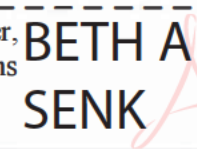


ENFORCEMENT INVESTIGATIVE REPORT (Read Order 2150.3 for instructions)		Report Number 2019NM090023	Related Number
ALLEGED VIOLATOR IDENTIFICATION			
1. Name	SAWYER, DEAN HERBERT		
DBA Name			
Designator			
	2. Address (Include zip code)		
	(b) (6)		
	(b) (6)		
TELEPHONE NUMBER	(b) (6)	3. DATE OF BIRTH	(b) (6) 4. SEX M
5. FAA Cert. #	6. FAA Certificate Type	Business Concern	
3680615	PRIVATE PILOT	INDIVIDUAL	
7. Aviation Employer			
AIRCRAFT, ENGINE, PROPELLER, COMPONENT OR APPLIANCE INVOLVED			
8. MAKE	9. MODEL	10. IDENT. NUMBER	9919V
CESSNA	172M	ACFT SN	17264555
11. Owner Name	12. Address (Include zip code)		
SAWYER, DEAN HERBERT	(b) (6)		
	(b) (6)		
ALLEGED VIOLATION			
13. Date Occurred	14. Time	15. Date Known to FAA	16. Region of Discovery
2019/07/08	16:00:00	2019/07/08	NM
17. Location	BEACH NEAR THE NORTH JETTY, YAQUINA RIVER		Sec Cat
	Airport ID		
18. Regulations Believed Violated	(b) (5)		

ENFORCEMENT INVESTIGATIVE REPORT (Read Order 2150.3 for instructions)		Report Number 2019NM090023	Related Number
18. Regulations Believed Violated (Continued)			
Remarks:			
RELATED DATA			
19. Type 07	20. Sub Type 09	21. Category 01	22. Source 08
		23. Accident Assoc. 02	
24. Security Program			
INVESTIGATING FIELD OFFICE RECOMMENDATION			
25. Type Action (b) (5)		26. Sanction (b) (5)	
Reporting Inspector (Typed name)		MAZURKIEWICZ, CHRISTOPHER CASID	
27. Date 2019/10/03	28. Investigating office NM09	Chief (Typed name and signature) REYNALDO S. MADRID REYNALDO S MADRID	
		Digitally signed by REYNALDO S MADRID Date: 2019.10.22 07:41:28 -07'00'	

ENFORCEMENT INVESTIGATIVE REPORT (Read Order 2150.3 for instructions)		Report Number 2019NM090023	Related Number
REGIONAL DIVISION REVIEW			
29. Regulations Believed Violated		30. Recommended Type Action	
(b) (5)	[REDACTED]	(b) (5)	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	(b) (5)
(b) (5)	[REDACTED]		
Remarks:		31. Recommended Sanction	
		(b) (5)	
32. Date		33. Region	
2019/11/06		NM	
Typed Name/Title/Signature of Approving Official		Beth Ann Senk, Reviewing Office Manager, General Aviation & Commercial Operations Division, AFS_800	
XXXXXXXXXX AFS-800 XXXXXXXXXX MANAGER XXXXXXXXXX		 BETH A SENK	
		Digitally signed by BETH A SENK Date: 2019.11.06 12:17:32 -06'00'	

SECTION B

I. Statement of Basis for Legal Enforcement Action

The following case consists of a private pilot, Mr. Dean Herbert Sawyer, serving as a required flight crew member while carrying passengers, with an expired medical certificate, of an unairworthy civil aircraft.

On July 8, 2019, Inspectors from the Portland Flight Standards Office initiated an investigation following the notification of an aircraft accident regarding N9919V, Cessna 172M, S/N 17264555. The investigation revealed that Mr. Dean Herbert Sawyer, holder of private pilot certificate number 3680615, intentionally operated a civil aircraft with passengers, which had not been inspected within the last 12 calendar months, while not having had a flight review with in the last 24 calendar months and while not having a current medical certificate.

(b) (5) [REDACTED]

(b) (5) [REDACTED]

II. Statement of Case (Facts)

Regulation(s) or statute(s) Violated:

(b) (5) [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

(b) (5)

Facts:

On July 8, 2019, Mr. Dean Herbert Sawyer operated N9919V in a manner that resulted in an accident at Yaquina Beach in Newport, OR. (IOP 1) Inspector Darren K. Vaughn of the Portland Flight Standards Office was notified and assigned to investigate the accident.

Brenda Reasoner and her 7 year old grandson were passengers on N9919V during the July 8, 2019 flight that resulted in an accident. (IOP 2)

Mr. Sawyer is the holder of Private Pilot Certificate Number 3680615. (IOP 3)(IOP 4)

Mr. Sawyer is the registered owner of Cessna Aircraft, model 172M, registration number N9919V, serial number 17264555. (IOP 5)(IOP 22)

Mr. Sawyer's last application for a Third Class Medical Certificate (FF-2848642) was dated July 30, 2004, which expired on July 31, 2006. (IOP 4)(IOP 6)

On July 9, 2019, Inspector Vaughn conducted a phone interview with Mr. Sawyer (IOP 2), after visiting the scene of the accident. During the interview Mr. Sawyer stated the following:

1. Mr. Sawyer departed Newport, OR with a half tank of fuel in each tank about 3:30 pm with Brenda Reasoner and her 7 year old grandson for a whale watching flight.
2. After viewing whales, they headed back toward the Newport airport and about Nye Beach, the engine began to surge between 2100 and 2600 RPM.
3. The surge got progressively worse and the aircraft was losing altitude, so Mr. Sawyer decided to land in the dunes.
4. Mr. Sawyer stated to Inspector Vaughn that plane had not had an annual inspection for about 3 years (IOP 7), he did not have a Biennial Flight Review

(BFR) for about 5 to 6 years, and he did not have a current medical for about 8 years **(IOP 6)**.

5. Mr. Sawyer is on medication to control high blood pressure.

On July 10, 2019, Inspector Vaughn issued a Pilot's Bill of Rights (PBR) to Mr. Sawyer. **(IOP 8)**

A Letter of Investigation date July 16, 2019, Privacy Notice and Compliance Philosophy and Airman Rights brochure **(IOP 9)** was sent to Mr. Sawyer from Inspector Christopher Mazurkiewicz of the Portland Flight Standards Office and received by Kay Keady on July 22, 2019. **(IOP 10)**

A letter dated August 8, 2019, sent via email from Mr. Michael F. Van Hoomissen, was received by Inspector Mazurkiewicz on August 5, 2019 **(IOP 11)**. The letter from Mr. Van Hoomissen stated the following:

1. Mr. Van Hoomissen represents Dean Herbert Sawyer.
2. Mr. Sawyer received the letter dated July 16, 2019 and the Pilot's Bill of Rights.
3. Mr. Sawyer will voluntary surrender his pilot and medical certificates.

A letter dated July 23, 2019, was sent to Mr. Sawyer requesting N9919V's maintenance records and pilot records **(IOP 12)**, and received by Dawn Smalley July 29, 2019 **(IOP 13)**.

On August 8, 2019, Inspector Mazurkiewicz received via mail, Mr. Sawyer's Pilot Certificate and a note stating that Mr. Sawyer did not have a current medical. **(IOP 14)**

On August 13, 2019, Mr. Van Hoomissen requested via email that Inspector Mazurkiewicz hold the pilot certificate of Mr. Sawyer pending further instructions which will be forthcoming pending resolution of the investigation and enforcement action. **(IOP 15)**

On August 28, 2019, Inspector Vaughn received copies of Aircraft and Maintenance Records for N9919V, via mail, from Mr. Sawyer **(IOP 7)(IOP 16)**. The records showed the following:

1. A standard Airworthiness certificate was issued December 20, 1974. **(IOP 7, Page 2)(IOP 23)**

2. Performance of an Annual inspection was last documented on June 2, 2015 at Tach Time: 4527.3 and Airframe Total Time: 4527.3. **(IOP 7, Pages 51 and 52)**
3. Performance of AD 2011-10-09 was last documented on June 2, 2015 at Tach Time: 4527.3 and Airframe Total Time: 4527.3. **(IOP 7, Pages 51 and 52)**
4. Performance of 91.207(d) Emergency Locator Transmitter (ELT) inspection was last documented on June 2, 2015 at Tach Time: 4527.3 and Airframe Total Time: 4527.3 and the ELT battery is documented as due replacement by August 2017. **(IOP 7, Pages 51 and 52)(IOP 24)(IOP 25)**

A letter dated September 4, 2019, was sent to Mr. Sawyer returning his Private Pilot Certificate and refusing his voluntary surrender to avoid certificate action or legal enforcement action. **(IOP 17)** The letter and certificate were signed for and received on 9/9/2019. **(IOP 18)**

The aircraft Tach Time at the time of the accident is 4530.0 **(IOP 19)** and the Hobbs Time was 5289.7. **(IOP 20)**

Flight records for N9919V **(IOP 21)** found by Inspector Vaughn, at the scene of the accident, show Mr. Sawyer operated N9919V 3 times for a total of 1.9 hours **(IOP 21, Page 2)**, since June 2016, when the last Annual inspection expired. **(IOP 7, Pages 51 and 52)**

The Aircraft Registration (AC Form 8050-3), located in the aircraft, was issued on September 28, 2006 and expired on September 30, 2012. N9919V has a current registration on file. **(IOP 5)(IOP 22)**

III. Factors Affecting Sanction

A. Severity Level

(b) (5)


B. Culpability

(b) (5)

C. Business Size

(b) (5)

D. Aggravating and Mitigating Factors

1. Degree of Hazard

(b) (5)

2. Violation History

(b) (5)

3. Level of Certificate Experience

(b) (5)

4. Compliance Disposition of Violator

(b) (5)

5. Systemic/Isolated Violations

(b) (5) [Redacted]

6. **Corrective Action**

(b) (5) [Redacted]

7. **Inadvertence**

(b) (5) [Redacted]

8. **Voluntary Reporting of Violations**

(b) (5) [Redacted]

9. **Criminal Conviction**

(b) (5) [Redacted]

IV. Other Information

Reliability of Evidence:

(b) (5) [Redacted]

Conflicting Evidence:

(b) (5) [Redacted]

Explanation provided by the alleged Violator:

(b) (5) [Redacted]

Recommended basis for settlement:

(b) (5) [Redacted]

Special Aggravating, Extenuating or Mitigating Factors:

(b) (5) [Redacted]

(b) (5) [Redacted]

Opinions and Recommendation about the Type of Sanction:

(b) (5) [Redacted]

[Redacted]

SECTION C

ITEMS OF PROOF

- IOP #1 Picture of N9919V, at the scene of the accident at Yaquina Beach in Newport, OR. Photograph taken by Inspector Darren Vaughn on 7/9/2019.
- IOP #2 Record of Conversation by Inspector Darren Vaughn, with Dean Herbert Sawyer, dated 7/9/2019.
- IOP #3 Blue Ribbon Package pertaining to the airman certification records for Dean Herbert Sawyer. Package obtained by Inspector Christopher Mazurkiewicz.
- IOP #4 MSAT-A Airman Information pertaining to Dean Herbert Sawyer. Report produced by Inspector Darren Vaughn.
- IOP #5 Blue Ribbon Package pertaining to Cessna Aircraft, Model 172M, serial number 17264555, registration number N9919V. Package obtained by Inspector Christopher Mazurkiewicz.
- IOP #6 Blue Ribbon Package pertaining to official medical records of Dean Herbert Sawyer. Package obtained by Inspector Christopher Mazurkiewicz.
- IOP #7 Copy of N9919V Airframe Log Book provided by Dean Herbert Sawyer.
- IOP #8 Pilots Bill of Rights provided by Inspector Darren Vaughn to Dean Herbert Sawyer.
- IOP #9 Letter of Investigation (LOI) dated 7/16/2019 with Privacy Notice and Compliance Philosophy and Airman Rights brochure sent to Dean Herbert Sawyer.
- IOP #10 Delivery Notification Receipt for LOI dated 7/16/2019.
- IOP #11 Letter from Michael F. Van Hoomissen.
- IOP #12 Letter of Request for maintenance records for N9919V and pilot records for Dean Herbert Sawyer from Inspector Darren Vaughn.
- IOP #13 Delivery Notification Receipt for Records Request letter dated 7/23/2019.

- IOP #14 Copy of Dean Herbert Sawyers Pilot Certificate and note received via mail by Inspector Christopher Mazurkiewicz.
- IOP #15 Email from Michael F. Van Hoomissen to Inspector Christopher Mazurkiewicz authorizing to hold Dean Herbert Sawyer's pilot certificate.
- IOP #16 Copy of N9919V Engine Log Book provided by Dean Herbert Sawyer.
- IOP #17 Voluntary Surrender Refusal letter sent to Dean Herbert Sawyer from Inspector Christopher Mazurkiewicz.
- IOP #18 Delivery Notification Receipt for Voluntary Surrender Refusal letter dated 9/4/2019.
- IOP #19 Picture taken by Inspector Darren Vaughn of N9919V Tachometer at the scene of the accident.
- IOP #20 Picture taken by Inspector Darren Vaughn of N9919V Hobbs Meter at the scene of the accident.
- IOP #21 Pictures taken by Inspector Darren Vaughn, at the scene of the accident, of the flight records for N9919V, found in the aircraft.
- IOP #22 Picture taken by Inspector Darren Vaughn, at the scene of the accident, of the registration (AC Form 8050-3) present in N9919V.
- IOP #23 Photo taken by Inspector Darren Vaughn, at the scene of the accident, of Airworthiness Certificate FAA Form 8100-2 for N9919V.
- IOP #24 Photo taken by Inspector Darren Vaughn, at the scene of the accident, of the ELT installed in N9919V.
- IOP #25 Photo taken by Inspector Darren Vaughn, at the scene of the accident, of the ELT Battery due date placard.



07/09/2019 08:41



Federal Aviation Administration

Record of Conversation

Date: July 9, 2019

Name: Dean Herbert Sawyer

Address: (b) (6)

Phone: [REDACTED]

Email: [REDACTED]

Subject: N9919V Accident, Yaquina Beach, Newport, Oregon

I contacted Mr. Dean Herbert Sawyer after the completion of an on-site inspection of his Cessna 172 N9919V on Yaquina Beach in Newport, Oregon. I conducted a telephone interview with Mr. Sawyer on 7/9/2019. This record documents the conversation with Mr. Sawyer.

I introduced myself and Mr. Sawyer identified himself as Dean Sawyer. I asked him to describe the events that led up to the accident landing of N9919V on the beach.

Mr. Sawyer stated he departed Newport with half tank of fuel in each tank about 3:30 pm with Brenda Reasoner and her 7 year old grandson for a whale watching flight. They flew to the north out toward Yaquina Lighthouse and spotted a pod of whales that they circled to view. When done they headed back toward the Newport airport and about the Nye Beach access point the engine began to surge between 2100 and 2600 RPM. Mr. Sawyer stated that he richened the mixture, added max throttle and switched fuel tanks. He could not recall which tank he switched from to which one. He stated the surge got progressively worse and he was losing altitude so he considered landing in between the jetties at Newport but said he new they would all die if he did that. He considered the hard pack beach but there were too many people on it so he made a left 60 degree turn and landed in the dunes. He stated he pulled back as hard as he could on the yoke to make sure he didn't nose into the ground. He said that withing minutes there were "a bunch of stupid Samaritans at the aircraft".

I asked Mr. Sawyer where the maintenance records for the aircraft were and he said: "I might as well tell you now because you're going to find out anyway, I haven't had an annual on the plane for about 3 years, I don't have a BFR [biennial flight review] and I don't have a current medical."

I asked Mr. Sawyer how long it had been since his last BFR and he stated 5 to 6 years. He further stated; "It's one of those things that has been on my list but there are no good BFR people here in Newport so it's too hard to get one done. There is one guy here but I wouldn't

get in a an airplane with him because he's not good."

I asked Mr. Sawyer when his last medical was and he said about 8 years ago. He also said he doesn't have any major medical issues but he does have high blood pressure that is under control with medication. He stated "It's been on my list to do but I just haven't done it."

I asked again where the maintenance records for the aircraft are located and he said the aircraft log is in the left front pouch in the aircraft. He said that the aircraft paperwork and logs were "blowing all across the beach after the accident." He said that if the log(s) were not in the aircraft they are probably in his hangar.

Darren K. Vaughn
Aviation Safety Inspector

CERTIFICATE OF TRUE COPY

I HEREBY CERTIFY that the attached is a true copy of the complete airman file pertaining to Dean Herbert Sawyer, date of birth February 27, 1953. Supporting documents are on file in the Airmen Certification Branch, Federal Aviation Administration, Department of Transportation.

Signed and dated at Oklahoma City, Oklahoma

this 23rd day of July, 2019

Tammie Silk

by Tammie Silk

Compliance Specialist, Airmen Certification Branch

(Title)

I HEREBY CERTIFY that I, Robin M. Thurman

is now and was, at the time of signing, Manager, Airmen Certification Branch, Federal Aviation Administration, Department of Transportation, the legal custodian of the aforesaid records, and that full faith and credit should be given this certificate as such.

IN WITNESS WHEREOF, I have hereunto subscribed my name and caused the seal of the U.S. Department of Transportation to be affixed

this 23rd day of July, 2019

at Oklahoma City, Oklahoma

Robin M. Thurman

Robin M. Thurman

(Signature)

Manager, Airmen Certification Branch

(Title)

Civil Aviation Registry

U. S. Department of Transportation



**APPLICATION FOR REPLACEMENT OF LOST, DESTROYED, OR PAPER
AIRMAN CERTIFICATE (S) VIA THE AIRMEN SERVICES WEB SITE**

DATE OF REQUEST: 21 JAN 2013

AIRMAN'S NAME: DEAN HERBERT SAWYER

SSN: (b) (6)

UID: A2138090

DOB	HEIGHT	WEIGHT	HAIR	EYES	SEX
(b) (6)					

REMITTANCE ID NUMBER: 201301212130852393AS

TOTAL REMITTANCE: \$0.00

REPLACEMENT CERTIFICATE TO BE MAILED TO:

DEAN HERBERT SAWYER (b) (6)

(b) (6)

CERTIFICATE(S)	CERT NUMBER	DATE	REASON
PRIVATE PILOT	003680615	21 JAN 2013	REMOVE SSN

9 8 3 9 9 4 5 1

APPLICATION FOR REPLACEMENT OF LOST, DESTROYED, OR PAPER
AIRMAN CERTIFICATE (S) VIA THE AIRMEN SERVICES WEB SITE

DATE OF REQUEST: 18 MAY 2004

AIRMAN'S NAME: DEAN HERBERT SAWYER

A2138090

SSN: (b) (6)

REMITTANCE ID NUMBER: 200405180843939835AC

TOTAL REMITTANCE: \$2.00

REPLACEMENT CERTIFICATE TO BE MAILED TO:

DEAN HERBERT SAWYER

(b) (6)

CERTIFICATE(S) :

TYPE:

NUMBER:

DATE OF ISSUE:

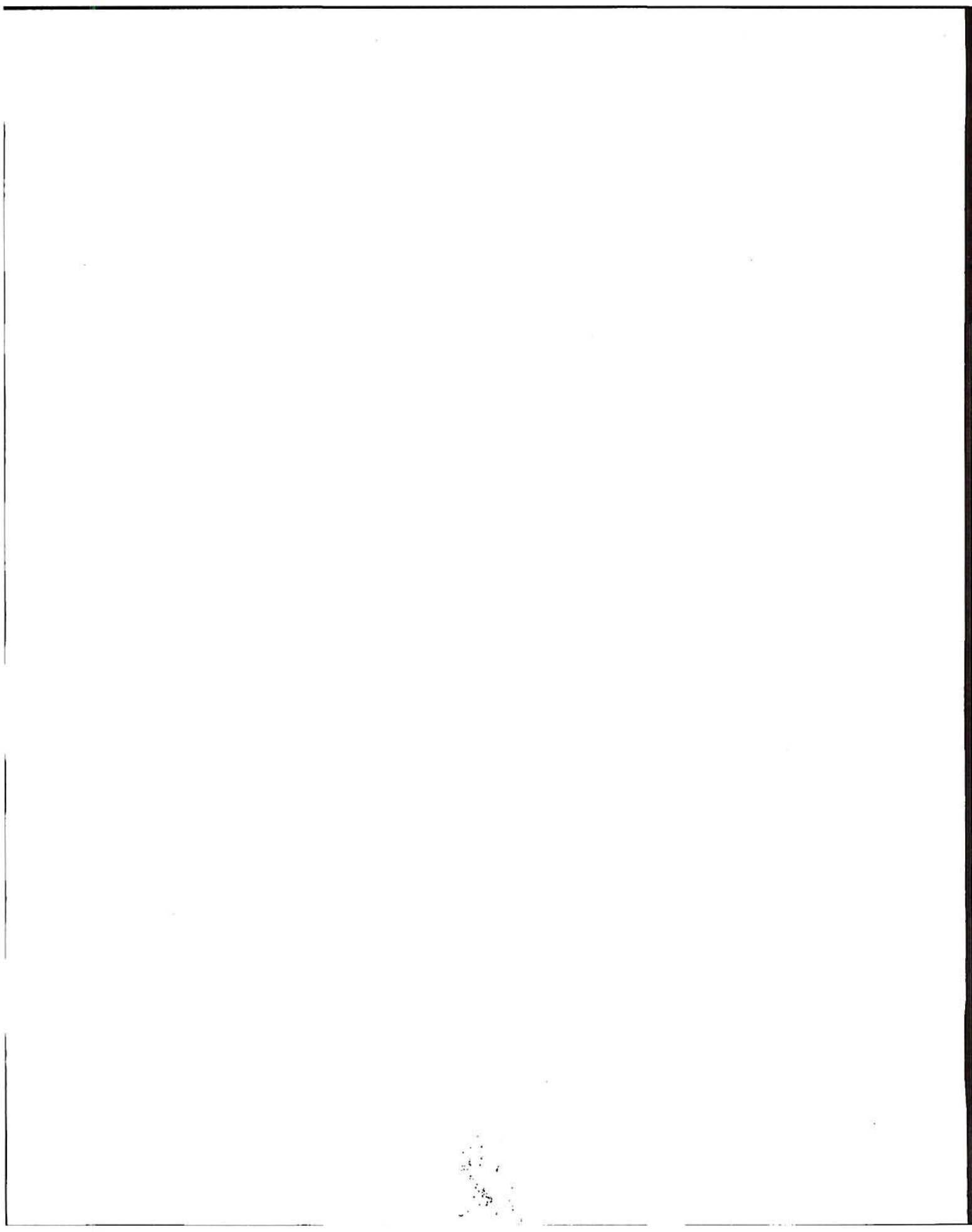
REASON:

PRIVATE PILOT

(b) (6)

24 JUL 1982

PAPER



II. **TEMPORARY AIRMAN CERTIFICATE**

(b) (6)

THIS CERTIFIES THAT IV. **Dean Herbert Sawyer**
V. (b) (6)

DATE OF BIRTH	HEIGHT	WEIGHT	HAIR	EYES	SEX	NATIONALITY	VI.
(b) (6)							

IX. has been found to be properly qualified and is hereby authorized in accordance with the conditions of issuance on the reverse of this certificate to exercise the privileges of

Private Pilot

RATINGS AND LIMITATIONS

XII. **Airplane Single Engine Land**

XIII. THIS IS AN ORIGINAL ISSUANCE A REISSUANCE OF THIS GRADE OF CERTIFICATE DATE OF SUPPLEMENTAL AIRMAN CERTIFICATE

16

03/04/81

BY DIRECTION OF THE ADMINISTRATOR

X. DATE OF ISSUANCE

07/24/82

XI. SIGNATURE OF EXAMINER OR INSPECTOR

Darrel B. Kauffman
Darrel B. Kauffman

EXAMINER'S DESIGNATION NO. OR INSPECTOR'S REG. NO.

S03-15PE

DATE DESIGNATION EXPIRES

08/31/82

SEE AIRMAN'S MANUAL

Dean H Sawyer

XIV. CONDITIONS OF ISSUANCE 1 0 6

This is an interim certificate issued subject to the approval of the Federal Aviation Administration pending the issuance of a certificate of greater duration. It becomes void—

1. Upon the receipt of a certificate of greater duration to replace it;
2. Upon a finding by the FAA that an error has been made in its issuance;
3. Upon a finding by the FAA that it was issued illegally or as the result of fraud or misrepresentation;
4. Upon the refusal or failure by the holder to accomplish a flight check by a Flight Standards Inspector if so requested; and
5. In any case, at the expiration of ^{180 PIC} ~~420~~ days from date of issuance.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRMAN CERTIFICATE AND/OR RATING APPLICATION

- STUDENT PILOT INSTRUMENT RATING FLIGHT INSTRUCTOR* ADDITIONAL INSTRUCTOR RATING
 PRIVATE PILOT ADDITIONAL AIRCRAFT RATING GROUND INSTRUCTOR
 COMMERCIAL PILOT RENEWAL OF _____ INSTRUCTOR CERTIF
 REISSUANCE OF _____ CERTIFICATE REINSTATEMENT OF _____ INSTRUCTOR CERTIF

L. APPLICANT INFORMATION

A. NAME (Print, last, first)
Donn Herbert Sawyer

B. PERMANENT MAILING ADDRESS (NUMBER AND STREET, P.O. BOX, ETC)
(b) (6)

C. SOCIAL SECURITY NO. (II DOB/Mo. INI, Yr) | I. HEIGHT | F. WEIGHT
(b) (6)

D. HAIR | H. EYES | J. SEX | K. NATIONALITY
Brown Blue M U.S.A.

L. PLACE OF BIRTH | M. DO YOU HOLD UP AN AND LICENSED ENDORS?
(b) (6) YES NO

N. DO YOU NOW HOLD OR HAVE YOU EVER HELD AN FAA PILOT CERTIFICATE? N. GRADE O. CERTIFICATE NUMBER P. DATE ISSUED
 YES NO **Student** **AA-6367600** **03-04-81**

Q. DO YOU HOLD A MEDICAL CERTIFICATE? R. CLASS OF CERTIFICATE? S. DATE ISSUED T. NAME OF EXAMINER
 YES NO **Third** **03-04-81** **Dr. Richard Bremer**

M. CERTIFICATE OR RATING APPLIED FOR ON BASIS OF

A. COMPLETION OF REQUIRED TEST

B. MILITARY COMPETENCE OBTAINED IN

C. APPROVED COURSE GRADUATE FROM

D. HOLDER OF FOREIGN LICENSE ISSUED BY

1. AIRCRAFT TO BE USED (If Part 135 required)
Cessna 152 5365M

2. CLASS OF TEST AIRCRAFT (Type, Year)
(b) (6)

3. HOUR OF GRADE AND SERVICE NO.

4. HAS FLOWN AT LEAST 10 HOURS AS PILOT IN COMMAND DURING THE PAST 12 MONTHS IN THE FOLLOWING MILITARY AIRCRAFT

1. NAME AND LOCATION OF TRAINING AGENCY 2. AGENCY NO.

3. CURRICULUM FROM WHICH GRADUATED 4. DATE

1. COUNTRY 2. GRADE OF LICENSE 3. NUMBER

4. RATINGS

N. RECORD OF PILOT TIME

	TOTAL	AIRCRAFT	WING-CRAFT	INSTRUMENT	CROSS-COUNTRY	CROSS-COUNTRY	WING
A. INSTRUCTION	40.9	40.9		4.6	INSTRUCTION	5.8	INSTRUCTION TO LOGS 3.0 PILOT IN COMMAND 1.7
B. SECOND PILOT					SECOND IN COMMAND		PILOT IN COMMAND
C. PILOT IN COMMAND	71.8	71.8			PILOT IN COMMAND	61.5	NO LANDING AS PIC
D. GROUND TRAINING							

1. HAVE YOU FAILED A TEST FOR THIS CERTIFICATE OR RATING WITHIN THE PAST 30 DAYS?
 YES NO If "Yes," complete item 2

2. EXTEND THIS LIMIT PERIOD FOR TEST:
(A) INSTRUCTION (B) PILOT IN COMMAND

IV. APPLICANT'S CERTIFICATION I CERTIFY THAT THE STATEMENTS BY ME ON THIS APPLICATION ARE TRUE

A. SIGNATURE **Donn H Sawyer** B. DATE **7-22-82**

TYPE	CLASS	DATE	ISSUED BY	EXPIRES	REMARKS	RATING III	RATING II	RATING I
116	S	6/4						

RESTRICTIONS

INSTRUCTOR'S RECOMMENDATION

I have personally instructed the applicant and consider him ready to take the test for which he is applying

DATE 7-23-82	INSTRUCTOR'S SIGNATURE <i>David B. Coon</i>	CERTIFICATE NO. 514909232	CERTIFICATE EXPIRES 3 31 84
-----------------	--	------------------------------	--------------------------------

AIR AGENCY'S RECOMMENDATION

The applicant has successfully completed our approved _____ course, and is

recommended for certification or rating without further

test

DATE	AGENCY NAME AND NUMBER	OFFICIAL'S SIGNATURE
		TITLE

DESIGNATED EXAMINER'S REPORT

- Student Pilot Certificate issued (Copy attached)
- I have personally reviewed this applicant's pilot logbook, and certify that he meets the pertinent requirements of FAR 61 for the pilot certificate or rating sought.
- I have personally reviewed this applicant's graduation certificate, found it to be appropriate and in order, and have returned it to him.
- I have personally tested this applicant in accordance with pertinent procedures and standards, with the result indicated below.

Approved - Temporary Certificate Issued (Copy attached)

Disapproved - Unsuccessful Test (Copy attached)

CERTIFICATE OR RATING FOR WHICH TESTED Private Pilot	TYPE OF AIRCRAFT USED Cessna 152	REGISTRATION NO. (S) N5365H
DATE 07/24/82	DESIGNATOR AND NAME <i>Darrel B. Kauffman</i> Darrel B. Kauffman	DESIGNATION NO. / EXPIRES S03-15PE / 08/31/82

INSPECTOR'S REPORT

I have personally tested this applicant in accordance with pertinent procedures and standards, with the result indicated below.

Approved - Temporary Certificate Issued

Disapproved - Unsuccessful Test (Copy attached)

CERTIFICATE OR RATING FOR WHICH TESTED	TYPE OF AIRCRAFT USED	REGISTRATION NO.
--	-----------------------	------------------

- | | | | | |
|---|---|-------------------------------------|---------------------------------------|--------------------------------------|
| <input type="checkbox"/> Student Pilot Certificate issued | <input type="checkbox"/> Certificate or Rating Based on | <input type="checkbox"/> Instructor | <input type="checkbox"/> Pilot | <input type="checkbox"/> Ground |
| <input checked="" type="checkbox"/> Examinee's Recommendation | <input type="checkbox"/> Military Competence | <input type="checkbox"/> Ground | <input type="checkbox"/> Flight | <input type="checkbox"/> Approved |
| <input checked="" type="checkbox"/> ACCEPTED <input type="checkbox"/> REJECTED | <input type="checkbox"/> Foreign License | <input type="checkbox"/> Found | <input type="checkbox"/> Unsuccessful | <input type="checkbox"/> Disapproved |
| <input type="checkbox"/> Examinee's Recommendation Retested | <input type="checkbox"/> Army's Course Grad | <input type="checkbox"/> Ground | | |
| <input type="checkbox"/> Renewal or Exchange of Pilot Certificate | | | | |
| <input type="checkbox"/> Special medical test conducted - report forwarded to Aeromedical Certification Branch, AAC-130 | | | | |

INSTRUCTION DEFERRED BASED ON

- Activity
- Training Course
- Acquisition
- Test

DATE 7-30-82	INSPECTOR'S SIGNATURE <i>Greg Sime</i>	FAA DISTRICT OFFICE 5-64 NIM-FSDC-64
-----------------	---	--

- ATTACHMENTS: STUDENT PILOT CERTIFICATE (1 copy) TEMPORARY PILOT CERTIFICATE (1 copy) SUPERSEDED PILOT CERTIFICATE
- REPORT OF WRITTEN EXAMINATION NOTICE OF DISAPPROVAL (1 copy) AIRCRAFT SHEET GRADED (1325-1000)

DO NOT DETRACT THE TEST REPORT
 The Test Report must be prepared
 by the Pilot or Observer

DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
AIRMAN WRITTEN TEST REPORT (R/S: AC 8080-2)

2476 41
 SSM 567-92-9543

TEST TAKE TITLE	GRADES BY SECTION							FAA OFFICE NO.	TEST DATE	EXPIRATION DATE
	1	2	3	4	5	6	7			
01 PA 78								NM 03	05-11-81	05-31-83
CREATION DATE (Last day of month)										

* See codes on reverse side.

MECHANICS ONLY - EXPIRATION DATE CODES
 The first character designates the month; the second and third characters, the year. January through September is shown by numbers 1 through 9; October as "O"; November as "N"; December as "D".

EXAMPLES:
 Month (Last) 0 75 0 75
 Year (1975) _____
 Month (December) _____
 Year (1975) _____

LAST NAME FIRST MIDDLE
 SAWYER DEAN HERBERT
 (b) (6)

97365

NOTE: TO FIND THE SUBJECT AREA IN WHICH QUESTIONS WERE MISSED, COMPARE THE CODES SHOWN BELOW WITH THE CODES AT THE END OF THE ENCLOSED SUBJECT AREA OUTLINE.

SECTION SUBJECT AREA CODES

1 AD3 027 E01 J11 J17 K01 K19 K22 N04 N05 P01 P12 R01

4
9
3
9
0
1
0
0

FRAUDULENT ALTERATION OF THIS FORM BY ANY PERSON IS A BASIS FOR SUSPENSION OR REVOCATION OF ANY CERTIFICATES OR RATINGS HELD BY THAT PERSON.

AC F O R I A 8080-2 (10-79)

ISSUED BY ADMINISTRATOR
 FEDERAL AVIATION ADMINISTRATION



Multi-System Access Tool - Airman (MSAT-A)

This page produced 7/10/2019 6:50:00 PM By: FAA\Darren K Vaughn

[<< Previous Page](#)

[New Airman Search](#)

Airman Information Reported

Airman file Request

SAWYER, DEAN HERBERT
Airman Information

Name	Suffix	SSN	DOB	Gender	Hair Color	Eye Color	Height	Weight
SAWYER, DEAN HERBERT		(b) (6)						

POB City	POB State	POB Country	Citizenship Country	Address1	Address2	City, State, Zip	Country	Address Date
			(b)	(b) (6)		(b) (6)		09/15/1994

District Office	FLIGHT HRS - Civilian
NM09	855

Medical ID	Class Code	Medical Date	Basic Medical Date
2000 2094346	Third (Private)	07/30/2004	

Restriction Description
MUST WEAR CORRECTIVE LENSES.

Seal Code	Current Certificate Num
Blue	3680615 PRIVATE PILOT

Prev Certificate Number
(b) (6) - PRIVATE PILOT

EIS HISTORY CHECK

FOR OFFICIAL USE ONLY

Information available within this website covered by the Privacy Act
Public availability to be determined under 5 U.S.C. 552

For Question/Comments contact FAA MyIT Service Desk at
1-844-FAA-MYIT (844-322-6948)
HelpDesk@faa.gov

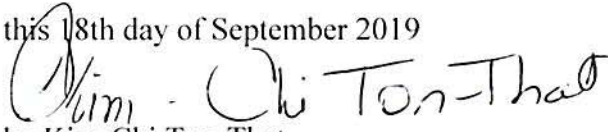
DEPARTMENT OF TRANSPORTATION

CERTIFICATE OF TRUE COPY

I HEREBY CERTIFY that the attached CD Rom contains a true copy of the records in the aircraft file as of September 18, 2019, pertaining to Cessna 172M, serial number 17264555, registration N9919V, on file in the Aircraft Registration Branch, Federal Aviation Administration, and that I am the legal custodian thereof.

Signed and dated at Oklahoma City, Oklahoma

this 18th day of September 2019



by Kim-Chi Ton-That
Supervisory Legal Instruments Examiner

I HEREBY CERTIFY that Kim-Chi Ton-That who signed the foregoing certificate is now, and was at the time of signing Supervisory Legal Instruments Examiner, Aircraft Registration Branch, and the legal custodian of the aforesaid records, and that full faith and credit should be given this certificate as such.

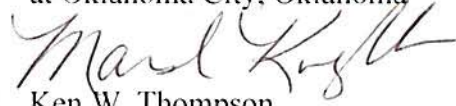
IN WITNESS WHEREOF, I have hereunto

subscribed my name and caused the seal of the

Department of Transportation to be affixed

this 18th day of September 2019

at Oklahoma City, Oklahoma

for 
Ken W. Thompson
Manager.
Aircraft Registration Branch



US Department of Transportation
Federal Aviation Administration

**MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)**

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

NM-FSDO-09 *REE*

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This form is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make Cessna	Model 172M
	Serial No. 17264555	Nationality and Registration Mark 9919V
2. Owner	Name (As shown on registration certificate) JOHNSON LAWRENCE L SAWYER DEAN H	Address (As shown on registration certificate) (b) (6)

3. For FAA Use Only

4. Unit Identification

5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	<i>As described in item 1 above</i>				
POWERPLANT	Lycoming	0320-E2D	L-48798-27A		X
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
FLIGHTCRAFT INC. 90454 BOEING DR. EUGENE OR. 97402	<input type="checkbox"/> U.S. Certificated Mechanic	FCP2831D A-3,L-1,L-P
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date 8/19/98	Signature of Authorized Individual MARK J. HOFFMAN <i>Mark J. Hoffman</i>
------------------------	--

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canadian Airworthiness Group	
Date of Approval or Rejection 8/19/98	Certificate or Designation No. FCP2831D	Signature of Authorized Individual MARK J. HOFFMAN <i>Mark J. Hoffman</i>		

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

REPLACED LYCOMING STARTER WITH SKY TEC 12-VOLT STARTER MODEL 149-12LS IN ACCORDANCE WITH SKY TEC DWG 20130 REV. B, PER STC SE00218NY

WEIGHT,BALANCE AND EQUIPMENT LIST AMENDED.

----- E N D -----

Additional Sheets Are Attached

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION NM-FSDO-09	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	Cessna	MODEL	172M	
	SERIAL NO.	64555	NATIONALITY AND REGISTRATION MARK N-9919V		
2. OWNER	NAME (As shown on registration certificate) Dean B. Sawyer; Lawrence L. Johnson			ADDRESS (As shown on registration certificate) (b) (6)	
	3. FOR FAA USE ONLY				
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				XXXX
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
RAAMCO AIRMOTIVE INC. 28815 Airport Road Eugene, Oregon 97402		<input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input checked="" type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		420-1 R-1, R-2, LR-3, S.S.	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE 6-28-89		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Ralph L. Roberts</i>			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA RT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE XXXX	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION 6-28-89		CERTIFICATE OR DESIGNATION NO. 420-1		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Ralph L. Roberts</i>	

7

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Installed II Morrow Altitude Encoder. Installation complies with applicable sections of FAR 43.13-1A, Chap. 11 and 43.13-2, Chap. 1, 2 and 3 and AC 43-6A.

Weight and Balance and Equipment List revised.

** END **

JUL 13 1989

ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved Budget Bureau No. 04-R060.1 FOR FAA USE ONLY OFFICE IDENTIFICATION NM: F500:09	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	Cessna		MODEL	172B
	SERIAL NO.	17264555		NATIONALITY AND REGISTRATION MARK	N9919V
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Johnson, Lawrence L. Sawyer, Dean A.			(b) (6)	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					XX
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
James C. Lampros 745 S. Third St. Independence, OR 97351			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		A&P 326362879
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE		SIGNATURE OF AUTHORIZED INDIVIDUAL			
November 25, 1988		James C. Lampros			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
Nov. 25, 1988		326362879	James C. Lampros		

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Cessna 172M
N9919V
Ser. No. 17264555

November 25, 1988

Installed Universal Corporation Model 4400 strobe light
in accordance with STC SA200EM. NOTHING FOLLOWS

James C. Lampros

James C. Lampros
AAP326362879IA

FSDO
PORTLAND, OREGON
RECEIVED
AM NOV 28 1988 PM
7 8 9 10 11 12 1 2 3 4 5 6

ADDITIONAL SHEETS ARE ATTACHED

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R050.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION NM-FSDO-64	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	Cessna	MODEL	172M	
	SERIAL NO.	172 64555	NATIONALITY AND REGISTRATION MARK	N- 9919V	
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	Laurence L. Johnson; Dean H. Sawyer		(b) (6)		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					5. TYPE
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				XXX
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
RAAMCO AIRMOTIVE, INC. 28815 Airport Road Eugene, Oregon 97402		<input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		420-1 R-1, R-2, L R-3, S.S.	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE	7-27-87		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Ralph L. Rakety</i>		
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA P.T. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	XXX REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION	7-27-87	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Ralph L. Rakety</i>		
		420-1			

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Installed T.I. 9100 Loran C, Preamp, Antenna and IN 514 R Indicator. Installation complies with applicable sections of FAR 43.13-1A Chap. 11 and 43.13-2A, Chap. 1, 2 and 3 and AC 20-121. Coupled to dedicated CDI. Software A371. Unit stands alone. Loran Placarded "VFR ONLY".
Weight and Balance and Equipment List revised.

** End **

ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.				OFFICE IDENTIFICATION AK-EEDC-64	
1. AIRCRAFT	MAKE	Cessna	MODEL	172H	
	SERIAL NO.	17264555	NATIONALITY AND REGISTRATION MARK	N9919V	
2. OWNER	NAME (As shown on registration certificate) Johnson, Lawrence L. Sawyer, Dean A.		ADDRESS (As shown on registration certificate) (b) (6)		
	3. FOR FAA USE ONLY				
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT	Avco Lycoming	0-320-E2D			XX
PROPELLER					XX
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
James C. Lampros 745 S. Third St. Independence, OR 97351		<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		A&P 326362879	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulation; and that the information furnished herein is true and correct to the best of my knowledge.					
DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL				
May 29, 1987	James C. Lampros				
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		
	FAA DESIGNEE	REPAIR STATION	OTHER (Specify)		
DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL			
May 29, 1987	326362879	James C. Lampros			

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Cessna 172H
N9919V
Ser. No. 17264555

May 29, 1987

Complied with STC SE1931CE (engine), and STC SA1948CE (airframe), permitting aircraft operation using automotive gasoline. NOTHING FOLLOWS

James C. Lampros
James C. Lampros
A&P326362879IA

FSDO
PORTLAND, OREGON
RECEIVED
AM MAY 29 1987 PM
7 8 9 10 11 12 1 2 3 4 5 6

ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION

RIS
 Form Approved
 Budget Bureau No. 04-R060.1
 FOR FAA USE ONLY
 OFFICE IDENTIFICATION

MAJOR REPAIR AND ALTERATION
 (Airframe, Powerplant, Propeller, or Appliance)

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE CESSNA	MODEL 172 M
	SERIAL NO. 17264555	NATIONALITY AND REGISTRATION MARK N 9919V
2. OWNER	NAME (As shown on registration certificate) AIRCO NORTHWEST	ADDRESS (As shown on registration certificate) SNOHOMISH COUNTY AIRPORT, PAINE FIELD EVERETT, WA 98204

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				XX
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

RECEIVED
 OCT 15 12 17 PM '81
 SDC-61

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
John W. Osborne 4901 University View Place N.E. Seattle, WA 98105	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	531523305
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE 10/13/80	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>John W. Osborne</i>
------------------	--

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 10/13/80	CERTIFICATE OR DESIGNATION NO. 531523305	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>John W. Osborne</i>		

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Installed Scott model 250 PS Fire extinguisher Serial number DJ-015385.
Revised equipment list and weight & balance data. All work was accomplished
in accordance with AC 43.13-A, Section 3.

END

ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION APPLICATION FOR AIRWORTHINESS CERTIFICATE		INSTRUCTIONS—Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.				
I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK N9919V	2. AIRCRAFT BUILDER'S NAME (make) Cessna	3. AIRCRAFT MODEL DESIGNATION 172M	4. YE. MFG. 1974	FAA CODING 2872418	
	5. AIRCRAFT SERIAL NO. 17264555	6. ENGINE BUILDER'S NAME (make) Lycoming	7. ENGINE MODEL DESIGNATION O-320-E2D	41508		
	8. NUMBER OF ENGINES One	9. PROPELLER BUILDER'S NAME (make) McCauley	10. PROPELLER MODEL DESIGNATION 1C160/DTM7553	11. AIRCRAFT IS		
				IMPORT		
APPLICATION IS HEREBY MADE FOR: (Check applicable items)						
A <input checked="" type="checkbox"/> STANDARD AIRWORTHINESS CERT. (Indicate category) <input checked="" type="checkbox"/> NORMAL <input checked="" type="checkbox"/> UTILITY <input type="checkbox"/> ACROBATIC <input type="checkbox"/> TRANSPORT <input type="checkbox"/> GLIDER <input type="checkbox"/> BALLOON						
B <input type="checkbox"/> SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)						
II. CERTIFICATION REQUESTED	2	LIMITED				
	5	PROVISIONAL (Indicate class)	1	CLASS I		
			2	CLASS II		
	3	RESTRICTED (Indicate operation(s) to be conducted)	1	AGRICULTURE & PEST CONTROL	2	AERIAL SURVEYING
			4	FOREST (Wild life conservation)	5	PATROLLING
			0	OTHER (Specify)	6	WEATHER CONTROL
	4	EXPERIMENTAL (Indicate operation(s) to be conducted)	1	RESEARCH AND DEVELOPMENT	2	AMATEUR BUILT
			4	RACING	5	CREW TRAINING
			0	TO SHOW COMPLIANCE WITH FAR	3	EXHIBITION
	8	SPECIAL FLIGHT PERMIT (Indicate operation to be conducted then complete Section VI or VII as applicable on reverse side)	1	FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE	6	WKT. SURVEY
2			EVACUATE FROM AREA OF IMPENDING DANGER			
3			OPERATION IN EXCESS OF MAX. CERTIFICATED TAKE-OFF WEIGHT			
4			DELIVERING OR EXPORT	5	PRODUCTION FLIGHT TESTING	
C <input checked="" type="checkbox"/> MULTIPLE AIRWORTHINESS CERTIFICATE (Check appropriate Restricted Operation and Standard or Limited as applicable above)						
A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration) IF DEALER, CHECK HERE <input checked="" type="checkbox"/>						
NAME Cessna Aircraft Company		ADDRESS 5800 East Pawnee Road Wichita, Kansas 67201				
B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)						
<input checked="" type="checkbox"/> AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Revision No.) 3A12 Rev. 37			<input checked="" type="checkbox"/> AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) 74-25			
AIRCRAFT LISTING (Give page No(s).)			SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated)			
C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS						
<input checked="" type="checkbox"/> CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173		TOTAL AIRFRAME HOURS— 2.5		<input type="checkbox"/> 3 EXPERIMENTAL ONLY—Enter hours flown since last certificate issued or renewed		
D. CERTIFICATION—I hereby certify that I am the owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.						
DATE OF APPLICATION 12-12-74		NAME AND TITLE (Print or type) Malcolm Harned, Vice President		SIGNATURE <i>Malcolm Harned</i>		
A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183 (d) applies)						
IV. INSPECTION AGENCY VERIFICATION	2	FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)	3	CERTIFICATED MECHANIC (Give Certificate No.)	6	CERTIFICATED REPAIR STATION (Give Certificate No.)
	5	AIRCRAFT MANUFACTURER (Give Name of Firm)				
DATE		TITLE		SIGNATURE		
(Check ALL applicable blocks) I find that the aircraft described in Section I or VII meets the requirements for: <input checked="" type="checkbox"/> The certification requested, or <input type="checkbox"/> Amendment or modification of its current airworthiness certificate. Inspection for a special flight permit under Section VII was conducted by: <input type="checkbox"/> FAA Inspector, certificate holder under <input type="checkbox"/> FAR 65, <input type="checkbox"/> FAR 121 or 127, or <input type="checkbox"/> FAR 145.						
V. FAA REPRESENTATIVE CERTIFICATION	DATE	DISTRICT OFFICE	4	DELEGATED SIGNATURE AND TITLE	1	FAA INSPECTOR'S SIGNATURE
	12-20-74	ICT-EMDO 3-0-43	Cessna Aircraft Co., Pawnee Dr. Delegated Inspection Authority, etc.	<i>[Signature]</i> By <i>[Signature]</i> I. P. Selenka		

Typed by 40

VI. PRODUCTION FLIGHT TESTING	A. MANUFACTURER		
	NAME	ADDRESS	
	B. PRODUCTION BASIS (Check applicable item)		
<input type="checkbox"/> PRODUCTION CERTIFICATE (Give production certificate number)			
<input type="checkbox"/> TYPE CERTIFICATE ONLY			
<input type="checkbox"/> APPROVED PRODUCTION INSPECTION SYSTEM			
C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS:			
DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE	
VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST	A. DESCRIPTION OF AIRCRAFT		
	REGISTERED OWNER	ADDRESS	
	BUILDER (Number)	MODEL	
	SERIAL NUMBER	REGISTRATION MARK	
	B. DESCRIPTION OF FLIGHT		
	FROM	TO	
	VIA	DEPARTURE DATE	DURATION
	C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT		
	<input type="checkbox"/> PILOT	<input type="checkbox"/> CO-PILOT	<input type="checkbox"/> NAVIGATOR
	<input type="checkbox"/> OTHER (Specify)		
D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:			
E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION (Use attachment if necessary)			
F. CERTIFICATION—I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.			
DATE	NAME AND TITLE (Print or type)	SIGNATURE	
VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)	<input checked="" type="checkbox"/> A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable	G. Statement of Conformity, FAA Form 317 (Attach when required)	
	<input type="checkbox"/> B. Current Operating Limitations Attached	H. Foreign Airworthiness Certification for Import Aircraft (Attach when required)	
	<input type="checkbox"/> C. Data, Drawings, Photographs, etc. (Attach when required)	I. Previous Airworthiness Certificate Issued in Accordance with FAR _____ CAR _____ (Original attached)	
	<input checked="" type="checkbox"/> D. Current Weight and Balance Information Available in Aircraft	J. Current Airworthiness Certificate Issued in Accordance with FAR 21.183 (a) _____ (Copy attached)	
	<input type="checkbox"/> E. Major Repair and Alteration, FAA 337 (Attach when required)		
	<input checked="" type="checkbox"/> F. This Inspection Recorded in Aircraft Records		

D

O

UNITED STATES OF AMERICA
 DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS N9919V	2. MANUFACTURER AND MODEL Cessna	3. AIRCRAFT SERIAL NUMBER 2264555	4. CATEGORY Normal & Utility
--	--	---	--

5. AUTHORITY AND BASIS FOR ISSUANCE
 This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1936 and certifies that, as of the date of issuance, the aircraft for which issued conforms to the type certificate and found to conform to the type certificate therefor, to be in condition for safe operation, and that it shows to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex B to the Convention on International Civil Aviation, except as noted herein.
 Exceptions:



6. TERMS AND CONDITIONS
 Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is valid as long as the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 23, 25, and 31 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States of America.

DATE OF ISSUANCE 12-20-74	FAA REPRESENTATIVE By P. Salas	DESIGNATION NUMBER PC4
-------------------------------------	--	----------------------------------

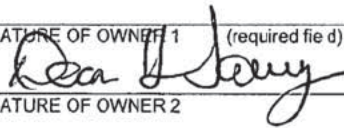
Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA AIRCRAFT REGISTRY
CAMERA NO. 1^N DATE: 11-18-81

FAA AIRCRAFT REGISTRY
CAMERA NO. 1^N DATE: 11-18-81

2.5

Paperwork Reduction Act Statement: The information collected on this form is necessary to maintain aircraft registration. We estimate that it will take approximately 30 minutes to complete the form. Please note that an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a valid OMB control number. Form Approved, OMB No. 2120-0729 "Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Avenue SW, Washington, DC 20591. ATTN: Information Collection Clearance Officer, AES-200."

DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION AIRCRAFT REGISTRATION RENEWAL APPLICATION		<i>FAILURE TO RENEW REGISTRATION WILL RESULT IN CANCELLATION OF REGISTRATION AND REGISTRATION NUMBER ASSIGNMENT (See 14 C.F.R. §§ 47.15(f), 47.40 and 47.41)</i>	
AIRCRAFT REGISTRATION NUMBER N 9919V		SERIAL NUMBER 17264555	
MANUFACTURER Cessna		MODEL 172-M	
DATE OF ISSUANCE	DATE OF EXPIRATION	TYPE OF REGISTRATION Aircraft	
ENTER REGISTERED OWNER(S) & ADDRESS FROM FAA FILE (Owner 1) <u>Dean H. Sawyer</u> (Owner 2) _____ Note: Enter any additional owner names on page two. (Address) <u>(b) (6)</u> (Address) _____ City <u>(b) (6)</u> State <u>(b)</u> Zip <u>(b) (6)</u> Country <u>(b) (6)</u> Physical Address: Required when mailing address is a P O Box or mail drop (Address) _____ (Address) _____ City _____ State _____ Zip _____ Country _____		HELPFUL INFORMATION Review Aircraft Registration File Information for this aircraft at: http://registry.faa.gov/aircraftinquiry . Assistance may be obtained at our web page: http://registry.faa.gov/renewregistration , by e-mail at: faa.aircraft.registry@faa.gov , or by telephone at: (866) 762 - 9434 (toll free), or (405) 954 3116 When mailing fees , please use a check or money order made payable to the Federal Aviation Administration. Signature and Title Requirements for Common Registration Types: - Individual owner must sign, title would be "owner" - Partnership general partner signs showing "general partner" as title. - Corporation corporate officer or manager signs, showing full title. - Limited Liability Co authorized member, manager, or officer identified in the LLC organization document signs, showing full title. - Co owner each co owner must sign; showing "co owner" as title. - Government authorized person must sign and show their full title. Note: All signatures must be in ink, or other permanent media. To correct entries: Draw a single line through error. Make correct entry in remaining space, or complete the form on line. An application form will be rejected if any entry is covered by correction tape or similarly obscured.	
TO RENEW REGISTRATION: RENEW aircraft registration information, SELECT the appropriate statement, ENTER any change in address in the spaces below, SIGN, DATE, & SEND form with the \$5 renewal fee to the: FAA Aircraft Registry, PO Box 25504, Oklahoma City OK 73125 0504, or by courier to: 6425 S Denning Rm 118, Oklahoma City OK 73169 6937 <input type="checkbox"/> I (WE) CERTIFY, THE NAME(S) AND ADDRESSES FROM THE FAA FILES FOR THE OWNER(S) OF THIS AIRCRAFT ARE CORRECT, OWNERSHIP MEETS CERTAINSHIP REQUIREMENTS OF 14 CFR §47.3, AIRCRAFT IS NOT REGISTERED UNDER THE LAWS OF ANY FOREIGN COUNTRY. <input checked="" type="checkbox"/> UPDATE THE MAILING / PHYSICAL ADDRESS AS SHOWN BELOW I (WE) CERTIFY THE: NAME(S) SHOWN ABOVE FOR THE OWNER(S) OF THIS AIRCRAFT IS CORRECT, OWNERSHIP MEETS THE CERTAINSHIP REQUIREMENTS OF 14 CFR §47.3, AIRCRAFT IS NOT REGISTERED UNDER THE LAWS OF ANY FOREIGN COUNTRY NEW MAILING ADDRESS <u>1346 SE Rio Vista Dr</u> <u>Newport Or 97365</u> NEW PHYSICAL ADDRESS: complete if physical address has changed, or the new mailing address is a PO Box or Mail Drop _____ _____		TO CANCEL THE REGISTRATION FOR THIS AIRCRAFT: CHECK Applicable block(s) below, COMPLETE, SIGN, DATE & MAIL this form with any fees to the: FAA Aircraft Registry, PO Box 25504, Oklahoma City, OK, 73125 0504, or by courier to: 6425 S Denning Rm 118, Oklahoma City OK 73169-6937 <input type="checkbox"/> CANCELLATION OF REGISTRATION IS REQUESTED <input type="checkbox"/> THE AIRCRAFT WAS SOLD TO: (Show purchaser's name and address) _____ <input type="checkbox"/> THE AIRCRAFT IS DESTROYED OR SCRAPPED. <input type="checkbox"/> THE AIRCRAFT WAS EXPORTED TO: _____ <input type="checkbox"/> OTHER, Specify _____ <input type="checkbox"/> PLEASE RESERVE NUMBER IN THE OWNER'S NAME AND ADDRESS The \$10 reservation fee is enclosed	
SIGNATURE OF OWNER 1 	PRINTED NAME OF SIGNER Dean H. Sawyer	TITLE Owner	DATE 03/16/2018
SIGNATURE OF OWNER 2	PRINTED NAME OF SIGNER	TITLE	DATE

Use page 2 for additional signatures.

180881047022
\$5.00 03/29/2018

FILED WITH FAA
AIRCRAFT REGISTRATION BR
2018 MAR 29 AM 11 02
OKLAHOMA CITY
OKLAHOMA

Paperwork Reduction Act Statement: The information collected on this form is necessary to maintain aircraft registration. We estimate that it will take approximately 30 minutes to complete the form. Please note that an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a valid OMB control number. **Form Approved, OMB No. 2120-0729** "Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Avenue SW, Washington, DC 20591. ATTN: Information Collection Clearance Officer, AES-200."

DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION AIRCRAFT REGISTRATION RENEWAL APPLICATION		<i>FAILURE TO RENEW REGISTRATION WILL RESULT IN CANCELLATION OF REGISTRATION AND REGISTRATION NUMBER ASSIGNMENT (See 14 C.F.R. §§ 47.15(i), 47.40 and 47.41)</i>	
AIRCRAFT REGISTRATION NUMBER N 9919V		SERIAL NUMBER 17264555	
MANUFACTURER CESSNA		MODEL 172M	
DATE OF ISSUANCE 09/28/2006	DATE OF EXPIRATION 08/31/2018	TYPE OF REGISTRATION INDIVIDUAL	
ENTER REGISTERED OWNER(S) & ADDRESS FROM FAA FILE		HELPFUL INFORMATION	
(Owner 1) <u>SAWYER DEAN H</u> (Owner 2) _____ Note: Enter any additional owner names on page two. (Address) <u>(b) (6)</u> (Address) _____ City <u>(b) (6)</u> State <u>(b) (6)</u> Zip <u>(b) (6)</u> Country <u>(b) (6)</u> Physical Address: Required when mailing address is a P.O. Box or mail drop. (Address) _____ (Address) _____ City _____ State _____ Zip _____ Country _____		Review Aircraft Registration File Information for this aircraft at: http://registry.faa.gov/aircraftinquiry . Assistance may be obtained at our web page: http://registry.faa.gov/renewregistration , by e-mail at: faa.aircraft.registry@faa.gov , or by telephone at: (866) 762-9434 (toll free), or (405) 954-3116 When mailing fees , please use a check or money order made payable to the Federal Aviation Administration. Signature and Title Requirements for Common Registration Types: - Individual owner must sign, title would be "owner". - Partnership general partner signs showing "general partner" as title. - Corporation corporate officer or manager signs, showing full title. - Limited Liability Co authorized member, manager, or officer identified in the LLC organization document signs, showing full title. - Co-owner each co-owner must sign; showing "co-owner" as title. - Government authorized person must sign and show their full title. Note: All signatures must be in ink, or other permanent media. To correct entries: Draw a single line through error. Make correct entry in remaining space, or complete the form on-line. An application form will be rejected if any entry is covered by correction tape or similarly obscured.	
<input checked="" type="checkbox"/> I (WE) CERTIFY, THE NAME(S) AND ADDRESSES FROM THE FAA FILES FOR THE OWNER(S) OF THIS AIRCRAFT ARE CORRECT, OWNERSHIP MEETS CITIZENSHIP REQUIREMENTS OF 14 CFR §47.3, AIRCRAFT IS NOT REGISTERED UNDER THE LAWS OF ANY FOREIGN COUNTRY. <input type="checkbox"/> UPDATE THE MAILING / PHYSICAL ADDRESS AS SHOWN BELOW. I (WE) CERTIFY THE: NAME(S) SHOWN ABOVE FOR THE OWNER(S) OF THIS AIRCRAFT IS CORRECT, OWNERSHIP MEETS THE CITIZENSHIP REQUIREMENTS OF 14 CFR §47.3, AIRCRAFT IS NOT REGISTERED UNDER THE LAWS OF ANY FOREIGN COUNTRY. NEW MAILING ADDRESS _____ _____ _____ NEW PHYSICAL ADDRESS: complete if physical address has changed, or the new mailing address is a PO Box or Mail Drop. _____ _____ _____		TO CANCEL THE REGISTRATION FOR THIS AIRCRAFT: CHECK All applicable block(s) below, COMPLETE, SIGN, DATE & MAIL this form with any fees to the: FAA Aircraft Registry, PO Box 25504, Oklahoma City, OK, 73125-0504, or by courier to: 6425 S Denning Rm. 118, Oklahoma City OK 73169-6937 <input type="checkbox"/> CANCELLATION OF REGISTRATION IS REQUESTED. <input type="checkbox"/> THE AIRCRAFT WAS SOLD TO: (Show purchaser's name and address.) _____ _____ <input type="checkbox"/> THE AIRCRAFT IS DESTROYED OR SCRAPPED. <input type="checkbox"/> THE AIRCRAFT WAS EXPORTED TO: _____ <input type="checkbox"/> OTHER, Specify _____ <input type="checkbox"/> PLEASE RESERVE N-NUMBER IN THE OWNER'S NAME AND ADDRESS. The \$10 reservation fee is enclosed.	
SIGNATURE OF OWNER 1 (required field)	PRINTED NAME OF SIGNER (required field)	TITLE (required field)	DATE
Electronically Certified by Registered Owners			3/12/2015
SIGNATURE OF OWNER 2	PRINTED NAME OF SIGNER	TITLE	DATE

Use page 2 for additional signatures.

Fee paid: \$5 (201503122255458734NB)

Note: Twelve (12) owner names may be entered on this page. If you require more, enter the first 12 names and then print this page by pressing the 'Print Page 2' button below. Next click the 'Reset' button to clear the data fields (from page 2 only) to add more names. Repeat action as needed.

NAME OF OWNER		DATE
SIGNATURE	PRINTED NAME OF SIGNER	TITLE
NAME OF OWNER		DATE
SIGNATURE	PRINTED NAME OF SIGNER	TITLE
NAME OF OWNER		DATE
SIGNATURE	PRINTED NAME OF SIGNER	TITLE
NAME OF OWNER		DATE
SIGNATURE	PRINTED NAME OF SIGNER	TITLE
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SIGNATURE	PRINTED NAME OF SIGNER	TITLE
NAME OF OWNER		DATE
SIGNATURE	PRINTED NAME OF SIGNER	TITLE
NAME OF OWNER		DATE
SIGNATURE	PRINTED NAME OF SIGNER	TITLE

Paperwork Reduction Act Statement: The information collected on this form is necessary to obtain aircraft re-registration. We estimate that it will take approximately 30 minutes to complete the form. Please note that any agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a valid OMB control number. **Form Approved, OMB No. 2120-0729**
Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Avenue SW, Washington, DC 20591. ATTN: Information Collection Clearance Officer, AES-200

**DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION
AIRCRAFT RE-REGISTRATION APPLICATION**

**FAILURE TO RE-REGISTER WILL RESULT
IN CANCELLATION OF REGISTRATION
AND REGISTRATION NUMBER ASSIGNMENT
(See 14 C.F.R. §§ 47.15(i), 47.40 and 47.41)**

AIRCRAFT REGISTRATION NUMBER N 9919V	SERIAL NUMBER 17264555
MANUFACTURER Cessna	MODEL C-172
DATE OF ISSUANCE	DATE OF EXPIRATION
TYPE OF REGISTRATION Aircraft	

NAME AND MAILING ADDRESS OF REGISTERED OWNER
(If individual, give last name, first name and middle initial)

(Owner 1) Dean H. Sawyer

(Owner 2) _____

Note: Enter any additional owner names on page two of this document.

(Address) (b) (6)

(Address) _____

City (b) (6) State (b) (6) Zip (b) (6)

Country _____

PHYSICAL ADDRESS (REQUIRED WHEN MAILING ADDRESS IS A P.O. BOX OR MAIL DROP)

(Address) _____

(Address) _____

City _____ State _____ Zip _____

Country _____

INFORMATION FOR COMPLETION

Additional information may be obtained at our web page <http://registry.faa.gov/renewregistration> or by phone at 866-762-9434.

Aircraft Registration Information may be reviewed at: <http://registry.faa.gov/aircraftinquiry>

Please pay fees with a check or money order payable to the Federal Aviation Administration.

Signature Requirements for Listed Registration Types:

- Individual owner must sign.
- Partnership a general partner must sign.
- Corporation a corporate officer or managing official must sign.
- Limited Liability Co. a member, manager, or officer who is authorized to manage the LLC must sign.
- Co-owner each co-owner must sign, continuing as necessary, on page number two.
- Government any authorized person may sign.

Note: All signatures must be in ink.

TO RE-REGISTER AIRCRAFT: REVIEW REGISTRATION INFORMATION, ENTER CORRECTIONS IN BLANKS PROVIDED, CHECK APPLICABLE BLOCK BELOW, SIGN, DATE, & MAIL WITH THE \$5 FEE. To: The FAA Aircraft Registration Branch, PO Box 25504, Oklahoma City, OK, 73125-0504.

- (WE) CERTIFY THE: NAME(S) AND MAILING ADDRESS SHOWN ABOVE FOR THE OWNER(S) OF THIS AIRCRAFT ARE CORRECT, OWNERSHIP MEETS CITIZENSHIP REQUIREMENTS OF 14 CFR §47.3, AIRCRAFT IS NOT REGISTERED UNDER THE LAWS OF ANY FOREIGN COUNTRY.
- UPDATE THE MAILING / PHYSICAL ADDRESS AS SHOWN BELOW. I (WE) CERTIFY THE: NAME(S) SHOWN ABOVE FOR THE OWNER(S) OF THIS AIRCRAFT IS CORRECT, OWNERSHIP MEETS THE CITIZENSHIP REQUIREMENTS OF 14 CFR §47.3, AIRCRAFT IS NOT REGISTERED UNDER THE LAWS OF ANY FOREIGN COUNTRY.


MAILING ADDRESS 2506 NE DOUGLAS St

Newport, Or 97365

PHYSICAL ADDRESS: COMPLETE IF PHYSICAL ADDRESS HAS CHANGED, OR NEW MAILING ADDRESS IS A PO BOX OR MAIL DROP.

TO CANCEL THE REGISTRATION FOR THIS AIRCRAFT: THE LAST REGISTERED OWNER MUST: MARK THE APPLICABLE BLOCK(S), COMPLETE, SIGN, DATE & Mail with any fees to: The FAA Aircraft Registration Branch, PO Box 25504, Oklahoma City, OK, 73125-0504.

- CANCELLATION OF REGISTRATION IS REQUESTED FOR THE REASON MARKED BELOW.**
1. THE AIRCRAFT WAS SOLD TO:
(Show purchaser's name and address)
- _____
- _____
2. THE AIRCRAFT IS DESTROYED OR SCRAPPED.
3. THE AIRCRAFT WAS EXPORTED TO:
- _____
4. OTHER, Specify _____
- UPON CANCELLATION, PLEASE RESERVE THE N-NUMBER IN OWNERS' NAME. The \$10 check or money order for the N-number reservation fee is enclosed.

SIGNATURE OF OWNER 1 	PRINTED NAME OF SIGNER Dean H. Sawyer	TITLE Owner	DATE 8-10-2012
SIGNATURE OF OWNER 2 _____	PRINTED NAME OF SIGNER _____	TITLE _____	DATE _____

122271456223
122271455522 ML
\$5.00 08/14/2012

FILED WITH FAA
AIRCRAFT REGISTRATION BR
2012 AUG 14 PM 3 19
OKLAHOMA CITY
OKLAHOMA

OKLAHOMA
AIRCRAFT REGISTRATION
BRANCH
100 EAST 17TH AVENUE
MCKEAN BUILDING
OKLAHOMA CITY, OKLAHOMA 73102
TEL: 405-505-4000
WWW.FAA.GOV

0624

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION-MIKE MONROEY AERONAUTICAL CENTER AIRCRAFT REGISTRATION APPLICATION
UNITED STATES REGISTRATION NUMBER N 9919V
AIRCRAFT MANUFACTURER & MODEL C-172 CESSNA
AIRCRAFT SERIAL No. 17264555

CERT. ISSUE DATE

D SEP 28 2006

FOR FAA USE ONLY

TYPE OF REGISTRATION (Check one box)

1. Individual 2. Partnership 3. Corporation 4. Co-owner 5. Gov't. 8. Non-Citizen Corporation

NAME OF APPLICANT (Person(s) shown on evidence of ownership. If individual, give last name, first name, and middle initial.)
DEAN H. SAWYER

TELEPHONE NUMBER: (b) (6)

ADDRESS (Permanent mailing address for first applicant listed.)(If P.O. BOX is used, physical address must also be shown.)
Number and street: (b) (6)

Rural Route: _____ P.O. Box: _____

CITY (b) (6)	STATE (b) (6)	ZIP CODE (b) (6)
-----------------	------------------	---------------------

CHECK HERE IF YOU ARE ONLY REPORTING A CHANGE OF ADDRESS
ATTENTION! Read the following statement before signing this application.
This portion MUST be completed.

A false or dishonest answer to any question in this application may be grounds for punishment by fine and / or imprisonment (U.S. Code, Title 18, Sec. 1001).

CERTIFICATION

I/WE CERTIFY:

(1) That the above aircraft is owned by the undersigned applicant, who is a citizen (including corporations) of the United States.
(For voting trust, give name of trustee: _____), or:
CHECK ONE AS APPROPRIATE:
a. A resident alien, with alien registration (Form 1-151 or Form 1-551) No. _____
b. A non-citizen corporation organized and doing business under the laws of (state) _____ and said aircraft is based and primarily used in the United States. Records or flight hours are available for inspection at _____

(2) That the aircraft is not registered under the laws of any foreign country; and
(3) That legal evidence of ownership is attached or has been filed with the Federal Aviation Administration.

NOTE: If executed for co-ownership all applicants must sign. Use reverse side if necessary.

TYPE OR PRINT NAME BELOW SIGNATURE

EACH PART OF THIS APPLICATION MUST BE SIGNED IN INK.	SIGNATURE DEAN H. SAWYER	TITLE owner	DATE 8-18-06
	SIGNATURE _____	TITLE _____	DATE _____
	SIGNATURE _____	TITLE _____	DATE _____

062341307087

NOTE Pending receipt of the Certificate of Aircraft Registration, the aircraft may be operated for a period not in excess of 90 days, during which time the PINK copy of this application must be carried in the aircraft.

10 10 10

OKLAHOMA CITY
OKLAHOMA

06 AUG 22 PM 2 47

AIR MAIL

FILED WITH E.A.

100-150104

SEARCHED INDEXED

820708

0003099

UNITED STATES OF AMERICA
U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION
AIRCRAFT BILL OF SALE

FORM APPROVED
OMB NO. 2120-0042
08/31/2008

CONVEYANCE RECORDED

FOR AND IN CONSIDERATION OF \$ 25,000 THE
UNDERSIGNED OWNER(S) OF THE FULL LEGAL AND
BENEFICIAL TITLE OF THE AIRCRAFT DESCRIBED AS
FOLLOWS:

RETURNED FOR YOUR RECORDS
NOT NEEDED FOR FILES
2006 SEP 28 11 32

UNITED STATES REGISTRATION NUMBER **N 9919V**

FEDERAL AVIATION
ADMINISTRATION

AIRCRAFT MANUFACTURER & MODEL
CESSNA C-172

AIRCRAFT SERIAL No. **17264555**

DOES THIS **20** DAY OF **JULY, 2006**
HEREBY SELL, GRANT, TRANSFER AND
DELIVER ALL RIGHTS, TITLE, AND INTERESTS
IN AND TO SUCH AIRCRAFT UNTO:

Do Not Write in This Block
FOR FAA USE ONLY

PURCHASER

NAME AND ADDRESS
(IF INDIVIDUAL(S), GIVE LAST NAME, FIRST NAME, AND MIDDLE INITIAL.)

DEAN H. SAWYER

(b) (6)

DEALER CERTIFICATE NUMBER

AND TO EXECUTORS, ADMINISTRATORS, AND ASSIGNS TO HAVE AND TO HOLD
SINGULARLY THE SAID AIRCRAFT FOREVER AND WARRANTS THE TITLE THEREOF:

	IN TESTIMONY WHEREOF	HAVE SET	HAND AND SEAL THIS	DAY OF
SELLER	NAME(S) OF SELLER (TYPED OR PRINTED)	SIGNATURE(S) (IN INK) (IF EXECUTED FOR CO-OWNERSHIP, ALL MUST SIGN.)		TITLE (TYPED OR PRINTED)
	LARRY JOHNSON	<i>[Signature]</i>		CO-OWNER
	DEAN SAWYER	<i>[Signature]</i>		CO-OWNER

ACKNOWLEDGMENT (NOT REQUIRED FOR PURPOSES OF FAA RECORDING; HOWEVER, MAY BE REQUIRED BY LOCAL LAW FOR
VALIDITY OF THE INSTRUMENT.)

ORIGINAL: TO FAA:

AC Form 8050-2 (9/92) (NSN 0052-00-629-0003) Supersedes Previous Edition

BOS rec'd

062161109277
\$5.00 02/04/2008

Mr. J. Edgar Hoover

Director, Federal Bureau of Investigation

Washington, D. C.

Dear Sir:

I am writing to you regarding the information received from the Oklahoma City office on August 12, 1966, concerning the activities of the Oklahoma Citizens' Council, Inc. (OCCC).

The OCCC is a white supremacist organization which has been active in Oklahoma for many years. It has been reported that the OCCC has been involved in the recruitment and training of individuals for the purpose of carrying out acts of violence against the Negro race.

It is noted that the OCCC has been active in the recruitment and training of individuals for the purpose of carrying out acts of violence against the Negro race. It is also noted that the OCCC has been active in the recruitment and training of individuals for the purpose of carrying out acts of violence against the Negro race.

It is noted that the OCCC has been active in the recruitment and training of individuals for the purpose of carrying out acts of violence against the Negro race. It is also noted that the OCCC has been active in the recruitment and training of individuals for the purpose of carrying out acts of violence against the Negro race.

It is noted that the OCCC has been active in the recruitment and training of individuals for the purpose of carrying out acts of violence against the Negro race. It is also noted that the OCCC has been active in the recruitment and training of individuals for the purpose of carrying out acts of violence against the Negro race.

It is noted that the OCCC has been active in the recruitment and training of individuals for the purpose of carrying out acts of violence against the Negro race. It is also noted that the OCCC has been active in the recruitment and training of individuals for the purpose of carrying out acts of violence against the Negro race.

OKLAHOMA
Oklahoma City
AIRC
2006 AUG 4 PM 12 43
FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE

16-1
VV OCT 25 1996 Rev
DOI 092585

Ref: N9919V

Dear Sir,

Please change my address on my airplane as I have moved.

OLD ADDRESS:

(b) (6)

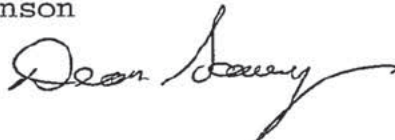
NEW ADDRESS:

(b) (6)

Thank You,

Lawrence L. Johnson

Dean H. Sawyer



CONVEYANCE FILED WITH
TAA ALBERT REGISTRY
SEP 24 8 01 AM '96
OKLAHOMA CITY, OKLA.

W 0 2 0 8 8 8

AFFIX OLD LABEL HERE

FAA Change of Address Request



15-1

Please do not send this form to *On Approach* or to AVEICO Insurance Company. To change your *On Approach* mailing address, you must change your address on the FAA computer files. Part 61.80 of the Federal Aviation Regulations requires that a pilot or flight instructor may not exercise the privileges of his certificate unless within 30 days of moving, he notifies the FAA in writing of his new address. In the event of a pilot's death, the pilot's certificate should be returned to the FAA.

If you are an aircraft owner, complete the entire change of address form below and mail it to the Aircraft Registration Branch, AAC-250, P.O. Box 25504, Oklahoma City, Oklahoma 73125. **Note:** Because this address change will also change your permanent address on your Aircraft Certificate of Registration at the FAA, you must sign the request.

If you're not an aircraft owner, but are a certificated pilot, simply skip the lines that aren't applicable and mail the address change request to the FAA, Airman Certification Branch, P.O. Box 25082, Oklahoma City, Oklahoma 73125. Thank you!

NEW ADDRESS: (b) (6)

Name: DEAN H. SAWYER

Pilot Certificate Number: (b) (6) AAE 260

Address: (b) (6)

Aircraft Make & Model: CESSNA 172

City: (b) (6) State: (b) (6)

Aircraft "N" Number: N9919V

Signature: Dean Sawyer

Aircraft Serial Number: 17264555

transmitter aboard aircraft which broadcasts a response signal back to ground-based radars. The transponder provides a strong return signal regardless of aircraft size or position, and that signal can be "tagged" or labeled by computers as to identity, airspeed, and other information.

Mode C is the technical name for the automatic altitude-reporting function of aircraft transponders. The Mode C function requires 1) a transponder capable of encoding and transmitting altitude information (only the oldest ones can't), and 2) an appropriate device to provide altitude data to the transponder.

Why are Transponders and Mode C Important?

Transponders and secondary surveillance radar provide the most sophis-

and issue automatic warnings to controllers when Mode C aircraft are predicted to get "too close." New computers and radar systems will increase the number of locations where this protection is available, and will extend this service to cover traffic conflicts among all Mode C aircraft, not only those under direct controller supervision.

Funds for these and other improvements to air traffic control and airports are available now and are already paid for by airspace users—airline passengers and operators of general aviation aircraft. Currently, a surplus of \$4 billion in the Aviation Trust Fund is sitting idle in Washington, not used to fund the air safety improvements user taxes paid for.

Most general aviation aircraft which need transponders (i.e., those which fly in busy airspace or near major metropolitan areas) already have them. Nation-

Air traffic congestion is not a factor in all parts of the country or at all altitudes except near major metropolitan areas. In rural airspace or at low altitudes away from major cities, radar transponders wouldn't help much. In fact, some of these areas have no radar coverage at all, making transponders useless. 15

But the General Aviation Manufacturers Association (GAMA) officially endorses and encourages the concept that most aircraft should be equipped with Mode C altitude reporting capability.

In fact, GAMA supports *mandatory* Mode C altitude reporting near large cities in areas of special airspace known as TCAs, ARSAs, and TRSA. And it supports *mandatory* Mode C on any aircraft operating above 10,000 feet.

14-1

Change of Address Request

Whenever you change your address, you must change your address on the FAA computer files. Part 61 of the Federal Aviation Regulations requires pilots and aircraft owners to notify the FAA of any address changes or corrections within 30 days. In the event of a pilot's death, the pilot's certificate should be returned to the FAA.

If you are an aircraft owner, complete the entire change of address form below and mail it to the Aircraft Registration Branch (FAA-200, P.O. Box 25082, Oklahoma City, Oklahoma 73125). Note: Because this address change will also change your permanent address on your Aircraft Certificate of Registration at the FAA, you must sign the request.

If you are not an aircraft owner but are a certificated pilot, simply skip the lines that aren't applicable and mail the address change request to the FAA's Airman Certification Branch (P.O. Box 25082, Oklahoma City, Oklahoma 73125). Thank you!

9919V 207 24 18
JOHNSON LAWRENCE L
393 NE CHAMBERS CT
NEWPORT, OR 97365

NEW ADDRESS: Lawrence L. Johnson (b) (6)

Member (b) (6)

(b) (6)

Lawrence L. Johnson

CESSNA 440

Aircraft Make & Model

9919V

Aircraft N-Number

17264555

Aircraft Serial Number

changed in 260

Per N OCT 10 1988
FC-250

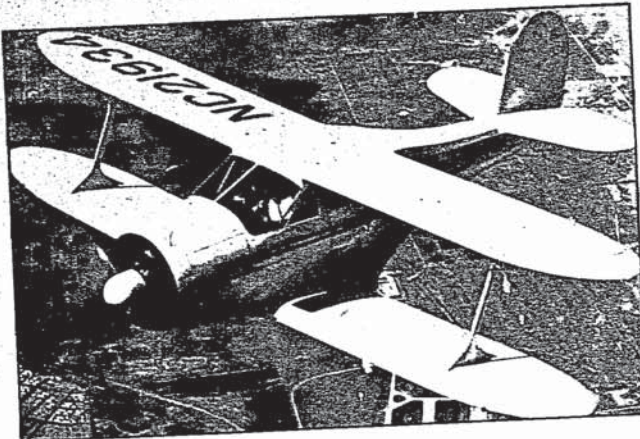
Approach March-April 1986/19

Although only a small percentage of our pilot fraternity has operated an open-cockpit biplane, there are still some who have not had the opportunity to check out in a tailwheel-equipped aircraft. With this in mind, I would like to cover some of the operational aspects of the still-popular taildragger. For many years, the three-point landing was considered an important part of flight proficiency, and considerable skill and judgment were involved in maneuvering to a gentle touchdown on a precise spot.

The tailwheel was adapted to early designs since it allowed for greater propeller clearance during ground maneuvering and was more suitable for rough terrain operations. They are still being manufactured for special purpose use, such as bush pilot operations in remote areas.

The reason the tailwheel is more suited for unimproved and soft terrain operations is because it can usually be lifted quite early during the takeoff roll and the

experienced a gradual transition to the immediate corrective action, a slight turn



13-1

1 OCT 1 1985

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FOR FAA USE ONLY

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION WASHINGTON AERONAUTICAL CENTER
AIRCRAFT REGISTRATION APPLICATION

UNITED STATES
REGISTRATION NUMBER **N 9919V**
AIRCRAFT MANUFACTURER & MODEL
Cessna 172M
AIRCRAFT SERIAL No.
17264555

TYPE OF REGISTRATION (Check one box)

1. Individual 2. Partnership 3. Corporation 4. Co-owner 5. Govt 6. Foreign-owned Corporation

NAME OF APPLICANT (Person(s) shown on evidence of ownership. If individual, give last name, first name, and middle initial.)

Johnson, Lawrence L. co-owner
Sawyer, Dean H. co-owner

TELEPHONE NUMBER: **(b) (6)**

ADDRESS (Permanent; for temporary address, check appropriate box.)

Number and street: **(b) (6)**

Rural Route: _____

CITY: **(b) (6)** STATE: **(b) (6)** P.O. Box: _____ ZIP CODE: **(b) (6)**

CHECK HERE IF YOU ARE ONLY REPORTING A CHANGE OF ADDRESS
ATTENTION! Read the following statement before signing this application.
A false or dishonest answer to any question in this application may be grounds for punishment by fine and/or imprisonment (U.S. Code, Title 18, Sec. 1001).

CERTIFICATION

I/WE CERTIFY:

(1) That the above aircraft is owned by the undersigned applicant, who is a citizen (including corporations) of the United States.
(For voting trust, give name of trustee: _____).

CHECK ONE AS APPROPRIATE:

a. A resident alien, with alien registration (Form 1-151 or Form 1-551) No. _____

b. A foreign-owned corporation organized and doing business under the laws of (state or possession) _____ and said aircraft is based and primarily used in the United States. Records of flight hours are available for inspection at: _____

(2) That the aircraft is not registered under the laws of any foreign country; and
(3) That legal evidence of ownership is attached or has been filed with the Federal Aviation Administration.

NOTE: If executed for co-ownership all applicants must sign. Use reverse side if necessary.

TYPE OR PRINT NAME BELOW SIGNATURE

SIGNATURE	TITLE	DATE
<i>Lawrence L. Johnson</i>	co-owner	8/20/85
<i>Dean H. Sawyer</i>	co-owner	8/20/85

EACH PART OF THIS APPLICATION MUST BE SIGNED IN INK

NOTE: Pending receipt of the Certificate of Aircraft Registration, the aircraft may be operated for a period not in excess of 90 days, during which time the PINK copy of this application must be carried in the aircraft.

AC FORM 255-1 (1-83) (2552-03-828-9025)

FAA AIRCRAFT REGISTRY
CAMERA NO. / N DATE:

9-26-85

13

OKLAHOMA
OKLAHOMA CITY
SEP 5 1 48 PM '85
FAA AIRCRAFT REGISTRY
OKLAHOMA

AA AIRCRAFT REGISTRY
AMERA NO. / N DATE: 9-26-85

FORM APPROVED
OMB NO. 24-3057C
12-1

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION
AIRCRAFT BILL OF SALE

FOR AND IN CONSIDERATION OF \$ 0.00 THE
UNDERSIGNED OWNER(S) OF THE FULL LEGAL
AND BENEFICIAL TITLE OF THE AIRCRAFT DES-
CRIBED AS FOLLOWS:

UNITED STATES
REGISTRATION NUMBER N 9919V
AIRCRAFT MANUFACTURER & MODEL
Cessna 172M
AIRCRAFT SERIAL No.
17264555

DOES THIS 19 DAY OF August 19 85
HEREBY SELL, GRANT, TRANSFER AND
DELIVER ALL RIGHTS, TITLE, AND INTERESTS
IN AND TO SUCH AIRCRAFT UNTO:

01047 P 491 4
SEP 25 1 07 PM '85
FEDERAL AVIATION
ADMINISTRATION
Do Not Write In This Block
FOR FAA USE ONLY

NAME AND ADDRESS
(IF INDIVIDUAL(S), GIVE LAST NAME, FIRST NAME, AND MIDDLE INITIAL.)

PURCHASER
Johnson, Lawrence L.
Sawyer, Dean H.
(b) (6)

IATS

DEALER CERTIFICATE NUMBER

AND TO EXECUTORS, ADMINISTRATORS, AND ASSIGNS TO HAVE AND TO HOLD
SINGULARLY THE SAID AIRCRAFT FOREVER, AND WARRANTS THE TITLE THEREOF.

IN TESTIMONY WHEREOF HAVE SET HAND AND SEAL THIS DAY OF 19

	NAME (S) OF SELLER (TYPED OR PRINTED)	SIGNATURE (S) (IN INK) (IF EXECUTED FOR CO-OWNERSHIP, ALL MUST SIGN)	TITLE (TYPED OR PRINTED)
SELLER	Marvin P. Youngman	<i>Marvin P. Youngman</i>	co- owner
	Karen G. Youngman	<i>Karen G. Youngman</i>	co- owner

ACKNOWLEDGMENT (NOT REQUIRED FOR PURPOSES OF FAA RECORDING; HOWEVER, MAY BE REQUIRED
BY LOCAL LAW FOR VALIDITY OF THE INSTRUMENT.)

ORIGINAL: TO FAA
5.00 REG
9149 20 0791 0 355 A 09/03/05
AC FORM 803-2 (1-74) (2532-029-0002)

FAA AIRCRAFT REGISTRY
CAMERA NO. / N DATE:

9-26-85

1
SUBMITTED BY AIRCRAFT REGISTRY

OKLAHOMA CITY
SEP 26 1 48 PM '85
FILED WITH FAA
AIRCRAFT REGISTRY
CONFORMANCE

000001071

FORM APPROVED OMB NO. 04-R0078

11-1

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION WASHINGTON AERONAUTICAL CENTER
AIRCRAFT REGISTRATION APPLICATION

CERT. ISSUE DATE

UNITED STATES
REGISTRATION NUMBER **N 9919V**

B 122684

AIRCRAFT MANUFACTURER & MODEL
Cessna 172 M

FOR FAA USE ONLY

AIRCRAFT SERIAL No. **172 64555**

TYPE OF REGISTRATION (Check one box)

1. Individual 2. Partnership 3. Corporation 4. Co-Owner 5. Gov't.

NAME OF APPLICANT (Person(s) shown on evidence of ownership: If individual, give last name, first name, and middle initial.)

YOUNGMAN MARVIN D. + KAREN G.

ADDRESS (Permanent mailing address for first applicant listed.)

Number and street:

Rural Route: **(b) (6)** Box **(b) (6)**

CITY **(b) (6)** STATE **(b) (6)** ZIP CODE **(b) (6)**

CHECK HERE IF YOU ARE ONLY REPORTING A CHANGE OF ADDRESS

ATTENTION! Read the following statement before signing this application.

A false or dishonest answer to any question in this application may be grounds for punishment by fine and/or imprisonment (U.S. Code, Title 18, Sec. 1001).

CERTIFICATION

WE CERTIFY:

(1) That the above aircraft is owned by the undersigned applicant, who is:
Check one as appropriate

- a. A citizen of the United States;
- b. A resident alien, with alien registration (Form 1-151 or Form 1-551) No. _____
- c. A foreign-owned corporation organized and doing business under the laws of (state or possess[ion]) _____ and said aircraft is based and primarily used in the United States. Records of flight hours are available for inspection at _____

- (2) That the aircraft is not registered under the laws of any foreign country; and
- (3) That legal evidence of ownership is attached or has been filed with the Federal Aviation Administration.

NOTE: If executed for co-ownership all applicants must sign. Use reverse side if necessary.

EACH PART OF THIS APPLICATION MUST BE SIGNED IN INK	SIGNATURE <i>Marvin D. Youngman</i>	TITLE OWNER	DATE 11-28-84
	SIGNATURE <i>Karen G. Youngman</i>	TITLE OWNER	DATE 11-28-84
	SIGNATURE	TITLE	DATE

NOTE: Pending receipt of the Certificate of Aircraft Registration, the aircraft may be operated for a period not in excess of 90 days, during which time the PINK copy of this application must be carried in the aircraft.

FAA AIRCRAFT REGISTRY
CAMERA NO. 47N DATE: 1-23-85

11

1-9-85

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REC'D 1 54 PM '84

FAA AIRCRAFT REGISTRY

OKLAHOMA CITY

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
AIRCRAFT BILL OF SALE

0000001070
859137 10-1

FOR AND IN CONSIDERATION OF \$17,500 THE
UNDERSIGNED OWNER(S) OF THE FULL LEGAL
AND BENEFICIAL TITLE OF THE AIRCRAFT DES-
CRIBED AS FOLLOWS:

UNITED STATES
REGISTRATION NUMBER **N 9919V**
AIRCRAFT MANUFACTURER & MODEL
CESSNA 172M

CONVEYANCE
RECORDED

AIRCRAFT SERIAL No. **17264555**
DOES THIS **28th** DAY OF **NOV** 19 **84**

DEC 26 2 12 PM '84

HEREBY SELL, GRANT, TRANSFER AND
DELIVER ALL RIGHTS, TITLE, AND INTERESTS
IN AND TO SUCH AIRCRAFT UNTO:

FEDERAL AVIATION
ADMINISTRATION
Do Not Write in this Space
FOR FAA USE ONLY

PURCHASER

NAME AND ADDRESS
(IF INDIVIDUAL(S), GIVE LAST NAME, FIRST NAME, AND MIDDLE INITIAL.)
YOUNGMAN MARVIN D. AND KAREN G.
(b) (6)

DEALER CERTIFICATE NUMBER **575**

AND TO EXECUTORS, ADMINISTRATORS, AND ASSIGNS TO HAVE AND TO HOLD
SINGULARLY THE SAID AIRCRAFT FOREVER, AND WARRANTS THE TITLE THEREOF.

IN TESTIMONY WHEREOF HAVE SET HAND AND SEAL THIS DAY OF 19

NAME (S) OF SELLER (TYPED OR PRINTED)	SIGNATURE (S) (IN INK) (IF EXECUTED FOR CO-OWNERSHIP, ALL MUST SIGN.)	TITLE (TYPED OR PRINTED)
Winston F. Coy Jr	<i>[Signature]</i>	OWNER
Dana F. Coy	<i>[Signature]</i>	OWNER

ACKNOWLEDGMENT (NOT REQUIRED FOR PURPOSES OF FAA RECORDING; HOWEVER, MAY BE REQUIRED
BY LOCAL LAW FOR VALIDITY OF THE INSTRUMENT.)

5:33 AM 1040

5.00 REG
0 255 A 12/06/84

ORIGINAL: TO FAA

0 5 0 1 0 0 0 0 0 0

10

FAA AIRCRAFT REGISTRY
OKLAHOMA CITY

DEC 9 1 54 PM '84

FAA AIRCRAFT REGISTRY
OKLAHOMA CITY

FORM APPROVED DMS NO. 04-R0070

DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION UNITED STATES OF AMERICA AIRCRAFT REGISTRATION APPLICATION			9-1 CERT. ISSUE DATE JAN 07 1982
UNITED STATES/REGISTRATION NUMBER N 9919V AIRCRAFT MANUFACTURER & MODEL Cessna 172 AIRCRAFT SERIAL No. 17264555			FOR FAA USE ONLY
TYPE OF REGISTRATION (Check one box) <input type="checkbox"/> 1. Individual <input checked="" type="checkbox"/> 2. Partnersh'p <input type="checkbox"/> 3. Corporation <input type="checkbox"/> 4. Co-Owner <input type="checkbox"/> 5. Gov't.			
NAME OF APPLICANT (Person(s) shown on evidence of ownership. If individual, give last name, first name, and middle initial.) DANA L. COY & WINSTON COY, JR. (b) (6)			
ADDRESS (Permanent mailing address for first applicant listed.) Number and street: (b) (6) Rural Route: P. O. Box:			
CITY (b) (6)	STATE (b) (6)	ZIP CODE (b) (6)	
<input type="checkbox"/> CHECK HERE IF YOU ARE ONLY REPORTING A CHANGE OF ADDRESS			
ATTENTION! Read the following statement before signing this application. A false or dishonest answer to any question in this application may be grounds for punishment by fine and/or imprisonment (U.S. Code, Title 18, Sec. 1001).			
CERTIFICATION WE CERTIFY that the above described aircraft (1) is owned by the undersigned applicant(s), (2) is/are citizen(s) of the United States as defined in Sec. 101(3) of the Federal Aviation Act 1958; (3) is not registered under the laws of any foreign country; and (3) legal evidence of ownership is attached or has been filed with the Federal Aviation Administration.			
NOTE: If executed for co-ownership all applicants must sign. Use reverse side if necessary.			
EACH PART OF THIS APPLICATION MUST BE SIGNED BY THE APPLICANT(S)	SIGNATURE <i>Dana L. Coy</i>	TITLE <i>Partner</i>	DATE <i>8/7/81</i>
	SIGNATURE <i>Winston Coy Jr</i>	TITLE <i>Partner</i>	DATE <i>8/7/81</i>
	SIGNATURE	TITLE	DATE
NOTE: Pending receipt of the Certificate of Aircraft Registration, the aircraft may be operated for a period not in excess of 90 days, during which time the <u>DMK</u> copy of this application must be carried in the aircraft.			
AC FORM 8050-1 (8-78) (0052-00-628-9004)			

100000 9

[Faint, mostly illegible text and lines, possibly a form or document, with two circular marks on the right side.]

OKLAHOMA CITY
AUG 20 4 02 PM '81
FAA AIRCRAFT REGISTRY
CONV. FEE

FORM APPROVED:
OMB NO. 24-60078
8-1

UNITED STATES OF AMERICA
 DEPARTMENT OF TRANSPORTATION
AIRCRAFT BILL OF SALE

FOR AND IN CONSIDERATION OF \$10000 THE
 UNDERSIGNED OWNER(S) OF THE FULL LEGAL
 AND BENEFICIAL TITLE OF THE AIRCRAFT DES-
 CRIBED AS FOLLOWS:

UNITED STATES
 REGISTRATION NUMBER **N 9919V**

AIRCRAFT MANUFACTURER & MODEL
CESSNA 172M

AIRCRAFT SERIAL No.
1724555

DOES THIS 8th DAY OF Aug 1981
 HEREBY SELL, GRANT, TRANSFER AND
 DELIVER ALL RIGHTS, TITLE, AND INTERESTS
 IN AND TO SUCH AIRCRAFT UNTO:

NAME AND ADDRESS
 (IF INDIVIDUAL(S), GIVE LAST NAME, FIRST NAME, AND MIDDLE INITIAL.)

COY, DANA L.
 +
COY, JR, WINSTON
 (b) (6)

DEALER CERTIFICATE NUMBER

AND TO HIS EXECUTORS, ADMINISTRATORS, AND ASSIGNS TO HAVE AND TO HOLD
 SINGULARLY THE SAID AIRCRAFT FOREVER, AND WARRANTS THE TITLE THEREOF.

IN TESTIMONY WHEREOF HAVE SET HAND AND SEAL THIS DAY OF 19

SELLER	NAME (S) OF SELLER (TYPED OR PRINTED)	SIGNATURE (S) (IN INK) (IF EXECUTED FOR CO-OWNERSHIP, ALL MUST SIGN.)	TITLE (TYPED OR PRINTED)
		ATC Corporation Northwest HICO NORTHWEST	<i>[Signature]</i>
			5.00 1
		6150	755 1.08/20/81

ACKNOWLEDGMENT (NOT REQUIRED FOR PURPOSES OF FAA RECORDING; HOWEVER, MAY BE REQUIRED
 BY LOCAL LAW FOR VALIDITY OF THE INSTRUMENT.)

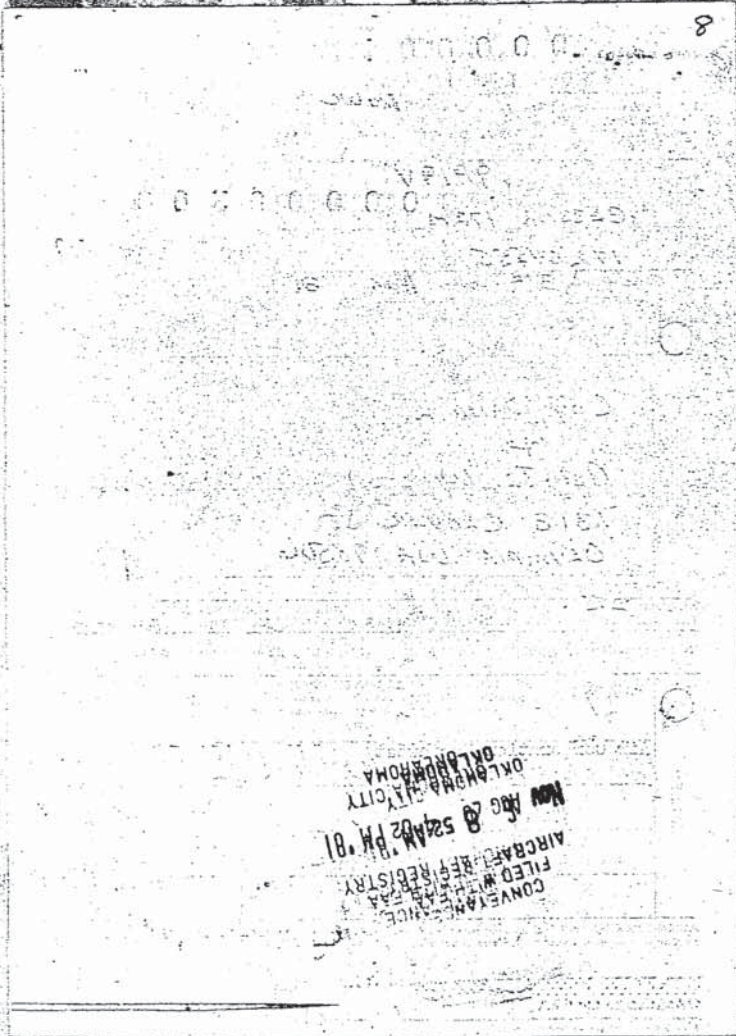
ORIGINAL: TO FAA *dup let*

AC FORM 100-2 (1-78) (2024-09-02)

L 19927
 COVERAGE
 JAN 7 1 15 PM '82

Do Not Write In This Block
 FOR FAA USE ONLY

AW



OKLAHOMA CITY
NOW REG. @ 5:24 PM 1/21/82
FILED WITH FAA
AIRCRAFT REGISTRY
CONVENTS

7-1

OMB No. 04-R0169 Approval Expires October 1977		00000082
<p>The use of this form is not required, and it is provided solely for your convenience. It is only intended to be a suggested form of release, which, however, meets the recording requirements of the Federal Aviation Act of 1958, and the regulations issued thereunder. It is important that the form of release used by the security holder be drafted in accordance with the pertinent provisions of the law applicable under Section 506 of the Federal Aviation Act of 1958 (49 USC 1406) and to conform to the circumstances of the particular transaction. If this release form meets these requirements, you may use this copy. This form may be reproduced.</p>		
<p align="center">RELEASE</p> <p>The undersigned (herein described as the security holder) is the true and lawful holder of the note or other evidence of indebtedness secured by a conveyance on the following described collaterals:</p>		
<p>AIRCRAFT MAKE AND MODEL Cessna 172</p>		
<p>FAA REGISTRATION NUMBER N9919V</p>	<p>AIRCRAFT SERIAL NUMBER 172-64555</p>	
<p>ENGINE MAKE AND MODEL</p>		
<p>PROPELLER MAKE</p>		<p>PROPELLER SERIAL NUMBER(S)</p>
<p>SPARE PARTS AND LOCATION</p>		

M 1 6 5 2 3 6
 CONVEYANCE
 RECEIVED
 JAN 17 12 54 PM '79
 FEDERAL AVIATION
 ADMINISTRATION

Do Not Write In This Block
FOR FAA USE ONLY

MICROFILM CODE
2E KE

The conveyance dated 12-27-74, was executed by Air Corp. Northwest dba/ Aireo Northwest to Cessna Finance Corporation and assigned to _____

This conveyance was recorded by the Federal Aviation Administration on 1-29-75 and was assigned conveyance number 696336

I hereby certify and acknowledge that the above described collateral was released from the terms of the conveyance on January 3, 1979

A person signing for a corporation must be a corporate officer or hold a managerial position and must show his title. A person signing for another should see Parts 47 and 49 of the Federal Aviation Regulations (14 CFR Parts 47 and 49).

Cessna Finance Corporation
(Name of Security Holder)

SIGNATURE (In Ink) [Signature]

TITLE Assistant Secretary

ACKNOWLEDGMENT (If Required By Applicable Local Law)

9 7

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

DATE: JAN 29 1975
TO: AAC-250:N 9919V

AERONAUTICAL CENTER
P.O. BOX 25082
OKLAHOMA CITY, OKLAHOMA 73125



SUBJECT: Notice of Recordation of Conveyance

FROM: Chief, Aircraft Registration Branch, AAC-250

TO: *Cessna Finance Corp.*

NAME: *Air Corporation Northwest dba Air Northwest*

We have received the conveyance securing an obligation which was submitted to the Federal Aviation Administration for recording.

This conveyance dated *12/27/74* was recorded on *1/29/75*

conveyance number *596336* pertaining to *Akcebae*

When the obligation secured by the conveyance has been satisfied, the security holder is required to execute a release and send it to the FAA Aircraft Registry for recording. The release must be signed in ink by the security holder and the above-mentioned conveyance number be included in the release. A suggested form of release is printed on the reverse side of this letter.

If applicable local law so requires to make the release valid, the release must be acknowledged before a notary public.

There is no fee for the recording of a release.

W. Yost
PAUL D. YOST

FILED WITH FAA
AIRCRAFT REGISTRY
JAN 9 10 15 AM '75
OKLAHOMA CITY
FAA

OMB No. 04-R0169 Approval Expires October 1977

The use of this form is not required, and it is provided solely for your convenience. It is only intended to be a suggested form of release, which, however, meets the recording requirements of the Federal Aviation Act of 1958, and the regulations issued thereunder. It is important that the form of release used by the security holder be drafted in accordance with the pertinent provisions of the law applicable under Section 506 of the Federal Aviation Act of 1958 (49 USC 1406) and to conform to the circumstances of the particular transaction. If this release form meets these requirements, you may use this copy. This form may be reproduced.

RELEASE

The undersigned (herein described as the security holder) is the true and lawful holder of the note or other evidence of indebtedness secured by a conveyance on the following described collateral.

AIRCRAFT MAKE AND MODEL <u>Cessna 172M</u>	
FAA REGISTRATION NUMBER <u>N-9919V</u>	AIRCRAFT SERIAL NUMBER <u>172-64555</u>
ENGINE MAKE AND MODEL	ENGINE SERIAL NUMBER
PROPELLER MAKE	PROPELLER SERIAL NUMBER(S)
SPARE PARTS AND LOCATION	

6-1
 T 6 3 7 4 4
 CONVEYANCE
 RECEIVED
 FEB 6 1 53 PM '75
 FEDERAL AVIATION
 ADMINISTRATION

Do Not Write In This Block
 FOR FAA USE ONLY

MICROFILM CODE

SE KE

The conveyance dated December 19, 1974, was executed by Skyways, Inc.
 to Cessna Finance Corporation
 and assigned to

x x x

This conveyance was recorded by the Federal Aviation Administration on January 15, 1975
 and was assigned conveyance number 867447

I hereby certify and acknowledge that the above described collateral was released from the terms of
 the conveyance on JAN 27 1975

Cessna Finance Corporation

(Name of Security Holder)

SIGNATURE (In Ink)

Assistant Secretary

TITLE

ACKNOWLEDGMENT (If Required By Applicable Local Law)

A person signing for a corporation must be a corporate officer or hold a managerial position and must show his title. A person signing for another should see Parts 47 and 49 of the Federal Aviation Regulations (14 CFR Parts 47 and 49).

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

96

DATE: 1-15-75
IN REPLY REFER TO: AAC-250:N 8819V

AERONAUTICAL CENTER
P.O. BOX 25082
OKLAHOMA CITY, OKLAHOMA 73125



SUBJECT: Notice of Recordation of Conveyance

FROM: Chief, Aircraft Registration Branch, AAC-250

TO: *Cherry Aircraft Corp.*

NAME: *Shyway, Inc.*

We have received the conveyance securing an obligation which was submitted to the Federal Aviation Administration for recording.

This conveyance dated 12-19-74 was recorded on 1-15-75 as conveyance number 867447 pertaining to OK, 89919V

When the obligation secured by the conveyance has been satisfied, the security holder is required to execute a release and send it to the FAA Aircraft Registry for recording. The release must be signed in ink by the security holder and the above-mentioned conveyance number be included in the release. A suggested form of release is printed on the reverse side of this letter.

If applicable local law so requires to make the release valid, the release must be acknowledged before a notary public.

There is no fee for the recording of a release.

Paul D. Yost
PAUL D. YOST

JAN 28 1975

OKLAHOMA CITY, OKLA.
JAN 28 1 06 PM '75
CONVEYANCE FILED WITH
FAA AIRCRAFT REGISTRY

5-1

UNITED STATES OF AMERICA
 DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

AIRCRAFT REGISTRATION APPLICATION

TYPE OF REGISTRATION (Check one box) 1. Individual
 2. Partnership 3. Corporation 4. Co-Owner 5. Gov't

NATIONALITY AND REGISTRATION MARKS U.S. N-9919V

AIRCRAFT MAKE AND MODEL 172-64555

AIRCRAFT SERIAL No. Cessna 172

JAN 29 1975
 CERT. ISSUE DATE

FOR FAA USE ONLY

NAME OF APPLICANT (Person(s) shown on evidence of ownership. If individual, give last name, first name, and middle initial.)

Air Corporation Northwest
 dba/AIRCO NORTHWEST

ADDRESS (Permanent mailing address for that applicant listed.)

Number and street: Snohomish County Airport, Paine Field

Rural Route: P. O. Box:

<input type="checkbox"/>	CHECK HERE IF ADDRESS CHANGE	CITY Everett	STATE Washington	ZIP CODE 98204
--------------------------	------------------------------	-----------------	---------------------	-------------------

(No fee required for revised Certificate of Registration)

ATTENTION! Read the following statement before signing this application.
 A false or dishonest answer to any question in this application may be grounds for punishment by fine and/or imprisonment (U.S. Code, Title 18, Sec. 1001).

CERTIFICATION

I/WE CERTIFY that the above described aircraft (1) is owned by the undersigned applicant(s), who is/are citizen(s) of the United States as defined in Sec. 101(13) of the Federal Aviation Act of 1958; (2) is not registered under the laws of any foreign country; and (3) legal evidence of ownership is attached or has been filed with the Federal Aviation Administration.

NOTE: If executed for co-ownership all applicants must sign. Use reverse side if necessary.

EACH PART OF THIS APPLICATION MUST BE SIGNED BY:	SIGNATURE <i>Justin M. Smith</i>	TITLE President	DATE 12-27-74
	SIGNATURE <i>John M. Smith</i>	TITLE Secretary	DATE 12-27-74
	SIGNATURE	TITLE	DATE

NOTE: Pending receipt of the Certificate of Aircraft Registration, the aircraft may be operated for a period not in excess of 90 days, during which time the PINK copy of this application must be carried in the aircraft.

21 5 3 4 9 30005 0004

MICRO

5

OKLAHOMA CITY, OKLA.
JAN 21 10 58 AM '75
FAA AIRCRAFT REGISTRY
GONVEYANCE FILED WITH

148-400-101

CONDITIONAL SALES CONTRACT

4-1

THIS Conditional Sales Contract is entered into at

Kenmore *King* *Washington*
(City) (County) (State)

This *27th* day of *December*, 19 *74*, by and between the undersigned Seller and undersigned Buyer (jointly or severally if more than one).

Buyer buys from Seller and Seller sells Buyer the terms and conditions hereof the following aircraft:

Manufacturer	Model	FAA Reg. No.	Serial No.
Cessna	172	N-9919V	172-64555

together with all installed equipment and accessories and all future additions and replacements. In addition to manufacturer's standard equipment, the following optional equipment is presently installed: *Nav/Pak, 300 N/C (120), 300MB, 400 G/S, KN-60c DMF*

all of which are included in the term "aircraft" as used herein, the particulars of said sale being as herein set forth.

Buyer represents and agrees aircraft's use will be primarily business personal, and it will be permanently based at *Snohomish County Airport* airport *Everett, Washington* (City) (State)

Buyer agrees not to remove aircraft therefrom to another principal base without first securing the written consent of Seller. Buyer agrees to promptly and faithfully discharge and perform each agreement of the Buyer herein contained, made by or for the benefit of the Seller in connection with the indebtedness to secure which this instrument is executed, and the repayment of all sums expended or advanced by Seller for maintenance or preservation of the aircraft sold hereby or in enforcing Seller's rights hereunder.

BUYER AND SELLER UNDERSTAND AND AGREE THAT THE TERMS AND CONDITIONS ON THE REVERSE SIDE HEREOF ARE HEREBY INCORPORATED BY REFERENCE AND CONSTITUTE A PART OF THIS CONTRACT.

IN WITNESS WHEREOF, the parties hereunto have set their respective hands and seals as of the day and date first above written.

This contract is executed in quintuplicate originals.

BUYER HEREBY ACKNOWLEDGES RECEIPT OF AN EXECUTED COPY OF THIS CONDITIONAL SALES CONTRACT.

KENMORE AIR HARBOR, INC.
SELLER (If partnership, name all partners)

P. O. Box 64
(Business Address)
Kenmore, Washington 98028
(City) (State)

R.B. Munro President
(If Corporation, show title of officer signing;
if partnership, all general partners sign)
WITNES: *R.B. Munro*
(If Corporation, Secretary)

Individual
 Partnership
 Corporation
 Co-Owner
SELLER SIGN HERE BUYER SIGN HERE
(Type name of person signing beneath all signatures)
CORPORATE SEAL

Air Corporation Northwest

dba AIRCO NORTHWEST
BUYER (If partnership, name all partners)

Snohomish County Airport
(Business Address)
Paine Field
Everett, Washington 98021
(City) (State)

William M. Butts President
(If Corporation, show title of officer signing;
if partnership, all general partners sign)
WITNES: *William M. Butts*
(If Corporation, Secretary)

1. Cash Price (Incl. \$ S. Tax) \$ *23,515.95*

2. Cash Downpayment \$ *500.00*

Trade-In (net) \$ *n/a*

Total Downpayment \$ *500.00*

Description of Trade-In: Make *n/a*

Model *n/a* Year *n/a*

3. Unpaid Balance of Cash Price (1 minus 2) \$ *23,015.95*

4. (a) Aircraft Hull Insurance for a term of *n/a* years (1st annual premium) \$ *n/a*

(b) Aviation Liability Insurance for a term of *n/a* years (1st annual premium) \$ *n/a*

BUYER MAY CHOOSE PERSON THROUGH WHICH INSURANCE MAY BE PURCHASED, SUBJECT TO SELLER'S APPROVAL

Insurance to be procured by BUYER

LIABILITY INSURANCE COVERAGE FOR BODILY INJURY AND PROPERTY DAMAGE CAUSED TO OTHERS IS NOT INCLUDED IN THE ABOVE.

("X" out if Liability Ins. is included)

5. Unpaid Balance - Amount Financed (3+4a+4b) \$ *23,015.95*

6. FINANCE CHARGE \$ *6,002.45*
ANNUAL PERCENTAGE RATE *11.85* %

7. Total of Payments (5+6) \$ *29,018.40*

8. Deferred Payment Price (1+4a+4b+6) \$ *29,515.95*

Official fees of \$15.00 paid by Buyer not included above.

Buyer agrees to pay Seller according to terms of note of even date herewith and payable to order of Seller the "Total Payments" as follows:

No. of Payments	Amount of each Payment	Due
<i>48</i>	<i>\$604.55</i>	<i>January 27, 1975, and</i>

on the same day of each successive month thereafter, and

with charges on the principal part of each payment after maturity at the ANNUAL PERCENTAGE RATE indicated above until paid. If prepaid in full Buyer will be credited with a prepayment allowance computed under the "Sum of the Digits" method.

ASSIGNMENT A
TO: CESSNA FINANCE CORPORATION,
3900 E. MacArthur (P. O. Box 308), Wichita, Kansas 67201.
FOR VALUE RECEIVED, we hereby sell and assign to you, your successors and assigns, without recourse as to the Buyer's obligation of payment, all our right, title and interest in the foregoing Conditional Sales Contract (the "Contract") and the aircraft referred to therein, with the power, at your option, to take such action in our name or otherwise which you may deem necessary to collect and discharge the same. We warrant that: the Contract is genuine, legally valid and enforceable and is not and will not be subject to any defenses, set-off or counterclaims of Buyer against us; good title to the Contract is hereby conveyed; all statements of fact therein are true and we have no knowledge of any facts which impair the value of the Contract; all property described therein has been delivered in satisfactory condition and accepted by Buyer; no part of the down payment is owing and the trade-in shown was received for the allowance stated; there are no agreements relative to this purchase and sale except as contained in the Contract; we have clear title to the aircraft free and clear of all liens and encumbrances, except the Contract. All warranties are made to induce you to purchase the Contract and if there is a breach of any such warranties without regard to your or our knowledge or lack of knowledge with respect thereto or your reliance thereon, we will on demand repurchase the Contract from you for the balance then remaining unpaid. We agree that without notice to us, you may compromise or adjust any and all rights against, and grant extensions of time to, Buyer or any other person obligated on the Contract, or any document given in connection therewith, without notice to us or without affecting our obligations hereunder.

Dated this *27th* day of *December*, 19 *74*

KENMORE AIR HARBOR, INC.
ASSIGNOR (SELLER)
R.B. Munro President
(Type name of person signing beneath all signatures)

ASSIGNMENT B
TO: CESSNA FINANCE CORPORATION,
3900 E. MacArthur (P. O. Box 308), Wichita, Kansas 67201.
FOR VALUE RECEIVED, we hereby sell and assign to you, your successors and assigns, all our right, title and interest in the foregoing Conditional Sales Contract (the "Contract") and the aircraft referred to therein, with the power, at your option, to take such action in our name or otherwise which you may deem necessary to collect and discharge the same. We warrant that the legal us, free and clear of all liens and encumbrances, except the Contract. This assignment is made pursuant to a certain Retail Financing Agreement between us and is subject to the provisions thereof.

Dated this _____ day of _____, 19 _____

ASSIGNOR (SELLER)
By: _____
By: _____
(Type name of person signing beneath all signatures)

INSTRUCTIONS:
Sign all copies in ink. NO CARBON SIGNATURES. Fill in all spaces. Names, dates and signatures on this Contract must agree exactly with Note and Registration. Buyer must "X" business or personal usage, whichever is primary, and initial in margin. Seller must sign appropriate Assignment A, B or C (on back side). Be sure you have written evidence of full insurance coverage in Customer's name BEFORE delivery.

JAN 21 5 34 19 80007002A

TERMS AND CONDITIONS
[Attached to and part of Conditional Sales Contract]

Buyer hereby acknowledges delivery and acceptance of the aforesaid aircraft, and acknowledges that the same is in satisfactory condition, and that said delivery is subject to all the terms and conditions of this contract.

The Seller hereby declares and warrants to Buyer that he is the absolute owner of the legal title to the aircraft, and that the same is free and clear of all liens, encumbrances and adverse claims whatsoever. Title to the aircraft shall not pass to the Buyer by delivery, but shall remain in the Seller until such time as all payments hereunder have been made in cash and all other conditions fully performed, at which time the Seller agrees that absolute title to the aircraft shall pass to the Buyer. The aircraft shall at all times be at Buyer's risk of loss and any loss, injury, damage to or destruction of the aircraft shall not release Buyer from payment as herein provided. The Buyer shall not sell, assign, or transfer this contract or any part thereof, or sell, lease, mortgage or in any manner encumber all or any part of the aircraft or any interest of the Buyer therein, without first obtaining the written consent of Seller, and shall not suffer the aircraft in whole or in part to be attached or made subject to levy or sale.

Buyer agrees that the aircraft will be used and maintained at all times in accordance with all applicable laws, rules, regulations and ordinances and shall be used only in conformity with any contracts of insurance (or applications therefor) purchased in connection with this contract. The Buyer further agrees at his own expense to keep the aircraft in good repair and in an airworthy condition.

Buyer shall pay all taxes accruing upon the aircraft and arising out of the use thereof or upon this contract and shall keep the aircraft insured against all risks both in flight and on the ground, with breach of warranty and loss payable in favor of Seller, such insurance policies to be in form, manner and with companies acceptable to Seller. All policies of insurance shall be deposited with Seller. Seller and Buyer agree that the proceeds of any insurance shall be applied against the cost of repairing the aircraft and the balance, if any, shall at the option of Seller be applied against the unpaid balance and other sums due under this contract or be paid to Buyer. Should the aircraft be lost, destroyed or so badly damaged that it cannot be satisfactorily repaired, it is agreed that the proceeds of such insurance shall be applied against the unpaid balance and other sums due under this contract and the balance, if any, shall be paid to Buyer.

Buyer acknowledges that the insurance premiums financed as shown on the face hereof are subject to change by the insurance company and agrees to pay to the insurance company any additional premiums that may be required.

Buyer further agrees that if he fails to pay the taxes as aforesaid, or to purchase the insurance as above described upon demand, or fails to repair or pay for the repair of the aircraft, that in addition to the other remedies available to Seller, Seller can pay such taxes and purchase such insurance, or repair or pay for the repair of the aircraft, and the amount so paid shall be a lien on the aircraft and added to the amount of the obligation secured by these presents and shall be payable on demand with interest at the rate shown on the note secured hereby.

Buyer may retain possession of the aircraft, and at his own expense keep and use the same provided, however, that if default be made in any payment due under the note secured hereby at the time and in the manner therein provided, or if the aircraft shall be misused or abandoned, or if any breach be made of any obligation or promise of the Buyer herein contained or in the note secured hereby, or if the Buyer shall become insolvent, commit an act of bankruptcy, or if bankruptcy proceedings are begun by or against Buyer, or if a receiver is appointed for Buyer, or if for any reason Seller shall deem said aircraft or said debt unsafe or insecure, then in any of those events, Seller shall forthwith be entitled to possession of the aircraft and any and all principal amounts then remaining unpaid on the note secured hereby with FINANCE CHARGES and any interest accrued thereon and any other sums advanced under the terms of this contract without interest on said other sums at the rate set forth in said note shall at the option of the Seller become due and payable forthwith without demand or notice to Buyer and the unpaid principal amount of said note and other amounts secured hereby shall continue to accrue interest at the rate set forth in said note and Seller, its agents or attorneys, may at its option and it is hereby empowered to do so, without rescinding this contract, take possession of the aircraft without demand or notice to Buyer, demand and notice being expressly waived, and with or without a foreclosure action, and Buyer hereby agrees to deliver possession of the aircraft to Seller, without necessity of legal action to recover possession of the same, and Seller may retain all money paid thereon, not by way of a penalty but for liquidated damages or for rent, use and depreciation of the aircraft and it shall be lawful for the Seller, with the aid and assistance of any persons, without notice to Buyer, the same being expressly waived, to enter the premises where the aircraft is or may be found, without liability for trespass for so entering and to seize, remove the aircraft to any place it sees fit, sell and dispose of

the same at public or private sale, for credit or cash; for the account of Buyer, in such manner and at such time and place as Seller shall deem most advisable for the best interests of the parties, and authority is expressly given to Seller to bid at any such sale, for said sale to be held or made at any place within or without the county or state where this contract was executed or where the aircraft was at any time located and Buyer hereby waives any demand for performance or any notice of sale and the aircraft may be sold without being physically present at said sale. Buyer may redeem prior to sale only by tendering the full balance due under this contract and the note secured hereby. The proceeds of any such sale shall be applied first to the payment of all expenses incurred by the Seller in pursuing, taking possession of, keeping, removing and selling the aircraft, including a reasonable commission for selling the aircraft (which Seller is specifically authorized to pay) and the expenses of liquidating any liens or claims upon the aircraft, and all necessary expenses for repairs so that the aircraft may be sold to the best advantage, and all court costs, and attorneys' fees, if any are incurred (where allowed by statute, the highest rate allowable), then to the payment of all indebtedness owing by the Buyer to the Seller under the terms of this contract, and the note secured hereby, and the balance, if any, shall be paid to the Buyer. If for any cause the payments made by Buyer under this contract and the note secured hereby and the proceeds from any such sale shall fail to satisfy the amount due under this contract, and the note secured hereby, interest, costs and other charges as aforesaid, the Buyer hereby covenants and agrees to forthwith pay the deficiency, and the Seller is entitled to sue for any such deficiency in further consideration of the rent, use and depreciation of the aircraft, notwithstanding Seller's exercise of its option to repossess and sell the aircraft as aforesaid. Buyer hereby waives all claims, damages and demands against the Seller arising out of the repossession, retention, reparation and sale as aforesaid.

Time is of the essence of this contract. The acceptance of any payment after Buyer's default or of any overdue payment or the granting of any renewals or extensions, or the retaking and redelivery to the Buyer, shall not operate as a waiver of any rights of the Seller hereunder, and Seller shall be entitled to declare a forfeiture. The acceptance of any payment when past due, shall not relieve Buyer of his obligation to make subsequent payments when due.

The Seller shall have the right to enforce any one or more remedies hereunder, either successively or concurrently, and such action shall not operate to bar or estop the Seller from pursuing any other remedies that the Seller may have hereunder, or otherwise, and any repossession or retaking of all or any part of the aircraft, whether temporary or otherwise, or any sale thereof, pursuant to the terms hereof, shall not operate to release or discharge the Buyer until full payment in cash shall have been made as herein agreed. Any part of this contract contrary to any applicable law shall not invalidate other parts of this contract, and shall be deemed modified to conform to any such law or laws.

Any notice given under this contract or pursuant hereunder may be mailed to Buyer at the above address by United States Mail, postage prepaid, and the same shall be due notice to the Buyer, irrespective of any change of address or place of residence of said Buyer.

The Buyer assumes all responsibility and all liability arising from the use of the aircraft, either for negligence or otherwise, by whomsoever used or operated, and will indemnify and save harmless the Seller from any and all loss or damage to persons or property caused by the aircraft, or by the use and operation thereof, and the confiscation or seizure of all or any part of the aircraft by any public authority shall not release the Buyer from any obligation under the note secured hereby or this contract.

THERE ARE NO WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE OR OTHERWISE WHICH EXTEND BEYOND THOSE ON THE FACE HEREOF APPLICABLE TO THE AIRCRAFT, EXCEPT THE MANUFACTURERS' EXPRESS WARRANTIES, IF ANY, WHICH ARE THEIRS EXCLUSIVELY AND NOT SELLER'S.

This contract may be assigned by the Seller and, if so assigned, the assignee shall have and be entitled to exercise any and all rights and powers of the Seller hereunder and all obligations and duties of the Buyer to or for the Seller shall be obligations and duties to or for such assignee and when so assigned the contract shall be free from any claims whatsoever which Buyer may have against Seller. All payments or other moneys due hereunder and under the note secured hereby shall be paid by Buyer to such assignee without recoupment, set-off or counterclaim, either in law or in equity.

All of the terms and conditions of this contract shall apply to and be binding upon Buyer, his heirs, representatives, successors and assigns, and shall inure to the benefit of the Seller, his heirs, representatives, successors and assigns.

Seller agrees that the note secured hereby may be detached.

ASSIGNMENT C

TO: CESSNA FINANCE CORPORATION ("CFC"), 3900 E. MacArthur (P. O. Box 388), Wichita, Kansas 67201.
FOR VALUE RECEIVED, we hereby sell and assign to you, your successors and assigns, all our right, title and interest in the foregoing Conditional Sales Contract (the "Contract") and the aircraft referred to therein, with the power, at your option, to take such action in our name or otherwise which you may deem necessary to collect and discharge the same. We warrant that the legal title to the aforesaid aircraft was at the time of the sale and now is vested in us, free and clear of all liens and encumbrances, except the Contract.
In further consideration of the value received, the undersigned, jointly and severally, guarantee payment of the Contract according to its terms, accepting and agreeing to all of its provisions and waive notice of acceptance of this guaranty. We agree that our liability hereunder shall not be in any wise affected by extension or extensions of the term of the Contract or any installment or part thereof without notice to us and we waive notice thereof. We severally agree that in case of non-payment of the Contract or any installment thereunder when due or any other default thereunder, suit may be brought by CFC, its successors and assigns, against any one or more of us at its or their option whether such suit has been commenced against the Buyer(s) or not, and that in any such suit by CFC, its successors and assigns, the Buyer(s) may or may not be joined with any one or more of us, at its or their option. CFC, its successors and assigns, shall in no event be required to repossess or deliver the above-described aircraft to the undersigned, nor to proceed against or exhaust any security for the payment of the Contract, but may at its option proceed against the undersigned or any or all of the undersigned immediately or exhaust any security for the payment thereof upon a default under the Contract in payment or otherwise. This Assignment is subject to the provisions of a certain Retail Financing Agreement between the undersigned and CFC but in the event of any conflict between the terms of said Agreement and the terms of this Assignment the terms of this Assignment shall control.

Dated this 21 day of JAN 19 1982 at _____ (City) _____ (County) _____ (State)

CORPORATE SEAL

(If Corporation, so indicate; if partnership, so indicate the names of partners)

ASSIGNOR (SELLER)

ATTEST:

(If Corporation, Secretary)

(If Corporation, show title of officer signing; if partnership, all partners sign)

By: _____ I.S.

(Type name of person signing beneath all signatures) _____ I.S.

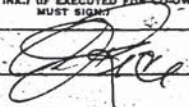
3-1

AIRCRAFT BILL OF SALE		<small>Do not write in this block - for FAA use only.</small>	
For and in consideration of \$10.00 and other considerations the undersigned owner(s) of the full legal and beneficial title of the aircraft described as follows: AIRCRAFT MAKE AND MODEL CESSNA Skyhawk II		MICROFILM CODE 1C JAN 29 2 27 PM '75 FEDERAL AVIATION ADMINISTRATION CONVEYANCE RECORDED 696335	
MANUFACTURER'S SERIAL NUMBER	NATIONALITY AND REGISTRATION MARKS		
172 64555	U.S. N9919V		
does this 27 day of Dec 1974, hereby sell, grant, transfer and deliver all rights, title, and interests in and to such aircraft unto:			
PURCHASER	NAME AND ADDRESS <small>(If individual, give last name, first name, and middle initial)</small> Kenmore Air Harbor, Inc. P. O. Box 64 Kenmore, Washington 98028		

and to its executors, administrators, and assigns to have and to hold singularly the said aircraft forever, and certifies that same is not subject to any mortgage or other encumbrance except:

TYPE OF ENCUMBRANCE	AMOUNT	DATED
IN FAVOR OF		

in testimony whereof we have set our hand and seal this _____ day of _____ 19____

SELLER	NAME(S) <small>(TYPED OR PRINTED)</small>	SIGNATURE(S) <small>(IN INK.) (IF EXECUTED FOR CO-OWNERSHIP, ALL MUST SIGN)</small>	TITLE <small>(IF SIGNED FOR A CORPORATION, PARTNERSHIP, OWNER, OR AGENT.)</small>
		SKYWAYS, INC.	

ACKNOWLEDGMENT (Not required for purposes of FAA recording; however, may be required by local law for validity of the instrument.)

(SEAL) State of _____ On this _____ day of _____ 19____
 before me personally appeared the above named seller, to me known to be the person described in and who executed the foregoing bill of sale, and acknowledged that he executed the same as his free act and deed, and, if said bill of sale be that of a corporation swore that he was duly authorized to execute the same. Given under my hand and official seal the day and year written above.

MY COMMISSION EXPIRES _____ NOTARY PUBLIC _____

3
MICRO

CONVEYANCE FILED WITH
FAA AIRCRAFT REGISTRY
JAN 21 10 58 AM '75
OKLAHOMA CITY, OKLA.

NOTE AND CHATTEL MORTGAGE
(Security Agreement)

S 6 7 4 4 7

Principal \$ 21,177.70

SEE RECORDED
CONVEYANCE
NUMBER T-63744

No. 205668
CONVEYANCE
RE December 19, 19 74

JAN 15 1 54 PM '75

FOR VALUE RECEIVED, the undersigned Borrower (if more than one, such term when used herein shall refer to them individually and collectively) promises to pay to the order of CESSNA FINANCE CORPORATION ("CFC", 14001 S. Lawrence Road, Wichita, Kansas, 67201, (P. O. Box 308) the principal sum of \$ 21,177.70 plus interest at the rate of Ten & one half percent (10.50%) per annum, on the unpaid portion of the principal, payable as follows: Interest payable on the last day of each month and five percent (5%) of the original principal on September 19, 1975, and five percent (5%) of the original principal on the same day of each successive third (3rd) month thereafter until paid in full. When not in default of payment hereunder, if Borrower prepays principal in full within forty-five (45) days of the date hereof, interest will be at the rate of Nine & one half percent (9.50%) per annum from said date to the date of payment or if Borrower prepays after forty-five (45) days from the date hereof but within ninety (90) days of said date, interest will be at the rate of Ten percent (10.00%) per annum from the date hereof to the date of payment.

Unless otherwise agreed to in writing by CFC, it is understood that in the event the Borrower sells or otherwise disposes of the aircraft described herein, which disposition shall only be on the conditions hereinafter set forth, the principal balance with accrued interest at the rate described above shall be due immediately and forwarded to CFC, so as to be received not later than three (3) days after the date of such disposition.

If any installment due hereunder is not paid by the due date, then the whole principal sum unpaid shall continue to accrue interest from said date at the rate first described above until such installment or installments are paid. Failure to pay any installment when due shall, at the election of CFC, without demand or notice of any kind, accelerate maturity of the whole amount of the principal unpaid; and the unpaid principal shall be immediately due and payable with accrued interest at the rate first described above and shall continue to accrue interest at said rate until paid.

BORROWER, ENDORSERS AND GUARANTORS severally waive demand, presentment for payment, notice of dishonor or non-payment, protest, notice of protest and all other notices whatsoever.

To secure the payment of this Note and all other sums and obligations of the Borrower hereunder, the Borrower mortgages to CFC and hereby grants to CFC a security interest in the following described aircraft together with all equipment and accessories now attached thereto used in connection therewith and all future additions or replacements made to or upon said aircraft (the "Aircraft") and all proceeds thereof, if any:

Year	Make	Model	FAA Registration	Serial No.
1975	Cessna	172M	N9919V	17264555

Optional equipment now installed:

As per factory invoice copy of which will be furnished by mortgagee upon request of any interested party.

Aircraft base:
Portland-Troutdale Troutdale Oregon
Airport City State

BORROWER AND CFC UNDERSTAND AND AGREE THAT THE TERMS, CONDITIONS AND AGREEMENTS ON THE REVERSE SIDE HEREOF ARE HEREBY INCORPORATED BY REFERENCE AND CONSTITUTE A PART OF THIS AGREEMENT.

EXECUTED as of the date first above set forth, in triplicate originals, one of said originals being delivered to Borrower, the receipt of which is hereby acknowledged.

CESSNA FINANCE CORPORATION

BY: [Signature] Ass't.-Sec.
(Signature) (Title)

Skyways, Inc.
(Borrower)

Portland-Troutdale Airport
(Street Address)

Troutdale, Oregon 97060
(City) (State) (Zip Code)

INSTRUCTIONS
Sign all copies in ink - NO CARBON SIGNATURES. Borrower's signatures on this Mortgage MUST agree exactly with the aircraft registration. Instruct insurance underwriter to give prompt notice of full hull and breach of warranty coverages.

Cessna Finance Corporation-Attorney in Fact

BY: [Signature] Ass't.-Sec.
(Signature) (Title)

JAN 18 10 00 05 008A

FAA 782

TERMS, CONDITIONS AND AGREEMENTS

The Aircraft is hereby mortgaged to CFC for the purpose of securing in the order named:
First: The payment of all indebtedness evidenced by and according to the terms of the Note and all renewals and extensions thereof;
Second: The prompt and faithful discharge and performance of each agreement of the Borrower herein contained made with or for the benefit of CFC in connection with the indebtedness to secure which the mortgage and security interest has been made and granted to CFC, and the repayment of all sums expended or advanced by CFC for the maintenance or preservation of the Aircraft or in enforcing its rights hereunder.

Borrower hereby declares and warrants to CFC that Borrower is the absolute owner of the legal and beneficial title to the Aircraft and is in possession thereof, and that the same is free and clear of all liens, encumbrances and adverse claims of whatsoever kind or nature.

Any extensions, endorsements or assignments of this Note and Chattel Mortgage by CFC shall not waive any provision hereof. The Aircraft shall at all times be at Borrower's risk, and any loss, injury, damage to or destruction of the Aircraft shall not release Borrower's obligations under this Note and Chattel Mortgage. As long as this Note and Chattel Mortgage is in effect, Borrower agrees not to dispose of said Aircraft or any interest therein, whether by sale, lease or otherwise, without the prior written consent of CFC, that Borrower will not encumber or permit said Aircraft to be encumbered with any other lien or security interest, will comply with and not use the Aircraft in violation of any laws and regulations of the United States, the several states or municipalities thereof or any foreign jurisdiction applicable to said Aircraft and the insurance policies covering said Aircraft and will at all times keep CFC informed of the whereabouts of said Aircraft. In the event of sale of the Aircraft, which shall only be with CFC's prior written consent as above set forth, Borrower will forthwith pay to CFC all sums due under this Note and Chattel Mortgage and until so paid such portion of the selling price shall be held by Borrower in trust for CFC and Borrower shall not commingle said funds with any other funds, or use said funds for any purpose or exercise any dominion over said funds except as trustee for CFC. Borrower further agrees to furnish CFC such reports concerning the Aircraft as CFC may require.

Borrower agrees to pay all taxes accruing upon the Aircraft and arising out of the use thereof or upon this Mortgage, Note or debt, keep said Aircraft in good repair and in an airworthy condition at Borrower's expense, and keep the Aircraft insured against fire, theft and against all damage while in flight or on the ground, all such insurance to be in form, manner, amount and type required by and satisfactory to CFC. CFC shall have the right at its option to pay for insurance, taxes and for any necessary repairs to the Aircraft if Borrower shall fail to do so, and the amount so paid and any other sums paid by CFC and chargeable to Borrower hereunder shall be an additional lien on and security interest in the Aircraft and added to the amounts secured by these presents, and payable upon demand with interest at the highest contractual rate permitted by law. Any sums which might at any time be in the possession of CFC which might be due to Borrower shall be held without any interest accruing thereupon.

Borrower agrees upon demand of CFC to furnish CFC evidence satisfactory to CFC that the Federal Aviation Administration records show the Aircraft to be registered in the name of Borrower and that title is free of all security interests, liens and encumbrances, except this Note and Chattel Mortgage, and Borrower agrees at Borrower's expense to take such steps as may be necessary to cause any other security interests, liens or encumbrances, if any, to be removed so that the Federal Aviation Administration records show title of Borrower to be free and clear of all security interests, liens and encumbrances except this Note and Chattel Mortgage.

It is hereby agreed that if default be made in the payment of any part of the principal and interest on the Note, at the times and in the manner specified, or if any breach be made of any obligation or promise of the Borrower, herein contained or hereby secured, or if Borrower shall become insolvent, commit an act of bankruptcy, or if bankruptcy proceedings are begun by or against Borrower, or if a receiver is appointed for Borrower, or if for any reason CFC shall deem itself insecure, then in any of those events, CFC shall forthwith be entitled to possession of the Aircraft and the whole principal sum unpaid under the Note and secured hereby, with interest accrued thereon and any sums advanced under the terms of this Note and Chattel Mortgage shall become due and payable forthwith without demand or notice to Borrower, and CFC may at its option and it is hereby empowered to do so, without rescinding this Note and Chattel Mortgage, take possession of the said Aircraft without demand or notice to Borrower, demand and notice being expressly waived, and with or without a foreclosure action, and Borrower hereby agrees to deliver possession of said Aircraft to CFC, without necessity of legal action to recover possession, and CFC may retain all money paid thereon, not by way of penalty, but for liquidated damages or for rent, use and depreciation of the Aircraft and it shall be lawful for CFC, with the aid and assistance of any persons, without notice to Borrower, the same being expressly waived, to enter the premises where the Aircraft is or may be found, without liability for trespass for so entering and to seize, remove the Aircraft to any place it sees fit, sell and dispose of the same at public or private sale, for credit or cash, for the account of Borrower, in such manner and at such time and place as CFC shall deem most advisable for the best interests of the parties, and authority is expressly given to CFC to bid at any such sale, for said sale to be held or made at any place within or without the county or state where this Note and Chattel Mortgage was executed or where the Aircraft was at any time located and Borrower hereby waives any demand for performance or any notice of sale or any other notice whatsoever, and the Aircraft may be sold without being physically present at said sale. CFC is expressly given the right to execute and deliver to the purchaser at any such sale, such instruments as may be required by law to transfer title to the Aircraft to said purchaser. The proceeds of any such sale shall be applied first to the payment of all expenses incurred by CFC in pursuing, taking possession of, keeping, removing and selling said Aircraft, including a reasonable commission for selling said Aircraft, and the expenses of liquidating any liens or claims upon said Aircraft, and all necessary expenses made for repairs so that said Aircraft may be sold to the best advantage and all court costs and attorneys' fees, if any, are incurred, then to payment of indebtedness owing by Borrower to CFC under the terms of this Note and Chattel Mortgage, and the balance, if any shall be paid to Borrower. If for any cause the said Aircraft shall fail to satisfy the amount due under this Note and Chattel Mortgage, interest, costs, attorneys' fees, and other charges as aforesaid, the Borrower hereby covenants and agrees to forthwith pay the deficiency, and CFC is entitled to sue for any such deficiency in further consideration of the rent, use and depreciation of the Aircraft, notwithstanding CFC's exercise of its option to repossess and sell the Aircraft as aforesaid, and in case of suit to recover all costs and attorneys' fees. Borrower hereby waives all claims, damages, and demands against CFC arising out of the repossession, retention, reparation and sale as aforesaid.

Time is of the essence of this Note and Chattel Mortgage. The acceptance of any payment after Borrower's default, or any overdue payment, or the granting of any renewals or extensions, or the retaking and redelivery to Borrower, shall not operate as a waiver of any rights of CFC hereunder, and CFC shall be entitled to declare a forfeiture. The acceptance of part of the indebtedness owing from the Borrower to CFC hereunder when past due, shall not relieve Borrower of the obligation to make subsequent payments when due.

CFC shall have the right to enforce any one or more remedies hereunder, either successively or concurrently, and such action shall not operate to bar or estop CFC from pursuing any other remedies that CFC may have hereunder, or otherwise, and any repossession or retaking of all or any part of the Aircraft, whether temporary or otherwise, or any sale thereof pursuant to the terms hereof, shall not operate to release or discharge Borrower until payment of the indebtedness hereby secured shall have been made in cash as herein agreed.

Any notice not hereinbefore waived may be mailed to the Borrower at the above address by United States Mail postage prepaid, and the same shall be due notice to the Borrower irrespective of any change of business address or place of residence of Borrower.

This Note and Chattel Mortgage constitute the entire and exclusive agreement between the parties hereto with respect to the Aircraft, and no waiver or change in the terms of this Note and Chattel Mortgage shall be binding upon CFC unless evidenced in writing hereon and signed by CFC. No warranties, representations, promises or statements shall be binding upon CFC unless written hereon and signed by CFC.

As this Note and Chattel Mortgage is given in connection with a loan and mortgage secured by a civil aircraft of the United States, which may from time to time be removed from place to place in the United States, it is agreed that the construction, interpretation and validity of this Note and Chattel Mortgage shall be determined and be in accordance with the laws of the State of Kansas, the same as if the Note and Chattel Mortgage were between two parties who are residents of the State of Kansas and whose chief places of business are in the State of Kansas.

All terms, provisions, conditions and agreements herein contained shall be binding upon and shall inure to the benefit of the respective heirs, representatives, successors and assigns of the Borrower and CFC.

OKLAHOMA CITY, OKLA.
JAN 9 8 42 AM '75
FAA AIRCRAFT REGISTRY
CONVEYANCE FILED WITH

11-10-81 609029034

1-1

AIRCRAFT BILL OF SALE

S 66852
 Do not write in this block
 for FAA use only.

For and in consideration of \$1.00 and other valuable consideration the undersigned owner of the full legal and beneficial title of the aircraft described as follows:

Aircraft Make and Model

CESSNA 172M

Manufacturer's Serial Number

17264555

Nationality and Registration Marks

US N9919V

does this 19th day of December 19 74, hereby sell, grant, transfer and deliver all rights, title and interests in and to such aircraft unto:

NAME AND ADDRESS

SKYWAYS INC
 PORTLAND-TROUTDALE AIRPORT
 TROUTDALE OREGON 97060

PURCHASER

DEALER

CONVEYANCE
 RECORDED

JAN 7 9 54 AM '75

FEDERAL AVIATION
 ADMINISTRATION

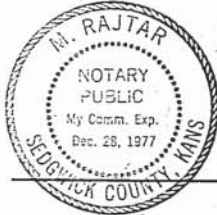
and to its executors, administrators, and assigns to have and to hold singularly the said aircraft forever, and warrants the title thereof.

in testimony whereof we have set our hand and seal this 19th day of December 19 74

	NAME	SIGNATURE	TITLE
SELLER	THE CESSNA AIRCRAFT COMPANY	<i>RD Moneyhun</i>	RD Moneyhun, Manager Customer Accounting

ACKNOWLEDGMENT

(Seal)



On this 19th day of December 1974, before me personally appeared the above named seller, to me to be known to be the person described and who executed the foregoing bill of sale, and acknowledged that he executed the same as his free act and deed, and, if said bill of sale be that of a corporation swore that he was duly authorized to execute the same. Given under my hand and official seal the day and year written above.

M. Rajtar
 Notary Public

State of Kansas County of Sedgwick

MICRO

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SERIALIZED FILED
NOV 23 1981
FBI - MEMPHIS

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NOV 23 1981
FBI - MEMPHIS



CONVEYANCE FILED WITH
FAA AIRCRAFT REGISTRY
DEC 26 1 42 PM '74
OKLAHOMA CITY, OKLA.

I, Christopher Mazurkiewicz certify that this is a true and complete copy, scan or duplicate of: The Airframe Maintenance Log Books for N9919V, submitted by Dean Herbert Sawyer and received by Inspector Darren Vaughn on August 28, 2019.

Signature: CHRISTOPHER L  Digitally signed by
CHRISTOPHER L MAZURKIEWICZ
MAZURKIEWICZ Date: 2019.09.27 13:45:31 -07'00'

Office: NM09



AIRCRAFT LOG AND MAINTENANCE RECORD

Record of Cessna 172M 172L4555 N9919V
Make Model Serial Certificate

With Engine Sycamore 0-330-EGD 8-46589-27A
Make Model Serial

From _____ 19____ to _____ 19____

Detailing Time From _____ Hours To _____ Hours

Owner _____

Address _____

AIRCRAFT LOG

ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT	
HOURS	10THS		
2	5	<i>R.P. Selenke</i>	

DATE	VOH Receiver operation checked in accordance with FAR 91.25		
	VOH 1	VOH 2	Signature
10-11-71	OK	OK	<i>R.P. Selenke</i>

REMARKS
 Enter here general data with reference to "Logs" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Structural Changes and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.

I have inspected this aircraft and found it complies with the requirements of FAR 21.183. All mandatory changes have been completed with. The static pressure system and sensitive altimeter instrument 12-30-71 and found to comply with FAR 91.170 to an altitude of 22 thousand feet. Standard Certificate of Airworthiness dated 12-30-71 was issued by me *L.P. Selenke* Executive Engineer
 Cessna Aircraft Co., Pawnee Div.
 Delegation of Inspection Authority, CE-1,
 By *L.P. Selenke*
 L. P. Selenke

AIRCRAFT LOG

REMARKS

VOH Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Time	Hearing error	Place	Signature		
4-2	Test 1	Test 2	Time	2015	<p>Enter here general data with reference to "Time" and "Periodic" inspections - Ricing Changes - Alterations - Repairs - Service Entries - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THE LOG BOOK". ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.</p> <p>100 hr inspection was performed by [Signature] and is in accordance with FAR 91.409. All control cables checked and in good condition. Landing gear service and inspection performed by [Signature].</p> <p>APR 15 2015</p>

the static pressure
checked every two (2)
aircraft is to be op-
this test was per-
cause these tests are
1, this date may be a
our Airworthiness
you retest and inspect
ual Inspection.
established whereby
with an Annual
Services Department
Aircraft Company

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
1-5 76	Norman	Service	6 hr	1 hr 15 min	0	ESQ. 2 hrs	
	inspected	APR control	control & nose wheel	STRUTS.	0	checked by TAD	
	THIS AIRCRAFT	ASSEMBLED	with	ANNUL	1 hr 15 min	inspected in	
						check from.	
2/11/76	Tempe	RT 359A	checked and	met	FAA 9/1/77		
	FAA 9/3	Apr F	Macdonald				
2-23-76	AD-75-08-09	Yeoman	checked with	the	changed at		
	Army Div	COPI	2545 FT	2545	1006		

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

Date	VOR Receiver operation checked in accordance with FAA 91.25			DATE
	Bearing error	Place	Signature	
3-15	700	359.5 hrs.		76
6-1				

Enter and c ALL

ACCUMULATED TOTAL FLYING TIME HOURS	SIGNATURE OF PILOT
289.2	289.2 hrs
	Cables Lubbed
	check for TB's
	check inspection
	check condition
	Approved AT 1658768
	FAA 91177
	check changed oil
	check 351.6 hrs

AIRCRAFT LOG

Date	VOR Receiver operation checked in accordance with FAR 91.25			REMARKS
	Hearing error VOR 1	Place	Signature	
7/26				Normal service inspection. Checked all controls & control cables. Checked master start. Checked that this aircraft has been inspected in accordance with 100 hr inspection. Approved AT 1658768
7/26				Normal service inspection. Checked that this aircraft has been inspected in accordance with 100 hr inspection. Approved AT 1658768

Enter here general data with reference to "Time" and "Periodic" inspections - Ruling Changes - Alterations - Repairs - Service Letters and Directives in pamphlet or engine - as outlined in the front of this book. "INSTRUCTIONS FOR USE OF 1100 1001 0000". All entries must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
8-26	TACT	590.8	Normal	2.2			inspecting
18-76			I seat 4 by 7th row inspected in accordance with condition				since with a
			idea an inspection condition				in a manner by
8-27	TACT	689.8	Normal	2.2			APR 15 8968
			Normal service of inspection				Service and battery
			checked controls, T				AT this aircraft has
			been inspected in accordance with condition				been inspected in accordance with condition
			inspected and is in an acceptable condition.				inspected and is in an acceptable condition.
			Philip Dite				APR 20 8983

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

VOR Receiver operation checked in accordance with FAR 91.25				DATE
Date	Bearing error	Place	Signature	
12-11		TACT	790.8	18-76
12-11		TACT	790.8	
12-11		TACT	790.8	
12-11		TACT	790.8	

ACCUMULATED TOTAL FLYING TIME

HOURS	IOYHS	SIGNATURE OF PILOT
22	19	3/20/84
17	14	THS Aircraft Has
04	01	in accordance with a
		Review by
		1/15/84
		Head Aug 15 1984
		Goodman Service below
		State of this aircraft has
		compliance with a 1152 hrs. see
		in accordance with
		12/23/83

AIRCRAFT LOG

VOH Receiver operation checked in accordance with FAR 91.25	Hearing error	Place	Signature	DATE	REMARKS
	VOE 1			19 74	
					Normal service of inspections inspected and checked personnel of cockpit. I certify that this airplane has been inspected in accordance with a 100 hour inspection and is in air worthy condition. D. J. D. Smith 11/15/84
					Head of engine for 100 hr checked 11/15/84 D. J. D. Smith 11/15/84
					I certify that the altimeter and static system tests required by FAR Part 91.170 have been performed. The altimeter was tested to 44,444 feet on 12-23-83 # 2101
					Date of Alt. Test 12-23-83 Date of Static Test 12-23-83
					Signed <u>D. J. D. Smith</u> Cert. No. <u>2101</u>
					Paine Field Instruments
					FAA - NO. 415-16

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
1-7-77							
2-1-77	Tech		Normal Service				
			Checked				
			checked cables checked				
			inspect in accordance				
			inspected and is in				
1-16-77	Tech		Normal Service				
			Checked				
			checked battery cables				
			checked control cables				
			check that this aircraft				
			inspection and is in				

DATE	VOIR Receiver operation checked in accordance with FAR 91.25			DATE
	Bearing error	Phase	Signature	
1-30-77				1-30-77
1-21-77				1-21-77
1-16-77				1-16-77

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

CUMULATED TOTAL FLYING TIME HOURS	SIGNATURE OF PILOT
Inspector	Confidential
211	Confidential
Airframe	Airframe has been
with	with Andy of
Aircraft	Authority Conf. to fly.
Inspector	Inspector P. HAYES
INSPECTION	
LES INSPECTION	ALL
LUNN AIRFRAME	
FAIRWAYS BEEN	
WITH	100 Hour
INSPECTION	
INSPECTION	
	TALIS

DATE	VOR Inspection operation checked in accordance with FAR 91.25		
	Wingman	Place	Signature
19 77	7001 1091		

AIRCRAFT LOG

REMARKS	
<p>Enter here general data with reference to "Time" and "Period" inspections - Rating Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - an outlined in the front of this book. "INSPECTIONS FOR THE OF THE PART 135/137/138". ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.</p>	
<p>Normal Service and Inspection Checked Books BATTERY AIRFRAME AND OUTSIDE PARTS LUBRICATION HAS BEEN INSPECTED AND IS IN AN AIRFRAME HAS BEEN INSPECTED AND IS IN AN INSPECTION</p>	
<p>Inspector P. Hayes</p>	
<p>TALIS</p>	

AIRCRAFT LOG

1982

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME HOURS	SIGNATURE OF PILOT
8-8	TRNH	1292:00	NORMAL SERVICE AND INSPECTED COULD BE REPAIRABLES WHEN AIRCRAFT WAS BEING INSPECTED IN RECORD ARE WITH A 100 HOUR INSPECTION ALLOWING DEN	1:00	15:00	INSPECTOR
8-29	TRNH	1391.7	NORMAL SERVICE AND INSPECTED COULD BE REPAIRABLES WHEN AIRCRAFT WAS BEING INSPECTED IN RECORD ARE WITH A 100 HOUR INSPECTION ALLOWING DEN	1:00	15:00	INSPECTOR

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

DATE	VOE 1	VOE 2	Signature	DATE
8-8				
8-29				

VOE Receiver operation checked in accordance with FAR 91.25

End of Log

CUMULATED TOTAL FLYING TIME	SIGNATURE OF PILOT
	INSPECTOR
	CELESTIAL
	LECTURE
	BY THE BIRD
	AND BIRD WITH A
	AND BIRD IS IN THE
	AND BIRD
	AND BIRD
	AND BIRD
	AND BIRD
	AND BIRD
	AND BIRD
	AND BIRD
	AND BIRD

VOH Recurrence operation checked In accordance with FAR 91.25			DATE	REMARKS
VOH 1	VOH 2	PILOT		
			19 17	NORMAL SERVICE AND INSPECTION CHECKED BATTERY ARE GOOD BY CAPTES AND COURTESY FOR BIRD AIRCRAFT CHECKED LAWRENCE CAPTES AND CAPTES. LECTURE THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AIRCRAFT INSPECTION AND IS IN FULLY SUITABLE CONDITION CAPTES 1058968
			19 18	Normal Service and Inspection Checks AND CAPTES BATTERY IS GOOD INSPECTION LAWRENCE CAPTES AND CAPTES LECTURE THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AIRCRAFT INSPECTION AND IS IN FULLY SUITABLE CONDITION CAPTES 1058968

AIRCRAFT LOG

REMARKS
Enter here general data with reference to "Ins" and "Periodic" inspections - Flight Changes - Alterations - Repairs - Service Letters -
and changes in propeller or engine - as outlined in the front of this book, under the heading "INSTRUCTIONS FOR USE OF THIS LOG BOOK."
ALL DATA must bear the endorsement of a certificated mechanic, and the rating and certificate number must be shown.

CAPTES
1058968

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 29							
I certify that the altimeter and static system tests required by FAR Part 91.170 have been performed. The altimeter was tested to 29.92 in. Hg. on 1-11-79. W.D. H. 2606 Date of Alt. Test: 1-11-79. Date of Static Test: 1-11-79 Signed: <i>W.D. H.</i> Certificate No. 260630 Private Pilot Instruments FAA-NO 415-16							
8-23	MAST 19910	Norman Service and Inspection	INSPECTION				<i>W.D. H.</i>
	CHICKED	BATTERIES	LANDING				<i>W.D. H.</i>
	RELIABLE	BATTERIES	CHICKED				<i>W.D. H.</i>
	START	CREW	START				<i>W.D. H.</i>
	INSPECTION	INSPECTION	INSPECTION				<i>W.D. H.</i>
	INSPECTION	INSPECTION	INSPECTION				<i>W.D. H.</i>

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

Date	VOR Receiver operation checked in accordance with FAR 91.43			Signature
	Bearing error	Place	Signature	
8-24				<i>W.D. H.</i>
				<i>W.D. H.</i>
				<i>W.D. H.</i>

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 8/0	TREH 1736	North	SEARCH	1:15	1	15	USPST 1736
18	THREKED	CONTROL	SEARCH	1:15	1	15	SEARCH 1736
	THREKED	CONTROL	SEARCH	1:15	1	15	SEARCH 1736
	THREKED	CONTROL	SEARCH	1:15	1	15	SEARCH 1736
	THREKED	CONTROL	SEARCH	1:15	1	15	SEARCH 1736
	THREKED	CONTROL	SEARCH	1:15	1	15	SEARCH 1736
	THREKED	CONTROL	SEARCH	1:15	1	15	SEARCH 1736
	THREKED	CONTROL	SEARCH	1:15	1	15	SEARCH 1736
	THREKED	CONTROL	SEARCH	1:15	1	15	SEARCH 1736
	THREKED	CONTROL	SEARCH	1:15	1	15	SEARCH 1736
	THREKED	CONTROL	SEARCH	1:15	1	15	SEARCH 1736

Transponder Manu. ABC Type RT 3574
Checked and found to meet FAR 91.171.
FAK 43 Approved
Aircraft Reg. No. 24539
FAK 43 Approved
Date 8/2/80

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

VOR Receiver operation checked in accordance with FAR 91.25			
Date	Bearing error	Place	Signature
8/0	1:15	SEARCH	SEARCH 1736

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
1/15/51	MFG DESS 2119	MODEL RT3551A					
	<p>S/N 8119</p> <p>THE INSTRUMENTS DESCRIBED ABOVE WERE INSPECTED IN THE LABORATORY OF THE NATIONAL BUREAU OF STANDARDS AND FOUND TO BE IN ACCORDANCE WITH THE REQUIREMENTS OF FAR 91.117, AND IS APPROVED FOR USE FOR THE PURPOSES OF THE TESTS AND OPERATIONS DESCRIBED ABOVE.</p> <p>10-13-50</p> <p>1/15/51</p> <p>THE ALTIMETER AND STATIC SYSTEM HAS BEEN TESTED PER FAR 91 APPENDIX A AND FOUND TO BE IN ACCORDANCE WITH THE REQUIREMENTS OF FAR 91.117.</p> <p>ALTIMETER TESTED BY: [Signature]</p> <p>SIG: [Signature]</p>						
1/15/51	Wash DC	Wash DC	Wash DC				
1/15/51	Wash DC	Wash DC	Wash DC				

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

AIRCRAFT LOG

VOI Receiver operation checked in accordance with FAR 91.25			
Date	Heading error	Place	Signature
1/15/51			[Signature]
1/15/51			[Signature]
1/15/51			[Signature]

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
18 01							
01	PHAS 1	total time 1551.5	Completion of...				
01/13	Departure	arrival					

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

VOH Inspector operation checked
in accordance with FAR 91.25

Date	Location of flight	Signature
01/18		

AIRCRAFT LOG

	You have your operation checked in accordance with FAR 91.25	DATE	REMARKS
Date	Heading error VOH 1 VOH 2	Place	Signature
1/18		TOL	TOL
1/19		TOL	TOL
1/20		TOL	TOL
1/21		TOL	TOL
1/22		TOL	TOL
1/23		TOL	TOL
1/24		TOL	TOL
1/25		TOL	TOL
1/26		TOL	TOL
1/27		TOL	TOL
1/28		TOL	TOL
1/29		TOL	TOL
1/30		TOL	TOL
1/31		TOL	TOL

TED	SIGNATURE OF PILOT
ME	PILOT
OTHS	PILOT
1	1
2	2
3	3
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10	10
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99	99
100	100

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 Aug 20 1981	Todd's...						
1200							
1200							
				GUNTHER'S AIRCRAFT			
				7849 OLD HIGHWAY 99 S			
				OLYMPIA WA 98501			
				PH: (206) 943-7955			
Aug. 19 th 1982	Todd's...						
Day 17 manual inspection on complete check of 17.5 and fuel cells which didn't appear for site. Inspectable was done in sp. and fuel cells 17.5 and Drive Hill IAD takes out of shop as complete with 17.5 and fuel cells 17.5 and this flight has been inspected in agreement with the FAA and the OASD and was determined to be in FAIR with no outstanding items.							

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE (WA 98501)

PH: (206) 943-7955

VOR Receiver operation checked
 in accordance with FAR 91.25
 Date: _____
 Location: _____
 Signature: _____

Aug 19 1982
 THE AIC TRANSPONDER
 REGISTERED BY FAR 91.177
 DATE AND FOUND TO
 BE: _____
 AIC TRANSPONDER
 NAME: _____
 MODEL: _____
 DETAILS OF THIS INSPECTION
 FACILITY UNDER WOF# _____
 INSPECTOR: _____
 FEDERAL AVIATION ADMINISTRATION

AIRCRAFT LOG

VOH Propeller operation checked <small>in accordance with FAR 91.235</small>	DATE	<small>Enter here general data with reference to "Line" and "Periodic" inspections - Rupture - Changes - Alterations - Repairs - Service letters - and changes in propeller or engine - as outlined in the front of the book - under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK. - ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.</small>
Year 1 Month Day	19__	
<p> HEAT TRANSFER TESTS & INSPECTIONS REQUIRED BY FAR 91.171 WEIGH PERFORMED THIS DATE AND FOUND TO CONFORM WITH FAR 43 APPENDIX E. ATC TRANSDUCER MAKE <u>MS</u> Model <u>562A</u> S.N. <u>373</u> I have been tested to <u>227222</u> ft. on (L) <u>400</u> (R) _____ FACILITY OF THIS INSPECTION ARE ON FILE AT THIS FACILITY UNDER VOH # <u>5578</u> DATE <u>11/3/84</u> Signed <u>[Signature]</u> Date <u>3/09/83</u> INSPECTOR <u>[Signature]</u> FOR 504-15 Olympia Avionics 504-15 T.M.J. </p>	<p> Aug 19, 1984 VZV 2712 20 [Handwritten notes in margin] </p>	

ATED TIME IOThs	SIGNATURE OF PILOT
<p> Leave Westport Leave Strait creek Soford Mountain Kenner 15 </p>	<p> [Handwritten signatures] </p>

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED FLYING TIME		SIGNATURE OF PILOT			
					HOURS	10ths				
Sept 15 1983	1983	TV	2799:00 hr	TTT						
			Address changed and judge in it in our own power by Gordon and I. See the other page of log							

DATE	Hours of operation checked in accordance with FAR 91.25	Reporting error	File	Signature
Aug 9, 1984	100%			

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	MIN	
<p>Tests and inspections required by FAR 91.171 and 91.172 on the altimeter, Static System, Automatic Attitude Reporting System and ATC Transponder as appropriate have been performed and found to comply with FAR-43 Appendices E and/or F.</p> <p>Static System Test Date <u>JAN 7 1985</u></p> <p>Altimeters Tested To <u>20,000</u> Feet.</p> <p>LH S/N <u>D1795</u> Date <u>JAN 7 1985</u></p> <p>RH S/N _____ Date _____</p> <p>Transponders <u>JAN 7 1985</u></p> <p>Make <u>ARC</u> Model <u>R339A</u> S/N <u>819</u></p> <p>Make _____ Model _____ S/N _____</p> <p>Work Order <u>2870</u></p> <p>Signature <u>[Signature]</u></p> <p>VAL AVIONICS, Ltd. SO3-9 Salem, Oregon</p>							

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

VOR Receiver operation checked in accordance with FAR 91. 25			
Date	Bearing error	Place	Signature
<u>9-2-85</u>	<u> </u>	<u>Total Time</u>	<u> </u>

September 2, 1985

Moss 810, 178

AIRCRAFT LOG

ATED TIME 103115	SIGNATURE OF PILOT	DATE	REMARKS
			<p style="font-size: small; margin: 0;"> Enter here general data with reference to "Line" and "Periodic" inspections - Flight Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as called for in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown. </p>
			<p style="font-size: small; margin: 0;"> Void if aircraft operation checked in accordance with FAR 91.25. </p>
			<p style="font-size: small; margin: 0;"> Date: _____ Signature: _____ YOM 1: _____ YOM 2: _____ </p>
			<p> <i>12.2.85 - Total time 3082.0 - Check and take aircraft. Check electrical and battery systems. Service pack, bales and battery. Clean and pack all wheel bearings. EIT Battery ok till August 1984. I realize the aircraft has been inspected 7/10/84 and have the records and will be determined to be in safe airworthy condition this date - 12.2.85</i> </p>
			<p> <i>September 2, 1985 Total time 3082.0 I certify that this aircraft has been inspected in accordance with an annual inspection and it has been found to be in airworthy condition. AD's checked for compliance through 85-16.</i> <i>Dean Downes AP326362879 IA</i> </p>
			<p> <i>May 10, 1988</i> </p>

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED		SIGNATURE OF PILOT
					TOTAL FLYING TIME	HOURS	
19 876							
Sept. 11, 1986	Total	time 3161.4 hrs	Arrived		improved	time completed.	
			inspected and lubed	all	checked	system components	
			revised battery and hydraulic		rechecked	rechecked, replaced	
			ECT battery, next replacement		due	September, 1989	
			researched AD's on completion		through	86-16.	
			of entry that this aircraft has been		inspected	in	
			accordance with an aircraft inspection and it				
			was found to be in satisfactory condition.				
			Serial number	AP326362879		TA	
May 10, 1987	Tach 3892.1	Completed with	AD 86-24-07, installed		drilled	both	
		and corrected nut with allen pin on	shank and end.				
		Serial number	AP326362879				
May 29, 1987	Tach 3897.4	Completed with	STC 1948 CE, which		allows	the	
		of automatic gear line, 337	governor.				
		Serial number	AP326362879		TA		

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

Date	VOI Receiver operation checked in accordance with FAR 91.25		Signature
	VOI 1	VOI 2	
9-29-86			Calvin J. ...

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT		
					HOURS	MINUTES			
October 14, 1957	12	In and total time	5261.4 hrs	Completed, inspected and repaired engine compartments, as required, and replaced air filter on engine. Also replaced oil in fuel tank and inspected fuel system and hydraulic lines of engine.					

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

VOIIT Rec/VOIT operation checked
 In accordance with FAA 91.23
 Date: _____
 VOIIT 1: _____
 VOIIT 2: _____
 Signature: _____
 19. _____

Nov 12, 1958

Task 31281
 0.42" I
 in section
 found to be

Task 31281.3

Nov 12, 1958
 Task 31281

AIRCRAFT LOG

REMARKS

Enter here general data with reference to "Time" and "Periodic" inspections - Ricing Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.

LATEST AL TIME	SIGNATURE OF PILOT
10145	and inspection of control system them and hydraulic on lines of baggage connection from battery compliance through check was from on annual inspection absent by certificate.

DATE	REMARKS	SIGNATURE
Nov 12, 1988	Annual inspection completed and control system components, secured battery and hydraulic reservoirs, replaced eight fuel tank quick drain installed vacuum pump and replaced fuel filters installed stroke in battery of aircraft 1A.W. ITC SA2002M, inspected parts and oil hoses 1A.W. AD 87-20-03R1, no holes exceed .042". I certify that this aircraft has been inspected in accordance with the annual inspection and it was found to be in compliance with FAA regulations.	[Signature]
12-8-89	Annual inspection completed and control system components, secured battery and hydraulic reservoirs, replaced eight fuel tank quick drain installed vacuum pump and replaced fuel filters installed stroke in battery of aircraft 1A.W. ITC SA2002M, inspected parts and oil hoses 1A.W. AD 87-20-03R1, no holes exceed .042". I certify that this aircraft has been inspected in accordance with the annual inspection and it was found to be in compliance with FAA regulations.	[Signature]

FAA-CERTIFIED
RAAMGO AIRMOTIVE, INC.
 REPAIR STATION NO. 420-1
 MUNICIPAL AIRPORT, 28815 AIRPORT RD.
 EUGENE, OREGON 97402

12-8-89 Annual inspection completed and control system components, secured battery and hydraulic reservoirs, replaced eight fuel tank quick drain installed vacuum pump and replaced fuel filters installed stroke in battery of aircraft 1A.W. ITC SA2002M, inspected parts and oil hoses 1A.W. AD 87-20-03R1, no holes exceed .042". I certify that this aircraft has been inspected in accordance with the annual inspection and it was found to be in compliance with FAA regulations.

MEMORANDA

Date	Description
8-8-75	AD-20-10 - Annual 39-2038 SHARE 7 EQ - B/N 150475
	Docs NOT Apply as per y/n
7-18-15	" " "
9-1-76	CORROSION S.E. T-17 DUES NOT APPLY - SHARIT SPEC
6-20-77	AD 77-12-08 AIA SAI SHARIT SPEC
9-29-77	AD 76-07-12 Completed by TH BOWMAN SHARIT SPEC
10-1-77	AD-20-10 Annual 39-2038 projected for corrosion - dr SHARIT SPEC
11-1-79	AD 78-26-09 (S.S.A) C/LL THIS DATE SHARIT SPEC
5-26-79	AD 79-10-16 COMPLETION BY INSTALING REPAIRS SHARIT SPEC
8-24-79	AD 79-05-03 eval SHARIT SPEC
	AD 76-21-06 DNA SN
	AD 76-02-09 DNA SN
	AD 76-15-14 CUL Y SHARIT SPEC
12/1/80	AD 80-2-5-07 - oil conf. (Street corner) SHARIT SPEC

Date	Description
5/1/81	AD 80-2-1-02
	AD 80-2-1-00
	AD 81-2-1-01
	AD 83-11-01
	AD 86-20-03 R1

ALTIMETER & STATIC SYSTEM CHECKS

F.A.R. 91.170

DATE	MANUFACTURER	MODEL	SERIAL NO.	LOCATION	MAX. ALT.	RECHECK REQUIRED	APPROVED BY: AGENCY CERT. NO.
	TPK System: ACC	17359					


 Date: 7-16-91

ECKS

DATE: 12-8-89

SIGNATURE: [Signature]

MAINTENANCE RECORD

F.A.R. 43.9

NEXT CHECK DUE	SIGNATURE	DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
		12-8-89	3479	Checked controls cables - 4 pulleys rescaled L.H. MAC- brake cyl. - 1/4 AD 87-2003 RL by ins.p. Airframe inspected & Serviced TRW Cessna 172 service manual FIT bath. expires. serial 93	
				DATE AIRCRAFT READING 3479 TOTAL TIME 3479 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED WITH A MAINTENANCE INSPECTION AND WAS DEEMED FIT TO BE LAUNCHED BY THE INSPECTOR [Signature] 2001446 TH	

MAINTENANCE RECORD

F.A.R. 43.9

MA

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE I	DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESC
1-25-91	3590	Checked cowbirds cables & pulleys C/w AD 87-20-03 seat Rail WSP. Airframe WSP & Serviced TRAD Cessna 172 Ser. manual F 47 Bol. expires soon 93		6-21-91	7171.5	3090.21 P118111/1 3-7-92
2-10-92	C/w	AD 87-20-03 Replaced Rods costly duct C/w 58 #1 91-5A by 10/24/92 Ducted WSP & Cubby Eng SW - WSP & Serviced Airframe as per CR5ND 172 SIM.	TO BE IN AIRWORTHY CONDITION			
		PAVED TRACK READING 3590 TOTAL TIME 3590 I CERTIFY THAT THIS AIRFRAME HAS BEEN INSPECTED WITH A APPROVED INSPECTOR AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION 9/2/92				
		BEEN INSPECTED WITH A APPROVED INSPECTOR AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION 9/2/92				
		BEEN INSPECTED WITH A APPROVED INSPECTOR AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION 9/2/92				

8-92
3716.3 M

I certify that this aircraft has been
inspected on this date for 12.21 and
the aircraft is reported airworthy
subject to the following conditions:
TECHNICIAN'S SIGNATURE
[Signature]

DRD

MAINTENANCE RECORD

F.A.R. 43.9

AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE	DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
01/16/54 - 1/2/55 Sent Rail SVC 4 Serviced Ser. manual Sunk 93	01/16/54	20035	Checked down AD 76-97-12 91925	1/2/55 918160799
Placed back by 10/24/54		8-92	8-94	
91-5A		37163	N9919V	N# 5067

Mages Aircraft Service
4700 Airport Road
Inceperdenca, OR 97351

I hereby certify that the work described in this record was performed in accordance with the applicable Federal Aviation Regulations and that the aircraft is in a condition for safe flight.
 Technician's Signature: *Don Miller*
 A.R.P. NUMBER: APP563691670

TO BE IN AIRWORTHY CONDITION
 DATE: 10/24/54
 BY: [Signature]

MAINTENANCE RECORD F.A.R. 43.9

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
3-26-93	3727	Checked cowls cables Served ALK staff Shimmered dampener. (MAD 87-20-03 12) (by MSP Sgt Kayle + staff) class AD 26-07-12 by ops class 19N (Cav). Replaced felt battery date May 95. (MAD 87-20-03 12) OS per Cessna 172 5/199	
		DATE: 2-27-93 EACH READING 2727 TOTAL TIME 2727	
		1. CHECKED BY: [Signature] 2. INSPECTED BY: [Signature] 3. APPROVED BY: [Signature]	
		TO BE IN AIRWORTHY CONDITION [Signature] [Signature]	
1-5-94			Tech 3804.9 OK OK
2-2-94	3814		che Fly c/c Ra ATD MC as

RECORD

MAINTENANCE RECORD

F.A.R. 43.9

ED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE	DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
				Checked controls, cables, parking, flight controls & landing gear. AD 87-20-10382 (sent to sent Rail DSP ok at this time) AD 76-07-17 N/A due to faulty ACU. Approved. Request received as per Cessna 172 S/M.	
				3-24-94	
				3-8-94	
				Installed New 6-35 B. Henry S/N 601532052	
				Pos ok OK Radson M/Sig AP51650899	

AGENCY & CERTIFICATE NO.
WORK PERFORMED/RETURNED TO SERVICE

DATE OF COMPLETION

AIRCRAFT TIME IN SERVICE

DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED

AGENCY & CERTIFICATE NO.
WORK PERFORMED/RETURNED TO SERVICE

MAINTENANCE RECORD

F.A.R. 43.9

MAINTI

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
5-24-95	3911	Checked all Flight controls, cables Pulleys checked engine removed DUHL'D & reinstalled Propeller EIT Battery + Bus. Tested, Aircraft Inspected & serviced COs Per	5-23-95 544 97
		<p>DATE: 5-24-95</p> <p>TIME: 172 S/P/M</p> <p>TOTAL TIME: 3911</p> <p>ICED BY: [Signature]</p> <p>APPROVED BY: [Signature]</p> <p>INSPECTED BY: [Signature]</p> <p>TO BE IN AIRCRAFT CONDITION</p>	
2-16-96	4020	Replaced NKG tire repacked wheel AP 2000000	Future AWCD
5-17-96		Checked cables Secured NKG Per Cassin 172	
5-17-96	4157	Checked AD	
		172 S/P	

ORD

MAINTENANCE RECORD F.A.R. 43.9

AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE		DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
- connectors, cables... 3 RZ (seat + rail (NIP)) + replaced, Pimpeller recd EIT Battery Inspected + serviced.					
5-23-95 July 97					
6-2-97		4115.7	check / cap leads, cables + pack WGA shift - also AD Seal + Rail Insp. Standard STA Per Cassin 172 5/10/97	check AD 87-20-03 RZ insp + serviced aircraft 172 5/10/97. Replaced EIT Battery new exp date July 99	seat + rail insp Per Cassin
<p>INSPECTOR'S SIGNATURE: _____</p> <p>DATE: _____</p> <p>AGENCY: _____</p>					

2187c Ad 88004446 IA

MAINTENANCE RECORD

F.A.R. 43.9

MAINTENANCE RECORD

F.A.R. 43.9

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
6-19-96		Serviced at installed New	Gill 25 Battery
		S/N G-01721523.	3747820 AP 2004446
2-3-98		Checked AD 87-20-03 R2, checked oil controls, cables & pulleys. Replaced R.H. M&T tire & repaired wheel bearings, insp & serviced aircraft per Cessna 172 SLM.	
		7-3-98	4166
		4166	
		CREATED IN Aircraft	
		REGISTRATION NO Annual	
		2001446 IA	

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	AIRCRAFT LOG DESCRIPTION OF WORK PERFORMED
6-19-96		Serviced at installed New Gill 25 Battery
		S/N G-01721523.
2-3-98		Checked AD 87-20-03 R2, checked oil controls, cables & pulleys. Replaced R.H. M&T tire & repaired wheel bearings, insp & serviced aircraft per Cessna 172 SLM.
		7-3-98
		4166
		CREATED IN Aircraft
		REGISTRATION NO Annual
		2001446 IA

AIRCRAFT LOG
 DESCRIPTION OF
 WORK PERFORMED
 W/O # 336284
 INSPECTOR
 FLIGHTCRAFT INC
FLIGHTCRAFT
 7300 11th St
 19114

ORD

MAINTENANCE RECORD

F.A.R. 43.9

AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE	DATE OF OPERATION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
Went Call 23 10/1/94			AIRCRAFT LOG BOOK ENTRY N 99191V DESCRIPTION OF WORK: Installed Sky-Tech starter MW 149-1215 574 F21-289839 per STC SE0021817 337 hours completed. AIRCRAFT APPROVED FOR RETURN TO SERVICE W/O # 326284 DATE: 8-19-98 HMTACH 41948 INSPECTOR <i>[Signature]</i> FLIGHTCRAFT INC. EUGENE FCP2831D	
check oil contents M&K tire & pressure Secured Aircraft				
	8-5-99	checked A/C 87-20-03 R2	start & end insp. replaced cond. fuselage retainers, 1A SR & secured per cessna 177 S/104.	
		Aircraft	per cessna 177 S/104.	
		ECT Both	per cessna 177 S/104.	
			TOTAL TIME 4260 I CERTIFY THAT THIS AIRCRAFT HAS BEEN PROPERLY SERVICED AND IS SAFE TO OPERATE. DATE: 8-5-99 SIGNATURE: <i>[Signature]</i> FLIGHTCRAFT INC.	

FLIGHTCRAFT
The Right Approach
1987-1988

MAINTENANCE RECORD

F.A.R. 43.9

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
9-5-00	Replaced both MLB tires repacked wheel bearings Sect H-101 Insp. Aircraft Per Cessna 172 S/MN	1 stab	AD 87-2003 RZ
2-18-01	Per AD 87-2003 RZ. per former w/ continued work per SEBOL-3 w/ Cessna 172 S/MN.	Inspected Aircraft	Inspected Aircraft

NOTE: 9500 EACH REMOVED 4351.6
TOTAL TIME 2351.6
I CERTIFY THAT THIS AIRCRAFT HAS
BEEN INSPECTED WITH A PLANNED
INSPECTION AND WAS DETERMINED
TO BE IN AIRWORTHY CONDITION
DATE: 2004446 IH

I CERTIFY THAT THIS AIRCRAFT HAS
BEEN INSPECTED WITH A PLANNED
INSPECTION AND WAS DETERMINED
TO BE IN AIRWORTHY CONDITION
DATE: 2004446 IH

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OR APP
11-19-02	Per AD 87-2003 RZ	Inspected Aircraft
	Cessna 172	Inspected Aircraft
	45 hours W.S.	Inspected Aircraft
	4-19-05	checked all
		repacked E/I
		check ma

MAINTI

RECORD

MAINTENANCE RECORD

F.A.R. 43.9

ED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE	DATE OF COMPLETION	AIR CRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
351.6	105P + SERVICE	11-11-02	14902	check all controls, cables & pulleys plus AD87-20-03	44955
46 ITH	105P + SERVICE	11-11-02	4967.8	check all controls, cables & pulleys plus AD87-20-03	44955
351.6	105P + SERVICE	11-11-02	4967.8	check all controls, cables & pulleys plus AD87-20-03	44955
46 ITH	105P + SERVICE	11-11-02	4967.8	check all controls, cables & pulleys plus AD87-20-03	44955
351.6	105P + SERVICE	11-11-02	4967.8	check all controls, cables & pulleys plus AD87-20-03	44955
46 ITH	105P + SERVICE	11-11-02	4967.8	check all controls, cables & pulleys plus AD87-20-03	44955
351.6	105P + SERVICE	11-11-02	4967.8	check all controls, cables & pulleys plus AD87-20-03	44955
46 ITH	105P + SERVICE	11-11-02	4967.8	check all controls, cables & pulleys plus AD87-20-03	44955
351.6	105P + SERVICE	11-11-02	4967.8	check all controls, cables & pulleys plus AD87-20-03	44955
46 ITH	105P + SERVICE	11-11-02	4967.8	check all controls, cables & pulleys plus AD87-20-03	44955

APPROVED BY: [Signature]
DATE: 11-11-02

MAINTENANCE RECORD

F.A.R. 43.9

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
5-20-05	4506.3	cleared 67-20-03R2 seat & rail w/ replaced throttle cable inspected & serviced aircraft per USSA	172 Service Manual
4-17-06	4506.5	Spray wings, Alerons, Flaps, Aft Tail Honey Tail Sections with, Revision X	APP203829816

5-20-05
 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED WITH A APPROVED INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION
 [Signature]

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OR
06/17/2006		Caasna's Checked, tracks an repaired albox to installed check OI I certify I inspect
		[Signature]

MAIL

RECORD

MAINTENANCE RECORD

F.A.R. 43.9

AED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE	DATE	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
22	Seal & Valve	10/1		05/17/2008 Tach. 4514.2 ACFT 4514.2 Airframe inspected per Cessna service manual and FAR 43 App D, as guidelines. Checked, lubed flight control pulleys, hinge points Cleaned, lubed flap tracks and rollers. Replaced ELT Batteries (Next Due July 2010). Repaired Airbox baffle seals. Replaced exhaust gaskets. Replaced airbox to carb gasket. Removed fuel strainer bowl, cleaned screen and installed new shaft seal O-Ring. Engine runup, leak check and Ops check OK. CW AD87-20-03R2(Seal Tracks). I certify that this airframe was inspected in accordance with a 100 Hr. inspection and was determined to be in airworthy condition at this time. Bugs Joe K Hlin AF 3100492 END	
16	3 Aircraft	10/3			
17	1 Aircraft	10/3			
18	1 Aircraft	10/3			
19	1 Aircraft	10/3			
20	1 Aircraft	10/3			
21	1 Aircraft	10/3			
22	1 Aircraft	10/3			
23	1 Aircraft	10/3			
24	1 Aircraft	10/3			
25	1 Aircraft	10/3			
26	1 Aircraft	10/3			
27	1 Aircraft	10/3			
28	1 Aircraft	10/3			
29	1 Aircraft	10/3			
30	1 Aircraft	10/3			
31	1 Aircraft	10/3			
32	1 Aircraft	10/3			
33	1 Aircraft	10/3			
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RECORD

3.9

FORMED

ID

AGENCY & CERTIFICATES

WORK PERFORMED/RETURNED

INSPECTION RECORD
F.A.R. 43.11 - 91.217

ON - STATUS & DISCREPANCY LIST
APPROVING OR DISAPPROVING AIRCRAFT FOR SERVICE

18032016 N9919V

142114627.3 ACCT:4527.3

Completed annual inspection I/AW FAR 43 Appendix D and Cessna service manual. Replaced vac filters. Checked and lubed all flight controls. Checked ELT battery I/AW 91.207(d), plus AUG 2017. AD2001-23-03 map light(ok) C/W AD2011-10-09 by inspecting seat rails. (ok) due annual annual/ 100 hour. AD 76-07-12 by checking ignition switch. (ok). I certify this aircraft was insp I/AW an annual insp and is in an airworthy condition.

Jason Hill

Jason Griffith AP2853341A

Table with multiple rows and columns, likely for recording inspection details. The table is mostly empty with some faint lines visible.

NOTIFICATION OF INVESTIGATION UNDER THE PILOT'S BILL OF RIGHTS

In accordance with the Pilot's Bill of Rights, the FAA is informing you that:

(1) The nature of this investigation is to determine whether your operation of an unairworthy aircraft may have been _____ in violation of the Federal Aviation Regulations, and if so, what, if any, enforcement action should be taken.

(2) Any response by you to an inquiry by a representative of the FAA Administrator in connection with this investigation may be used as evidence against you.

(3) If this investigation results in a subsequent legal enforcement action against your Airman Certificate, rating, or inspection authorization, the releasable portions of the Administrator's investigative report will be made available to you upon your written request addressed to the FAA's legal counsel handling the enforcement action.

(4) If applicable to the matter for which you are under investigation, you are entitled to access air traffic data in the possession of the FAA that would facilitate your ability to productively participate in a proceeding relating to this investigation. You are also entitled to obtain air traffic data in the possession of a government contractor providing operational services to the FAA (e.g., contract control towers and flight service stations) provided that you submit a request to the Administrator that describes the facility at which such information is located and you identify the date on which such information was generated. During this investigation, you may submit your request to access or obtain air traffic data as described in this notification by contacting me at the address and telephone number noted in this letter. Because air traffic data is routinely destroyed or disposed of in the ordinary course of business, it is important that you submit your request for such data as soon as possible.

Darren K. Vaughn, Aviation Safety Inspector

Date: 07/10/2019

Telephone: (503) 615-3244

Address:
Portland FSDO
3180 NE Century Blvd.
Hillsboro, OR 97124

ACKNOWLEDGMENT OF RECEIPT OF PBR WRITTEN NOTIFICATION

I acknowledge that I received the Pilot's Bill of Rights Written Notification of Investigation.

Name (Print) DATE: _____
MM/DD/YYYY

Signature of Airman: _____

* * * * *

To Be Completed by the FAA Inspector

I have personally delivered the Written Notification under the PBR to

_____ on _____,
[print name of the individual] MM/DD/YYYY

including notification that the nature of this investigation is to determine whether he/she

[enter nature of investigation stated in item 1) of notification provided]

in violation of 14 CFR, and if so, what, if any, enforcement action should be taken.

Name of FAA Inspector (Print) FAA Office: _____

Signature of FAA Inspector



U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety

Flight Standards District Office
3180 NE Century Blvd.
Hillsboro, Oregon 97124
503-615-3227, Fax: 503-615-3300
800-847-3806
Christopher.Mazurkiewicz@faa.gov@faa.gov

July 16, 2019

CERTIFIED MAIL/SPECIAL DELIVERY - RETURN RECEIPT REQUESTED

EIR Number: 2019NM090023

Dean Herbert Sawyer

(b) (6)

Subject: Letter of Investigation

Dear Sir:

Personnel of this office are investigating an accident and flight that involved the operation of a Cessna 172M aircraft, N9919V, from KONP (Newport Municipal Airport) and concluded at Yaquina Beach in Newport, Oregon on July 8, 2019. Our office was informed that you were identified as Pilot in Command (PIC) of this flight. Further, it has been noted that you do not hold a current medical certificate, biennial flight review and the aircraft was out of Annual inspection. Operations of this type may be contrary to Title 14 of the Code of Federal Regulations (14 CFR).

This letter is to inform you that this matter is under investigation by the Federal Aviation Administration (FAA). In accordance with the Pilot's Bill of Rights, we are informing you that:

- (1) The nature of this investigation is to determine if you operated civil aircraft N9919V in an unairworthy condition, while not possessing the proper certificates, as described above in violation of the Federal Aviation Regulations, and if so, what, if any, enforcement action should be taken.
- (2) Oral or written response to this Letter of Investigation is not required, and no action can be taken or adverse inference made against you for declining to respond to this Letter of Investigation.
- (3) Any response by you to this Letter of Investigation or to an inquiry made by a representative of the FAA Administrator may be used as evidence against you.
- (4) If this investigation results in a legal enforcement action against your airman certificate, the releasable portions of the Administrator's investigative report will be made available

to you upon your written request addressed to the FAA's legal counsel handling the enforcement action.

We would appreciate receiving any evidence or statements you might care to disclose regarding this incident within 10 days of receipt of this letter. Any discussion and/or written statements furnished by you will be given consideration in our investigation. If we do not hear from you within the specified time, our report will be processed without the benefit of your statement.

Sincerely,

A handwritten signature in blue ink, appearing to read "Chris Mazurkiewicz", written over a large, stylized circular flourish.

Christopher Mazurkiewicz
Aviation Safety Inspector

Enclosures: Privacy Act Notification and Pilots Bill of Rights

PRIVACY ACT NOTICE

This Notice is provided in accordance with Section (e)(3) of the Privacy Act, 5 U.S.C. Section 552a(e)(3), and concerns the information requested in the letter or form with which this Notice is enclosed.

A. Authority: This information is solicited pursuant to 49 U.S.C. § 40113(a) and the regulations issued under that statutory provision codified in 14 C.F.R. part 13. Submission of information is voluntary.

B. Principal Purposes:

1. The request for information is intended to provide you with an opportunity to participate in the investigation.
2. The requested information will be used to help determine whether or not there has been a violation of the Federal Aviation Regulations, and if so, what, if any, enforcement action should be taken.

C. Routine uses: Records from this system of records may be disclosed in accordance with the following routine uses that appear in the System of Records No. DOT/FAA 847, General Air Transportation Records on Individuals, DOT/FAA:

1. To provide basic airman certificate and qualification information to the public upon request.
2. To disclose information to the National Transportation Safety Board (NTSB) in connection with its investigation responsibilities.
3. To provide information about airmen to Federal, state, and local law enforcement agencies when engaged in the investigation and apprehension of drug law violators.
4. To provide information about enforcement actions arising out of violations of the Federal Aviation Regulations to government agencies, the aviation industry, and the public upon request.
5. To disclose information to another Federal agency, or to a court or an administrative tribunal, when the Government or one of its agencies is a party to a judicial proceeding before the court or involved in administrative proceedings before the tribunal.

D. Effect of failure to respond: The FAA cannot impose any penalties upon you if you fail to respond to this letter of investigation. If you fail to supply the requested information, however, the FAA will make determinations about possible enforcement action for this matter without the benefit of your comments on this matter.



Compliance Action

The Compliance Philosophy represents a focus on using—where appropriate—non-enforcement methods, or “Compliance Action.” Compliance Action is a new term to describe the FAA’s non-enforcement methods for correcting unintentional deviations or noncompliance that arise from factors such as flawed systems and procedures, simple mistakes, lack of understanding, or diminished skills. A Compliance Action is not adjudication, nor does it constitute a finding of violation.

A Compliance Action is intended as an open and transparent safety information exchange between FAA personnel and you. Its only purpose is to restore compliance and to identify and correct the underlying causes that led to the deviation. Examples of Compliance Actions include on-the-spot corrections, counseling, and additional training (including remedial training).

Generally, if you are qualified and both willing and able to cooperate, the FAA will resolve the issue with compliance tools, techniques, concepts, and programs. Only on discovery of behavior indicating an unwillingness or inability to comply, or evidence that, for example, supports an intentional deviation, reckless or criminal behavior, or other significant safety risk, does the FAA consider an individual ineligible for a Compliance Action.



Working Together

Non-punitive information-sharing programs provide feedback on how aviation systems are working, and allow system improvements to occur on an ongoing basis, rather than as a result of a major mishap or investigation. Through voluntary safety efforts such as Commercial Aviation Safety Team (CAST), General Aviation Joint Steering Committee (GAJSC), Aviation Safety Information and Sharing (ASIAS), Aviation Safety Reporting System (ASRS), Aviation Safety Action Program (ASAP) and Air Traffic Safety Action Program (ATSAP), to name just a few, we’ve seen the benefits of a non-blaming, problem-solving, collaborative approach to solving safety problems.

We prefer to work with you to correctly identify and fix the root causes of a deviation. In all cases, we investigate the matter on behalf of the public’s safety interest. Working together, we in the aviation community have achieved a safety record that is unsurpassed. We must continue to set the gold standard when it comes to safety. We must focus on the most fundamental goal: find problems in the NAS before they result in an incident or accident, use the most appropriate tools to fix those problems, and monitor the situation to ensure compliance now and for the future.



Working together for a safer National Airspace System

Compliance Philosophy



and Airman Rights

The FAA is evolving:

To establish a just safety culture.

Why the change?

To foster an open and transparent exchange of safety information.

To obtain a higher level of safety and compliance with regulatory standards.

What are your rights?

Pilot’s Bill of Rights





Compliance Philosophy

In 2015, the FAA in an effort to embrace a “just culture” implemented a new Compliance Philosophy. A “just culture” is one that has both an expectation of, and an appreciation for, self-disclosure of errors. A “just culture” allows for due consideration of honest mistakes, especially in a complex system like the NAS. But even unintentional errors can have a serious adverse impact on safety, and so we must ensure that the underlying safety concern is fixed in all cases.

Our objective is to identify safety issues that underlie deviations from standards and correct them as effectively, quickly, and efficiently as possible. Our view of compliance stresses a problem-solving approach (i.e., engagement, root-cause analysis, transparency, and information exchange) where the goal is to enhance the safety performance of individual and organizational certificate holders. An open and transparent exchange of information requires mutual cooperation and trust that can be challenging to achieve in a traditional, enforcement-focused regulatory model.



Airman Rights

This philosophical evolution towards a “just culture” is not intended to mislead or deny you of your rights. You are free to exercise your Airman Rights without repercussions. Refusal to speak or correspond with FAA personnel, or obtaining legal counsel immediately after an event, does not rule out Compliance Action.

Under the compliance philosophy, we hope to work with you to resolve any noncompliance with the regulations (14 CFR) without the need for a legal enforcement action. While legal enforcement action is generally not anticipated, the Pilot’s Bill of Rights (Public Law 112-153) requires that you receive this information:

The nature of this investigation is to identify safety issues that underlie the apparent regulatory noncompliance in connection with:

If we confirm your noncompliance with FAA regulations, we will use the information gathered in this investigation to determine the most efficient and effective means to return you to full compliance and to prevent recurrence.

Any response you make to an inquiry by a representative of the FAA Administrator in connection with this investigation may be used as evidence if legal enforcement action becomes necessary.



Airman Rights (cont’d)

You are entitled to access or otherwise obtain air traffic data in the possession of the FAA that would facilitate your ability to productively participate in a proceeding relating to this investigation.

You are also entitled to obtain air traffic data in the possession of a government contractor providing operational services for the FAA (e.g., contract control tower and flight service station), provided that you submit a request to the FAA that describes the facility at which such information is located and you identify the date on which such information was generated.

Anytime during this investigation, you may submit your request to access or obtain air traffic data by contacting the FAA personnel working with you to resolve the deviation. Because air traffic data is routinely destroyed or disposed of in the ordinary course of business, it is important that you submit your request for such data as soon as possible.

If this investigation results in a legal enforcement action against your airman certificate, rating, or inspection authorization, the releasable portions of the Administrator’s investigative report will be made available to you upon your written request addressed to the FAA’s legal counsel handling the enforcement action.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety

Flight Standards District Office
3180 NE Century Blvd.
Hillsboro, Oregon 97124
503-615-3227, Fax: 503-615-3300
800-847-3806
Christopher.Mazurkiewicz@faa.gov@faa.gov

CONCURRENCES
ROUTING SYMBOL
ASA
INITIALS/SIG
DATE 7/17/19
ROUTING SYMBOL
FLM
INITIALS/SIG
DATE 7/17/19
ROUTING SYMBOL
CLM
INITIALS/SIG
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ROUTING SYMBOL
ASA - Mail
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July 16, 2019

CERTIFIED MAIL/SPECIAL DELIVERY - RETURN RECEIPT REQUESTED

7008 1140 0002 2428 2751

EIR Number: 2019NM090023

Dean Herbert Sawyer

(b) (6)

Subject: Letter of Investigation

Dear Sir:

Personnel of this office are investigating an accident and flight that involved the operation of a Cessna 172M aircraft, N9919V, from KONP (Newport Municipal Airport) and concluded at Yaquina Beach in Newport, Oregon on July 8, 2019. Our office was informed that you were identified as Pilot in Command (PIC) of this flight. Further, it has been noted that you do not hold a current medical certificate, biennial flight review and the aircraft was out of Annual inspection. Operations of this type may be contrary to Title 14 of the Code of Federal Regulations (14 CFR).

This letter is to inform you that this matter is under investigation by the Federal Aviation Administration (FAA). In accordance with the Pilot's Bill of Rights, we are informing you that:

- (1) The nature of this investigation is to determine if you operated civil aircraft N9919V in an unairworthy condition, while not possessing the proper certificates, as described above in violation of the Federal Aviation Regulations, and if so, what, if any, enforcement action should be taken.
- (2) Oral or written response to this Letter of Investigation is not required, and no action can be taken or adverse inference made against you for declining to respond to this Letter of Investigation.
- (3) Any response by you to this Letter of Investigation or to an inquiry made by a representative of the FAA Administrator may be used as evidence against you.
- (4) If this investigation results in a legal enforcement action against your airman certificate, the releasable portions of the Administrator's investigative report will be made available

to you upon your written request addressed to the FAA's legal counsel handling the enforcement action.

We would appreciate receiving any evidence or statements you might care to disclose regarding this incident within 10 days of receipt of this letter. Any discussion and/or written statements furnished by you will be given consideration in our investigation. If we do not hear from you within the specified time, our report will be processed without the benefit of your statement.

Sincerely,

A handwritten signature in blue ink, appearing to read "Chris Mazurkiewicz", written in a cursive style.

Christopher Mazurkiewicz
Aviation Safety Inspector

Enclosures: Privacy Act Notification and Pilots Bill of Rights

Certified Mail Provides:

- A mailing receipt
- A unique identifier for your mailpiece
- A record of delivery kept by the Postal Service for two years

Important Reminders:

- Certified Mail may ONLY be combined with First-Class Mail® or Priority Mail®.
- Certified Mail is *not* available for any class of international mail.
- **NO INSURANCE COVERAGE IS PROVIDED with Certified Mail.** For valuables, please consider Insured or Registered Mail.
- For an additional fee, a *Return Receipt* may be requested to provide proof of delivery. To obtain Return Receipt service, please complete and attach a Return Receipt (PS Form 3811) to the article and add applicable postage to cover the fee. Endorse mailpiece "Return Receipt Requested". To receive a fee waiver for a duplicate return receipt, a USPS® postmark on your Certified Mail receipt is required.
- For an additional fee, delivery may be restricted to the addressee or addressee's authorized agent. Advise the clerk or mark the mailpiece with the endorsement "Restricted Delivery".
- If a postmark on the Certified Mail receipt is desired, please present the article at the post office for postmarking. If a postmark on the Certified Mail receipt is not needed, detach and affix label with postage and mail.

IMPORTANT: Save this receipt and present it when making an inquiry.

PS Form 3800, August 2006 (Reverse) PSN 7530-02-000-9047

• Sender: Please print your name, address, and ZIP+4 in this box •

CLM/SSY

Federal Aviation Administration
 Flight Standards District Office
 3180 NE Century Blvd
 Hillsboro, OR 97124

UNITED STATES
 POSTAL SERVICE

22 JUL 2019
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Postage	\$.50	Postmark Here
Certified Fee	3.50	
Return Receipt Fee (Endorsement Required)	2.50	
Restricted Delivery Fee (Endorsement Required)		
Total Postage & Fees	\$ 6.50	

7008 1140 0002 2428 2751

Sent To Dean Herbert Sawyer
 169 S. Coast Hwy.
 Newport, OR 97365

Street, Apt. 7
 or PO Box N
 City, State, Z

PS Form 3800, August 2006 See Reverse for Instructions

COMPLETE THIS SECTION ON DELIVERY

A. Signature Agent Addressee
 B. Received by (Printed Name) Ray Ready C. Date of Delivery 7/22/19
 D. Is delivery address different from item 1? Yes No
 If YES, enter delivery address below.

JUL 25 2019

3. Service Type
 Certified Mail Express Mail
 Registered Return Receipt for Merchandise
 Insured Mail C.O.D.
 4. Restricted Delivery? (Extra Fee) Yes No

SENDER: COMPLETE THIS SECTION

■ Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
 ■ Print your name and address on the reverse so that we can return the card to you.
 ■ Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:
 Dean Herbert Sawyer
 169 S. Coast Hwy.
 Newport, OR 97365

2. Article Number (Transfer from service label)
 7008 1140 0002 2428 2751

Admitted to Practice in
Oregon
Washington

MICHAEL F. VAN HOOMISSEN
ATTORNEY AT LAW
RIVER PLAZA, SUITE 319
1618 SW 15th AVENUE
PORTLAND OREGON 97201

Telephone 503 221 1529
Facsimile 503 221 6222

Email mvanhoom@me.com
www.vanhoomissenlaw.com

August 8, 2019

SENT VIA EMAIL

Christopher Mazurkiewicz
Aviation Safety Inspector
Flight Standards District Office
3180 NE Century Blvd
Hillsboro, OR 97124
Tel 503-615-3227; Fax 503-615-3300
Email: christopher.mazurkiewicz@faa.gov

Re: Dean Herbert Sawyer; EIR 2019NM090023

Dear Chris:

Thanks for returning my call about your email address this morning. As discussed last week, I represent Dean Herbert Sawyer who has received your July 16, 2019 letter and Pilot Bill of Rights. His passenger on the incident flight may be suing Dean and so I am suggesting that Dean not be answering a lot of questions about the incident. However, Dean understands your role and he wants to cooperate with the FAA. So, though you didn't ask him to do so, Dean will voluntarily surrender his pilot and medical certificates by mailing them to you the above address under separate cover. Look for those. This may obviate the need for a lot of additional questions and time spent by your office and mine.

Very truly yours,

/s/ Michael F. Van Hoomissen

Michael F. Van Hoomissen



U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety

Flight Standards District Office
3180 NE Century Blvd.
Hillsboro, Oregon 97124
503-615-3244, Fax: 503-615-3300
darren.k.vaughn@faa.gov

July 23, 2019

Dean Herbert Sawyer

(b) (6)

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

Subject: N9919V Maintenance Record(s) and Pilot Records Request

Dear Mr. Sawyer:

This office is requesting you, as the registered owner and pilot of Cessna 172M, N9919V, S/N: 17264555 provide the following records for inspection:

1. N9919V's aircraft maintenance and compliance records, including records showing compliance with 14 CFR 91.417.
2. Your pilot records, including pilot logbook(s), records of biennial flight review(s) and records of medical certification(s).

Please contact me as soon as possible to arrange a reasonable time and place where the records can be inspected by an FAA Inspector. If you have any questions, please contact me at the above listed phone number.

Sincerely,

Digitally signed by
DARREN KEITH
VAUGHN
Date: 2019.07.24
13:10:55 -07'00'

Darren K. Vaughn
Aviation Safety Inspector

Certified Mail Provides:

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- A unique identifier for your mailpiece
- A record of delivery kept by the Postal Service for two years

Important Reminders:

- Certified Mail may ONLY be combined with First-Class Mail® or Priority Mail®.
- Certified Mail is *not* available for any class of international mail.
- NO INSURANCE COVERAGE IS PROVIDED with Certified Mail. For valuables, please consider Insured or Registered Mail.
- For an additional fee, a *Return Receipt* may be requested to provide proof of delivery. To obtain Return Receipt service, please complete and attach a Return Receipt (PS Form 3811) to the article and add applicable postage to cover the fee. Endorse mailpiece "Return Receipt Requested". To receive a fee waiver for a duplicate return receipt, a USPS® postmark on your Certified Mail receipt is required.
- For an additional fee, delivery may be restricted to the addressee or addressee's authorized agent. Advise the clerk or mark the mailpiece with the endorsement "Restricted Delivery".
- If a postmark on the Certified Mail receipt is desired, please present the article at the post office for postmarking. If a postmark on the Certified Mail receipt is not needed, detach and affix label with postage and mail.

IMPORTANT: Save this receipt and present it when making an inquiry.

PS Form 3800, August 2006 (Reverse) PSN 7530-02-000-9047

7008 1140 0002 2428 2294

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(Domestic Mail Only; No Insurance Coverage Provided)

For delivery information, visit our website at www.usps.com

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Postage	\$	Postmark Here
Certified Fee		
Return Receipt Fee (Endorsement Required)		
Restricted Delivery Fee (Endorsement Required)		
Total Postage & Fees	\$	

Sent To: **Mr. Dean H. Sawyer**
 Street, Apt. No., or PO Box No. **169 SW Coast Highway**
 City, State, ZIP+4 **Newport, Oregon 97365**

PS Form 3800, August 2005 See Reverse for Instructions

• Sender: Please print your name, address, and ZIP+4 in this box •

30 JUL 2019
 PM 5:1
 OR 972

Federal Aviation Administration
 Flight Standards District Office
 3180 NE Century Blvd
 Hillsboro, OR 97124

AUG 01 2019

UNITED STATES POSTAL SERVICE
 OR 972

DKV

First-Class Mail
 Postage & Fees Paid
 USPS
 Permit No. G-10

COMPLETE THIS SECTION ON DELIVERY

A. Signature Agent Addressee
 Dawn Smalley

B. Received by (Printed Name) Dawn Smalley C. Date of Delivery 7-29-19

D. Is delivery address different from item 1? Yes No
 If YES, enter delivery address below:

3. Service Type
 Certified Mail Express Mail
 Registered Return Receipt for Merchandise
 Insured Mail C.O.D.

4. Restricted Delivery? (Extra Fee) Yes No

SENDER: COMPLETE THIS SECTION

1. Article Addressed to:
 Mr. Dean H. Sawyer
 169 SW Coast Highway
 Newport, Oregon 97365

2. Article Number (Transfer from service label) 7008 1140 0002 2428 2294

Chinook Winds
CASINO RESORT

I DO NOT HAVE

A CURRENT MEDICAL



DEAN SAWYER

...r at the Beach!"



www.chinookwindscasino.com

On the beach in Lincoln City, Oregon

(b) (6)



PORTLAND OR 972

06 AUG 2019 PM 5 L

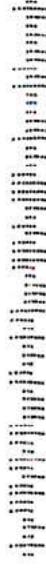
CHRISTOPHER MARZUKIEWICZ
PORTLAND FLIGHT SAFETY

3180 NE CENTURY BLVD

HAUSMAN, OR 97124

AUG 08 2019

97124-653660



From: [Michael Van Hoomissen](#)
To: [Mazurkiewicz, Christopher \(FAA\)](#)
Subject: Dean Herbert Sawyer; EIR 2019NM090023
Date: Tuesday, August 13, 2019 12:55:59 PM

Chris,

Thank you for your update call this morning and confirming receipt of Mr. Sawyer's Pilot Certificate. As discussed, you are authorized to hold that certificate in your file for us pending further instructions which will be forthcoming pending resolution of your investigation and any resulting enforcement action.

Mr. Sawyer will look for the documents and information previously requested by letter from your office and get back to you.

Thank you,

Mike

Michael F. Van Hoomissen
Attorney at Law
Riviera Plaza, Suite 319
1618 S.W. 1st Avenue
Portland, OR 97201
Tel 503-221-1529
Fax 503-221-6222
Website: www.vanhoomissenlaw.com
Email: mvanhoom@me.com

Notes: Any attachments to communication. By using email to communicate with this office, you assume the risk that any confidential or privileged information may be intercepted and viewed by third persons. Email can be altered electronically. Therefore, this office cannot guarantee the integrity of this communication. Tax Advice Notice: IRS Circular 230 requires me to advise you that, if this communication or any attachment contains any tax advice, the advice is not intended to be used, and cannot be used, for the purpose of avoiding federal tax penalties or for promoting, marketing, or recommending to anyone else any tax-related matters addressed herein. A tax payer may rely on professional advice to avoid federal tax penalties if and only if the advice is reflected in a comprehensive tax opinion that conforms to strict requirements.

I, Christopher Mazurkiewicz certify that this is a true and complete copy, scan or duplicate of: The Engine Maintenance Log Books for Lycoming 0-320-E2D, s/n L-48798-27A, installed in N9919V, submitted by Dean Herbert Sawyer and received by Inspector Darren Vaughn on August 28, 2019.

Signature:

Office: NM09

1180

AVCO LYCOMING WILLIAMSPORT DIVISION
AVCO CORPORATION
WILLIAMSPORT, PENNSYLVANIA 17701

ENGINE SERIAL NUMBER

248798-27A

IN SERVICE DATE

042879

DETACH AND RETAIN THIS PORTION FOR YOUR RECORD

AVCO
WILL

E
AND M,

RECORD OF AVCO LYCOMING

MAKE

FROM _____

DETAILING TIME FROM _____

SSP 1872

ENG

Mfgr. **AVCO LYCOMING DI**

Type _____

Rated H.P. _____

Rated R.P.M. _____

Bore _____

Compression Ratio _____

Reduction Gear Ratio _____

Propeller 1740000

Blade Design _____

Max. Hub H.P. _____

Pitch 5.3"

Name _____

Address _____

NEW ENGINE CERTIFICATE

This is to certify that the engine as described hereafter has been run-in and tested as prescribed by AVCO Lycoming Specifications and Federal Aviation Agency Regulation. No further run-in after installation is required.

Model 0-320-E2D Serial No. I-48798-27A

Manufactured as new on _____ February 8 _____ 1979

Authorized representative _____
AVCO Lycoming Factory Service Department
Form No. 777-A

AVCO LYCOMING DIVISION - WILLIAMSPORT, PA. 17701

ENGINE DESCRIPTION

Mtgr. **AVCO LYCOMING DIVISION** Place **WILLIAMSPORT, PA. 17701** Date

Type _____ Model _____ Serial No. _____

Rated H.P. _____ Max. H.P. _____ Weight (Dry) _____

Rated R.P.M. _____ Max. R.P.M. _____ Oil Pressure _____

Bore _____ Stroke _____ Displacement _____ Cu. In. _____

Compression Ratio _____ Supercharger Ratio _____

Reduction Gear Ratio _____

Propeller *7/16 in dia* Hub Design _____ Hub Serial No. *725787*

Blade Design _____ Blade Serial No. *10160* Blade Serial No. _____

Max. Hub H.P. _____ Max. Blade H.P. _____

Pitch *5.3"* Diameter *7.5"* Length _____

Name _____

Address _____

has been
ifications
-in after

7A

1979

Department
m No. 777-A

17701

ENGINE LOG SERIAL NO. _____

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
7-25	6	00	RESERVED THIS DATE TO CONSULT THE AGENCY		
			THEY HAVE BEEN INSTRUCTED TO		
			CONTACT STATE FINE DIVISION		
			AND LOCAL POLICE TO DETERMINE		
			THIS POLICE HAS BEEN ADVISED BY		
			STATE POLICE AND ADVISED		
			ALL INFORMATION		
			ALL INFORMATION		
7-25	31	00	TAKE OFF. REPAIRS DONE IN THE CHECKED		
			AND CARRIED IN SERIAL 11111		
			ALL INFORMATION		
			ALL INFORMATION		
			Page Total		
			Brought Forward		
			Total to Date		

All Repair Data Must Bear the Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS
	Hrs.	Min.	
7-25	6	00	TAKE 21
			TAX ACC
8-24	100	00	TAKE BILL
			INSPECTION
			REPAIRS
			THIS BEING
			A 100 HOUR
			RECORD
			Page Total
			Brought Forw
			Total to Date

SERIAL NO. _____

SIGNATURE _____
 LICENSE NUMBER _____

7-25-12
 213 & 214
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Must Bear the Endorsement
 Mechanic, and his Rating
 Number MUST be Shown.

ENGINE LOG SERIAL NO. _____

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
7-25-12	10	00	TAKEN 213 & 214 CHANGED ON TAKEN AU 80 SA 12-70	[Signature]	
8-27-12	100	00	TAKEN RITLO. D BNC TIME 998 INSPECTION CHANGED ON CHECKED REPAIRS AND CAPS. SPARK PLUGS CLEANED ON. FUEL SYSTEM IDENTIFIED THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION AND IS IN FULL COMPLIANCE WITH FEDERAL REGULATIONS 1455968	[Signature]	
Page Total			All Repair Data Must Bear the Endorsement		
Brought Forward			of a Certified Mechanic, and his Rating		
Total to Date			and Certificate Number MUST be Shown.		

ENGINE LOG SERIAL NO. _____

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
			Compressor read 1 75 2 65 3 13 4 58 5 60 oil pressure has been increased to 40 psi with 100 lbs oil pressure in Auxiliary Tank.		
			Oil in Tank APR 531523385		
			Oil Tank 238.0 Total time 20.0 - 30.0 hrs. expended 7.0 EM 411 Spent 4.0 hrs and replaced oil and engine oil. APR 5. This oil is oil for return to service oil in Tank TA 531523385		
Page Total					
Brought Forward					
Total to Date					

All Repair Data Must Bear the Endorsement of a Certified Mechanic, and his Rating and Certificate Number MUST be Shown.

DATE	TIME		REPAIRS - AD.
	Hrs.	Min.	
			Oil Tank
			Oil Tank
			Oil Tank
			Oil Tank
			Oil Tank
			Oil Tank
			Oil Tank
			Oil Tank
Page Total			
Brought Forw			
Total to Date			

ENGINE LOG SERIAL NO. _____

SERIAL No. _____

LICENSE NUMBER _____
SIGNATURE _____

1523305
to KEMOND Yon
repaired w/ new engine
for return to service
1523305

Data Must Bear the Endorsement
 icated Mechanic, and his Rating
 cate Number MUST be Shown.

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
<i>10/10</i>	<i>7:00</i>	<i>1:00</i>	<i>Engine replaced on Ford 1950 Buick 8 cylinders with new engine. Also replaced timing belt & water pump. All work done at my garage. All work done in accordance with the manufacturer's instructions. The engine is now running smoothly. The car is now ready for use. The work was done by me and is in accordance with the manufacturer's instructions. The car is now running smoothly. The car is now ready for use. The work was done by me and is in accordance with the manufacturer's instructions. The car is now running smoothly. The car is now ready for use.</i>	<i>[Signature]</i>	<i>1523305</i>
Page Total					
Brought Forward					
Total to Date					

All Repair Data Must Bear the Endorsement
 of a Certificated Mechanic, and his Rating
 and Certificate Number MUST be Shown.

ENGINE LOG SERIAL NO. _____

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
Sept. 15th	19	23	Touchline 2799:00 Hrs. TSM 04718:00 Hrs.		
			FN Annual Inspection completed. No's check changed and		
			filter replaced and plugs checked. 77 mm up. Adjusted ALT's under 13.0 ft		
			Oil pressure reads as follows #1 - 75.3 - 78.1 2 - 74.4 - 74		
			ALL 710 Notes are up to date. H Per run up engine found no		
			in Air worthy condition		
			GINTHER'S AIRCRAFT Ben W. X Barber		
			7849 OLD HIGHWAY 99 S. A. HSP 1392665		
			OLINTHER, VA. 26501		
			PH. (203) 943.7855		
			Page Total		
			Brought Forward		
			Total to Date		

All Repair Data Must Bear the Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.

ENC

DATE	TIME		REPAIRS - ADJUSTMENTS -
	Hrs.	Min.	
Sept 15	19	53	Touchline 2799:00 Hrs. TSM 04718:00 Hrs.
			FN Annual Inspection completed. No's check changed and
			filter replaced and plugs checked. 77 mm up. Adjusted ALT's under 13.0 ft
			Oil pressure reads as follows #1 - 75.3 - 78.1 2 - 74.4 - 74
			ALL 710 Notes are up to date. H Per run up engine found no
			in Air worthy condition
			GINTHER'S AIRCRAFT Ben W. X Barber
			7849 OLD HIGHWAY 99 S. A. HSP 1392665
			OLINTHER, VA. 26501
			PH. (203) 943.7855
			Page Total
			Brought Forward
			Total to Date

OG SERIAL No. _____

LICENSE NUMBER

SIGNATURE

5

75N04718:00 Hi.

Mr. Olate, checked oil and
water. Adjusted pistons belt
3-78 2-79 4-79

run up engine found to be
OK

see Mr. Decker
see P 1392665

Repair Data Must Bear the Endorsement
Certificated Mechanic, and his Rating
Certificate Number MUST be Shown.

ENGINE LOG SERIAL No. _____

LICENSE NUMBER

SIGNATURE

REPAIRS - ADJUSTMENTS - SERVICE - REMARKS

DATE TIME

Hrs. Min.

Sept 15 1983

Feb. 07m 2799 on 75N 718:0

At 0100 hrs. of hour diagnosed this engine
has an air assembly condition
which was corrected

Page Total

Brought Forward

Total to Date

All Repair Data Must Bear the Endorsement
of a Certificated Mechanic, and his Rating
and Certificate Number MUST be Shown.

ENGINE LOG SERIAL NO. _____

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
Aug. 9/84	9	00	Tire Service 2915:40 Hr. TSMO4-839:20Hr		
17	17		Manual Suspension completed per state closed shop		
2-7/84	4	14	closed shop Differential check rods on jobbers 1-75-3-75 and secure. Tinting the rear up		
Engine found to be in Fitzwsky condition					
GUNTHER'S AIRCRAFT Gunter Dalenow					
7849 OLD HIGHWAY SE 5, E. OLYMPIA, WA 98501					
PH. (206) 943-7955					
Page Total			All Repair Data Must Bear the Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.		
Brought Forward					
Total to Date					

DATE	TIME		REPAIRS - A
	Hrs.	Min.	
Aug 9	19	14	TOTAL 2
			of Certifying on problems are correct
Page Total			
Brought Forward			
Total to Date			

OG SERIAL NO. _____

SIGNATURE _____
LICENSE NUMBER _____

Mr TSMITH 839:2011
 Lt Jay's Olate closed door
 2 out hollows 1-753-75
 Timmy and Hrs run up
 Cond's good
 Paul Hrs DarLemson
 Hrs P 1392665

Air Data Must Bear the Endorsement
 rtficated Mechanic, and his Rating
 tificate Number MUST be Shown.

ENGINE LOG SERIAL NO. _____

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
Aug 9 1984			Total 2915.47 Tsmth 839.20 I certify that I have inspected the engine the on problem suspect and find it to be as as current condition William R. D. 63625924, GUNTHER'S AIRCRAFT 7849 OLD HIGHWAY 99 S. E. OLYMPIA, WA 98504 PH. (206) 943-7955		
			Page Total		
			Brought Forward		
			Total to Date		

All Repair Data Must Bear the Endorsement
 of a Certificated Mechanic, and his Rating
 and Certificate Number MUST be Shown.

ENGINE LOG SERIAL NO. _____

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
12-11-84			Total Time approx - Changed oil, clean oil screen and oil suction screen. Installed Sea View Remy spark plugs. Serviced with Phillips 80.5% Assembly Return to service. - with 3000555555555555		
3-12-85			Total Time 3000 - Changed oil, clean oil screen serviced with 80.5% Phillips 80.5% test and and last check engine. Return to service. with 3000555555555555		
			Page Total		
			Brought Forward		
			Total to Date		

All Repair Data Must Bear the Endorsement
of a Certificated Mechanic, and his Rating
and Certificate Number MUST be Shown.

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS
	Hrs.	Min.	
4-2-85			Top Ends 3082-0-5 34 7/8. Plug air and line replace with clean gap Washcoat washed to the service A 100 4000 Assembly
			Page Total
			Brought Forward
			Total to Date

E

G SERIAL NO. _____

SIGNATURE _____
LICENSE NUMBER _____

1 oil, clean oil screen
repacked fire new Remy
4 Phillips 80.50. Assembly
with Seal and washers
Let clean oil screen
repacked, test run
forward to service
scheduled

Data Must Bear the Endorsement
icated Mechanic, and his Rating
ate Number MUST be Shown.

ENGINE LOG SERIAL NO. _____

DATE _____
TIME Hrs. Min.

REPAIRS - ADJUSTMENTS - SERVICE - REMARKS

SIGNATURE _____
LICENSE NUMBER _____

DATE	TIME	REPAIRS - ADJUSTMENTS - SERVICE - REMARKS
Hrs.	Min.	
8-25	7:30	Check 3082.0 - Small 1005.8 - Compression test: #1 21, #2 28, #3 21, #4 21 Change oil, clean oil screen and screen screen. Clean oil and oil screen install new Remy and these elements Replace water catch and washer. Check may timing and clean gap and rotate spark plugs. Wash all Also check Michelin Assy. 20. 50-00127R-3. Engine washed, test run, and put back out. I could the engine and propeller have been inspected I did A 100 hour inspection and was determined to be Airworthy on date. 8-25-80 M. J. B. 2011 APR 5 11:30 AM
Page Total		All Repair Data Must Bear the Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.
Brought Forward		
Total to Date		

ENGINE LOG SERIAL No. _____

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
1985					
September 2, 1985			Tach 3052.0 I certify that this engine has been inspected in accordance with an annual inspection and it has been found to be in satisfactory condition. Serum Leung AP324362579 IA		
Sept 8, 1985			Tach 3123.1 changed oil, used 8qts. Phillips X C 20-50, inspected and cleared oil service. Serum Leung AP324362579		
			Page Total	All Repair Data Must Bear the Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.	
			Brought Forward		
			Total to Date		

ENC

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS
	Hrs.	Min.	
1986			
Sept. 11, 1986			Tach 3181.4 TSMO Compression: #1 76% drained and insp 20-50, drained fuel and spilled spec replaced oil # 20 that this engine annual inspecti satisfactory condit
			Page Total
			Brought Forward
			Total to Date

06 SERIAL No. _____

ENGINE LOG SERIAL No. _____

SIGNATURE _____
LICENSE NUMBER _____

that this engine has
been with an annual
check to be in working
order. Phillips X C 20-50,
Phillips AP326362879

Data Must Bear the Endorsement
of a Certificated Mechanic, and his Rating
Certificate Number MUST be Shown.

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
April 11, 1985			Task 3161.4 TSM014 1085.2 Annual inspection completed. Compression: #1 75/80, #2 78/80, #3 75/80, #4 78/80; changed oil and drain and inspected oil screen and gpts. Phillips X C 20-50, drain fuel strainer, checked magnet timing, drain and repair spark plug, replaced brake oil in 1/8" interval, replaced cyl. # 2 and # 4 exhaust flange gaskets; I certify that this engine has been inspected in accordance with an annual inspection and it was found to be in satisfactory condition. Sean Murphy AP326362879 TA		
			Page Total	All Repair Data Must Bear the Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.	
			Brought Forward		
			Total to Date		

OG SERIAL No. _____

SIGNATURE _____
LICENSE NUMBER _____

STC 1931 EE, which
was gone into, 337 and method.
2879 IA
ED OIL, 8 GTS. AEROSHELL
+ CLEANED OIL SCREENS ETC

ir Data Must Bear the Endorsement
tified and Mechanic, and his Rating
tificate Number MUST be Shown.

ENGINE LOG SERIAL No. _____

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
October 4, 1987			Talk 3261.4 Total time 1185.2 Annual inspection completed. Compression #1 76/80 #2 78/80 #3 74/80 #4 79/80 Oil changed, used 8 qts Aeroshell 50WT, imported oil. No metal found, checked magneto timing, checked and good sparkplugs, replaced brushes in #1 then element, checked fuel system, replaced exhaust carburetor on cylinders 2 + 4 found no valve tappet and minor valves on poppetes looking okay. Checked leaks. I certify that this engine has been inspected in accordance with an annual inspection and it has been found to be in operating condition. From Super Aeroshell IA		
			Page Total		
			Brought Forward		
			Total to Date		

All Repair Data Must Bear the Endorsement
of a Certificated Mechanic, and his Rating
and Certificate Number MUST be Shown.

ENGINE LOG SERIAL NO. _____

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
Nov. 12, 1988			Tach 3361.1 Annual inspection completed. Compression: #1 75/80, #2 74/80, #3 73/50, #4 74/80, changed oil and oil filter 50 wt. checked and seeing, serviced spark plugs, checked magnets through spark plug wires, replaced water pump, replaced air filter, cleaned up, replaced vacuum pump and gage filters, fixed minor leaks in poppet valves. I verify that this engine has been inspected in accordance with our current inspection and it was found to be in satisfactory condition. Dennis Ferguson AP326362879 TA		
			Page Total		
			Brought Forward		
			Total to Date		

All Repair Data Must Bear the Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.

ENGINE LOG SERIAL NO. _____

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS
	Hrs.	Min.	
June 8, 1989			TACH 3402.5 AECO OIL 100 W
11-89			TACH 3477.8 AECO OIL 100 W
			Page Total
			Brought Forward
			Total to Date

LOG SERIAL No. _____

MARKS SIGNATURE LICENSE NUMBER

Checked Mary
Harold Edwards
Wendy White & Dustin Smith
11 11 11 11 11 11
2263 29 4 23 15 15 50
1500 800

Repair Data Must Bear the Endorsement
 Certified Mechanic, and his Rating
 Certificate Number MUST be Shown.

ENGINE LOG SERIAL No. _____

REPAIRS - ADJUSTMENT S - SERVICE - REMARKS

SIGNATURE LICENSE NUMBER

DATE	TIME Hrs. Min.	REPAIRS - ADJUSTMENT S - SERVICE - REMARKS
11/11		TACH 3500.0 CHANGED OIL, TATS ATTACHED TO ENGINE
11/11		CHANGED CASSETT & CHANGED OIL SECCORD INSPECTOR
11/11		cleared & gapped plugs checked valves cleared screws
11/11		replaced hose case valves AIR belt of changed
11/11		compressors 25/30 on bottom, resp. Lubed valves
POLIUNO ALIQUANTO IN 20.01 DENWELBO SWA GNV NOLIJDSW V HJIA DELICED NEED INSPECTOR AND VAS DEWENBERG HAS BEEN INSPECTED WITH A 900/100/		
Page Total <u>571</u> Brought Forward <u>000</u> Total to Date <u>571</u>		

All Repair Data Must Bear the Endorsement
 of a Certified Mechanic, and his Rating
 and Certificate Number MUST be Shown.

Mary Edwards AP 2004448 IX

ENGINE LOG SERIAL NO. _____

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
5-22-93			3743, S OIL CHANGED - SCREEN CLEAN - NEW GASKETS AD		
8-15-93			3810, O OIL CHANGED - SCREEN CLEAN - NEW GASKETS AD		
8-2-94			Pumps cleaned & gapped valves checked Reposed & secured manifold & checked, repaired oil cooler w/ Bracket DATE 2-2-94 TACH READING 2844 comp = 174.2 73 3 73 4 75 80 INSPECTED AND WAS SIGNED OFF BY INSPECTOR AND WAS SIGNED OFF BY TO BE IN AIRWORTHY CONDITION A & P 20044461A		
Page Total					
Brought Forward					
Total to Date					

All Repair Data Must Bear the Endorsement
of a Certificated Mechanic, and his Rating
and Certificate Number MUST be Shown.

DATE	TIME		REPAIRS - ADJUSTMENT
	Hrs.	Min.	
2-19-94			3887.1 - 181 changed FH 15260
Page Total			
Brought Forward			
Total to Date			

EN

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
1995				
3536			1861	360.5 mott. cleaned oil changed & inspected filter replaced #22774 E.H. PASKETS. Serviced with worth Aireshell 15X50 + 12 oz. ADBlend.
				#22774 - AP 2004446
			1934	eng smooth cleaned and changed filter serviced with 15X50 & 12 oz ADBlend.
				#22774 - AP 2004446

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	ENTRIES IN MECHANIC
1995				
517	4072		1946	C/In
			111	Smith
				mag's
				C/In A
81176	4071		1995	1605
				eng

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
6-27-57	2936	Chempool		oil & filter, fuel AD 95-03-02
		Brackett		oil & filter, fuel AD 95-03-02
		Flare		check oil maggs, clear oil & gapped
		Flare		comp = 1.26, 25.3, 26.2, 25.7 / 00
				DATE: 6-27-57 TACH HEADNO: 4115-7
				DATA: 1.26 2030.7 2041.7 5.104
				REPAIRS: none
				REPAIRS: none
				INSPECTION AND WAS DETERMINED
				TO BE IN APPROVED CONDITION
				342564 AA 200446 TH

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY.
7-3-58	98	cleared		1.25, 2.76
		INSP		Brackett & OK at this time. OK
		gaskets, replaced		gaskets, replaced & resurfaced oil filter
		comp =		1.25, 2.76
				DATE: 7-3-58
				TOTAL TIME: 2
				INSPECTION AND WAS DETERMINED
				TO BE IN APPROVED CONDITION
				342564 AA 200446 TH

OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF IR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)

Her, 1 Feb 19 95-03-02
 ST Insp. OK at this
 ops cleared & gapped
 26-25-3 76-175/80
 ACC READINGS 415.7
 209.7 204.7 510H
 THIS COPY GAA
 DAWYLA, Paul
 VIN WAS DETERMINED
 RECEIPT CONDITION
 LA# 200446TH

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
2-3-98		cleared		gapped plugs checked rings Insp Bennett filter gasket per AD9503-02 OK at this time. Replaced #2 and 4 exhaust gaskets, replaced all rocker cover gaskets re-stuffed oil filler tube. 26-25-3 76-175/80
				2-3-98 4166 TOTAL TIME 2090 2.55 510H I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED AND APPROVED FOR OPERATION BY THE SIGNATURE OF THE MECHANIC OR REPAIR FACILITY. DATE OF INSPECTION: 2-3-98 MECHANIC OR REPAIR FACILITY: Paul Dawyla LA# 200446TH

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
11/11	9:26:00			<p>cleared stopped plugs - checked mags, checked oil changed filter scrubbed wing with Dawn Shell 15x50 comp = 126.3 773 224 26/90 TSP per 107hr & approved for return 224 263 APPROXIMATE SERVICE</p>

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
11/11	9:50:00			<p>checked w stopped & harness changed & re-torqued 10 torque oil changed in 107hrs comp = 126.3 773</p>

DASH
 NDTA
 I CER
 GENL
 MSPE
 MSPE
 MSPE

INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS
 RECORDED WITH NAME, RATING AND CERTIFICATE NUMBER OF
 FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)

Speed plugs - checked
 oil changed filter
 with Aeroshell 15x50
 22773 22426/90
 1 hr + approved for return
 APPROVED SERVICE

DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
9-5-80		clear oil NA 11555		gapped plugs checked 1705 changed oil & filter (Aeroshell 15x50)
		keel angle oil		18 knots, worker covers keel angle
		comp =		28.27.28.27/80 28.27.28.27/80
DAN GOSWORTHY TOTAL TIME 22773 22426 1-1256 SWCH- I CERTIFY THAT THIS IS BY DAN GOSWORTHY REMAINS INSPECTED WITH A VALID INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION 20-11-80 200-44671A				

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
2-26-01				Change oil & filter - Aeschell 15K50 - JEB AP-RICHMAN

GREAT WESTERN AVIATION

Model: Cessna 172M
S/N: 17264555
Reg: N9919V

Ogden Hinckley Airport
Ogden, Utah
1-801-394-3400
FAA Approved Repair Station DPOR285D

W.O.# 7095
Tach: 4416.3

Checked mag timing, checked cyl. Compressions all above 75/80. Replaced 4 ea spark plugs, run up and leak check ok.

Aug. 13, 2001.

signed: 

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
2-18-01				Replaced 4 spark plug rechecked 4 cyl. intake rechecked cover gasket pushrod. easy screw 15K50, comp.

FAA
W.O.#
Tach
MST
MST
MST

INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS
 RECORDED WITH NAME, RATING AND CERTIFICATE NUMBER OF
 FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)

COL 1 - J. J. Fisher
 15X50 -
 AP 20094446

AVIATION
 Report U.O.# 7095
 1 Tach: 4416.3
 00
 tion DPQR285D

/80. Replaced 4 ea spark plugs, run up and leak

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
7-18-01				Replaced 4 spark plugs. returned R.I.L. mag. Recurved #4 cyl. work tube, replaced oil working cover gaskets, replaced #4 cps. exhy. pushrod. eng serviced with Aeroshell 15X50, comp. = 128.78.78.77/80
				21801 RENTAL TIME 2353 518 small I CERTIFY THAT THIS <u>PLUG</u> WAS BEEN INSPECTED WITH A <u>DINADIC</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION <u>J. J. Fisher</u> 20094446

INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS
 ORDERED WITH NAME, RATING AND CERTIFICATE NUMBER OF
 FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)

1-1-03
 2391.8
 4467.8
 556.8 SMOH
 266-9446-1A
 266-9446-1A

DATE
 RECORDING
 TODAY'S
 TOTAL
 DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS
 ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF
 MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)

DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
1-1-03	206	clear	1:10	gapped + rechecked plugs, changed oil (Aeroshell 15XSD) replaced water cows. 176-227-372472/80
				4-6-03 2419-5 584-5 SMOH
				INSPECTED WITH A. HANAUER INSPECTION AND WAS DEEMED FIT FOR AIRWORTHY CONDITION 266-9446-1A



U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety

Flight Standards District Office
3180 NE Century Blvd.
Hillsboro, Oregon 97124
503-615-3227, Fax: 503-615-3300
800-847-3806
Christopher.Mazurkiewicz@faa.gov@faa.gov

September 4, 2019

CERTIFIED MAIL/SPECIAL DELIVERY - RETURN RECEIPT REQUESTED

Dean Herbert Sawyer - Private Pilot

(b) (6)

Subject: Voluntary Surrender of Certificate for Cancellation.

Dear Sir:

This office has received your Private Pilot Certificate, Number 3680615, with a note stating you do not have a current medical. We have also received a letter dated August 8, 2019 from Michael F. Van Hoomissen, stating that you will be voluntarily surrendering your pilot and medical certificates. We have additionally received correspondence, via email from Mr. Van Hoomissen, authorizing us to hold your certificate in our files pending further instructions which would be forthcoming pending resolution of an investigation and any resulting enforcement actions.

We appreciate your willingness to comply with our investigation and attempt to reconcile this matter in a timely fashion. However, per FAA Order 2150.3C, FAA personnel refuse the voluntary surrender of a certificate if it appears the surrender is to avoid certificate action or is the subject of an enforcement investigation or legal enforcement action.

If you have any questions, feel free to contact this office.

Sincerely,

Christopher Mazurkiewicz
Aviation Safety Inspector

Enclosures: Dean Herbert Sawyer Private Pilot Certificate Number 3680615.

Certified Mail Provides:

- mailing receipt
- unique identifier for your mailpiece
- record of delivery kept by the Postal Service for two years

Important Reminders:

Certified Mail may **ONLY** be combined with First-Class Mail[®] or Priority Mail[®]. Certified Mail is **not** available for any class of international mail.

NO INSURANCE COVERAGE IS PROVIDED with Certified Mail. For insurables, please consider Insured or Registered Mail.

For an additional fee, a *Return Receipt* may be requested to provide proof of delivery. To obtain Return Receipt service, please complete and attach a Return Receipt (PS Form 3811) to the article and add applicable postage to cover the fee. Endorse mailpiece "Return Receipt Requested". To receive a fee waiver for duplicate return receipt, a USPS[®] postmark on your Certified Mail receipt is required.

For an additional fee, delivery may be restricted to the addressee or addressee's authorized agent. Advise the clerk or mark the mailpiece with the endorsement "Restricted Delivery".

If a postmark on the Certified Mail receipt is desired, please present the article at the post office for postmarking. If a postmark on the Certified Mail receipt is not needed, detach and affix label with postage and mail.

IMPORTANT: Save this receipt and present it when making an inquiry.

Form 3800, August 2006 (Reverse) PSN 7530-02-000-9047

U.S. Postal Service™
CERTIFIED MAIL™ RECEIPT
 (Domestic Mail Only; No Insurance Coverage Provided)

For delivery information visit our website at www.usps.com

OFFICIAL USE

Postage	\$ 7.50
Certified Fee	3.50
Return Receipt Fee (Endorsement Required)	2.50
Restricted Delivery Fee (Endorsement Required)	6.00
Total Postage & Fees	\$ 19.50

Postmark: Hillsboro, OR 97123, SEP 12 2019

Sent To: Dean Herbert Sawyer Private Pilot
 1346 SE Rio Vista
 Newport, OR 97365

Street, Apt. # or PO Box #
 City, State, Z

PS Form 3800, August 2006 See Reverse for Instructions

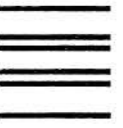
First-Class Mail
 Postage & Fees Paid
 USPS
 Permit No. G-10

2019 SEP 12

• Sender: Please print your name, address, and ZIP+4 in this box •

SS-M70

Federal Aviation Administration
 Flight Standards District Office
 3180 NE Century Blvd
 Hillsboro, OR 97124



SEP 12 2019
 PM 5 1

UNITED STATES POSTAL SERVICE

SENDER: COMPLETE THIS SECTION

1. Article Addressed to:
 Dean Herbert Sawyer-Private Pilot
 1346 SE Rio Vista
 Newport, OR 97365

2. Article Number (Transfer from service label) **7008 1140 0002 2428 2836**

PS Form 3811, February 2004 Domestic Return Receipt 102595-02-M-1540

COMPLETE THIS SECTION ON DELIVERY

3. Service Type
 Certified Mail
 Registered
 Insured Mail
 Express Mail
 Return Receipt for Merchandise
 C.O.D.
 Restricted Delivery? (Extra Fee) Yes

4. Is delivery address different from item 1? Yes
 If YES, enter delivery address below: No

A. Signature Agent
 Recipient by (Printed Name) Addressee
 B. Date of Delivery Yes
 No



45300

HOURS

07/09/2019 09:42



ORAN SYSTEM TO BE
USED FOR VFR ONLY

DME

CC-3088

07/09/2019 09:42

115

N 9919V

07/09/2019 09:41

Plane Number 99190

		HOBBS				
Name	2013	Date	Time In	Time Out	Total	Comments
20	DEAN	9-7	281.8	282.8	1.0	LCL - LCity
14	Dea	1-24	282.8	284.2	1.4	LCL CM
15	Dea	4-13	285.0		.8	COLIN
	Dea	3-7	285.6		.6	LOCL
	Dea	5-19	285.9		.3	LCL
	DEAN	5-31	286.2		.3	LCL
21	Dea	10-12	287.4		1.2	COLIN
10	Dea	5-11	287.8		.4	LOCL
20	DEAN	6-27	288.1		.3	T+G
18	DEAN	6-18	288.9		.8	T+G
19	DEAN	7-6	289.3		.4	T+G

07/09/2019 09:40

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Plane Number

Name	Date	HOBBS		Comments
		Time In	Time Out Total	
Dean	8-17	248.8	1.9	Dir
LLS	9-25	250.8	1.0	School
LLS	1-29	251.0	1.2	11/2003
Dean	8-10	252.5	1.5	Booster Mtg
LLS	2-11	253.3	1.8	Dir
LLS	5-23	255.1	1.7	Dir
Dean	5-15	256.6	1.4	Dir
LLS	9-13	257.0	1.9	Dir
LLS	11-9	258.5	1.5	Dir
Dean	11-9	259.0	1.5	Dir
LLS	11-19	259.8	1.8	Dir
Dean	1-23	260.6	1.8	Dir
Dean	1-27	261.5	1.9	Dir
Dean	8-7	262.3	1.4	Dir
Dean	8-7	262.7	1.4	Dir
Dean	3-2	263.9	1.9	Dir
Dean	7-4	264.4	1.5	Dir
Dean	8-21	264.7	1.5	Dir
Dean	9-2	267.5	1.5	Dir
Dean	6-17	271.7	4.8	Dir
Dean	9-25	272.2	2.2	Dir
Dean	1-31	272.8	1.5	Dir
Dean	4-13	273.5	1.6	Dir
Dean	9-11	274.0	1.7	Dir
Dean	11-10	274.3	1.5	Dir
Dean	5-2	274.6	1.3	Dir
Dean	8-4	276.3	1.3	Dir
Dean	10-11	276.9	1.7	Dir
Dean	2-6	277.3	1.6	Dir
Dean	10-8	278.4	1.4	Dir
Dean	10-17	279.7	1.1	Dir
Dean	5-2	279.1	1.3	Dir
Dean	5-7	280.1	1.9	Dir
Dean	5-11	280.3	1.3	Dir
Dean	5-20	280.9	1.6	Dir
Dean	6-16	281.3	1.4	Dir
Dean	10-17	281.8	1.5	Dir

07/09/2019 12:25

203.8

Plane Number 7913V

Name	2002 Date	HOBBS		Comments
		Time In	Time Out/Total	
DEAN	5-15	196.2	197.3	.7
DEAN	5-30	191.0	190.2	.8
DEAN	7-3	191.8	191.0	.8
DEAN	7-12	193.3	192.8	.5
DEAN	7-28	194.1	193.3	.8
DEAN	7-29	195.0	194.1	.9
DEAN	7-29	198.7	195.0	3.7
DEAN	8-2	201.2	198.7	2.5
DEAN	8-3	203.2	201.2	2.0
DEAN	8-8	211.3	203.8	7.5
DEAN	8-10	215.0	202.6	12.4
DEAN	9-11	215.8	215.8	0
DEAN	10-29	216.8	215.8	1.0
DEAN	11-2	217.1	216.8	.3
DEAN	11-3	217.7	217.1	.6
DEAN	11-30	218.7	217.7	1.0
DEAN	12-2	218.9	218.4	.5
DEAN	1-3	219.3	218.8	.5
DEAN	1-15	219.9	219.3	.6
DEAN	2-4	222.2	219.9	2.3
DEAN	2-11	224.1	221.6	2.5
DEAN	5-2	224.6	222.2	2.4
DEAN	5-17	225.5	224.1	1.4
DEAN	5-22	226.6	224.6	2.0
DEAN	5-26	227.9	225.5	2.4
DEAN	5-31	231.8	226.0	5.8
DEAN	6-3	232.7	227.9	4.8
DEAN	6-5	237.8	231.6	6.2
DEAN	6-7	241.9	234.7	7.2
DEAN	6-16	244.4	237.8	6.6
DEAN	7-2	244.0	241.8	2.2
DEAN	7-2	245.7	244.4	1.3
DEAN	7-11	246.3	244.9	1.4
DEAN	7-11	247.3	245.7	1.6
DEAN	7-14	247.3	246.3	1.0
DEAN	7-12	247.3	247.0	.3
DEAN	7-6	248.4	247.3	1.1
DEAN	7-8	248.9	248.4	.5

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07/09/2019 12:25

7004.5

Plane Number 9919V

Name	Date	Time In	Time Out	Total	Comments
LLS	2-23	74.5	72.8	1.7	
DEAN	2-27	75.8	74.5	1.3	SALON
DEAN	3-1	76.1	75.1	1.0	SALON
LLS	3-1	76.3	75.1	1.2	SALON
LLS	3-19	78.3	82.6	4.3	5:00-6:00 P
LLS	3-27	78.9	93.3	14.4	McCall FM
LLS	3-29	79.5	93.0	13.5	Local
LLS	7-5	107.3	94.5	12.8	Local
LLS	9-17	108.5	107.3	1.2	OGD-DNP
LLS	10-30	109.2	108.5	0.7	Alhambra
LLS	11-15	109.7	109.8	0.1	Silver Bay
LLS	12-6	109.8	110.4	0.6	WRIDPORT
2001	1-16	110.4	112.1	1.7	(P.O.) + FILING
DEAN	2-23	112.6	112.8	0.2	HOBBS 4370 TRS
DEAN	3-5	118.6	119.6	1.0	F
LLS	3-6	119.9	118.6	1.3	SILVER BAY TIE
DEAN	3-24	124.7	115.2	9.5	
DEAN	4-4	138.5	134.6	3.9	SACTO
DEAN	6-5	144.6	138.5	6.1	SACTO-UMY-SACTO
LLS	6-7	148.1	144.6	3.5	SACTO-OND
LLS	6-8	151.0	148.1	2.9	
LLS	7-1	151.0	151.0	0.0	
LLS	7-9	153.5	151.2	2.3	
LLS	7-16	154.7	153.5	1.2	RAK + JAV
LLS	8-9	167.4	154.2	13.2	55TH OCCURANCE
LLS	8-24	172.5	167.0	5.5	
LLS	9-8	174.0	172.5	1.5	
DEAN	9-22	178.3	174.0	4.3	TO SACTO
LLS	9-23	182.4	178.3	4.1	TO SACTO
LLS	9-27	183.0	181.4	1.6	SILVER
LLS	11-7	183.7	183.0	0.7	LOCAL 3T+G
LLS	1-9	184.3	183.7	0.6	" " 411
LLS	3-3	184.9	184.3	0.6	" " 411
DEAN	5-9	185.5	184.9	0.6	TTC
LLS	5-7	186.0	185.5	0.5	" " 411
LLS	5-11	187.4	186.6	0.8	ENG-KEVIN
DEAN	5-11	189.3	187.4	1.9	LOCAL SACTO

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Plane Number N 9919V

Name	Date	Time In	HOBBS Time Out	Total	Comments
LS	7-13-99	915.7	910.5	13.2	Kalispell FAA
DEAN	7-24	917.2	913.7	3.6	McPherson
LS	7-25	917.5	917.3	.2	TOLCOO
DEAN	8-10	920.4	917.8	2.6	PDX
DEAN	8-14	922.1	920.6	1.5	LOAN
LS	8-19	922.0	921.1	.9	PDX
DEAN	8-21	932.4	927.0	5.4	SACTO
DEAN	8-20	935.1	931.4	3.7	SACTO
DEAN	8-15	935.9	932.9	3.0	JOD MACI SHAY
LS	10-0	935.7	935.7	0.0	PDX
DEAN	1-3	60.9	59.9	1.0	PHX BACK TO CAMP
DEAN	1-3	62.6	61.4	1.2	CUB
DEAN	3-7	63.2	62.6	.6	T+B
LS	4-11	65.0	63.6	1.4	LOCAL
LS	4-29	65.9	67.8	1.9	NEW CARISSA
LS	5-7	67.8	77.8	10.0	NEW CARISSA
LS	6-11	71.5	82.8	11.3	Fill - Fuel
LS	6-13	82.8	82.8	0.0	
LS	7-18	84.7	87.7	3.0	
LS	7-31	97.7	97.7	0.0	
DEAN	8-1	98.7	99.7	1.0	
LS	8-3	99.4	99.4	0.0	Play - Sate & Bay
DEAN	9-7	01.6	01.6	0.0	SACTO
LS	10-17	10.0	10.0	0.0	
LS	10-24	12.2	13.0	0.8	
DEAN	12-4	13.0	14.0	1.0	T+B
LS	2-18-2000	14.0	14.5	.5	T+B x 4
LS	3-19	14.5	15.1	.6	
LS	3-26	15.1	39.2	24.2	Get Home Pkt.
LS	4-18	39.3	39.8	.5	
DEAN	4-29	39.8	47.4	7.2	Spokane - OAP
DEAN	6-1	47.4	61.3	13.9	LA - SACTO
DEAN	7-30	43.0	43.0	0.0	
LS	7-12-00	71.9	61.3	10.6	ONT - Starline Normal
DEAN	7-19	72.8	71.9	.9	PLO/LS

07/09/2019 12:25

PROCEDURE IN THE EVENT OF AN ACCIDENT

PERSONAL USE
 OIL DATE
 FERTILIZER
 SYSTEMS

NAME	IN	OUT	IN	OUT	TIME	BY	TOTAL GALL.
DEAN	1997	606	622	1.6	F		
LLS	8-5	622	65.6	1.4			
LLS	8-6	622	65.1	1.5			
LLS	8-19	63.6	68.0	2.9			
LLS	7-6	65.1	80.3	12.3			
LLS	9-12	680	81.0	.7			
LLS	10-5	80.3	81.7	.7			
LLS	11-9	81.0	82.3	.6			
LLS	11-13	81.7	82.8	.5			
LLS	12-22	82.3	83.3	.5			
LLS	12-30	82.8	84.0	.7			1998
LLS	3-23	83.3	84.5	.5			
LLS	3-13	84.0	84.9	.4			
LLS	3-20	84.5	85.6	.7			
L+O	3-21	84.9	86.7	1.1			
LLS	4-25	85.6	89.3	2.6			
LLS	5-1	86.7	91.1	1.8			
LLS	5-9	89.3	94.0	2.9			
LLS	5-30	91.1	96.7	2.7			
OPL	5-31	94.0	96.7	2.7			
Dean	6-27	96.7	99.1	3.4			

07/09/2019 12:25

PROCEDURE IN THE EVENT OF AN ACCIDENT

VEHICLE NO. _____ OIL TYPE _____ FUEL SYSTEM _____ NUMBER _____

NAME	DATE	REDS OUT	REDS IN	TIME	FUEL BY	TOTAL GALS
LLS	7-31-91	77.4	889.3	11.9		
LLS	8-14	89.3	89.8	.5		
LLS	8-18	89.8	96.0	6.2		
Dean	8-22	96.0	98.7	2.7	92.6	32.6
LLS	8-23	98.7	12.2	13.5		
LLS	8-30	12.2	12.5	.3		
LLS	9-21	12.5	23.1	11.1		
Dean	9-24	23.6	26.0	2.4	D-F	
LLS	1-4-97	26.0	26.3	.3		
D+L	1-26-97	26.3	27.4	1.1	D-F	
LLS	2-4	27.4	32.2	5.2		
Dean	2-10	32.2	32.9	.5	D-F	
LLS	3-8	32.9	33.6	.7		
LLS	4-26	33.6	34.3	.7		
LLS	5-3	34.3	43.5	9.2		
Dean	5-10	43.5	44.2	.7	D-F	
L+D	6-1	44.2	45.5	1.3	D-F	
LLS	6-13	45.5	48.5	3.0		
LLS	6-20	48.5	58.5	10.0		
L+D	7-26	58.5	60.6	2.1	D-F	

07/09/2019 12:25

9919V 2602

PROCEDURE IN THE EVENT OF AN ACCIDENT

DATE	HOURS OUT	NEWS IN	TIME	TYPE WT	TOTAL OALS
7-17-95	16.7	18.1	1.4		
9-24-95	18.1	30.9	12.8		185 OIL
10-1-95	30.9	31.5	.6		9-2600S OIL + FILTER CHANGED
10-19-95	31.5	32.9	1.4		
10-26-95	32.9	33.5	.6		
11-19-95	33.5	34.2	.7		
1-10-96	34.2	34.8	.6		
2-11-96	34.8	37.5	2.7		CR OUT Flooding in Valley
2-12	37.5	39.6	2.1		
2-15	39.6	41.7	2.1		DEATHS REF TO PDX
4-5	41.7	42.7	1.0		Moist Koolig
5-15	42.7	43.5	.8		
6-4	43.5	57.9	14.4		
6-5	57.9	60.2	2.3		
7-13	60.2	62.4	2.4		
7-14	62.4	64.4	2.0		
7-16	64.4	66.9	2.5		
7-19	66.9	68.0	1.1		
7-22	68.0	75.2	7.2		
7-28	75.2	77.4	2.2		

07/09/2019 12:25

9919V

VEHICLE MAKE: FORD
 MODEL: F150
 YEAR: 2011
 VIN: 1FTFW1E18AFA111111

DATE	HOURS OUT	MILES IN	TIME	FUEL BY	TOTAL GALS.
LLS	11-12-09	26.4	27.8	1.4	18.0 L
LLS	1-20-05	27.8	37.8	1.0	0-Time New Engine
LS+OS	5-26-05	38.8	38.2	3.4	
LLS	6-22-05	38.2	55.4	23.2	oil filter change
LLS	6-29-05	55.4	56.3	.9	
Dean	7-4-05	56.3	63.5	7.2	59.7
LLS	7-8-05	63.5	64.7	1.2	
LLS	7-10-05	64.7	65.9	1.2	
Dean	7-12	65.9	73.9	8.0	
LLS	7-13	73.9	87.8	13.9	1QT oil
LLS	7-21	87.8	96.1	8.3	1QT oil
LLS	7-30	96.1	97.1	1.0	
Dean	8-5	97.1	99.3	2.2	
Dean	8-11	99.3	99.7	.4	
LLS	8-13	99.7	00.8	1.1	
Dean	8-18	00.8	7.4	6.4	
Dean	8-19	7.4	8.2	.8	
Dean	8-25	8.2	9.0	.8	
Dean	8-26	9.0	15.5	6.5	
LLS	8-30	15.5	16.7	1.2	

07/09/2019 12:25

PROCEDURE IN THE EVENT OF AN ACCIDENT

DATE 1994
 OIL NAME
 FIDELITY
 NUMBER

DATE	HOURS OUT	HOURS IN	TIME	POS. BY	TOTAL OIL
5-5-94	65.6	66.3	.7		
5-6-94	66.3	68.4	2.1		
5-14-94	68.4	69.4	1.0		
5-22	69.4	71.6	2.2		
5-27	71.6	85.2	13.6		
7-14	85.2	81.4	16.2		
7-29	81.4	83.8	2.4		
8-9	83.8	4.3	.5		
8-22	4.3	7.2	3.1		
8-26	7.2	10.2	3.0		
8-28	10.2	12.5	2.3		
9-1	12.5	13.3	.8		
9-2	13.3	14.7	1.4		18T 0.1
9-5	14.7	16.1	1.4		
9-15	16.1	16.4	.3		
9-15	16.4	17.9	1.5		18T 0.1
9-16	17.9	23.2	5.3		
9-17	23.2	23.6	.4		
10-9	23.6	25.8	2.2		10T 0.1
10-16	25.8	26.4	.6		

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PROCEDURE IN THE EVENT OF AN ACCIDENT

DATE	REMS OUT	REMS IN	TIME	FILE BY	TOTAL DOSE
1993					
Dean	23.0	23.5	.5		
Dean	23.5	24.1	.6		
LLS	24.1	25.3	1.2		
LLS	25.3	31.2	5.9		
Dean	31.2	34.1	2.9		
Dean	34.1	34.3	.2		
LLS	34.3	46.8	12.5		
LLS	46.8	52.9	6.1		
LLS	52.9	54.1	1.2		
LLS	54.1	54.6	.5		
LLS	54.6	55.4	.8		
LLS	55.4	55.9	.5		
1994					
LLS	55.9	59.6	3.5		1994
LLS	59.6	61.0	1.4		
LLS	61.0	61.4	.4		
LLS+DS	61.4	62.0	.6		
LLS	62.0	64.5	2.5		
Dean	64.5	64.9	.4		
Dean	64.9	65.6	.7		

07/09/2019 12:24

SERIAL NO. _____
 OIL NAME _____
 FITTING DATE _____
 FITTING BY _____
 OFFICE _____
 PROCEDURE IN THE EVENT OF AN ACCIDENT

NAME	DATE	HOURS OUT	HOURS IN	TIME	FUEL BY	TOTAL GALS.
LLS	8-30-92	20.8	21.3	.5		
LLS	9-5	21.3	21.9	.6		
LLS	9-25	21.9	23.2	1.1		
Dean	10-13	23.2	24.3	1.1		
LLS	1-9-93	24.3	25.4	1.1		
Dean	1-15-93	25.4	26.3	.9		
LLS	1-29-93	26.3	28.6	2.3		
LLS	2-25-93	28.6	29.1	.5		
LLS	2-26-93	29.1	30.1	1.0		
LLS + Dean	2-20-93	30.1	31.6	1.5		
5-30-93	3-20-93	31.6	32.3	.7		
6-LLS	5-1-93	32.3	34.5	2.2		
Dean	5-5	34.5	35.8	1.3		
LLS	5-9	35.8	48.5	12.7		
LLS	5-28	48.5	74.6	26.1		
LLS	6-13	74.6	78.9	4.3		
LLS	7-11	78.9	80.3	1.2		
LLS	7-30-90 8-13	80.3	18.9	38.6	ONE HOUR TRIP	
Dean	8-15	18.9	19.3	.4		
Dean	8-18	19.3	23.0	3.3		

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PROCEDURE IN THE EVENT OF AN ACCIDENT

PERSONAL USE
 DATE
 CITY NAME
 STATE
 ZIP CODE

NAME	DATE	HEIRS OUT	HEIRS IN	TIME	FEEL BY	TOTAL GALS.
LLS	3-28-92	71.6	73.3	1.7		
Dean	4-1	73.3	76.8	3.5		
LLS	4-26	76.8	79.6	2.8		
LLS	5-1	79.6	81.7	2.1		
Dean	5-2	81.7	82.2	.5		
Dean	5-24	82.2	86.5	4.3		
Dean	5-31	86.5	90.3	3.8		
LLS	6-28	90.3	90.6	.3		
LLS	6-26	90.6	92.7	2.1		
Dean	6-27	92.7	95.9	3.2		
Dean	7-10	95.9	99.6	3.7		
LLS	7-11	99.6	103.2	3.6		
LLS	7-17	103.8	106.8	3.0		
LLS	7-26	106.8	109.1	2.3		
LLS	8-19-92	109.1	144	5.3		
LLS	8-2	144	16.9	2.5		
LLS	8-15	16.9	17.4	.5		
Dean	8-23	17.4	17.7	.3		
LLS	8-28	17.7	18.9	1.2		
LLS	8-29	18.9	20.8	2.1		oil change

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3640
 36500

DATE

TIME

WORKER

DATE	TIME	WORKER	IN	OUT	TIME	TOTAL GALS
1-20-91	04.5	LLS	25.9	21.4		
7-20-91	25.9	LLS	27.2	1.3		
9-15	27.1	Dean	29.3	2.1		
9-16	29.3	LLS	30.8	1.5		
9-22	30.8	LLS-D	40.3	9.7		
9-28	40.3	LLS	48.4	8.1		
9-29	48.4	LLS	50.7	2.3		
10-10	50.7	LLS	52.1	1.4		
10-11	52.1	LLS	53.1	1.0		
11-1	53.1	LLS	56.7	3.6		
11-15	56.7	LLS	57.7	1.0		
1-19-92	57.7	LLS	58.6	.9		
2-7-92	58.6	Dean	59.0	.4		
2-27	59.0	Dean	61.4	2.4		
3-8	61.4	Dean	64.4	3.0		
3-9	64.4	Dean	64.8	.4		
3-14	64.8	LLS	66.1	1.3		
3-22	66.1	LLS	68.5	2.4		
3-22	68.5	Dean	69.3	.8		
3-27	69.3	LLS	71.6	2.3		

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TELEPHONE 3590

DATE

NO	DATE	INNOV OUT	INNOV IN	TIME	PERL BY	TOTAL GALS
LLS	1-11-90	2780	2783	.3		
LLS	12-7-90	2783	2787	.4		
LLS	1-25-91	2787	280.8	1.9		
LLS	1-30-91	280.8	282.0	1.2		
LLS	2-19-91	282.0	283.4	.4		
LLS	2-11-91	283.4	283.7	.3		
DEAN	2-24-91	283.7	84.1	.9		
LLS	2-27	84.1	86.1	2.0		
LLS	3-8	86.1	87.6	1.5		
Dean	3-16	87.6	88.4	.8		
LLS	3-20	88.4	88.8	.4		
Dean	4-11	88.8	90.5	1.7		
LLS	5-31-91	90.5	91.8	1.3		
Dean	6-5	91.8	95.1	3.3		
Dean	6-14	95.1	96.8	1.7		
Dean	6-15	96.8	99.5	2.7		
Dean	6-16	99.5	00.2	.7		
Dean	6-20	00.2	04.5	4.3		
LLS	6-21	04.5	04.9	.4		

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PROCEDURE IN THE EVENT OF AN ACCIDENT

NOV 1990
 L.L.S.
 OIL TEMP
 FERTILIZER
 STORES

NOV 1990	DATE	INRS OUT	INRS IN	TIME	FUEL BY	TOTAL GALL
L.L.S.	4-30-90	69.9	703	.4		
L.L.S.	5-3	70.3	71.4	1.1		
Dean	5-10	71.4	74.7	3.3		
L.L.S.	5-19	74.7	75.6	.9		
Dean	5-25	75.6	76.1	.5		
L.L.S.	6-7	76.1	92.6	16.5		
L.L.S.	7-8	92.6	241.8	48.4		
Dean	8/108-3	241.0	252.8	11.8		
L.L.S.	8-25	252.8	255.3	2.5		
Dean	8-30	255.3	262.4	7.1		
Dean	9-1	262.4	263.9	1.5		
Dean	9-2	263.9	271.3	7.4		
Dean	9-3	271.3	271.9	.6		
Dean	9-4	271.9	72.5	.6		
Dean	9-13	72.5	73.7	1.2		
Dean	9-14	73.7	74.9	1.2		
L.L.S.	9-19	74.9	76.6	1.7		
Dean	9-21	76.6	77.5	.9		
L.L.S.	9-30	77.5	78.0	.5		
L.L.S.	10-6	78.0				

GAS

07/09/2019 12:24

PROCEDURE IN THE EVENT OF AN ACCIDENT

ANNUAL FOR 11-12-87 OIL NO. 9-23-87
 BLT NO. 5361, 1 34728
 DATE 9-83 TACH

NAME	DATE	HOURS OUT	HOURS IN	TIME	FEEL BY	TOTAL GALS.
LADN	8-14-89	13.7	13.8	1.1		
Dean	8-15-8	13.8	54.7	2.9		
LLS	8-17-89	36.7	38.1	1.4		
LLS	9-1-89	38.1	39.6	1.5		
LLS	9-8	39.6	50.1	10.5		
LLS	9-20	50.1	52.2	2.1		
LLS	9-21	52.2	54.7	2.5		
L+D	10-12	54.7	56.0	1.3		
LLS	11-3	56.0	54.5	.5		
LLS	12-10	56.5	57.2	.7		
DEAN	12-12	57.2	57.9	.7		
LLS	1-19-90	57.9	58.6	.7		
Dean	1-24-90	58.6	59.2	.6		
L+D	2-18-90	59.2	62.0	2.8		
Dean	2-20-90	62.0	62.7	.7		
LLS	3-21-90	62.7	63.4	.7		
LLS	3-25-90	63.4	64.7	.7		
L+D	4-4-90	64.7	65.5	.8		
LLS	4-8	65.5	68.0	2.5		
LLS	9-14	68.0	69.9	1.9		

1990

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108
105.7
2.3

OIL DATE 19 89
PHOTOSTATIC
REVISED

NAME	DATE	HOURS OUT	HOURS IN	TIME	FUEL BY	TOTAL GALL.
Dean	5-25	56.4	58.2	1.8		
Dean	6-1	58.8	65.1	6.9		
Dean	6-7	65.1	74.2	9.1		
Dean	6-8	74.2	74.5	.3	For 0.1	
LLS	6-10	74.5	75.5	1.0		
LLS	6-15	75.5	76.5	1.0		
LLS	6-16	76.5	78.7	2.2		
LLS	6-18	78.7	82.2	3.4		
Dean	6-20	82.2	85.1	2.9		
LLS	6-21	85.1	85.9	.8		
Dean	6-22	85.9	93.2	7.3		
LLS	6-23	93.2	102.4	9.2		
LLS	7-3	102.4	103.7	1.3		
LLS	7-5	103.7	105.0	1.3		
LLS	7-7	105.0	105.7	.7		
D+C	7-21	105.7	109.5	3.8		
D+C	7-23	109.5	114.1	4.6		
LS	8-4	114.1	117.3	3.2		
Dean	8-4	117.3	125.2	7.9		
Dean	8-18	125.2	132.7	7.5		

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SERIAL NO. _____
 UNIT NO. _____
 OIL TYPE _____
 FILTERED BY _____
 12/28

DATE	AMOUNT	AMOUNT	AMOUNT	AMOUNT	AMOUNT	AMOUNT	TOTAL
DATE	AMOUNT	AMOUNT	AMOUNT	AMOUNT	AMOUNT	AMOUNT	TOTAL
10-23	25.9	27.8	1.9				
10-27	27.7	28.3	1.5				
11-12	28.3	29.3	1.5				
11-17	28.8	29.1	.3				
12-17	29.1	31.5	2.4				
1989							
1-14-89	31.5	32.1	.6				
2-5-89	32.1	33.0	.9				
4-6-89	33.0	33.6	.6				
4-6-89	33.6	36.2	2.6				
4-9-89	36.2	38.4	2.2				
4-27	38.4	41.1	2.7				
4-28	41.1	45.1	4.0				18.7
4-29	45.1	46.4	1.3				
5-8	46.4	47.2	.8				
5-12	47.2	49.8	2.6				
5-13	49.8	50.6	.8				
5-14	50.6	52.8	2.3				
5-15	52.8	55.0	2.2				
5-19	55.0	56.4	1.4				

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98.6
95.9
3.7

PERIODIC

DATE

1989

NAME

NAME	DATE	HOURS OUT	HOURS IN	TIME	PER. BY	TOTAL GALE
DEAN	6/28	78.4	80.5	2.1		
DEAN	7/1	80.5	81.4	.9		
Dean	7/7	81.4	82.6	1.2		
Dean	7/14	82.6	84.1	1.5		
LLS	7-21	84.1	84.6	.5		
DEAN	7-22	84.6	97.3	12.7		
LLS	7-27	97.3	98.2	.9		
LLS	7-29	98.2	00.2	2.0		
Dean	7-29	00.2	01.0	.8		
LLS	7-31	01.0	02.3	1.3		
LLS	8-19	02.3	04.7	2.4		
Dean	8-20	04.7	5.7	1.0		
LLS	8-27	5.7	7.7	2.0		
LLS	8-30	7.7	9.8	2.1		
LLS	9-1	9.8	12.0	2.2		
Dean	9-6	12.0	12.8	0.8		
Dean	9-7	12.1	18.5	6.4		
MARK	9-16	18.5	22.4	3.9		
LLS	9-29	22.4	24.6	2.2		
LLS	10-1	24.6	25.9	1.3		

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N9919V

GENERAL USE
OIL TYPE
FIRE/EXTINGUISHING
SERIES

NAME	WASHS	WASHS INT	WASHS IN	TIRE	FUEL BY	TOTAL OIL
LLS	7988	40.9	41.4	.5		1988
LLS	2-2-88	41.4	41.9	.5		
LLS	3-1-88	41.9	44.0	2.1		
LLS	3-22-88	44.1	46.2	2.2		187.011
LLS	3-15-88	46.7	46.2	.5		
Dean	3-17-88	6.7	17.8	3.1		
Dean	3-18-88	49.8	50.3	.5		
Dean	5-31-88	50.3	52.5	2.2	R.D.	
LLS	4-4-88	52.5	53.1	.6		
Dean	4-7	53.1	53.6	.5		
LLS	4-9	53.6	55.1	1.5		
LLS	4-10	55.1	56.7	1.6		
Dean	4-11	56.7	62.5	5.8		
LLS	4-26	62.5	63.4	.9		
LLS	5-10	63.4	64.0	.6		
DEAN	5-17	64.0	67.6	3.6		
Dean	5-21	67.6	69.3	1.7		
Dean	5-26	69.3	74.6	5.3		
LLS	6-3	74.6	76.0	1.4		
LLS	6-10	76.0	78.4	2.4		

PROCEDURE IN THE EVENT OF AN ACCIDENT

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N. 9919V

DATE TIME PERIODICITY NUMBER

NAME	DATE	TIME IN	TIME OUT	TIME	TOTAL GALS
LLS	8-31-87	13.7	13.7	.9	1987 ↑
LLS	9-3-87	14.2	14.2	.5	
LLS	9-27-87	17.7	17.7	3.5	
D.S.	1-30	18.8	18.8	1.1	
J.L.S.	10-10	20.3	20.3	1.5	
Dean	10-13	21.5	21.5	1.2	
Dean	10-16	22.8	22.8	1.3	
LLS	10-17	24.4	24.4	1.6	
LLS	10-18	25.0	25.0	.6	
LLS	11-6	25.6	25.6	.6	
L.L.S.	12-24	28.0	28.0	2.4	
LLS	1-18-88	29.0	29.0	1.0	1988 ↓
LLS	1-19-88	30.1	30.1	1.1	
DEAN	1-28	30.1	30.9	.8	
Deanling	1-25	31.6	31.6	.7	
LLS	12-1	32.3	32.3	.7	
LLS	2-3	33.4	33.4	1.1	
L+D	2-5	37.0	37.0	3.6	
LLS	2-18	39.2	39.2	2.2	
LLS	2-20	40.9	40.9	1.7	

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7919V

PERSONAL TIME
DATE

OIL DATE

1987

NAME	DATE	HOURS OUT	HOURS IN	TIME	FUEL BY	TOTAL GALL.
LARRY	5-23-77	53.0	54.3	1.3		
LARRY	5-29-77	54.3	55.8	1.5	LS	24.7
LARRY	6-12-77	58.8	60.2	4.4		
Dean	6-16-77	60.2	62.0	1.8		
LARRY	6-17-77	62.0	63.1	1.1		
LARRY	6-19-77	63.1	64.2	1.1		
Dean	6-22-77	64.2	65.5	1.3		
Dean	7-12-81	65.5	75.2	09.7		
LARRY	7-12-81	75.2	75.7	.5		
Dean	7-15-77	75.7	77.9	2.2		
FANNY	7-15-77	77.9	78.9	1.0		
D+L	7-19-77	78.9	79.5	.6		
D+L	7-31-77	79.5	80.3	.8		
Dean	8-3-77	80.3	81.5	1.2		
L.L.S	8-8-77	81.5	85.3	3.8		
L.L.S	8-17-77	85.3	86.1	.8		
L.L.S	8-20-77	86.1	97.8	11.7		
Dean	8-27-77	97.8	04.8	7.0		
Dean	8-28-77	04.8	06.5	1.7		
Dean	8-30-77	06.5	02.8	6.3		

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1986

Phone Number 9919V

Name	Date	Ice Time In	Ice Time Out	Total Ice	Hubby Time In	Hubby Time Out	Total Hubby	Instructor
LARRY	6/12	24.2	33.7	.5	68.8	68.1	.6	Fuel
LARRY	6/14	26.6	34.2	0.4	71.6	68.8	3.2	Fuel
DEAN	7/6	27.8	26.4	1.2	76.6	73.1	1.5	Fuel
DEAN	7/6	28.4	27.8	.6	73.1	73.7	.6	Fuel
DEAN	7/27	30.3	28.6	1.7	73.9	73.7	.2	Fuel
DEAN	7/29	33.1	30.5	2.8	75.8	73.9	1.9	Fuel
DEAN	7/28	36.2	33.1	3.1	78.6	75.8	2.8	Fuel
DEAN	7/29	36.4	36.2	.2	81.8	78.6	3.2	Fuel
DEAN	7/5	37.1	36.4	.7	82.1	81.8	.3	Fuel
DEAN	7/6	39.9	37.1	2.8	82.9	82.1	.8	Fuel
DEAN	7/7	43.5	39.9	3.6	85.8	82.9	2.9	Fuel
DEAN	7/7	43.9	43.5	.4	89.5	85.8	3.7	Fuel
DEAN	7/8	45.5	43.8	1.6	90.0	89.5	.5	Fuel
LARRY	7/9	46.4	45.5	.9	92.2	90.0	2.2	Fuel
"	7/9	47.0	46.4	.6	93.1	92.2	.9	Fuel
"	7/9	47.5	47.0	.5	93.8	93.1	.7	Fuel
LARRY	7/25	49.6	47.5	2.1	94.3	93.8	.5	Fuel
DEAN	7/19	50.5	49.6	.9	96.8	94.3	2.5	Fuel
DEAN	7/31	52.7	50.5	2.5	98.1	96.8	1.3	Fuel
LARRY	8/1	55.9	52.7	3.2	100.5	98.1	2.4	Fuel
DEAN	8/2				08.9	00.5	3.4	Fuel
DEAN	8/3				06.9	04.0	2.9	Fuel
LARRY	8/3				07.1	06.9	.2	Fuel
DEAN	9/3				0.93	07.1	2.2	Fuel
DEAN	9/5				10.0	09.3	.7	Fuel
DEAN	9/5				10.1	10.0	.1	Fuel
DEAN	9/6				10.3	10.1	.2	Fuel

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45.7
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1986

99190

PROCEDURE IN THE EVENT OF AN ACCIDENT

Name	Date	IC Time In	IC Time Out	Total Time	Hobby Time In	Hobby Time Out	Total Hobby	Instructor
LARRY	1/11	1034	1024	1.0	43.1	42.0	1.1	
LARRY	1/7	1054	1034	1.0	45.7	43.1	2.6	
DEAN	1/10	105.7	105.4	.3	46.4	43.7	.3	
LARRY	2/10	1047	1057	1.0	40.4	46.0	1.4	Fuel
LARRY	3/15	107.5	1067	1.8	48.5	47.4	1.1	
DEAN	1/16	107.6	107.5	.1	48.7	48.5	.2	
DEAN	1/16	108.1	107.6	.5	48.4	48.7	.7	
LARRY	3/21	1087	1081	.6	50.2	49.4	.8	
LARRY	3/22	109.6	1087	.9	51.2	50.2	1.0	Fuel
LARRY	3/22	110.0	109.6	.4	51.8	51.2	.6	
LARRY	3-24	111.0	110.0	.1	53.0	51.8	1.2	
LARRY	3-29	111.5	111.0	.5	53.5	53.0	.5	Fuel
LARRY	3-29	111.9	111.5	.4	54.0	53.5	.5	
LARRY	3-30	114.8	111.9	2.5	56.0	54.0	2.0	LAT OIL
DEAN	4-8	115.2	114.6	.6	57.7	56.9	.8	
LARRY	4-18	116.7	115.2	1.5	59.4	57.7	1.7	
DEAN	4-18				60.3	59.4	.9	Fuel
DEAN	4-18	117.7			60.7	60.7	.4	
DEAN	5-16	118.7	117.7	1.0	61.9	60.7	1.2	
LARRY	5-17	120.2	118.7	1.5	63.6	61.9	1.7	
LARRY	5-17	120.7	120.2	1.0	64.0	63.6	.4	
DEAN	5-27	121.3	120.7	.6	65.0	64.0	1.0	
LARRY	5-31	121.8	121.3	.3	65.3	65.0	.3	
LARRY	6-6	121.8	121.4	.2	65.7	65.3	.4	
DEAN	6-8	121.9	121.8	1.1	66.9	65.7	1.2	
LARRY	6-8	23.2	22.9	.3	67.7	66.9	.8	
DEAN	6-9	23.7	23.2	.5	68.2	67.7	.5	

07/09/2019 12:23

1440 37.1 33.6
98.1 4.8

1985

Name	Date	Tac Time In	Tac Time Out	Total Tac	Hobbs Time In	Hobbs Time Out	Total Hobbs	Fuel
START	9/2	082.0	—	—	—	—	—	—
Dean	9/2	82.5	82.0	.5	377.5	—	—	—
Dean	9/3	84.8	82.5	2.3	18.2	17.5	.7	—
Dean	9/4	86.3	84.8	1.5	20.6	18.2	2.4	—
Dean	9/5	87.3	86.3	1.0	22.1	20.6	1.5	—
LARRY	9/6	88.0	87.3	.7	23.2	22.1	1.1	D
LARRY	9/6	88.6	88.0	.6	24.1	23.2	.9	—
LARRY	9/7	89.0	88.6	.4	24.9	24.1	.8	—
LARRY	9/9	89.3	89.0	.3	25.4	24.9	.5	—
LARRY	9/15	90.8	89.3	.7	25.9	25.4	.5	—
Dean	9/15	90.6	90.0	.6	26.9	25.9	1.0	D
LARRY	9/22	91.3	90.6	.7	27.8	26.9	.9	—
Dean	9/26	91.8	91.3	.5	28.8	27.8	1.0	—
LARRY	10/4	92.2	91.8	.4	29.4	28.8	.6	—
LARRY	10/4	92.9	92.2	.7	29.9	29.4	.5	18 Gall Fuel
DEAN	10/7	93.8	92.9	.9	30.8	29.9	.9	—
LARRY	10/11	94.1	93.8	.3	31.9	30.8	1.1	—
Dean	10/17	94.6	94.1	.5	32.3	31.9	.4	—
LARRY	11/11	95.3	94.6	.7	32.9	32.3	.6	—
LARRY	11/22	96.0	95.7	.3	33.6	32.9	.7	Fuel
LARRY	12/8	96.5	96.0	.5	34.6	33.6	1.0	—
Dean	12/12	96.5	97.2	.7	35.3	34.6	.7	—
LARRY	12/13	98.1	97.2	.9	36.1	35.3	.8	—
Dean/LARRY	12/13	99.0	98.1	.9	37.1	36.1	1.0	—
LARRY	12/17	99.7	99.0	.7	38.0	37.1	.9	Fuel
LARRY	12/24	102.0	99.7	.5	38.8	38.0	.8	—
LARRY	1-186	102.4	102.0	.4	41.5	38.8	.7	Fuel
LARRY					42.0	41.5	.5	18 Gall

PROCEDURE IN THE EVENT OF AN ACCIDENT
 If the aircraft is involved in an accident, the pilot should immediately advise the nearest airport manager or the nearest FAA office. The pilot should also advise the nearest law enforcement agency and the nearest medical facility. The pilot should also advise the nearest fire department and the nearest ambulance. The pilot should also advise the nearest hospital and the nearest police station. The pilot should also advise the nearest airport manager or the nearest FAA office. The pilot should also advise the nearest law enforcement agency and the nearest medical facility. The pilot should also advise the nearest fire department and the nearest ambulance. The pilot should also advise the nearest hospital and the nearest police station.

07/09/2019 12:23

1985
 1981
 1987

867-3615

— 2 Miles South of The Yaquina Bay Bridge —

Check your ELT

Before you take off, and when you return, listen on frequency 121.5 to make sure your Emergency Locator Transponder (ELT) is working, cautions Joe Holden, state Aeronautics Search and Rescue coordinator.

Test periods for ELTs are five minutes before the hour until five minutes after the hour, according to Holden. Turn on the aircraft's radio, tune it to 121.5, then flip the "ON" switch of your ELT. The ELT should be heard easily. One or two sweeps (no more than three) should tell you the ELT battery is operational.

A working ELT can aid search and rescue teams significantly. Remember, your life may depend on it.

If the insured aircraft is damaged, either by accident or otherwise, you should report to our local area representative as soon as possible. If the accident results in a serious personal injury or fatality, call a doctor or ambulance.

4. Express no opinion as to who was at fault.

5. Give no information except as required by the authorities.

6. Sign no statements for anyone except an identified representative of the company, or as required by the authorities.

7. **IMPORTANT.** Get names, street and city addresses of all witnesses. This is an important part of the claim.

8. Fix in your mind the names of individuals involved prior to its occurrence. You will be able to identify them if you are contacted by the company's representative at the scene of the accident.

9. Your interest in the aircraft is not affected by the accident.

10. If the insured aircraft is damaged, either by accident or otherwise, you should report to our local area representative as soon as possible. If the accident results in a serious personal injury or fatality, call a doctor or ambulance.

11. Express no opinion as to who was at fault.

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13. Sign no statements for anyone except an identified representative of the company, or as required by the authorities.

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21. **IMPORTANT.** Get names, street and city addresses of all witnesses. This is an important part of the claim.

22. Fix in your mind the names of individuals involved prior to its occurrence. You will be able to identify them if you are contacted by the company's representative at the scene of the accident.

23. Your interest in the aircraft is not affected by the accident.

SEE LIST OF CLAIMS OFFICES ON REVERSE SIDE

PROCEDURE IN THE EVENT OF AN ACCIDENT

ALABAMA
 ARIZONA
 ARKANSAS
 CALIFORNIA
 COLORADO
 CONNECTICUT
 DELAWARE
 FLORIDA
 GEORGIA
 ILLINOIS
 INDIANA
 IOWA
 KANSAS
 KENTUCKY
 LOUISIANA
 MARYLAND
 MASSACHUSETTS
 MICHIGAN
 MINNESOTA
 MISSISSIPPI
 MISSOURI
 MONTANA
 NEBRASKA
 NEVADA
 NEW HAMPSHIRE
 NEW JERSEY
 NEW YORK
 NORTH CAROLINA
 NORTH DAKOTA
 OHIO
 OKLAHOMA
 OREGON
 PENNSYLVANIA
 RHODE ISLAND
 SOUTH CAROLINA
 SOUTH DAKOTA
 TENNESSEE
 TEXAS
 UTAH
 VERMONT
 VIRGINIA
 WASHINGTON
 WEST VIRGINIA
 WISCONSIN
 WYOMING

07/09/2019 09:41

REGISTRATION NOT TRANSFERABLE

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
CERTIFICATE OF AIRCRAFT REGISTRATION

This certificate must be in the aircraft when operated.

AIRCRAFT SERIAL NO.

NATIONALITY AND REGISTRATION MARKS **N** 9919V

17264555

MANUFACTURER AND MANUFACTURER'S DESIGNATION OF AIRCRAFT

172M

CESSNA
ICAO Aircraft Address Code: 53355001

This certificate is issued for registration purposes only and is not a certificate of title. The Federal Aviation Administration does not determine rights of ownership as between private persons.

ISSUED TO
SAWYER DEAN H

(b) (6)

INDIVIDUAL

It is certified that the above described aircraft has been entered on the register of the Federal Aviation Administration, United States of America, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Title 49, United States Code, and regulations issued thereunder.



U.S. Department of Transportation

Federal Aviation Administration

DATE OF ISSUE

September 28, 2006

Michael C. Bishop
ADMINISTRATOR

AC Form 8050-3(10/2003) Supersedes previous editions

07/09/2019 09:37

UNITED STATES OF AMERICA
 DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS N9919V	2. MANUFACTURER AND MODEL Cessna 172M	3. AIRCRAFT SERIAL NUMBER 17264555	4. CATEGORY Normal & Utility
--	---	--	--

5. AUTHORITY AND BASIS FOR ISSUANCE
 This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.
 Exceptions:

NONE

6. TERMS AND CONDITIONS
 Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 23, 25, and 29, and the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.
 Designation of Manufacturer: C-1

DATE OF ISSUANCE 12-20-74	FAA REPRESENTATIVE By <i>[Signature]</i> L. P. Selenka	DESIGNATION NUMBER PC4
-------------------------------------	---	----------------------------------

Alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

07/09/2019 09:37



SHARC 7
 EMERGENCY LOCATOR
 TRANSMITTER
 121.5 & 243.0 MHz
 FAA TSO-C91 APPVD.
 MODEL NO. **7000-7000**
 DATE OF MFR. **01/01/00**
 WEIGHT **1.5** lbs.
 SERIAL NO. **0000000000**
 FCC TYPE ACC. PART 87
 J.N.P. **0000000000**
0000000000 SEE RID. 2
LEIGH & COMPANY, INC.
 210 SHOPS ROAD
 ST. RACUSE, N.Y. 13201

THIS ELT EQUIPPED WITH MEDEL, INC.
 ALKALINE BATTERY PACK P/N BR-1014
 APPROVED 182-2-11
 REPLACE BY **AUG 17**
 Battery weight: 1.5 lbs.
 MEDEL, INC. (203) 227-4811
 1371 N. Country Rd. 210, Box 418
 Meriden, CT 06450

07/09/2019 09:18

THIS ELT EQUIPPED WITH MERL, INC.
ALKALINE BATTERY PACK P/N BP-1015
APPROVED TSO C-91

REPLACE BY **AUG 17**

Battery weight: 1.5 lbs.



MERL, INC. (203) 237 - 8811
1777 N. Colony Rd. P.O. Box 188
Meriden, CT USA 06450

07/09/2019 09:18



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Chief Counsel

Enforcement Division
Midwest Team
2300 E. Devon Avenue
Des Plaines, IL 60018

**U.S. CERTIFIED MAIL, RETURN-RECEIPT REQUESTED
and FIRST-CLASS MAIL**

December 30, 2019

Dean Herbert Sawyer

(b) (6)

RE: Dean Herbert Sawyer, Case No. 2019-NM-09-0023

NOTICE OF PROPOSED CERTIFICATE ACTION

Based on the following facts and circumstances, it appears that you violated the regulations of the Federal Aviation Administration:

1. You (Dean Herbert Sawyer) now hold, and at all times relevant to this Notice held, private pilot certificate number 3680615.
2. On or about July 8, 2019, you acted as pilot in command of a fixed-wing Cessna 172M aircraft registered as N9919V on a passenger-carrying flight in the vicinity of Newport, Oregon. (the flight)
3. During the flight, N9919V had engine problems and you made an emergency landing on the sand at Yaquina Beach in Newport, Oregon, resulting in damage to the aircraft.
4. At the time of the flight, your most recent airman medical certificate was a third class airman medical certificate issued on July 30, 2004, which expired on July 31, 2006.
5. You operated N9919V when you did not hold a valid medical certificate.
6. At the time of the flight, the aircraft registration located in N9919V had expired on September 30, 2012.
7. At the time of the flight, you had not completed three takeoffs and three landings in the preceding 90 days.
8. You operated N9919V with passengers when you were not current to do so.

9. At the time of the flight, N9919V had not received an annual inspection within the preceding 12 months.
10. The out-of-date annual inspection rendered the N9919V unairworthy at the time of the flight.
11. You operated N9919V when it was not in an airworthy condition.
12. You operated N9919V when you had not completed and logged a flight review within the 24 months preceding the flight.
13. You operated the N9919V in a careless or reckless manner so as to endanger the life or property of another.

By reason of the foregoing, it appears that you failed to comply with the following Federal Aviation Regulations:

- (a) **14 C.F.R. § 61.2(b)(1)**, which states, in part, that no person may exercise the privileges of an airman certificate, rating, endorsement, or authorization issued under this part unless that person meets the appropriate airman and medical recency requirements of this part, specific to the operation or activity.
- (b) **14 C.F.R. § 61.23(a)(3)(i)**, which states, in part, that a person must hold at least a third-class medical certificate when exercising the privileges of a private pilot certificate, recreational pilot certificate, or student pilot certificate, except when operating under the conditions and limitations set forth in § 61.113(i).
- (c) **14 C.F.R. § 61.56(c)**, which states, in part, that no person may act as pilot in command of an aircraft unless, since the beginning of the 24th calendar month before the month in which that pilot acts as pilot in command, that person has accomplished a flight review given in an aircraft in which that pilot is rated by an authorized instructor and has a logbook endorsed from an authorized instructor who gave the review certifying that the person has satisfactorily completed the review.
- (d) **14 C.F.R. § 61.57(a)**, which states, in part, that no person may act as pilot in command of an aircraft carrying passengers unless that person has made three takeoffs and three landings within the preceding 90 days.
- (e) **14 C.F.R. § 91.7(a)**, which states, in part, that no person may operate a civil aircraft unless it is in an airworthy condition.
- (f) **14 C.F.R. § 91.203(a)(2)**, which states, in part, that that no person may operate a civil aircraft unless it has within it an effective U.S. registration certificate issued to its owner.

- (g) **14 C.F.R. § 91.409(a)(1)**, which states, in part, that no person may operate an aircraft unless, within the preceding 12 calendar months, it has had an annual inspection in accordance with part 43 of this chapter and has been approved for return to service by a person authorized by § 43.7 of this chapter.
- (h) **14 C.F.R. § 91.13(a)**, which states, in part, that no person may operate an aircraft in a careless or reckless manner so as to endanger the life or property of another.


Pursuant to the Administrator's authority under 49 U.S.C. § 44709, we propose to suspend your private pilot certificate number 3680615 for a period of 310 days.

Unless we receive, in writing, your choice of the alternatives explained in the enclosed Information Sheet within fifteen (15) days of your receipt of this Notice, an Order suspending your certificate, as proposed above, will be issued.

This Notice does NOT suspend your certificate; however, if you wish to make the suspension effective immediately, you must physically surrender your certificate to this office as provided in Option #1 of the enclosed information sheet.

Please direct all communications to Benjamin M. Borelli, Esq., Enforcement Division, Midwest Team, Room 479, 2300 East Devon Avenue, Des Plaines, IL 60018, telephone (847) 294-7713, fax (847) 294-7498.

Naomi Tsuda
Assistant Chief Counsel for Enforcement

By: 
Benjamin M. Borelli, Esq.
Enforcement Division, Midwest Team
2300 East Devon Avenue
Des Plaines, IL 60018
Email: benjamin.borelli@faa.gov
Telephone: (847) 294-7313 (main)
(847) 294-7713 (direct)
Fax: (847) 294-7498

Enclosures: Information Sheet and Reply Form
Access to Information Under the Pilot's Bill of Rights

ACCESS TO INFORMATION UNDER THE PILOT'S BILL OF RIGHTS

On August 3, 2012, the Pilot's Bill of Rights (PBR), Public Law 112-153, was enacted. Among other things, the PBR requires that you be given notification that the releasable portions of the Administrator's enforcement investigative report (EIR) will be available to you and that if applicable, you are entitled to access or otherwise obtain air traffic data relevant to the Administrator's investigation. Accordingly:

1. The releasable portions of the Administrator's EIR are available to you upon your written request addressed to the FAA's legal counsel handling the enforcement action.
2. Because under the PBR the Administrator may not proceed with this matter until any air traffic data facilitating your productive participation in a proceeding related to this matter has been made available to you for 30 days, to the extent that you have not already asked for any relevant air traffic data you must expressly do so in writing within 15 days of your receipt of this Notice, which is the same timeframe in which you must respond to this Notice.

7016 3010 0000 7493 6715

PLACE STICKER AT TOP OF ENVELOPE TO THE RIGHT OF THE RETURN ADDRESS, FOLD AT DOTTED LINE

CERTIFIED MAIL



7016 3010 0000 7493 6715

7016 3010 0000 7493 6715

**U.S. Postal Service™
CERTIFIED MAIL® RECEIPT**
Domestic Mail Only

For delivery information, visit our website at www.usps.com

OFFICIAL USE

Certified Mail Fee

Extra Services & Fees (check box, add fee as appropriate)

- Return Receipt (hardcopy) \$ _____
- Return Receipt (electronic) \$ _____
- Certified Mail Restricted Delivery \$ _____
- Adult Signature Required \$ _____
- Adult Signature Restricted Delivery \$ _____

Postage

Total Postage and Fees

Sent To

Street and Apt. No., or PO Box No.

City, State, ZIP+4®

PS Form 3800, April 2015 PSN 7530-02-000-9047

See Reverse for Instructions

Postmark
Here

Sauyer
NOPIA



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Chief Counsel

Enforcement Division
Midwest Team
2300 E. Devon Avenue
Des Plaines, IL 60018

U.S. CERTIFIED MAIL, RETURN-RECEIPT REQUESTED
FIRST-CLASS MAIL
and EMAIL: MVANHOOM@ME.COM and (b) (6)

April 9, 2020

(b) (6)

RE: Dean Herbert Sawyer, Case No. 2019-NM-09-0023

Dear Mr. Sawyer:

On December 30th, 2019, the Federal Aviation Administration served you by U.S. Certified Mail and First-Class Mail the enclosed Notice of Proposed Certificate Action (the Notice) dated December 30th, 2019, at your address of record below:

Dean Herbert Sawyer

(b) (6)


Both the first class and certified mail were returned undeliverable. An investigation revealed that you are currently located at:

(b) (6)

Our records also indicate that you are represented by Mr. Michael F. Van Hoomissen, Esq. I have copied him by email at the address below:

Michael F. Van Hoomissen
Attorney at Law
Website: www.vanhoomissenlaw.com
Email: mvanhoom@me.com

Unless we receive, in writing, your choice of the alternatives explained in the enclosed Information Sheet within fifteen (15) days of your receipt of the enclosed Notice, an Order revoking your certificate, as proposed in the Notice, will be issued.

By: 
Benjamin M. Borelli, Esq.
Enforcement Division, Midwest Team
2300 East Devon Avenue
Des Plaines, IL 60018
Email: benjamin.borelli@faa.gov
Telephone: (847) 294-7313 (main)
(847) 294-7713 (direct)
Fax: (847) 294-8293



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Chief Counsel

Enforcement Division
Midwest Team
2300 E. Devon Avenue
Des Plaines, IL 60018

**U.S. CERTIFIED MAIL, RETURN-RECEIPT REQUESTED
and FIRST-CLASS MAIL**

December 30, 2019

Dean Herbert Sawyer

(b) (6)

RE: Dean Herbert Sawyer, Case No. 2019-NM-09-0023

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1. You (Dean Herbert Sawyer) now hold, and at all times relevant to this Notice held, private pilot certificate number 3680615.
2. On or about July 8, 2019, you acted as pilot in command of a fixed-wing Cessna 172M aircraft registered as N9919V on a passenger-carrying flight in the vicinity of Newport, Oregon. (the flight)
3. During the flight, N9919V had engine problems and you made an emergency landing on the sand at Yaquina Beach in Newport, Oregon, resulting in damage to the aircraft.
4. At the time of the flight, your most recent airman medical certificate was a third class airman medical certificate issued on July 30, 2004, which expired on July 31, 2006.
5. You operated N9919V when you did not hold a valid medical certificate.
6. At the time of the flight, the aircraft registration located in N9919V had expired on September 30, 2012.
7. At the time of the flight, you had not completed three takeoffs and three landings in the preceding 90 days.
8. You operated N9919V with passengers when you were not current to do so.

9. At the time of the flight, N9919V had not received an annual inspection within the preceding 12 months.
10. The out-of-date annual inspection rendered the N9919V unairworthy at the time of the flight.
11. You operated N9919V when it was not in an airworthy condition.
12. You operated N9919V when you had not completed and logged a flight review within the 24 months preceding the flight.
13. You operated the N9919V in a careless or reckless manner so as to endanger the life or property of another.

By reason of the foregoing, it appears that you failed to comply with the following Federal Aviation Regulations:

- (a) **14 C.F.R. § 61.2(b)(1)**, which states, in part, that no person may exercise the privileges of an airman certificate, rating, endorsement, or authorization issued under this part unless that person meets the appropriate airman and medical recency requirements of this part, specific to the operation or activity.
- (b) **14 C.F.R. § 61.23(a)(3)(i)**, which states, in part, that a person must hold at least a third-class medical certificate when exercising the privileges of a private pilot certificate, recreational pilot certificate, or student pilot certificate, except when operating under the conditions and limitations set forth in § 61.113(i).
- (c) **14 C.F.R. § 61.56(c)**, which states, in part, that no person may act as pilot in command of an aircraft unless, since the beginning of the 24th calendar month before the month in which that pilot acts as pilot in command, that person has accomplished a flight review given in an aircraft in which that pilot is rated by an authorized instructor and has a logbook endorsed from an authorized instructor who gave the review certifying that the person has satisfactorily completed the review.
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Pursuant to the Administrator's authority under 49 U.S.C. § 44709, we propose to suspend your private pilot certificate number 3680615 for a period of 310 days.

Unless we receive, in writing, your choice of the alternatives explained in the enclosed Information Sheet within fifteen (15) days of your receipt of this Notice, an Order suspending your certificate, as proposed above, will be issued.

This Notice does NOT suspend your certificate; however, if you wish to make the suspension effective immediately, you must physically surrender your certificate to this office as provided in Option #1 of the enclosed information sheet.

Please direct all communications to Benjamin M. Borelli, Esq., Enforcement Division, Midwest Team, Room 479, 2300 East Devon Avenue, Des Plaines, IL 60018, telephone (847) 294-7713, fax (847) 294-7498.

Naomi Tsuda
Assistant Chief Counsel for Enforcement

By: 
Benjamin M. Borelli, Esq.
Enforcement Division, Midwest Team
2300 East Devon Avenue
Des Plaines, IL 60018
Email: benjamin.borelli@faa.gov
Telephone: (847) 294-7313 (main)
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1. The releasable portions of the Administrator's EIR are available to you upon your written request addressed to the FAA's legal counsel handling the enforcement action.
2. Because under the PBR the Administrator may not proceed with this matter until any air traffic data facilitating your productive participation in a proceeding related to this matter has been made available to you for 30 days, to the extent that you have not already asked for any relevant air traffic data you must expressly do so in writing within 15 days of your receipt of this Notice, which is the same timeframe in which you must respond to this Notice.

Long, Sharon (FAA)

From: Tsuda, Naomi (FAA)
Sent: Wednesday, April 08, 2020 1:10 PM
To: Long, Sharon (FAA)
Cc: Borelli, Benjamin (FAA)
Subject: FW: Packages for Mailing tomorrow 4/9/20 - Sawyer 2019NM090023
Attachments: CERTIFIED - Package 1.pdf; FIRST CLASS - Package 2.pdf

Hi, Sharon: This was inadvertently sent to the wrong "Long."

Naomi Tsuda
Federal Aviation Administration
Office of the Chief Counsel
Assistant Chief Counsel – Enforcement (AGC-300)
800 Independence Avenue, SW, Suite 900E
Washington, D.C. 20591
(202) 267-5305

From: Borelli, Benjamin (FAA) <Benjamin.Borelli@faa.gov>
Sent: Wednesday, April 08, 2020 12:19 PM
To: Long, Sandra (FAA) <Sandra.Long@faa.gov>
Cc: Tsuda, Naomi (FAA) <Naomi.Tsuda@faa.gov>
Subject: Packages for Mailing tomorrow 4/9/20 - Sawyer 2019NM09

Hi Sandra:

Can you please mail these packages for me tomorrow? I have attached 2 packages in this email (the cover letter with its enclosure/s) to be issued tomorrow. Please do the following:

1. Please print both packages. I have already prepared each package in the attachments as they should be mailed;
2. Package 1 should be sent certified mail, and Package 2 should be sent regular mail;
3. I'll take care of sending the emails listed, so don't worry about those.
4. Please scan and email the certified receipt to me at benjamin.borelli@faa.gov.

Thanks, Sandra! If you have any questions, please call me at 847-294-7713.

Ben

Benjamin M. Borelli
Attorney
Midwest Enforcement Team
Office of the Chief Counsel
Federal Aviation Administration
Tel. 847.294.7713 | benjamin.borelli@faa.gov

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City, State, ZIP+4	
Dean Sawyer (b) (6)	
PS Form 3800, June 2002	
See Reverse for Instructions	

**MICHAEL F. VAN HOOMISSEN
ATTORNEY AT LAW**

ADMITTED TO PRACTICE
OREGON
WASHINGTON

ONE WORLD TRADE CENTER
121 S.W. SALMON STREET, SUITE 1100
PORTLAND, OREGON 97204

TEL 503-221-1529
FAX 503-221-6222

MVANHOOM@ME.COM
VANHOOMISSEN.LAW.COM

April 14, 2020

SENT VIA EMAIL

Benjamin M. Borelli, Esquire
Enforcement Division, Midwest Team
2300 East Devon Avenue
Des Plaines, IL 60018
Email: benjamin.borelli@faa.gov
Tel: 847.294.7313 (main)
847.294.7713 (direct)
Fax: 847.294.8293

Re: Dean Herbert Sawyer, Case No. 2019-NM-09-0023

Dear Ben,

I represent Airman Sawyer in the above matter. Let's set a date for an informal conference to discuss resolution of your Notice of Proposed Certificate Action dated April 9, 2020. Please provide me with the releasable portions of the Administrator's Enforcement Investigative Report and any Air Traffic Control air traffic data relevant to the flight. I look forward to working with you.

Very truly yours,



Michael F. Van Hoomissen



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Chief Counsel

Enforcement Division
Midwest Team

EMAIL: MVANHOOM@ME.COM

April 16, 2020

Michael F. Van Hoomissen, Esq.
One World Trade Center, Suite 1100
121 S.W. Salmon Street
Portland, OR 97204

RE: Dean Herbert Sawyer, Case No. 2019-NM-09-0023

Dear Mr. Van Hoomissen:

In response to your request on April 15, 2020, I am sending the enclosed copy of the releasable portions of the Federal Aviation Administration's enforcement investigative report (EIR). The enclosed EIR includes all releasable documents upon which the FAA relied in preparing and initiating the above-referenced enforcement action.

Portions of the EIR that have not been released are withheld as privileged, because they contain the investigator's analysis, recommendations, and opinions. They are privileged because they are deliberative, pre-decisional materials, rendered by agency staff members in the course of reaching a final determination or position on a particular matter under agency consideration. *See, e.g., Jordan v. Department of Justice*, 591 F.2d 753, 774 (D.C. Cir. 1978) (en banc).

Sincerely,

/s/ Benjamin Borelli

Benjamin M. Borelli, Esq.
Enforcement Division, Midwest Team
2300 East Devon Avenue
Des Plaines, IL 60018
Email: benjamin.borelli@faa.gov
Telephone: (847) 294-7313 (main)
(847) 294-7713 (direct)
Fax: (847) 294-8293

Enclosure: Releasable Portions of EIR



THIS CERTIFIES THAT

IV DEAN HERBERT SAWYER
V (b) (6)

DATE OF BIRTH	HEIGHT	WEIGHT	HAIR	EYES	SEX	NATIONALITY
(b) (6)						

IX. HAS BEEN FOUND TO BE PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF

II. PRIVATE PILOT III. CERT. NO. (b) (6)

RATINGS AND LIMITATIONS
XII. AIRPLANE SINGLE ENGINE LAND

XIII.

VII. *Dean H. Sawyer*
SIGNATURE OF HOLDER

[Signature]
X. ADMINISTRATOR

X. DATE OF ISSUE: 07-24-82
AC Form 8060-2 (5-81)

certificate is of such duration as is provided in the currently effective Federal Aviation Regulations, unless sooner suspended or revoked. Airmen are not authorized to exercise privileges of any class or ratings issued in error. Return immediately for correction. Certificate should be returned to address below within 30 days of death of Airmen.

FEDERAL AVIATION ADMINISTRATION

AIRMAN CERTIFICATION BRANCH
P. O. BOX 25082
OKLAHOMA CITY, OKLAHOMA 73125

REPAIRMAN OPERATIONAL RESTRICTION

The holder hereof shall not perform or approve alterations, repairs or inspections of aircraft except in accordance with the applicable airworthiness requirements of the Federal Aviation Regulations, or such method, techniques, and practices found acceptable to the Administrator.

WARNING: Alteration of this certificate is subject to a fine of not exceeding \$1,000 or imprisonment not exceeding three years, or both. (U. S. Code, Title 49, Sec. 147 (h)).

(b) (6)

CERTIFIED MAIL

RECEIVED
JUN 29 2020
OFFICE OF REGIONAL COUNSEL
AGL-7

04
95



7019 1640 0000 6827 9420



1021



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97365
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BENJAMIN BORELLI
FAA OFFICE OF REGIONAL COUNSEL
2700 EAST DEWAVE AVE RM 479
DES PLAINES, IL 60018

5001834696 0002



Dean Herbert Sawyer
Case No. 2019-NM-09-0023
Settlement Agreement

Section 1 Terms, General:

The Federal Aviation Administration (FAA) agrees to issue an Order of Suspension (the Order) in case number 2019-NM-09-0023 suspending Dean Herbert Sawyer's (Sawyer) private pilot certificate number 3680615 for 200 days. Sawyer agrees to waive all rights to appeal or contest the issuance of this Order. Sawyer further agrees not to bring any action or claim under the Equal Access to Justice Act, or any claim for damages against the Department of Transportation (DOT), the FAA, or any employees or officers of the same arising out of this case.

Section 2 Definitions:

There are no words in this agreement that need a special definition.

Section 3 Sanction Proposed/Ordered and Sanction Agreed to in Settlement:

On December 30, 2019, a Notice of Proposed Certificate Action proposing to suspend Sawyer's private pilot certificate number 3680615 for 310 days was issued for violations of 14 C.F.R. §§ 61.2(b)(1), 61.23(a)(3)(i), 61.56(c), 61.57(a), 91.7(a), 91.203(a)(2), 91.409(a)(1), and 91.13(a). For the purposes of settlement and in consideration of the information provided in the informal conference, the FAA has agreed to drop the alleged violation of § 61.57(a) and accept a settlement offer of a reduced suspension of 200 days. Both parties have waived any right to seek costs with respect to this Order or to appeal this Order.

Section 4 Applicable Waiver under ASRP or as a result of Inability to Pay:

There is no waiver under the Aviation Safety Reporting Program for the alleged violation.

Section 5 Waiver of Right to Appeal and Hearing:

Sawyer agrees to the reduced suspension period in the Order of Suspension that will be issued pursuant to this agreement and waives all rights to appeal or contest the issuance of that Order.

Section 6 Costs:

Each Party to this agreement agrees that they will bear all of their own costs with respect to all proceedings and matters related to this case.

Section 7 EAJA and Other Cost Recovery Actions:



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Chief Counsel

Enforcement Division
Midwest Team
2300 E. Devon Avenue
Des Plaines, IL 60018

U.S. CERTIFIED MAIL, RETURN-RECEIPT REQUESTED
FIRST-CLASS MAIL
and EMAIL: MVANHOOM@ME.COM and (b) (6)

July 7, 2020

Dean Herbert Sawyer

(b) (6)

RE: Dean Herbert Sawyer, Case No. 2019-NM-09-0023

ORDER OF SUSPENSION

The Federal Aviation Administration (FAA) notified you through a Notice of Proposed Certificate Action dated December 30, 2019, that the FAA proposed to suspend your private pilot certificate number 3680615 for 310 days for your alleged violations of 14 C.F.R. §§ 61.2(b)(1), 61.23(a)(3)(i), 61.56(c), 61.57(a), 91.7(a), 91.203(a)(2), 91.409(a)(1) and 91.13(a). After considering all the evidence in this matter, the Administrator has determined that:

1. You (Dean Herbert Sawyer) now hold, and at all times relevant to this Notice held, private pilot certificate number 3680615.
2. On or about July 8, 2019, you acted as pilot in command of a fixed-wing Cessna 172M aircraft registered as N9919V on a passenger-carrying flight in the vicinity of Newport, Oregon. (the flight)
3. During the flight, N9919V had engine problems and you made an emergency landing on the sand at Yaquina Beach in Newport, Oregon, resulting in damage to the aircraft.
4. At the time of the flight, your most recent airman medical certificate was a third class airman medical certificate issued on July 30, 2004, which expired on July 31, 2006.
5. You operated N9919V when you did not hold a valid medical certificate.
6. At the time of the flight, the aircraft registration located in N9919V had expired on September 30, 2012.

7. At the time of the flight, N9919V had not received an annual inspection within the preceding 12 months.
8. The out-of-date annual inspection rendered the N9919V unairworthy at the time of the flight.
9. You operated N9919V when it was not in an airworthy condition.
10. You operated N9919V when you had not completed and logged a flight review within the 24 months preceding the flight.
11. You operated the N9919V in a careless or reckless manner so as to endanger the life or property of another.

As a result, you violated the following Federal Aviation Regulations:

- (a) **14 C.F.R. § 61.2(b)(1)**, which states, in part, that no person may exercise the privileges of an airman certificate, rating, endorsement, or authorization issued under this part unless that person meets the appropriate airman and medical recency requirements of this part, specific to the operation or activity.
- (b) **14 C.F.R. § 61.23(a)(3)(i)**, which states, in part, that a person must hold at least a third-class medical certificate when exercising the privileges of a private pilot certificate, recreational pilot certificate, or student pilot certificate, except when operating under the conditions and limitations set forth in § 61.113(i).
- (c) **14 C.F.R. § 61.56(c)**, which states, in part, that no person may act as pilot in command of an aircraft unless, since the beginning of the 24th calendar month before the month in which that pilot acts as pilot in command, that person has accomplished a flight review given in an aircraft in which that pilot is rated by an authorized instructor and has a logbook endorsed from an authorized instructor who gave the review certifying that the person has satisfactorily completed the review.
- (d) **14 C.F.R. § 91.7(a)**, which states, in part, that no person may operate a civil aircraft unless it is in an airworthy condition.
- (e) **14 C.F.R. § 91.203(a)(2)**, which states, in part, that that no person may operate a civil aircraft unless it has within it an effective U.S. registration certificate issued to its owner.
- (f) **14 C.F.R. § 91.409(a)(1)**, which states, in part, that no person may operate an aircraft unless, within the preceding 12 calendar months, it has had an annual inspection in accordance with part 43 of this chapter and has been approved for return to service by a person authorized by § 43.7 of this chapter.

(g) 14 C.F.R. § 91.13(a), which states, in part, that no person may operate an aircraft in a careless or reckless manner so as to endanger the life or property of another.

As a result of the foregoing, the Administrator has determined that safety in air commerce or air transportation and the public interest require the suspension of your private pilot certificate number 3680615.

IT IS THEREFORE ORDERED, pursuant to the Administrator's authority under 49 U.S.C. § 44709, that:

- 1) Your private pilot certificate number 3680615, is suspended for a period of 200 days, effective June 23, 2020.
- 2) No application for a pilot certificate shall be accepted from you, nor shall a pilot certificate be issued to you during the period of suspension imposed by this Order.

This Order has been issued pursuant to a settlement agreement wherein you have waived all rights to appeal or contest this Order.

Naomi Tsuda
Assistant Chief Counsel for Enforcement

By:



Benjamin M. Borelli, Esq.
Enforcement Division, Midwest Team
2300 East Devon Avenue
Des Plaines, IL 60018
Email: benjamin.borelli@faa.gov
Telephone: (847) 294-7313 (main)
(847) 294-7713 (direct)
Fax: (847) 294-7498

CERTIFICATE OF SERVICE

I certify that the foregoing Order of Suspension in FAA Case No. 2019-NM-09-0023 has been sent this date by U.S. Certified Mail, return-receipt requested and First-Class Mail to:

Dean Herbert Sawyer

(b) (6)

Brian Booth

Date: July 7, 2020

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<input type="checkbox"/> Adult Signature Required	\$ _____
<input type="checkbox"/> Adult Signature Restricted Delivery	\$ _____

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City

Dean Herbert Sawyer

(b) (6)

AIRMAN STOP ORDER		NAME (LAST - FIRST - MIDDLE INITIAL) Sawyer, Dean Herbert	FAA NUMBER 2019-NM-09-0023
ADDRESS(ES) (b) (6)		CERTIFICATE NO., TYPE, RATINGS private pilot certificate number 3680615	
This STOP ORDER is filed to preclude the processing of any new application for the Airman herein named, and relates to the following situation:		DATE OF BIRTH (If Available)	SSAN (If Available)
<input type="checkbox"/>	CERTIFICATE HAS BEEN REVOKED (EMERGENCY)	<input type="checkbox"/> ENFORCEMENT ACTION PENDING	
<input checked="" type="checkbox"/>	CERTIFICATE HAS BEEN SUSPENDED	<input checked="" type="checkbox"/> CERTIFICATE SURRENDERED	
<input type="checkbox"/>	AIRMAN PILOTED AIRCRAFT WITHOUT CERTIFICATE	<input type="checkbox"/> APPLICATION FOR CERTIFICATE DENIED	
REMARKS 200 day suspension effective June 23, 2020, ends midnight January 8, 2021			
RELEASE DATA			
<input checked="" type="checkbox"/>	THIS STOP ORDER TERMINATES AUTOMATICALLY ON: January 8, 2021		
<input type="checkbox"/>	THIS STOP ORDER IS OF INDEFINITE DURATION, PENDING EXPRESS RELEASE BY THE UNDERSIGNED		
CERTIFICATE INFORMATION			
<input checked="" type="checkbox"/>	CERTIFICATE SURRENDERED ON: 6/23/20		
<input type="checkbox"/>	CERTIFICATE NOT YET SURRENDERED:		
<input type="checkbox"/>	AFFIDAVIT OF LOSS OF CERTIFICATE DATED:		SUBMITTED:
DO NOT ISSUE ANY AIRMAN CERTIFICATE OR RATING, OR DUPLICATE, TO THIS PERSON PRIOR TO THE RELEASE DATE WITHOUT NOTIFYING THE UNDERSIGNED. IF THIS PERSON OBTAINS A CERTIFICATE, RATING OR DUPLICATE DESPITE THIS ORDER, PLEASE NOTIFY THE UNDERSIGNED IMMEDIATELY.			
DATE 7/7/20	TITLE AND ADDRESS ATTORNEY OFC OF REGIONAL COUNSEL, AGL7 GREAT LAKES REGION DES PLAINES, ILLINOIS 60018		SIGNATURE /s/ Benjamin M. Borelli /s/ Benjamin M. Borelli, Esq.

UNITED STATES OF AMERICA XI
DEPARTMENT OF TRANSPORTATION + FEDERAL AVIATION ADMINISTRATION

IV NAME
DEAN HERBERT SAWYER



V ADDRESS (b) (6)

VI NATIONALITY USA SEX HEIGHT WEIGHT HAIR EYES
Va D.O.B. (b) (6) (b) (6)

IX HAS BEEN FOUND TO BE PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF

PRIVATE PILOT
 CERTIFICATE NUMBER 3680615
 DATE OF ISSUE 21 JAN 2013

IV ADMINISTRATOR




DEAN HERBERT SAWYER
PRIVATE PILOT
AIRPLANE SINGLE ENGINE LAND
ENGLISH PROFICIENT.

XII RATINGS
XIII LIMITATIONS

3680615

VI SIGNATURE
OF HOLDER



80750 11/12

(b) (6)

Legal
Box 33

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OF THE RETURN ADDRESS. FOLD AT DOTTED LINE
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MIDWEST TEAM FAA
2700 E. DEVON AVE
DES PLAINES, IL 60018



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60018

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U. S. Department
of Transportation

Office of the Chief Counsel

Enforcement Division
Midwest Team
2300 East Devon Avenue
Des Plaines, Illinois 60018-4696

Federal Aviation
Administration

January 6, 2021

FEDEX - OVERNIGHT

Area Code 847.294.7713

Dean Herbert Sawyer

(b) (6)

RE: Dean Herbert Sawyer, Case No. 2019-NM-09-0023

Dear Mr. Sawyer:

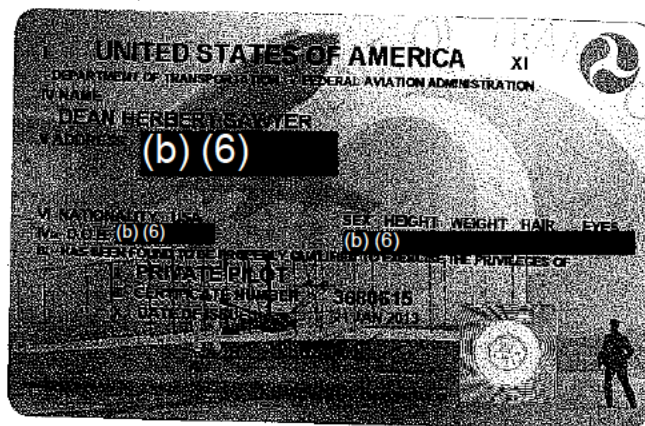
Enclosed is your private pilot certificate number 3680615, which was suspended for 200 days effective June 23, 2020. The suspension period will end on midnight, January 8, 2021, and you may exercise the privileges of your certificate on that date.

It is hoped that you will assist in the promotion of safety in aviation through your compliance with the Federal Aviation Regulations in the future.

Sincerely,

Benjamin Borelli
Attorney

Enclosure





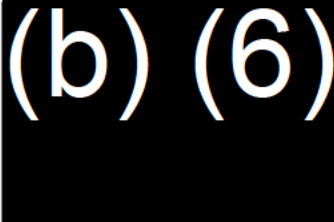
Shipment Receipt

Address Information**Ship to:**

Dean Herbert Sawyer

Ship from:

Benjamin Borelli
Office of the Chief Counsel
2300 E. Devon Ave.
Room 479
Des Plaines, IL
60018
US
8472947313

**Shipment Information:**

Tracking no.: 772555106227

Ship date: 01/06/2021

Estimated shipping charges: 5.31 USD

Package Information

Pricing option: FedEx Standard Rate

Service type: Priority Overnight

Package type: FedEx Envelope

Number of packages: 1

Total weight: 1 LBS

Declared Value: 0.00 USD

Special Services:

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Billing Information:

Bill transportation to: MyAccount-037

Your reference:

P.O. no.:

Invoice no.:

Department no.:

Thank you for shipping online with FedEx ShipManager at fedex.com.

Please Note

FedEx will not be responsible for any claim in excess of \$100 per package, whether the result of loss, damage, delay, non-delivery, misdelivery, or misinformation, unless you declare a higher value, pay an additional charge, document your actual loss and file a timely claim. Limitations found in the current FedEx Service Guide apply. Your right to recover from FedEx for any loss, including intrinsic value of the package, loss of sales, income interest, profit, attorney's fees, costs, and other forms of damage whether direct, incidental, consequential, or special is limited to the greater of \$100 or the authorized declared value. Recovery cannot exceed actual documented loss. Maximum for items of extraordinary value is \$1000, e.g., jewelry, precious metals, negotiable instruments and other items listed in our Service Guide. Written claims must be filed within strict time limits. Consult the applicable FedEx Service Guide for details. The estimated shipping charge may be different than the actual charges for your shipment. Differences may occur based on actual weight, dimensions, and other factors. Consult the applicable FedEx Service Guide or the FedEx Rate Sheets for details on how shipping charges are calculated.