
FLIGHT LOG BOOK

N3696G

Multi

9047410767
9048451592

Aircraft Flight log

Date	Student passenger	Instructor Safety pilot	From	Via	Via	To	VOR Check method	VOR error	Tach Out	Tach In	Hobbs Out	Hobbs In	total	Oil	Fuel
12-28-20	DAVID	MARS	KDAB	HRUN	up.	KDAB					229.4	229.9	.5	8/8	+1084
		AOG Maintenance on Place									229.9	230.4	.5		
		AOG Maintenance on place									230.4	231.1			
2-18	Bill G	Mars	KDAB			KDAB					231.1	231.7	0.6		
2-18	Bill G	Mars	KDAB			KDAB					231.7	232.7	1.0		
2-20	Bill G	Mars	KDAB	KFIN		KDAB				3630.7	232.7	233.9	1.2		
2-22	Omar	Mars	KDAB			KDRL					233.9	234.8	0.9		76.4
2-22	Omar	Mars	KDRL			KDAB					234.8	235.5	0.7		14.9
2-23	Taki	Mars	KDAB			KFIN					235.5	236.5	1.0		33
2-23	Taki	Mars	KDAB	KFIN		KDAB					236.5	237.2	0.7		
2-24	Taki	Mars	KDAB	230.1		KDAB					237.2	239.2	2.0		
2-27	Cajino/brave	Mars	KDAB	SPA	TPA	KDAB					239.2	240.1	0.9		
2-27	Taki	Mars	KDAB	KFIN		KSS2					240.1	241.0	1.9		92.1 Pin
2-27	Mykelm	Mars	KSS2			KDAB					241.0	243.1	1.9		
3-1	taki	Mars	KDAB	KFIN	KSS2	KDAB		Night			243.1	245.1	2.0		80.50
3-4	Taki	Mars	KDAB			KVNC					245.1	247.7	2.6		40
3-5	Tapi	Mars	KVNC			KVNC					247.7	250.1	2.4		87.13
3-6	Taki	Mars	KVNC			KVNC					250.1	251.9	1.8		20
3-7	Taki	Mars	KVNC			KPGD							2.0		20

MAINTENANCE LOG BOOK – FAA took the log book for investigation of the accident

RENTAL OF PARKING/STORAGE AT AIRPORT

(941) 639-1101

	This Check		
	Other Trans. +/-		
Tax Deductible <input type="checkbox"/>	Balance		

1216			
Date	11/12-12021		
To	Punta Gorda Airport		
For	Tie-Down Fee		
	Total	1155	60
	This Check		
	Other Trans. +/-		
Tax Deductible <input type="checkbox"/>	Balance		

CURRENT STATUS OF RENTING THE SPACE AT PUNTA GORDA AIRPORT

no information provided

DETAILS RELATING TO ENGINE +

ESTIMATES FOR REPAIR

Apr 15, 2021, 13:27

Ok, spoke to certified engines.
The m engine will likely need a
crank if it is not the var crank.
The mb engine is a var crank,
as evidenced by the b suffix.
So you'd be looking at \$56750
for both engines to be Iran and
reassembled with required
components per prop strike
instructions. If you need the
second crank, it'd be another
7500. If you'd need anything
else like cylinders or hard
parts, cost is more. We won't
know until we get inside. Props
are between 8k and 14k each
depending on new vs
overhauled and specific model
numbers. Labor to remove the
engines and send out will be
\$3k per. Airframe wise, sheet
metal from the looks of it and
antennas, we'd be around \$17k
in stringers and skins and

components per prop strike instructions. If you need the second crank, it'd be another 7500. If you'd need anything else like cylinders or hard parts, cost is more. We won't know until we get inside. Props are between 8k and 14k each depending on new vs overhauled and specific model numbers. Labor to remove the engines and send out will be \$3k per. Airframe wise, sheet metal from the looks of it and antennas, we'd be around \$17k in stringers and skins and electronics missing. So, best case is \$95750. It can only go up from there once we get inside. On the other hand, scrap value of the plane as is came in at 12k. The non var crank pretty much trashed the value of one engine core altogether. Let me know what we should do

*Before Hurricane
Damage*

NAME AND PHONE NUMBER OF A CONTACT PERSON AT PUNTA GORDA
AIRPORT

Ben – 941-639-1101

ACCIDENT REPORT

TUESDAY, MARCH 09, 2021

Cessna 310R, N3696G: Accident occurred March 07, 2021 at Punta Gorda Airport (KPGD), Charlotte County, Florida

**Federal Aviation Administration / Flight Standards District Office;
Tampa, Florida**

Aircraft gear collapsed on landing.

TFA Holding Corp

<https://registry.faa.gov/N3696G>

Date: 07-MAR-21

Time: 14:22:00Z

Regis#: N3696G

Aircraft Make: CESSNA

Aircraft Model: 310

Event Type: ACCIDENT

Highest Injury: NONE

Aircraft Missing: No

Damage: SUBSTANTIAL

Activity: INSTRUCTION

Flight Phase: LANDING (LDG)

Operation: 91

City: PUNTA GORDA

State: FLORIDA

THERE ARE NO LIENS ON THE AIRPLANE per Mr. Liao