruments Ref. FAR 91.2079(d). Performed ICA inspections on all installed equipment.</p> <p>All work performed documented in CAMPS maintenance tracking system under WORK ORDER 13701 for aircraft N137P.</p> <p><i>I certify that this aircraft has been inspected IAW an annual inspection and was found to be in an airworthy condition.</i></p> <p align="right">mech/insp Brian D. Cavada cert. # AP2707178IA sign.  IA</p>	

MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10THS		
			<p>Cargill Aeronautical Academy 200 Airport Road, Suite 100 New Cumberland, PA 17070</p> <p>Make: CESSNA Model: 206H Reg No.: N137P Order No.: 16959 Tach Time: 963.70 Completed: 12/01/18 S/N: 20608304 TAF: 963.70</p> <p>Completed an ANNUAL inspection and service items IAW cessna inspection checklists and m/m. Completed ELT inspection per FAR91.207(d), no defects, battery due march 2020, Inspected tail skid per ICA instructions, Completed Keith air cond inspection per ICA instructions, completed yingling avionics inspection per ICA instructions, Replaced vac and gyro filters, completed the following interval and operation inspections per cessna m/m, P, T,U,V,Y,AU, 1,5,7,9,14,16,17,21,22,23,26 and 48. Completed yearly ventilation, upholstery and brake insp, completed yearly auto pilot rigging and servo inspection, completed stby battery tests, complied with AD2008-10-02 inspection of static selector., complied with AD2011-10-09 seat roller/rail inspection., All AD,s current thru this date. completed all operational and run up checks satisfactory.</p> <p><i>I certify that this Aircraft has been inspected in accordance with an ANNUAL inspectin and has been found to be in an airworthy condition at this time.</i></p> <p>Daryl Plouse AP3105594IA </p>	

MAINTENANCE RECORD

DATE	WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	<p>Precision Static Testing Livermore, CA FAA Certified Repair Station #QJARR56X PHONE: (925) 449-5904 FAX (925) 449-6081</p> <p>I certify that the altimeter(s) and static system(s) tests required by 14 CFR § 91.411 and transponder tests as required by § 91.413, including data correspondence, required by § 91.217, have been performed and found to comply with 14 CFR Part 43, Appendix E and F.</p> <p>Tested to <u>206</u> feet. Time: <u>1120.7</u> W/O# <u>16570</u> N <u>177P</u> Inspected by <u>[Signature]</u> Date <u>9/6/19</u></p>	

MAINTENANCE RECORD

DATE	WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	<p>-Full Throttle Aviation- 2399 Rickenbacker Way Auburn CA, 95602 530-820-3757</p> <p>26 December 2019 TACH:1012.0 TTAF: 1012.0 N-137P 206H S# 20608304</p> <ol style="list-style-type: none"> Installed new B3-5-1 vacuum regulator filter Serviced brake system Charged and tested main and Aux battery's Repacked wheel bearings Lube aircraft per Cessna 206 chart Cleaned fuel screens Installed new belly fuel sump valve S2485-1 Installed Uavionics P# UAV-1002183-001 ADSB out tail beacon, filed 337 for installation Installed new ELT Battery Next Due 2025 Tested and inspected ELT IAW FAR91.207 par D, Reset to arm position AD's verified through 2019-25 <p>Completed an Annual/ 100 hour Inspection in accordance with Appendix "D" to Part 43. The aircraft and components were inspected and repaired in accordance with the current rules of the Federal Aviation Regulations and found to be Airworthy and was returned to service only for the work performed.</p> <p>12. Ash Vidal <u>[Signature]</u> AP29255901A</p>	<p align="center">Tail beacon</p>  <p>SSID: Beacon-98FE Pass: Magnetoloft</p>

MAINTENANCE RECO

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED
	HOURS	10THS	
			<p align="center">-Full Throttle Aviation- 2399 Rickenbacker Way Auburn CA, 95602 530-820-3757 6/11/2020 TACH: 1045.5 N-137P</p> <ol style="list-style-type: none"> Removed Alternator for bench testing – no issues found – reinstalled alternator Installed new AC2101 Alternator control unit Performed ground run – no defects noted <p>I certify this aircraft and components have been inspected, repaired and maintained in accordance with current manufactures data, guidance and Federal Aviation Regulations and was returned to service only for the work performed.</p> <p>Ash Vidal  AP2925590</p>



REG-N137P SN 20608304 HOBBS:1493.1 DATE 08/26/2022

Removed: VHF/GPS WAAS ANTENNA PN CI-2586-200 SN 699593
Installed: VHF/GPS WAAS ANTENNA PN CI-2580-200 SN 699593

G1000 GPS IS NOT WORKING. Verified discrepancy. Found that GIA63 does not receive GPS signal. Got access and connected temporary coax with GPS antenna. System tested good. Traced coax and identified bad GPS/COM antenna. Installed replacement GPS/COM antenna. System tested good.
Work was done IAW G1000 Nav III Line Maintenance Manual PN 190-00352-00 Rev Q Dated March 1, 2012

(WO:17319)


ANDREY KALCHENKO CRS# E5VR306N

MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10THS		
			<p align="center">-Full Throttle Aviation- 2399 Rickenbacker Way Auburn CA, 95602 530-820-3757 2 May 2022 TACH:1219.9 TTAF: 1219.9 N-137P 206H S# 20608304</p> <ol style="list-style-type: none"> Serviced brake system Repacked wheel bearings Cleaned fuel screens Cleaned fuel gasculator, reinstalled using new MS2951-111,138 O rings Cleaned induction air filter Verified control cable tensions Performed capacitance test on number 2 battery Installed new 455-0012 ELT Battery Tested and inspected ELT IAW FAR91.207 par D 1-4, Reset to arm position – ELT battery next due March 2029 AD's verified through 5/2/2022 Repairs and servicing done in accordance with Cessna 206HM13 maintenance manual <p>Completed an Annual Inspection in accordance with Appendix "D" to Part 43. The aircraft and components were inspected and repaired in accordance with the current rules of the Federal Aviation Regulations and found to be Airworthy and was returned to service only for the work performed.</p> <p>12. Ash Vidal  AP2925590IA</p>	

DATE	TOTAL TIME IN SERVICE	
	HOURS	10THS

-Full Throttle Aviation-

2399 Rickenbacker Way
Auburn CA, 95602
530-820-3757

21 June 2023 TACH:1301.5 TTAF: 1301.5
N-137P 206H S# 20608304

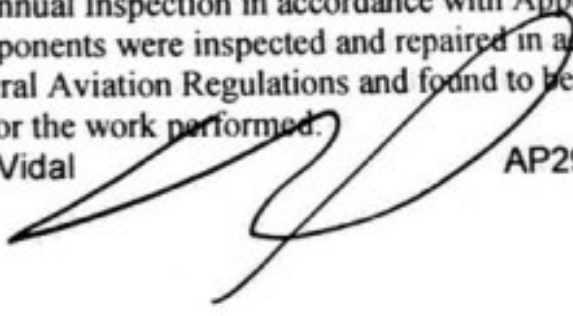
1. Serviced brake system
2. Repacked wheel bearings
3. Cleaned fuel screens
4. Cleaned fuel gasculator, reinstalled using new MS2951-111,138 O rings
5. Cleaned induction air filter
6. Verified control cable tensions
7. Performed capacitance test on number 2 battery
8. Installed new P11-2206 Induction air filter Next Due TTAF:1801.5
9. Installed new P265-5037-1 Oil Pressure transducer NEXT DUE TTAF:3301.5
10. Installed new forward left and right seat restraint assemblies p#504516-401-8105
11. Installed new left and right rear seat restraint assemblies p#504516-401-8096
12. Tested and inspected ELT IAW FAR91.207 par D 1-4, Reset to arm position – ELT battery next due March 2029
13. Repairs and servicing done in accordance with Cessna 206HM13 maintenance manual

14. AD;s verified through 6/21/2023

Completed an Annual Inspection in accordance with Appendix "D" to Part 43. The aircraft and components were inspected and repaired in accordance with the current rules of the Federal Aviation Regulations and found to be Airworthy and was returned to service only for the work performed.

10. Ash Vidal

AP2925590IA



Precision Static Testing Livermore, CA
FAA Certified Repair Station #QJAR856X
PHONE: (925) 449-5904

I certify that the altimeter(s) and static system(s) tests required by 14 CFR § 91.411 and transponder tests as required by § 91.413, including data correspondence, required by § 91.217, have been performed and found to comply with 14 CFR Part 43, Appendix E and F.

Tested to 20h feet. Time: 1594.0
W/O# 24766 N 137P
Inspected by [Signature] Date 5/7/25

DATE

TOTAL TIME

DESCRIPTION OF THE WORK PERFORMED

MAINTENANCE RECORD

-Full Throttle Aviation-
2399 Rickenbacker Way
Auburn CA, 95602
530-820-3757

5 January 2025 TACH:1350.2 TAF: 1350.2
N-137P 206H S# 20608304

1. Serviced brake system
2. Repacked wheel bearings
3. Cleaned fuel screens
4. Cleaned fuel gasculator, reinstalled using new MS2951-111,138 O rings
5. Cleaned induction air filter
6. Verified control cable tensions
7. Charged aircraft battery
8. Performed capacitance test on number 2 battery
9. Tested and inspected ELT IAW FAR91.207 par D 1-4, Reset to arm position - ELT battery next due March 209
10. AD's verified through 1/5/2025
11. Repairs and servicing done in accordance with Cessna 206HM13 maintenance manual

Completed an Annual/Inspection in accordance with Appendix "D" to Part 43. The aircraft and components were inspected and repaired in accordance with the current rules of the Federal Aviation Regulations and found to be Airworthy and was returned to service only for the work performed.

12. Ash Vidal

AP2925590IA

AUTHORIZED SIGNATURE,
CERTIFICATE TYPE
& NUMBER

-Full Throttle Aviation-

2399 Rickenbacker Way
Auburn CA, 95602
530-820-3757

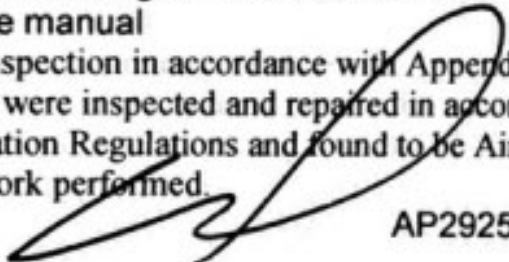
20 February 2026 TACH:1350.5 TTAF: 1350.5
N-137P 206H S# 20608304

DATE | TOTAL TIME

1. Serviced brake system
2. Repacked wheel bearings
3. Cleaned fuel screens
4. Cleaned fuel gasculator, reinstalled using new MS2951-111,138 O rings
5. Cleaned induction air filter
6. Verified control cable tensions
7. Installed new RG25-16 aircraft main battery
8. Performed capacitance test on number 2 battery
9. Tested and inspected ELT IAW FAR91.207 par D 1-4, Reset to arm position – ELT battery next due March 209
10. AD's verified through 2/20/2026
11. Repairs and servicing done in accordance with Cessna 206HM13 maintenance manual

Completed an Annual/Inspection in accordance with Appendix "D" to Part 43. The aircraft and components were inspected and repaired in accordance with the current rules of the Federal Aviation Regulations and found to be Airworthy and was returned to service only for the work performed.

12. Ash Vidal



AP2925590IA

MAINTENANCE RECORD

OF THE WORK PERFORMED

AUTHORIZED SIGNATURE,
CERTIFICATE TYPE
& NUMBER

ENGINE MAINTENANCE RECORD

AIRCRAFT SERIAL AND REGISTRATION 90608304 7137P

ENGINE MODEL AND SERIAL IO-540-AC1A5 L-32719-48E

MAINTENANCE RECORD

	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10THS		
2008 1				
01/09			20608304	

NEW RECIPROCATING ENGINE CERTIFICATE

This is to certify that the engine as described hereinafter has been manufactured run-in and tested as prescribed by **LYCOMING** specifications and Federal Aviation Regulations. No further run-in is required. All applicable Federal Aviation Airworthiness Directives and Lycoming Service Bulletins have been complied with at time of Manufacture.

MODEL IO-540-AC1A5 **SERIAL NO.** L-32719-48E

DATE NOV 15 2007 Gregory Stewart
 (AUTHORIZED REPRESENTATIVE)

LYCOMING
A Textron Company

LYCOMING ENGINES
652 Oliver Street
Williamsport, PA 17701 U.S.A.

Form No. 777-B (Rev. 3/03)

MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10THS		
2008				
03/10	3	8	Engine model IO-540-AC1A5, S/N <u>L-32719-48E</u> has been installed on aircraft # <u>20608304</u> with TAF <u>3.8</u> . TTSN was <u>3.8</u> . This engine serviced with Phillips Aviation oil type M 20W50 weight.	 ODARF100129CE

<u>Date</u>	<u>Tail No.</u>	<u>Make/Model</u>	<u>Serial No.</u>	<u>TTSN</u>	<u>Cycles/TTSO</u>
05/21/08	N137P	LYC. IO-540-AC1A5	L-32719-48E	31.2	0/NA

CAV 50 hr inspection IAW current Cessna 206H and Lycoming Maintenance Manuals. Changed oil Aeroshell 100 (mineral) and oil filter Tempest AA48110. Install Reiff engine preheat system TXPL6 in accordance with Manufacturer's instructions. See Weight Balance form revised this date. Run up and ops check OK.

KIRK KNEPPER AP522199032IA



Bedford County Airport • Bedford, Pennsylvania • 800-296-8171

MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER																					
	HOURS	10THS																							
			Engine Log Tach & Engine TSN 99.4 hours N137P Date 9/22/2008																						
			Performed a cylinder compression check, all were found to be airworthy: 1 = 79/80, 2 = 79/80, 3 = 79/80, 4 = 79/80, 5 = 79/80, 6 = 77/80 psi. Cleaned, gapped, tested and reinstalled all sparkplugs. Cleaned and reinstalled all fuel injector nozzles and inlet screen. Pressurized fuel system, no leaks found. Tightened nut of throttle body lever and replaced cotter pin.																						
			Drained oil. Inspected suction screen and filter for metal particles, none found. Installed a new CH48110-1 oil filter. Reinstalled suction screen, with a new gasket. Replaced oil drain plug with a Saf-Air, P5000, FAA-PMA approved quick drain v valve. Replaced induction manifold drain hose with a longer section of hose to allow it to clear the quick drain valve. Serviced sump with 11 quarts of Aeroshell 15W-50 oil.																						
			Complied with the following airworthiness directives and service bulletins:																						
			<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%; text-align: left;">Number</th> <th style="width: 55%; text-align: left;">Method of compliance</th> <th style="width: 30%; text-align: left;">Next due</th> </tr> </thead> <tbody> <tr> <td>AD2008-08-14</td> <td>inspected fuel injector brass plug, as per SB08-73-01, no defects found.</td> <td>Every 50 hours</td> </tr> <tr> <td>AD2008-14-07</td> <td>Inspected fuel injection lines as per SB342E, no defects found.</td> <td>Every 100 hours</td> </tr> <tr> <td>SB 571</td> <td>Inspected Sky-tech starter data plate, NA by SN.</td> <td>NA</td> </tr> <tr> <td>SB 577</td> <td>Inspected Sky-tech starter data plate, NA by SN.</td> <td>NA</td> </tr> <tr> <td>SB 583A</td> <td>Inspected breaker cams of both magnetos, as per Slick SB2-08, no defects.</td> <td>Every 500 hours</td> </tr> <tr> <td>SB584A</td> <td>Inspected carbon brushes of both magnetos, as per Slick SB3-08, no defects.</td> <td>Every 100 hours</td> </tr> </tbody> </table>	Number	Method of compliance	Next due	AD2008-08-14	inspected fuel injector brass plug, as per SB08-73-01, no defects found.	Every 50 hours	AD2008-14-07	Inspected fuel injection lines as per SB342E, no defects found.	Every 100 hours	SB 571	Inspected Sky-tech starter data plate, NA by SN.	NA	SB 577	Inspected Sky-tech starter data plate, NA by SN.	NA	SB 583A	Inspected breaker cams of both magnetos, as per Slick SB2-08, no defects.	Every 500 hours	SB584A	Inspected carbon brushes of both magnetos, as per Slick SB3-08, no defects.	Every 100 hours	
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SB584A	Inspected carbon brushes of both magnetos, as per Slick SB3-08, no defects.	Every 100 hours																							
			Ran-up engine. Operational and leak checks were satisfactory. I certify that this engine has been inspected in accordance with an annual inspection, as per Inspection Operations 1,2,3,4,22 and 23 of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits checklist, and has been found to be in airworthy condition.																						
			Signed Jonathan C. Rider A&P 3248741 IA Wings 'N Things, Inc.																						

Engine Log

N137P

Tach & Engine TSN 135.3 hours

Date 12-4-2008

Removed fuel servo, model RSA-10ED1, pn: 2576546-3, sn: 70BU7308, due to failure to shut-off fuel, after engine was shut down. This unit was repaired by Ametek B&S Aircraft Parts & Accessories, see their work order number R08-08049, and form 8130-3. Reinstalled servo. Ran-up engine and adjusted idle mixture. Operational and leak checks were satisfactory.

Signed



Jonathan C. Rider A&P 3248741 IA Wings 'N Things, Inc.

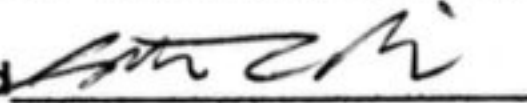
Engine Log

N137P

Tach & Engine TSN 147.0 hours

Date 2/11/2009

Drained oil. Inspected suction screen and filter for metal particles, none found. Installed a new CH48110-1 oil filter. Reinstalled suction screen, with a new gasket. Serviced sump with 11 quarts of Aeroshell 15W-50 oil. Ran-up engine. Operational and leak checks were satisfactory. I certify that this engine has been inspected in accordance with a **50 hour inspection**, as per Inspection Operations 1,2,3&4 of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits checklist . and has been found to be in airworthy condition.

Signed 

Jonathan C. Rider

A&P 3248741 IA

Wings 'N Things, Inc.

Engine Log

N137P

Tach & Engine TSN 198.0

Date 4/22/2009

Performed a cylinder compression check, all were found to be airworthy: 1 = 77/80, 2 = 78/80, 3 = 78/80, 4 = 78/80, 5 = 78/80, 6 = 75/80 psi. Cleaned, gapped, tested and reinstalled all sparkplugs. Cleaned and reinstalled all fuel injector nozzles and inlet screen. Pressurized fuel system, no leaks found. Tightened screws on all rocker covers. Applied sealant as padding between fuel flow transducer and # 5 induction manifold. Replaced gasket, pn: 72059, at base of oil dipstick tube. Drained oil. Inspected suction screen and filter for metal particles, none found. Installed a new CH48110-1 oil filter. Reinstalled suction screen, with a new gasket. Serviced sump with 11 quarts of Aeroshell 15W-50 oil.

Complied with the following **airworthiness directives** and **service bulletins**:

Number	Method of compliance	Next due
AD2008-14-07	Inspected fuel injection lines as per SB342E, no defects found.	Every 100 hours
AD2009-02-03	NA, inspected fuel servo, letter "G" stamped on brass plug,	NA
SB 583A	Inspected breaker cams of both magnetos, as per Slick SB2-08, no defects.	Every 100 hours

Ran-up engine. Operational and leak checks were satisfactory. I certify that this engine has been inspected in accordance with an **annual inspection**, as per Inspection Operations 1,2,3,4,22 and 23 of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits checklist and has been found to be in airworthy condition.

Signed 

Jonathan C. Rider

A&P 3248741 IA

Wings 'N Things, Inc.

DeGol Jet Center
580 S. Loyalsock Ave.
Montoursville, PA 17754
Phone 570-368-2651 Fax 368-8651

N137P◇Engine

IO-540-AC1A5◇S/N#L-32719-48E◇Tach: 199.0◇TSN: 199.0

Date: 4/24/2009

Removed #4 EGT Thermocouple and replaced with "Customer Supplied" EGT Thermocouple (P/N#86317). Operational checks okay. → END →

The aircraft, airframe, aircraft engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Agency and was determined to be in an airworthy condition and is approved to return to service.

W/O #2009042201

Repair Station CRS# GB7R336Y

Signature




Date

4-24-09

MAINTENANCE RECORD

Engine Log **N137P** **Tach & Engine TSN 345.6 hours** **Date 11/10 /2009**
 Drained oil. Inspected suction screen and filter for metal particles, none found. Installed a new CH48110-1 oil filter.
 Reinstalled suction screen, with a new gasket. Serviced sump with 11 quarts of Aeroshell 15W-50 oil. Ran-up engine.
 Operational and leak checks were satisfactory.

I certify that this engine has been inspected in accordance with a 50 hour inspection, as per Inspection Operations 1,2,3&4 of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits checklist, and has been found to be in airworthy condition.

Signed  **Jonathan C. Rider** **A&P 3248741 IA**
 Capital City Airport **New Cumberland, PA** **717-774-1070**

**AUTHORIZED SIGNATURE,
 CERTIFICATE TYPE
 & NUMBER**



Engine Log **N137P** **Tach & Engine TSN 397.6** **Date 2/22/2010**
 Performed a cylinder compression check, all were found to be airworthy: 1 = 77/80, 2 = 75/80, 3 = 77/80, 4 = 77/80, 5 = 77/80, 6 = 77/80 psi. Replaced all sparkplugs with new. Replaced #5 upper ignition lead spring at spark plug end. Cleaned and reinstalled all fuel injector nozzles and inlet screen. Pressurized fuel system, no leaks found. Applied sealant as padding between supply hose and left aft engine mount. Tightened oil return hose clamps at all cylinders. Drained oil. Inspected suction screen and filter for metal particles, none found. Installed a new CH48110-1 oil filter. Reinstalled suction screen, with a new gasket. Serviced sump with 11 quarts of Aeroshell 80W AD oil. Washed engine compartment.

Complied with the following airworthiness directives and service bulletins:

Number	Method of compliance	Next due
AD2008-14-07	Inspected fuel injection lines as per SB342E, no defects found.	Every 100 hours

Ran-up engine. Operational and leak checks were satisfactory. I certify that this engine has been inspected in accordance with an annual inspection, including 50, 100, 200 hour inspections, as per Inspection Operations 1,2,3,4,22 and 23 of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits checklist and has been found to be in airworthy condition.

Signed  **Jonathan C. Rider** **A&P 3248741 IA** **Wings 'N Things, Inc.**

MAINTENANCE RECORD

DATE **Engine Log** **N137P** **Tach & Engine TSN 496.2** **Date 1/7/2011**

Performed a cylinder compression check, all were found to be airworthy: 1 = 78/80, 2 = 78/80, 3 = 77/80, 4 = 77/80, 5 = 78/80, 6 = 77/80 psi. Cleaned, gapped, tested and reinstalled all sparkplugs. Drained oil. Inspected suction screen and filter for metal particles, none found. Installed a new CH48110-1 oil filter. Reinstalled suction screen, with a new gasket. Serviced sump with 11 quarts of Aeroshell 15W-50 oil. Replaced # 2 & 3 cylinder induction gaskets. Cleaned all fuel injector nozzles. Pressurized fuel injection system, no leaks found. Replaced several baffle screws. Replaced all rocker cover gaskets. Removed inboard oil cooler hose fitting, inspected and replaced inboard oil cooler hose and fitting, with thread sealant. Tightened several bolt tube, cleaned threads and applied sealant.

Removed right magneto, Slick model 6351, sn: 08062204; installed magneto, Slick model 6351, sn: 08062203; installed a new magneto to the engine.

Complied with the following airworthiness directives and service bulletins:

Number	Method of compliance
AD2008-14-07	Inspected fuel injection lines as per SB342E,

Ran-up engine. Adjusted idle speed and mixture. Operational and engine has been inspected in accordance with an annual inspection of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits checklist and has been found to be in airworthy condition.

**AUTHORIZED SIGNATURE,
 CERTIFICATE TYPE
 & NUMBER**

WARNING

- When installing drive gear or driver onto magneto, torque nut provided to 120 to 180 inch lbs.
- Use only the installation hardware provided.
- Secure nut with appropriate cotter pin.

FAA-PMA Approved

This magneto was manufactured from all new components in accordance with 14 CFR Part 21.303h and is airworthy. This magneto is FAA-PMA approved for applications listed in the Champion/Slick L-1318 Document in the F-1100 Master Service Manual. For LASAP Magnetos, see L-1500 Manual.



Enter magneto model, serial number, and date of installation, and attach this tag to engine logbook.


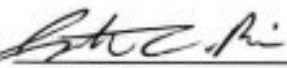
Magneto Model No. 6351
 Magneto Serial No. 10071232
 Date of Installation 12





CXY Airport, PA 717-774-1070

MAINTENANCE RECORD

DATE	TOTAL TIME				AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER	
		Engine Log	N137P	Tach & TSN 546.1	Date 5/12/2011	
		Drained oil. Inspected suction screen and filter for metal particles, none found. Installed a new CH48110-1 oil filter. Reinstalled suction screen, with a new gasket. Serviced sump with 11 quarts of Aeroshell 15W50 AD oil. Washed engine compartment. Ran-up engine. Operational and leak checks were satisfactory.				
		I certify that this engine has been inspected in accordance with a 50 hour inspection, as per 50 hour items of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits Checklist, and has been found to be in airworthy condition.				
			CXY Airport, PA 717-774-1070	Signed 		
				Matthew Parr IA 3514539		

		Engine Log	Reg # N137P	TACH & TSN 594.9 hours	Date 11/16/2011	
		Performed cylinder compression check, all were airworthy: #1= 79/80, #2= 77/80, #3= 78/80, #4= 79/80, #5= 76/80, #6= 76/80 psi. Cleaned, gapped, tested and reinstalled all sparkplugs. Drained oil. Removed and inspected oil filter and suction screen, no metal particles were found. Installed a new oil filter. Reinstalled suction screen. Serviced with 11 quarts of Aeroshell 15W50 oil. Adjusted timing of both magnetos to the engine. Cleaned all fuel nozzles. Pressurized and checked fuel injection system for leaks.				
		Inspected fuel injection lines in accordance with AD 2008-14-07 (also covered under Cessna SB10-73-02 and Lycoming SB342F), no defects noted. Checked logs and verified that the fuel servo diaphragm was not replaced, no action is required by AD 2011-15-10.				
		Ran-up engine. Operational and leak checks were satisfactory. I certify that this engine has been inspected in accordance with an annual inspection and has been found to be in airworthy condition. The inspection was performed per the Cessna 206H Maintenance Manual, Inspection Operations 1,2,3&4, in Chapter 5-10-01.				
			CXY Airport, PA 717-774-1070	Signed 		
				Jonathan C. Rider A&P 3248741 IA		

		Engine Log	N137P	Tach & TSN 645.0	Date 1-23-12	
		Drained oil. Inspected suction screen and filter for metal particles, none found. Installed a new CH48110-1 oil filter. Reinstalled suction screen, with a new gasket. Adjusted idle speed to 600 RPM's. Serviced sump with 11 quarts of Aeroshell 15W50 AD oil. Washed engine compartment. Ran-up engine. Operational and leak checks were satisfactory.				
		I certify that this engine has been inspected in accordance with a 50 hour inspection, as per 50 hour items of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits Checklist, and has been found to be in airworthy condition.				
			CXY Airport, PA 717-774-1070	Signed 		
				Matthew Parr IA 3514539		

		Propeller Log	N137P	Tach & TSN 645.0	Date 1-23-12	
		I certify that this propeller has been inspected in accordance with a 50 hour inspection, as per 50 hour items of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits Checklist, and has been found to be in airworthy condition.				
			CXY Airport, PA 717-774-1070	Signed 		
				Matthew Parr IA 3514539		

MAINTENANCE RECORD

DATE

Engine Log

Reg # **N137P**

TACH & TSN **725.5 hours**

Date **12/04/2012**

DRIZED SIGNATURE,
CERTIFICATE TYPE
& NUMBER

Performed cylinder compression check, all were airworthy: #1= 78/80, #2= 77/80, #3= 77/80, #4= 77/80, #5= 77/80, #6= 78/80 psi. Cleaned, gapped, tested and reinstalled all sparkplugs. Drained oil. Removed and inspected oil filter and suction screen, no metal particles were found. Installed a new oil filter. Reinstalled suction screen. Serviced with 11 quarts of Aeroshell 15W50 oil. Cleaned all fuel nozzles. Pressurized and checked fuel injection system for leaks. Replaced #3 induction pipe seal and gasket.

Inspected fuel injection lines in accordance with **AD 2008-14-07** (also covered under Cessna 5810-73-02 and Lycoming 5B342F), no defects noted. Checked logs and verified that the fuel servo diaphragm was not replaced, no action is required by **AD 2012-03-06**. **Checked applicability** of AD2012-19-01 Not applicable due to engine serial number.

Ran-up engine. Operational and leak checks were satisfactory. I certify that this engine has been inspected in accordance with an **annual inspection** and has been found to be in airworthy condition. The inspection was performed per the Cessna 206H Maintenance Manual, Inspection Operations 1,2,3&4, in Chapter 5-10-01.



CXY Airport, PA

717-774-1070

Signed

Lawrence P. Marks
Lawrence P. Marks A&P 1974039 IA

A/C Reg #: N137P

A/C TT: 779.70

Eng Make: Lycoming

Eng TT: 779.70

A/C Ser #: 20608304

A/C Tach:

Eng Model: IO540-AC1A5

Eng TSO: NA

A/C Make / Model: Cessna / 206H

Eng Ser #: L-32719-48E

WO #: 4128

Date: 08/20/2013

AUTHORIZED SIGNATURE,
CERTIFICATE TYPE
& NUMBER

1. Performed a 50 hr. inspection and servicing items. Changed oil and filter (CH48110-1). Took an oil sample (Blackstone). Cleaned oil suction screen. Serviced with Aeroshell 15W50 oil. Run up and leak checked ok. Compression results: 77/76/78/76/76/78 over 80. Reference Cessna 206 MM, Chapter 5-10-01.
2. Removed Fuel Servo p/n 2576546-3, S/N 70BU7308 and installed an overhauled unit p/n 2576546-3, S/N 70194802 (OH by B&S Aircraft- their W.O.# R12-03195 and Warranty repair W.O.# R13-04182). Reinstalled Servo after repair. Adjusted idle speed and mixture. Run up performed satisfactorily. Reference Cessna 206 MM, Chapter 73-00-01.
3. Removed and replaced engine driven fuel pump p/n LW15473 with new unit (o s/n off or on). Date code off - 3907 and date code on - H1513. Reference Lycoming OH Manual PN 60294-7.

I certify that this engine was repaired and/or inspected in accordance with current FAA regulations and is airworthy with respect to the work performed and is approved for return to service. Pertinent details are on file under the work order identified above.



4200 Summit Bridge Rd
Middletown, DE 19709
Tel 302-834-5400, Fax 302-378-7035

Timothy E. Monroe
Timothy E. Monroe
Summit Aviation, Inc.
SMTR2081 Airframe Class 3, Radio 1, 2, 3

MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10THS		
			<p>A/C Reg #: N137P A/C Ser #: 20608304 A/C Make / Model: Cessna / 206H</p> <p>A/C TT: 805.0 A/C Tach: 805.0 WO #: 4905 Date: 02/04/2014</p> <p>Eng Make: Lycoming Eng Model: IO540AC1A5 Eng Ser #: L 32719 48A Eng TSN / TSO: 805.0 / NA</p> <ol style="list-style-type: none"> Complied with an Annual inspection in accordance with 14 CFR Part 91.409(a), Part 43.15(c), Part 43 Appendix D. Drained oil and installed new filter p/n CH48110-1. Took Blackstone oil sample. Cleaned screens. Cleaned and gapped spark plugs. Reinstalled plugs with new gaskets. Serviced with 15W50 Aeroshell oil. Run up and leak checked satisfactorily. Compression results: 78/75/80/75/78/79 over 80. Complied with AD-11-26-04 Fuel Injector Line Inspection in accordance with paragraph (h) and (i) with no defects noted. Next due @ ACTT = 905.1, at each engine overhaul, and after any maintenance has been done on the engine where any clamp (or clamps) on a fuel injector line (or lines) has been disconnected, moved, or loosened, in accordance with paragraph (i) of this AD. <p>I certify that this engine was repaired and/or inspected in accordance with current FAA regulations and is airworthy with respect to the work performed and is approved for return to service. Pertinent details are on file under the work order identified above.</p>	
 Summit Aviation <small>A GREENWICH AEROGROUP COMPANY</small>			 Larry R. Wheeler Summit Aviation, Inc. SMTR2081 Airframe Class 3, Radio 1, 2, 3	

MAINTENANCE RECORD

1. Approving National Aviation Authority / Country: FAA/UNITED STATES		2. AUTHORIZED RELEASE CERTIFICATE FAA FORM 8130-3, AIRWORTHINESS APPROVAL TAG		3. Form Tracking Number: 3988765	
4. Organization Name and Address: Cessna Aircraft Company (PC4) Cessna Parts Distribution Dept. 702 5800 E Pawnee, Wichita, KS 67218				5. Work Order/Contact/Invoice Number: 1313980	
6. Item:	7. Description:	8. Part Number:	9. Eligible:	10. Quantity:	11. Serial/Batch Number:
3	GASKET	06E19769-1.50	N/A	1	N/A
12. Status/Work: New					
13. Remarks: AIRWORTHINESS APPROVAL - PARTS. THIS FORM IS NOT AN EXPORT APPROVAL. PO# 13-03946					
14. Certifies the items identified above were manufactured in conformity to: <input checked="" type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 13.		16. <input type="checkbox"/> 14 CFR 43B Return to Service <input type="checkbox"/> Other regulation specified in Block 13			
15. Authorized Signature: 					
18. Approval/Authorization No.: ODA-100129-CE		20. Authorized Signature:		21. Approval/Certificate No.:	
17. Name (Typed or Printed): DAN J. EHMKE		19. Date (month): SEP/30/2013		22. Name (Typed or Printed):	
23. Date (month):					
24. User/Installer Responsibilities: It is important to understand that the existence of this document alone does not automatically confer authority to install the part/component/assembly. When the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that neither airworthiness authority accepts part/component/assembly from the airworthiness authority of the country specified in Block 1. Statements in Blocks 14 and 15 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the applicable regulations by the user/installer before the aircraft may be flown.					
FAA Form 8130-3 (5-01)			FAA Form 8130-3 (5-01)		

RELEASE

30-3, AIRWORTHII

Corporation 80
Grapevine, TX 76

AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER	
	Eng TT : 843.40
	Drained oil and installed new 15W-50 oil. Run up and leak checked ok.
	System ops checked ok.
	airworthy with respect to the work performed and is approved for return to service. Pertinent details are on file under the work order identified above.
	is 3, Radio 1, 2, 3

MAINTENANCE RECORD

DATE	TOTAL TIME			SIGNATURE	TYPE
		Cargill Aeronautical Academy	200 Airport Road, Suite 100	New Cumberland, PA 17070	
		Make: CESSNA	Model: 206H	Reg. No.: N137P	
		Date: 12/01/18	S/N: 20608304	Tach Time: 963.70	
		Engine Log	Type: IO540AC1A5	S/N: L-32719-48E	
			Total Time: 963.7	SOH: 0.00	
<p>Inspected engine IAW an annual /100 hour inspection per the Cessna inspection checklist and Lycoming Maintenance manual. Inspected, cleaned and tested spark plugs. Completed compression checks, 76,78,77,77,76,76 over 80. Drained engine oil. Removed, cut and inspected filter and oil sump/pressure screens, no defects noted. Installed new filter and serviced with Aeroshell 15W50 oil. Complied with AD 2015-19-07, fuel injector line inspection, no defects noted. completed 500 hr mag inspection Checked mag timing to engine. Lubed controls as needed. Complied with Slick SB 2-08 annual inspection of magnetos, no defects noted. Complied with AD 2013-11-11 inspection of oil pressure switch, no defects noted. Inspected for AD2017-16-11, does not apply, engine was not repaired or disassembled during that time period and not on s/n list. All AD's current through this date. Run up, leak checks and operation checks completed satisfactory.</p>					
<p>I certify that this ENGINE has been inspected IAW an ANNUAL inspection and is found to be in an airworthy condition.</p>					
		<p>Daryl Plouse AP3105594IA </p>			

MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	UNVIC	START		
			<p>Full Throttle Aviation- 2399 Rickenbacker Way Auburn CA, 95602 530-820-3757</p>	
			<p>26 December 2019 TACH:1012.0 TTSO: 1012.0 N-137P IO-540-AC1A5 S#L-32719-48E</p>	
			<ol style="list-style-type: none"> 1. Performed oil and filter change - removed and inspected filter, installed new AA48110-1, serviced using 20w50 2. Cleaned suction oil screen 3. Compressions 1) 76 2) 77 3) 76 4) 78 5) 78 6) 75 4. Verified engine to magneto timing @ 20" 5. CW AD2015-19-07 dated 11/3/15 IAW Par (e)(ii) next due ttaf:1112.0 6. Performed ground run - no defects noted 7. AD's verified through 2019-25 	
			<p>Completed an Annual/ 100 hour Inspection in accordance with Appendix "D" to Part 43. The aircraft and components were inspected and repaired in accordance with the current rules of the Federal Aviation Regulations and found to be Airworthy and was returned to service only for the work performed.</p>	
			<p>8. Ash Vidal AP2925590IA</p>	

M

Full Throttle Aviation-
 2399 Rickenbacker Way
 Auburn CA, 95602
 530-820-3757
 6/102020
 TACH:1045.5
 Cessna T206h
 N137P

1. Performed oil and filter change – removed and inspected new AA48110-1, serviced using 20w50
2. Cleaned suction oil screen
3. Installed new P#AC2101 ACU
4. Performed ground run – no defects noted

I certify this aircraft and components have been inspect and maintained in accordance with current manufacture guidance and Federal Aviation Regulations and was ret service only for the work performed.

[Signature]
 Ash Vidal AP2925590

1. Approving Civil Aviation Authority Country FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number 7243755	
4. Organization Name and Address Textron Aviation Inc. (PC4) Textron Aviation Inc. 1 Cessna Blvd, Wichita, KS 67215					5. Work Order Contract Invoice Number 3944135	
6. Item 30	7. Description ACU	8. Part Number AC2101	9. Quantity 1	10. Serial Number U00009	11. Status/Work New	
12. Remarks AUTHORIZED RELEASE DOCUMENT PO#: W72-20-007272						
13a. Certifies the items identified above were manufactured in conformity to: <input checked="" type="checkbox"/> Approved design data and are in a condition for safe operation <input type="checkbox"/> Non approved design data specified in Block 12.				14a. <input type="checkbox"/> 14 CFR 43.9 Return to Service. <input type="checkbox"/> Other regulation specified in Block 12. Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.		
13b. Authorized Signature <i>Calvin L Suther</i>		13c. Approval/Authorization No. PC4	13d. Authorized Signature		13e. Approval Certificate No.	
13d. Name (Typed or Printed) CALVIN L SUTHER		13e. Date (dd/mm/yyyy) 11/May/2020	13f. Name (Typed or Printed)		13g. Date (dd/mm/yyyy)	
User/Installer Responsibilities						
<p>It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.</p> <p>Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.</p> <p>Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may fly.</p>						

I cert
 repai
 manu
 Regul
 perfor
 Ash Vi

Full Throttle Aviation-

2399 Rickenbacker Way

Auburn CA, 95602

530-820-3757

2 May 2022 TACH:1219.9 TTSO: 1219.9

N-137P IO-540-AC1A5 S#L-32719-48E

1. Performed oil and filter change – removed and inspected filter, installed new AA48110-1, serviced using 20w50
2. Cleaned suction oil screen
3. Compressions 1) 76 2) 76 3) 78 4) 79 5) 79 6) 79
4. Verified engine to magneto timing @ 20°
5. CW AD2015-19-07 dated 11/3/15 IAW Par (e)(ii) next due ttaf:1319.9 Inspection of fuel lines and clamps
6. Performed ground run – no defects noted
7. AD's verified through 5/2/2022
8. Repairs and servicing done in accordance with Lycoming IO-540 maintenance manual

Completed an Annual/ 100 hour Inspection in accordance with Appendix "D" to Part 43. The aircraft and components were inspected and repaired in accordance with the current rules of the Federal Aviation Regulations and found to be Airworthy and was returned to service only for the work performed.

9. Ash Vidal

AP2925590IA

DESCRIPTION OF THE
MAINTENANCE

-Full Throttle Aviation-

2399 Rickenbacker Way

Auburn CA, 95602

530-820-3757

10/17/2022 TACH: 1285.7

N-137P

1. Performed oil and filter changed – removed and inspected filter, Installed new AA48110-2
2. Removed suction oil screen, cleaned and reinstalled using new MS35769 base gasket
3. Performed ground run – no leaks noted

I certify this aircraft and components have been inspected, repaired and maintained in accordance with current manufactures data, guidance and Federal Aviation Regulations and was returned to service only for the work performed.

Ash Vidal

AP2925590

SIGNATURE,
DATE
TYPE

Full Throttle Aviation-

2399 Rickenbacker Way

Auburn CA, 95602

530-820-3757

21 June 2023 TACH:1301.5 TTSO: 1301.5

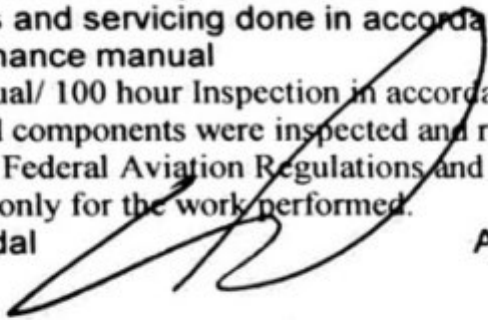
N-137P IO-540-AC1A5 S#L-32719-48E

1. Performed oil and filter change – removed and inspected filter, installed new AA48110-1, serviced using 20w50
2. Cleaned suction oil screen
3. Compressions 1) 78 2) 76 3) 76 4) 78 5) 78 6) 77
4. Verified engine to magneto timing @ 20*
5. CW AD2015-19-07 dated 11/3/15 IAW Par (e)(ii) next due ttaf:1401.5 Inspection of fuel lines and clamps
6. Performed ground run – no defects noted
7. AD's verified through 6/21/2023
8. Repairs and servicing done in accordance with Lycoming IO-540 maintenance manual

Completed an Annual/ 100 hour Inspection in accordance with Appendix "D" to Part 43. The aircraft and components were inspected and repaired in accordance with the current rules of the Federal Aviation Regulations and found to be Airworthy and was returned to service only for the work performed.

9. Ash Vidal

AP2925590IA



OPTION OF

INTEN

Full Throttle Aviation-

2399 Rickenbacker Way

Auburn CA, 95602

530-820-3757

5 January 2025 TACH:1350.2 TTSO: 1350.2

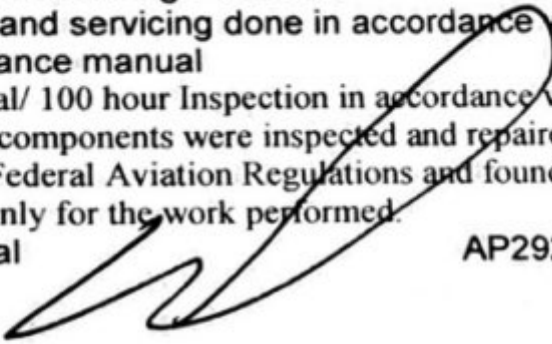
N-137P IO-540-AC1A5 S#L-32719-48E

1. Performed oil and filter change – removed and inspected filter, installed new AA48110-1, serviced using 20w50
2. Cleaned suction oil screen
3. Compressions 1) 77 2) 78 3) 76 4) 78 5) 79 6) 77
4. Verified engine to magneto timing @ 20*
5. CW AD2015-19-07 dated 11/3/15 IAW Par (e)(ii) next due ttaf:1450.2 Inspection of fuel lines and clamps
6. Performed ground run – no defects noted
7. AD's verified through 1/5/2025
8. Repairs and servicing done in accordance with Lycoming IO-540 maintenance manual

Completed an Annual/ 100 hour Inspection in accordance with Appendix "D" to Part 43. The aircraft and components were inspected and repaired in accordance with the current rules of the Federal Aviation Regulations and found to be Airworthy and was returned to service only for the work performed.

9. Ash Vidal

AP2925590IA



NUMBER
TYPE
SIGNATURE,



Cessna

A Textron Company

PROPELLER MAINTENANCE RECORD





AIRCRAFT SERIAL AND REGISTRATION 90608304 N137P



PROPELLER MODEL AND SERIAL B3D36C432/80V\$A-1

HUB SERIAL 061044 BLADE SERIALS ABL26253 , ABL26273 , ABL26275

MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10ths		
2008				
03/10	3	8	Propeller hub S/N <u>061044</u> , blade S/N #1 <u>ABL26253</u> S/N #2 <u>ABL26273</u> and S/N #3 <u>ABL26275</u> has been installed on engine S/N <u>L-32719-48E</u> on aircraft <u>20608304</u> . With TAF <u>3.8</u> TTSN was <u>3.8</u> .	 ODARF100129CE
<p> Propeller Log N137P Tach & Propeller TSN 99.4 hours Date 9/22/2008 </p> <p> I certify that this propeller has been inspected in accordance with an annual inspection, as per Inspection Operations 1,2,3,and 4 of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits checklist . and has been found to be in airworthy condition. </p> <p> Signed  Jonathan C. Rider A&P 3248741 IA Wings 'N Things, Inc. </p>				
				C-

MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE	LOG	SERIAL	TACH & PROPPELLER TSN	DATE	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
19__		Propeller Log	N137P	Tach & Propeller TSN 247.0 hours	6/24/2009	
				I certify that this propeller has been inspected in accordance with a 50 hour inspection, as per Inspection Operations 1,2,3, and 4 of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits checklist, and has been found to be in airworthy condition.		
		Signed <u><i>Jonathan C. Rider</i></u>		Jonathan C. Rider	A&P 3248741 IA	
				Capital City Airport	New Cumberland, PA	717-774-1070
		Propeller Log	N137P	Tach & Propeller TSN 297.6	8/28/2009	
				I certify that this propeller has been inspected in accordance with the 50 & 100 hour inspection items, listed in Inspection Operations 1,2,3, and 4 of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits checklist, and has been found to be in airworthy condition.		
		Signed <u><i>Jonathan C. Rider</i></u>		Jonathan C. Rider	A&P 3248741 IA	Wings 'N Things, Inc.
		Propeller Log	N137P	Tach & Propeller TSN 345.6 hours	11/10/2009	
				I certify that this propeller has been inspected in accordance with a 50 hour inspection, as per Inspection Operations 1,2,3, and 4 of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits checklist, and has been found to be in airworthy condition.		
		Signed <u><i>Jonathan C. Rider</i></u>		Jonathan C. Rider	A&P 3248741 IA	
				Capital City Airport	New Cumberland, PA	717-774-1070

MAINTENANCE RECORD

DATE	TOTAL TIME	LOG	SERIAL	TACH & PROPPELLER TSN	DATE	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
19__		Propeller Log	N137P	Tach & Propeller TSN 397.6	2/22/2010	
		Filed minor nicks from leading edges of blades. I certify that this propeller has been inspected in accordance with an annual inspection, including 50, 100, 200 hour inspections, as per Inspection Operations 1,2,3, and 4 of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits checklist, and has been found to be in airworthy condition.				
		Signed <u><i>Jonathan C. Rider</i></u>		Jonathan C. Rider	A&P 3248741 IA	Wings 'N Things, Inc.

MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10ths		
19__			<p>Propeller Log N137P Tach & Propeller TSN 496.2 Date 1/7/2011</p> <p>I certify that this propeller has been inspected in accordance with an annual inspection, as per Inspection Operations 1,2,3, and 4 of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits checklist . and has been found to be in airworthy condition.</p> <p style="text-align: center;">  </p> <p style="text-align: center;"> CXY Airport, PA 717-774-1070 Signed  </p> <p style="text-align: right;">Lawrence P. Marks A&P 1974039 IA</p>	
			<p>Propeller Log N137P Tach & TSN 546.1 Date 5/12/2011</p> <p>I certify that this propeller has been inspected in accordance with a 50 hour inspection, as per 50 hour items of the Cessna Model 206/T206 Maintenance Manual, Inspection Time Limits Checklist, and has been found to be in airworthy condition.</p> <p style="text-align: center;">  </p> <p style="text-align: center;"> CXY Airport, PA 717-774-1070 Signed  </p> <p style="text-align: right;">Matthew Parr IA 3514539</p>	





MAINTENANCE RECORD

DATE	Propeller Log	N137P	TACH & ACTT 594.9 hours	Date 11/16/2011	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
19__	<p>I certify that this propeller has been inspected in accordance with an annual inspection and has been found to be in airworthy condition. The inspection was performed per the Cessna 206H Maintenance Manual, Inspection Operations 1,2,3&4, in Chapter 5-10-01.</p> <p style="text-align: center;">  </p> <p style="text-align: center;"> CXY Airport, PA 717-774-1070 Signed  </p> <p style="text-align: right;">Jonathan C. Rider A&P 3248741 IA</p>				
	Propeller Log	Reg # N137P	Tach & Prop TSN 546.1 ^{725.5m}	Date 11/26/2012	
	<p>Removed propeller due to a red dye leak.</p> <p style="text-align: center;">  </p> <p style="text-align: center;"> CXY Airport, PA 717-774-1070 Signed  </p> <p style="text-align: right;">Jonathan C. Rider A&P 3248741 IA</p>				

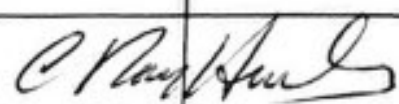
MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORITY CERTIFICATION & NUMBER
	HOURS	10ths		
12 10				
9/12	725. 607	5 4	DISASSEMBLED, VISUALLY INSPECTED, RESEALED to CORRECT RED DYE LEAK, COMPLIED WITH SERVICE LETTER 2010-3B INSTALLING C7986 CYLINDER GASKET & SERVICE LETTER 2011-5 INSTALLING A1633-128 BLADE SEALS, DRESSED AND PAINTED BLADES CHECKED ANGLES, TRACK & BALANCE	
			THIS IS NOT AN OVERHAUL AND CANNOT BE CONSIDERED AS SUCH WORK ORDER 124278	C. P. Marks Sensenich Propeller Serv Repair Station #C/P/02194

MAINTENANCE RECORD

DATE			Date 12/4/2012
19__	Propeller Log	N137P TACH & ACTT 725. Hours	
	I certify that this propeller has been inspected in accordance with an annual inspection and has been found to be in airworthy condition. The inspection was performed per the Cessna 206H Maintenance Manual, Inspection Operations 1,2,3&4, in Chapter 5-10-01.		
		CXV Airport, PA 717-774-1070	Signed  Lawrence P. Marks A&P 1974039 IA
	A/C Reg #: N137P A/C Ser #: 20608304 A/C Make / Model: Cessna / 206H WO #: 4905	A/C TT: 805.00 A/C Tach: 805.00 Date: 01/08/2014	Prop Make: McCauley Prop Model: B3D36C432-C Prop Ser #: 061044 Prop TT: 805.00
	I Removed propeller from the aircraft identified above for overhaul.		
	I certify that this aircraft was repaired and/or inspected in accordance with current FAA regulations and is airworthy with respect to the work performed and is approved for return to service. Pertinent details are on file under the work order identified above.		
		 Timothy Monroe Summit Aviation, Inc. SMTR208I Airframe Class 3, Radio 1, 2, 3	

MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE & NUMBER
	HOURS	10ths		
1/21/14	805	00	<p style="text-align: center;">OVERHAULED/MAJOR INSPECTED</p> <p style="text-align: center;">BY SENSENICH PROPELLER SERVICE, INC.</p> <p>Hub Serial No. <u>061044</u></p> <p>Blade Ser. No. <u>ABL 26253</u> <u>ABL 26273</u> <u>ABL 26275</u></p> <p>Blade Angles Low <u>12.6</u> High <u>30.0</u> Rev. <u> </u> Feather <u> </u></p> <p>TSO <u>-0-</u> W.O. <u>L25393</u> TSN <u>805.00</u></p>	
TSO	-0-			 Sensenich Propeller Service Repair Station #QV9R194N

SERVICE QUALITY COMPLIANCE REPORT

S.B. NUMBER	A/C Reg #: N137P	A/C TT: 805.0	Prop Make: McCauley	REMARKS
	A/C Ser #: 20608304	A/C Tach: 805.0	Prop Model: B3D36C432	
	A/C Make / Model: Cessna / 206H	WO #: 4905	Prop Ser #: 061044	
		Date: 02/04/2014	Prop TSN / TSO: 805.0 / 0.0	
	<ol style="list-style-type: none"> Removed propeller for overhaul, reference Sensenich Propeller W.O. #L25393. Reinstalled after overhaul, reference Cessna 206H maintenance manual chapter 61-20-00. Complied with an Annual inspection in accordance with 14 CFR Part 91.409(a), Part 43.15(c), Part 43 Appendix D. Performed propeller dynamic balance check referencing McCauley Owner/Operator Manual MPC26-02 rev2 and found to be within an acceptable level at 0.172 ips. 			
	I certify that this propeller was repaired and/or inspected in accordance with current FAA regulations and is airworthy with respect to the work performed and is approved for return to service. Pertinent details are on file under the work order identified above.			
	 Summit Aviation <small>A GREENWICH AEROGROUP COMPANY</small>		 Larry R. Wheeler Summit Aviation, Inc. SMTR2081 Airframe Class 3, Radio 1, 2, 3	

SERVICE BULLETIN COMPLIANCE RECORD

S. B. NUMBER	DATE OF COMPLIANCE	TOTAL TIME IN SERVICE		TYPE S.B. (X)		NEXT COMPLIANCE DUE-DATE/ HOURS/OTHER	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER	REMARKS
		AIRFRAME	COMPONENT	ONE-TIME	RE-CURRING			

Cargill Aeronautical Academy

200 Airport Road, Suite 100

New Cumberland, PA 17070

Make: CESSNA

Model: 206H

Reg. No.: N137P

Date: 04/30/16

S/N: 20608304

Tach Time: 925.50

Propeller Log

Type: McCauleyB3D36C432

S/N: 061044

Total Time: 925.5

SOH: 120.5

Inspected Propeller IAW an annual/100 hour inspection, per Cessna inspection checklist and Cessna maintenance manual. Run up and operational checks completed satisfactory. All AD's current through this date.

I certify that this PROPELLER has been inspected IAW an ANNUAL inspection and is found to be in an airworthy condition.

Daryl Plouse

AP3105594IA



AIRWORTHINESS DIRECTIVE COMPLIANCE RECORD

A. D. NUMBER AND AMENDMENT NO.	METHOD OF COMPLIANCE	DATE OF COMPLIANCE	TOTAL TIME IN SERVICE		TYPE A. D. (X)		NEXT COMPLIANCE DUE-DATE/ HOURS/OTHER	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER	REMARKS
			AIRFRAME	COMPONENT	ONE-TIME	RE-CURRING			

propeller

Date: 6/23/2017 Registration: N137P

Make: Cessna Model: 206H S/N: 20608304

Tach/Hobb 936.8 A/C TT: 936.8

Engine Mal Lycoming Model: IO-540-AC S/N: L-32719-48E

propeller: McCauley B3D36C432 S/N: 61044



pennsylvania
STATE POLICE

Performed an annual inspection on propeller ref. Cessna 206H mm, and McCauley Owner Operation information manual 61

I certify that this propeller has been inspected IAW an annual inspection and was found to be in an airworthy condition.

mech/ins **Brian D. Cavada**

p
cert. # AP2707178IA

sign. 

Full Throttle Aviation-

2399 Rickenbacker Way

Auburn CA, 95602

530-820-3757

21 June 2023 TACH:1301.5 TTSO: 496.5

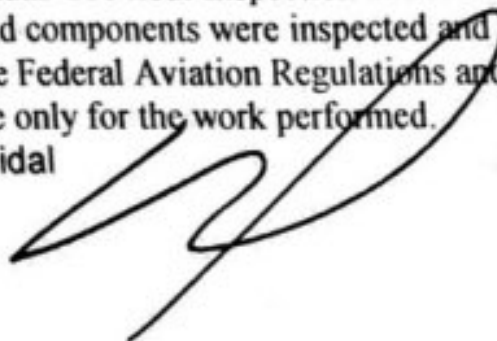
N-137P B3D36C432 S#061044

- 1. Profiled blades
- 2. Performed ground run – no defects noted
- 3. AD's verified through 6/21/2023

Completed an Annual/ 100 hour Inspection in accordance with Appendix "D" to Part 43. The aircraft and components were inspected and repaired in accordance with the current rules of the Federal Aviation Regulations and found to be Airworthy and was returned to service only for the work performed.

4. Ash Vidal

AP2925590IA



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AME

Full Throttle Aviation-

2399 Rickenbacker Way

Auburn CA, 95602

530-820-3757

5 January 2025 TACH:1350.5 TTSO: 545.2

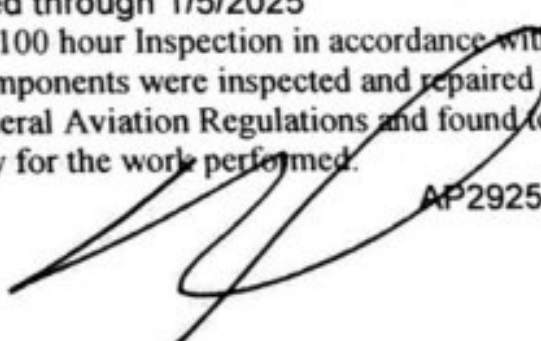
N-137P B3D36C432 S#061044

- 1. Profiled blades
- 2. Performed ground run – no defects noted
- 3. AD's verified through 1/5/2025

Completed an Annual/ 100 hour Inspection in accordance with Appendix "D" to Part 43. The aircraft and components were inspected and repaired in accordance with the current rules of the Federal Aviation Regulations and found to be Airworthy and was returned to service only for the work performed.

4. Ash Vidal

AP2925590IA



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YPE

REMARKS

AIRWORTHINESS DIRECTIVE COMPLIANCE RECORD

Full Throttle Aviation-

2399 Rickenbacker Way

Auburn CA, 95602

530-820-3757

20 February 2026 TACH:1350.5 TTSO: 545.5

N-137P B3D36C432 S#061044

1. Profiled blades
2. Performed ground run – no defects noted
3. AD's verified through 2/20/2026

Completed an Annual/ 100 hour Inspection in accordance with Appendix "D" to Part 43. The aircraft and components were inspected and repaired in accordance with the current rules of the Federal Aviation Regulations and found to be Airworthy and was returned to service only for the work performed.

4. Ash Vidal

AP2925590IA