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Global Aeros

Dietmar Zschogn
1415 Whitehall R
Parrsboro, Nova
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Canada

Policy No.: 2000
Policy Period: Se

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Combined
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Certificate

Flight Record - Dossier de Vol

Crew - Équipage		Journey - Route				Record of time - Fiche de temps				Other - Autre
Date	Pilot / Copilot Pilote / Copilote	From De	To A	Takeoff Décollage	Landing Atterrissage	Air Time Temps-air	Total Air Time Since New (TTSN)	Flight Time Temps de vol	Hobbs	Calc. Time Temps calc.
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Totals Brought Forward - Totaux reportés >> 3317.6

Parry Sound Air Service Inc.

C-GIAS Cessna Crusader T-303 S/N:T30300087 T.T.A.F.: 3317.6 hrs.
 Engine LH: TCM TSIO-520-AE(2) S/N:246109-R T.T.S.N.:3317.3 T.T.S.O.H.: 1512.0hrs (in 06-26-92 by TCM)
 Engine RH: TCM LTSIO-520-AE(2) S/N:246608-R T.T.S.N.:3317.3 T.T.S.O.H.: 1512.0hrs (in 06-26-92 by TCM)
 Propellor LH: McCauley 3AF32C506/82NEB-8 S/N:820098 Blade S/N's: BH499, B1968, B1972 T.T.S.N.:3237.0
 T.T.S.O.H.: 407 hrs. (in 03-14-04 by MT Propellor)
 Propellor RH: McCauley 3AF32C507/L82NEB-8 S/N:816179 Blade S/N's: BH530, BH537, BH555 T.T.S.N.:3237.0
 T.T.S.O.H.: 407 hrs. (in 03-14-04 by MT Propellor)

Aircraft (D-ILAS) imported into Canada in accordance with CAR507.02, 507.06, 507.07, 507.10, STD507.02, 507.06, 507.07(c)
 Aircraft inspected and accepted as per CAR 507.07(5a), (6) to (14)

Aircraft History: This aircraft received delivery from Cessna Aircraft Co. in 1982 with a Standard Certificate of Airworthiness under USA registration N2282C. On the 17Sept.93 this aircraft was sold and imported to Germany with T.T.A.F.:1918.4 hrs. and privately operated till this date. On the 23 May 09 this aircraft was flown to Canada and flown privately by its German owners. On the 1 Aug 11 at Parry Sound, Ontario; this aircraft was inspected in order that this aircraft be imported to bear Canadian registrations C-GIAS and taken over by a private lease.

Annual inspection completed on August 1/2011 in accordance with CAR 605.86 and CAR 625.86 Appendix "B" & "C" and Cessna Service Manual D 2532-2-13 as a guide. There are no life limited components found on this aircraft.

Kannad 406 ELT reinstalled after recertification by Discount Avionics per W.O.# 10863, armed and tested per Kannad Ref. Doc. 08038C Rev.2; 2000 Approach Plus GPS reinstalled after repairs per W.O.# 87280 Free Flights Systems repair station#F7ZR179X; Turn and Slip indicator reinstalled after repairs per W.O.# 57270 Woodlawn Instruments; pilot and co-pilot altimeters recertified, pitot static testing carried out per W.O.#11-22442 BrantAero, I.A.W. CAR 571 Appendix "F" and "B"; copy of AWD 98-04-28 inserted to the appropriate section of the Pilot Operating Handbook as stated in that AD; CF87-15R2 Seat Rail inspection carried out, 2011-10-09 seat rail and locking pins inspection carried out, complied with 2008-26-10 and 2008-10-02 by inspecting alternate static air valve, inspected the Janitrol fuel regulator valve as per 2004-25-16R1; inspected engine compartment for fluid hoses P/N:551-10 per 97-01-13. Hoses installed were not affected by this AWD. All engine magneto's reinstalled after repairs and 500 hour inspection per W.O.# 8772 - 8775 Aerotec Engines. The Oxygen bottle was removed from this aircraft; fire extinguisher was inspected & re-weight and found to be serviceable; First Aid Kit installed conforms to CAR 624.39; Survival gear checked per CAR 625 Appendix "C" (11) and found to conform; tachometers were checked and found to be within the accepted limits per CAR 625 Appendix "C" (8); compass was swung and carded per CAR 625 Appendix "C" (10a).

000 030 060 090 120 150 180 210 240 270 300 330
 360 030 061 091 122 151 181 211 241 270 298 330

Airworthiness Directives were reviewed and listed in section # 3 of the airframe logbook. All AWD's complied with to date.

Checked Placards per type certificate # A34CE Rev.6 March 31/03

This aircraft was re-weighed and a new weight and balance report having a new Basic empty weight of 3662 lbs and C of G being 151.07" aft datum

This aircraft (to include the engines, propellers and all components forming part of), will be maintained in accordance with CAR 625 Appendix "B" & "C" as applicable

The Maintenance described has been performed in accordance with the applicable standards of airworthiness.

Dietmar Zschogner

Dietmar ZSCHOGNER, M-150434

Aug/11

15

Brought Forward
Reporté

Next Scheduled Maintenance:
Prochaine maintenance planifiée:

Due:
Échéance:

Flight Record – Dossier de Vol

Other – Autre		Maintenance	
10	11	Remarks and Certification – Remarques et Certification	
12	13	14	
Defects Défectuosités	Rectification, Comments	Signature	

Parry Sound Air Service Inc.

C-GIAS T-303 S/N: T303-00087 Modifications incorporated at time of Importation

Date:	Form:	Description of Work	STC #
Nov.24/93	337	install of Shadin fuel flow indicating system	SA901GL
Nov.24/93	337	install of Shadin fuel flow transducer	SE444GL
Jan.4/94	337	ferry fuel tanks installed	
Nov.19/93	337	avionic installation: KX165,KCS-55A,KI-203,Bendix RDR-230, BFG Wx-900 Stormscope, United 5934PAD altimeter, 305-2BL Horizon, KI-525 HSI, TNL-2000 GPS	SA8412SW
Dec.21/84	337	ICS,co-pilot switch,Hobbs meter installation	
July 17/85	337	avionic installation: KN62A, KA-6	
Aug.1/11	Mod. Report	install of Kannad 406 ELT	

C-GIAS Cessna Crusader T303 T.T.A.F.: 3317.6

Aircraft was re-inspected to CAR 625 Appendix B & C in order to meet the 30 day requirement for an application of a Certificate of Airworthiness.

The Maintenance described has been performed in accordance with the Applicable Standards of Airworthiness.

Dietmar ZSCHOGNER M-150434

Jan. 5/2012

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Next Scheduled Maintenance:
Prochaine maintenance planifiée:

Due:
Échéance:

Carry Forward >>
Reporter

Flight Record - Dossier de Vol

Flight Record - Dossier de Vol			Journey - Route			Record of time - Fiche de temps				Other - Autre	
Date	Crew - Équipage		From	To	Takeoff	Landing	Air Time	Total Air Time	Flight Time		
(Y/M/D)	Pilot / Copilot		De	A	Décollage	Atterrissage	Temps-air	Since New (TFSH)	Temps de vol	Hobbs	Calc. Time
(A/M/I)	Pilote / Copilote							Temps-air Total	Depuis Neuf		Temps calc.
Totals Brought Forward - Totaux reportés								>>		3549.8	
Sept. 15	ZSCHOGUEL		Local	1310	1325	0.3	3550.1				
Oct. 23	ZSCHOGUEL		Local	1300	1318	0.3	3550.4				

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Reporté

Next Scheduled Maintenance:
Prochaine maintenance planifiée:

Due:
Échéance:

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Next Scheduled Maintenance:
Prochaine maintenance planifiée:

Flight Record – Dossier de Vol

Flight Record - Dossier de Vol			Journey - Route		Record of time - Fiche de temps					Other - Autre	
Date	Crew - Équipage		From De	To A	Takeoff Décollage	Landing Atterissage	Air Time Temps-air	Total Air Time Since Now (TTSN) Temps-air Total Depuis Neuf	Flight Time Temps de vol Hobbs Calc. Time Temps calc.		
1 _/_/____ (Y/M/D) (A/M/J)	2 Pilot / Copilot Pilote / Copilote	3	4	5	6	7	8	9			
Totals Brought Forward - Totaux reportés							>>	3549.8			
Sept. 16	ESCHOGNER	Local	1310	1325	0.3	3550.1					
Sept. 23	ESCHOGNER	Local	1300	1318	0.3	3550.4					

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Brought Forward
Reporté

Next Scheduled Maintenance:
Prochaine maintenance planifiée:

Due:
Echéance:

16

Next Scheduled Maintenance
Prochaine maintenance planifié

other - Autre		Maintenance		
Remarks and Certification - Remarques et Certification				
11	12	13	14	
	Defects Défectuosités	Rectification, Comments		Signature
	<p>C-GIAS, Atlantic Avionics WO # 61303. Airframe Time: 3745.8 hours. A modification was carried out to remove the wing tip strobe power supplies in both LH and RH wings. The LH Nav / Strobe light (P/N: 5-106-0500-A) was replaced with a uAvionics Skybeacon ADS-B out, WAAS GPS, Nav light and strobe P/N: UAX90032-01, SN: 1013939. No modification to the airframe was required to install the new ADS-B Skybeacon. uAvionics STC-SA04362CH was used to confirm matched pair for WAAS GPS and ADS-B. Wiring provisions were installed for future upgrade to LED Nav light and LED strobe on RH side. Strobe on RH side is inop. Weight and balance amendment #1 was completed. The new Empty Weight is 3654.60 Pounds and the New C of G is 151.05 inches aft of the datum. Existing wiring was reused. Provided hardware with the kit was used to install on the wing tip light. Electrical load was reduced by 2 amps. EMI / RFI testing was carried out. Unit was configured and ground tested serviceable.</p> <p>References: uAvionics skyBeacon TSO User and Installation Guide, UAV-1001421-001, Rev H. uAvionics skyBeacon STC Installation Manual, UAV-1002305-001, Rev H. AC 43.13-1B CHAPTER 7. AIRCRAFT HARDWARE, CONTROL CABLES, AND TURNBUCKLES SECTION 2. SCREWS Par 7-14. General Par 7-15. Structural Screws Par 7-16. Machine Screws Par 7-17. Panhead Screws (NAS600 through NAS606, NAS610 through NAS616, NAS623, and NAS1402 through NAS1406) SECTION 4. NUTS Par 7-63. General Par 7-64. Self-Locking Nuts Table 7-2. Minimum Prevailing Torque Values for Reused Self-Locking Nuts Par 7-65. Nut Identification-Finishes Plain Nut(AN315 and AN335) Par 7-69. Light Hex Nuts(AN340 and AN345) SECTION 5. WASHERS Par 7-85. General Par 7-86. Plain Washers(AN960 and AN970) Par 7-87. Lockwashers(AN935 and AN936) CHAPTER 10. WEIGHT AND BALANCE SECTION 1. TERMINOLOGY SECTION 2. WEIGHING PROCEDURES Par 10-16. Weight and Balance Computations Par 10-19. Equipment List CHAPTER 11. AIRCRAFT ELECTRICAL SYSTEMS SECTION 3. INSPECTION OF EQUIPMENT INSTALLATION Par 11-32. Wires, Wire Bundles, and Circuit Protective Devices Par 11-37. Determination of Electrical Load SECTION 4. INSPECTION OF CIRCUIT PROTECTION DEVICES Par 11-53. Switches Table 11-4. Switch DE rating Factors Table 11-5. Selection of Contact Material SECTION 5. ELECTRICAL WIRE RATING Par 11-68. Instructions for Use of Electrical Wire Chart SECTION 6. AIRCRAFT ELECTRICAL WIRE SELECTION Par 11-77. Aircraft Wire Materials SECTION 7. TABLE OF ACCEPTABLE WIRES Par 11-85. Aircraft Wire Table Table 11-11. Open wiring Table 11-12. Protected Wiring Par 11-86. Open Airframe Interconnecting Wire SECTION 8. WIRING INSTALLATION INSPECTION REQUIREMENTS Par 11-98. Terminals and Terminal Blocks Par 11-100. Connectors SECTION 9. ENVIRONMENTAL PROTECTION AND INSPECTION Par 11-117. Minimum Wire Bend Radii Par 11-118. Slack Figure 11-9. Slack Between Supports Par 11-124. Heat Precautions SECTION 10. SERVICE LOOP HARNESS (PLASTIC TIE STRIPS) Par 11-137. Anti-Chafing Material SECTION 11. CLAMPING Par 11-147. Wire and Cable Clamps Inspection SECTION 12. WIRE INSULATION AND LACING STRING TIE Par 11-157. Stripping Insulation Par 11-158. Lacing and Ties SECTION 17. CONNECTORS CHAPTER 12. AIRCRAFT AVIONICS SYSTEMS SECTION 1. AVIONICS EQUIPMENT MAINTENANCE SECTION 2. GROUND OPERATIONAL CHECKS FOR AVIONICS EQUIPMENT (ELECTRICAL) Par 12-9. Inspection of Avionics Systems.</p> <p>Snag: 24 month certification to be carried out. Actions: In compliance with CAR Standard 625, Appendix C, paragraph 13; the altimeter(s) and altimeter static system(s) have been inspected, tested and certified to 25,000 feet per CAR Standard 571, Appendix B (#1 Altimeter P/N 5934PAD-1, S/N 5J098; #2 Altimeter P/N 5934PA-1D, S/N 5A542). In compliance with CAR Standard 625, Appendix C, paragraph 14; the transponder and transponder altitude encoding system(s) have been inspected, tested and certified per CAR Standard 571, Appendix F (Transponder Model # GTX-327, P/N 011-00455-00, S/N 89124746; Altitude Reporter P/N A-30, S/N 110486).</p> <p>Snag: #2 Nav / Com no RX or TX. Actions: Snag was not duplicated in ground testing. Tried several times. No Fault. Tried while doing an engine run. No fault noted. System was ground tested serviceable.</p> <p>Snag: ELT operational test to be carried out. Actions: Operational test carried out as per CAR STD 571, App G. No fault codes identified. ICAO code matches. Found to be serviceable.</p> <p>Snag: RH ALT OFF light stays on all the time. Actions: Trouble shot and found that the aux field wire at the alternator was not connected correctly and the resistor that was in line with the Aux filed was missing. Customer was informed. Customer is going to get parts, replace resistor, plastic washers and plastic hardware. RH ALT OFF light placarded U/S.</p> <p>Snag: CPC connectors on RH and LH voltage regulators have broken locks. Actions: Connectors P/N: 206037-1 were replaced. Ground run was carried out to confirm proper operation. Found to be serviceable.</p> <p>"THE MAINTENANCE DESCRIBED ABOVE HAS BEEN PERFORMED IN ACCORDANCE WITH APPLICABLE STANDARDS OF AIRWORTHINESS." Atlantic Avionics Inc. AMO #2-94</p> <p>Signature: <u>K. Robert Cogswell</u> License #: <u>416947</u> Date: <u>July 6, 2022</u></p> <p><i>[Handwritten signatures: D. Gaby, D. Gaby, D. Gaby]</i></p>			

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Next Scheduled Maintenance:
Prochaine maintenance planifiée:

Due:
Échéance:

Carry Forward >>
Reporter

Flight Record – Dossier de Vol

Other – Autre		Maintenance	
10	11	Remarks and Certification – Remarques et Certification	
12	13	14	
Defects Défectuosités	Rectification, Comments	Signature	

Log Entry: C-GIAS T.T.A.F.: 3546.8 hrs. Date: May 15/22

- 1..Annual inspection carried out per CAR 625 Appendix "B & C" with reference made to Cessna Service Instructions
- 2..AWD's: 2011-10-09, 2008-26-10, 2008-10-02, 97-01-13, complied with
- 3..fire extinguisher and first aid kit checked for compliance & found to be OK
- 4..Compass calibration corrections: 000 030 060 090 120 150
181 210 240 271 300 330
- 5..Serviced LHS engine with AeroShell W-100 Plus ; RHS with Aeroshell 100 Mineral oil filters found to be free of debris
- 6..tachometer checks made and is in conformance
- 7.. ELT; Kannad 406 re-installed after re-certification by Atlantic Avionics WO# 60148. Tested OK
- 8..3 satisfactory gear swings carried out.
- 9..RHS engine removed and reinstalled after overhaul by Aerotec Engines, WO#14726 ; ground run and tested serviceable
- 10..LHS engine starter drive assy., removed and reinstalled after overhaul by Aerotec Engines, WO#14726 ; ground run and tested serviceable
- 11..additional work sheets on file with Parry Sound Air Service

Dual Signature per engine control:

D. Zschogner

parts supplied may be non Cessna OEM

The Maintenance described has been performed in accordance with the Applicable Standards of Airworthiness.

D. Zschogner
Dietmar Zschogner M-150434

May 15/22
Date: Sep 1/22

D. Zschogner C-150434
D. Zschogner
D. Zschogner

D. Zschogner

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Next Scheduled Maintenance:
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Carry Forward >>
Reporter