



EXPERIMENTAL

AIRCRAFT LOGBOOK

1-920647

0 HRS.

0 MIN.

1V420CF

10/23/11 DATE

I'VE REQUESTED AN FAA SPECIAL AIRWORTHINESS
CERTIFICATE PER 8130-6

Ernie C. Guller OWNER/BUILDER

A&P 145551B

OWNER/BUILDER

work performed


November 3, 2011,
@ 00: hours + :00 minutes,

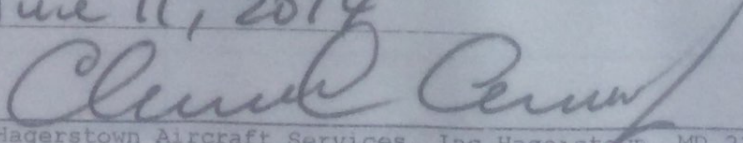
I have determined this aircraft to be in condition for the certificate requested and to meet minimum requirements. Issued FAA Form 8130-7 and Operating Limitations.

James R. Thomas, DARF810300NE

DATE

[illegible]

Date	Recording Tach/ Hour Meter Time	Total Time In Service	Description of work performed
May 1, 2014		(Annual Condition Inspection)	
Tach. Time 76.3			
Hobbs. Time 92.6			
Changed engine oil & filter, replaced ELT battery, installed new A/C battery.			
#1 cyl. 73/80 #2 74/80 #3 78/80 #4 75/80 #5 75/80 #6 77/80			
I certify this aircraft has been inspected in accordance with standard procedures			
and is in airworthy condition.			
Owner/Builder			
Craig C. Fuller A&P # 1455518			
			

Date	Recording Tach/ Hour Meter Time	Total Time In Service	Description of work performed
Hagerstown Aircraft Services, Inc. Certified Repair Station: CRS H5GRO500 14235 Oak Springs Road, Hagerstown, MD 21742 (301) 733-7604			
I certify the altimeter and encoder and static systems test required by FAR Part 91.411, for IFR use, have been performed and tested per FAR 43 Appendix E. Pilot side system.			
Altimeter, model <u>DYNON EFIS-D100</u> s/n <u>003614</u> was tested to <u>16,000</u> feet on <u>June 11, 2014</u> .			
Static system test date <u>June 11, 2014</u>			
I certify the encoding altimeter was tested in accordance with FAR 43 Appendix E2(c) and found to be in compliance with FAR 91.217.			
The encoding altimeter, make/model <u>DYNON EFIS-D100</u> serial number <u>003614</u> was tested to <u>16,000</u> feet on <u>11 JUNE 2014</u>			
I certify the transponder test required by FAR 91.413 has been performed and tested per FAR43 appendix F, # 1 System			
Transponder <u>GAMMA FTX 327</u> W.O.# <u>1406109</u>			
Serial Number <u>83733375</u> A/C N# <u>N420CF</u>			
Test Date <u>June 11, 2014</u>			
Signed: <u></u> Hagerstown Aircraft Services, Inc Hagerstown, MD 21742 FAA Approved Repair Station H5GRO500			

Date	Recording Tach/ Hour Meter Time	Total Time In Service	Description of work performed

9-20-14

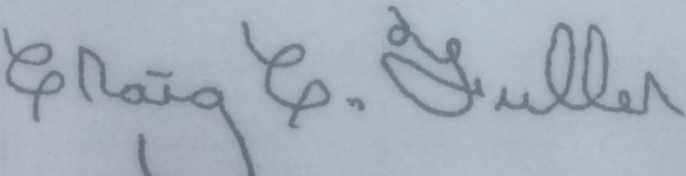
In compliance with Van's Aircraft SERVICE BULLETIN 14-08-29, removed Nose Landing gear and inspected for cracks in the WD-1001E ELASTOMER PLATE. No cracks or any deformity found. Installed a WD1001K DOUBLER supplied by Van's Aircraft. Re-installed nose gear.

Hobbs (92.6)

Tach. (76.3)

Craig C. Fuller
Owner/Builder
A&P 1455518

Craig C. Fuller

Date	Recording Tach/ Hour Meter Time	Total Time In Service	Description of work performed
June 12, 2015			
Tach. Time 89.1			
Hobbs. Time 108.0			
# 1 cyl. 75/80	# 2 cyl. 76/80	# 3 cyl. 78/80	# 4 77/80 #5 cyl. 76/80 # 6 cyl. 75/80
I certify this aircraft has been inspected in accordance with standard procedures and is in airworthy condition.			
Owner/Builder			
Craig C. Fuller	A&P # 1455518		

Dat

Leland Aero Service LLC
5 Perimeter Rd. Nashua, NH 03063
Van's Aircraft, RV-10, sn# 40584

DATE: 7/7/17

N#: N847JH

TACH: 100.3

HOBBS: 122.0

W/O# 17-00076

Airframe Logbook Entry

Replaced instrument panel and reconfigured instruments/radios/switches.

- Removed all instruments, switches and circuit breakers from the instrument panel. Removed instrument panel. Installed new structural supports for installation of "Aerosport" carbon fiber instrument panel. Installed new instrument panel, lower console and side panels and new center console between front seats.
- Installed Dynon EMS-D120, radios, audio panel and transponder into central radio rack. Mounted warning lights, USB power port and panel lights dimmer onto center instrument panel.
- Moved autopilot controls to lower console. Relocated cabin air controls (replaced with longer control cables) to right side of lower console. Relocated Alternate Air and Airbox By-pass controls to left side of lower console.
- Mounted one Dynon EFIS-D100 onto left and right instrument panels. Mounted following switches on the left side instrument panel: ignition, master/alt, avionics master, fuel pump and ELT remote.
- Installed main circuit breaker buss onto lower left side instrument panel. Installed avionics circuit breaker buss onto lower right side instrument panel.

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- Mounted all lighting and Pitot heat controls to overhead panel. Routed new switch wiring from circuit breakers to switches. Installed panel lights for overhead switches.
- Relocated engine controls to center console and installed new control cables for engine controls. Installed new fuel selector control on center console.
- Adjusted all controls for proper travel and rigging.
- Sealed all openings in firewall structure.

Replaced interior panels, carpeting and seat covers.

- Removed existing interior panels, carpeting and seat covers. Installed new seat covers, interior side panels and carpeting (Aerosport products).
- Installed new Aerosport cabin door handle and trim covers.
- Replaced door seals on both cabin doors.
- Installed new placards as required for component identification and for passenger warning.

Replaced wing tips and all exterior lighting.

- Removed existing wing tip assemblies and all mounted lights. Installed new AEVO wing tip/light assemblies. Changed existing lighting wiring to conform to new light assemblies. Replaced wing mounted light bulbs with LED light bulbs.

Date

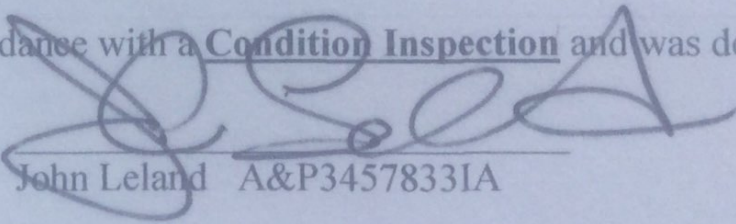
Performed "Annual Condition Inspection" in accordance with "Van's Airforce" checklist.

- Removed all fairings and access panels. Cleaned and lubricated all pulleys, rod-ends and bearings.
- Inspected ELT in accordance with FAR 91.207(d), secured warning horn by installing mount for horn, battery expires "DEC 2020".
- Cleaned fuel system filter, serviced brake reservoir, and checked all service bulletins.
- Serviced aircraft battery in accordance with manufacturer's instructions.
- Van's SB 4-11-07, Securing Electric Flap Actuator rod end, inspected – rod end safetied.
- Van's SB 96-10-1, Filtered Airbox, inspected – bolts are safetied.
- Van's SB 11-9-13, Fuel Tank Slosh inspection, no sloshing compound found in tanks.
- Van's SB 14-12-22, WD-631-PC Nose Stop Flange Installation Orientation, installation correct.
- Van's SB 16-03-28, Wing Aft Spar Web cracks, (DUE ANNUALLY) inspected using borescope, did not trim gap seal.
- Removed existing battery/external power wiring. Replaced battery master contactor and the external power contactor. Connected battery and external power to input side of master contactor. Removed existing switch for external power receptacle (not needed with new external power contactor). Removed battery tender wiring from battery. Removed starter cable from battery and connected to output side of master contactor.
- Installed "Slick Start" ignition system as per manufacturer's installation instructions.
- Relocated ELT remote switch fuse holder to aircraft battery.

Da

- Drained fuel from both fuel tanks. Adjusted both fuel quantity transmitters and recalibrated fuel indicating system.
- Tested and calibrated both autopilot servos, inflight adjustments performed.
- Removed and replaced starter (installed: Sky-Tec, 149-nl, sn# FN-191603). Rerouted starter cable, to provide proper clearance and security.
- Rerouted aileron trim cable for proper clearance with aileron push/pull tube.
- Adjusted elevator control for proper rigging and travel.
- Modified both control yoke tubes to provide clearance with new instrument panel and to accommodate new control grips.
- Installed new access opening and cover to access left side cabin entry step mounting hardware. Removed and replaced left side cabin entry step, painted to match aircraft paint.
- Installed new Vertical Card Compass onto center support tube. Performed compass swing and installed deviation card.
- Installed marks onto right flap for 10 and 20 degree of travel.
- Installed a portable halon fire extinguisher in between rear seats.

I certify that this airframe was inspected in accordance with a Condition Inspection and was determined to be in an airworthy condition.


John Leland A&P3457833IA

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Date	Recording Tach/ Hour Meter Time	Total Time In Service	Description of work performed
12-21-2017	128.7		

Saint Aviation - 352-427-0285 - jesse@saintaviation.com

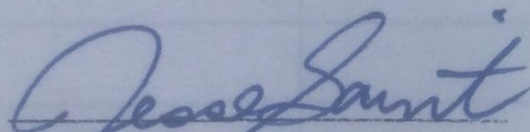
A/C: N847JH

Tach: 128.7

Date: 12-21-2017

I certify that aircraft N847JH has been inspected on 12-21-2017 IAW the scope and detail of appendix D to part 43 and has been found to be in condition for safe operation. ELT check done IAW 91.207.

Work Performed: Lubed all rod ends and bell cranks. Removed Dynon D100 screens and D120 and installed Dynon D180 and 2 AFS5600T screens and Dynon ADAHRS. Installed backup alternator. Installed rear headliner. Installed Aux fuel tanks, 15Gal Capacity in each wing outboard of mains. Weighed plane and added new W&B to logbooks.


Jesse Saint

A&P # 3347635

IFR

The tests required by FAR 91.411, 91.413, & 91.217 have been performed in accordance with FAR 43 appendix E paragraphs (a), (b), & (c) and appendix F.

W.O. # R1145 Tested to 20k feet
 Altimeter Model n/a s/n n/a (pilot)
 Altimeter Model n/a s/n n/a (co-pilot)
 Air Data Computer AF-5000 s/n 001864
 #1 Transponder GTX 345 s/n 3EG00469
 #2 Transponder n/a s/n n/a
 #1 Altitude Reporter SV-ADAHRS-200 s/n 008983
 #2 Altitude Reporter n/a s/n n/a
 Static System (pilot) OK (co-pilot) n/a

Signed [Signature] Date 12-21-17

Volusia Aviation, Inc. 386-290-1663 FAA CRS # JL5R476X

Date

Recording Tach/
Hour Meter TimeTotal Time In
Service

Description of work performed

ALTIMETER

Altitude	Scale Error	Tol ±	Friction ±	Case Leak 18,000' <u>0</u> ± 100'
-1000	<u>-20</u>	20	~	Hysteresis ±75'
0	<u>0</u>	20	~	Altitude
500	<u>-10</u>	20	~	40% 8000 <u>0</u>
1000	<u>-10</u>	20	<u>0</u> 70	50% 10000 <u>0</u>
1500	<u>-15</u>	25	~	After Effect ±30'
2000	<u>-20</u>	30	<u>0</u> 70	Barometric Scale Difference
3000	<u>-30</u>	30	<u>0</u> 70	28.10 <u>-1730</u> -1727
4000	<u>-35</u>	35	~	28.50 <u>-1340</u> -1340
5000	~	~	<u>0</u> 70	29.00 <u>-870</u> -863
6000	<u>-10</u>	40	~	29.50 <u>-400</u> -392
8000	<u>-10</u>	60	~	29.92 <u>0</u> 0
10000	<u>-10</u>	80	<u>0</u> 80	30.50 <u>520</u> 531
12000	<u>0</u>	90	~	30.90 <u>890</u> 893
14000	<u>0</u>	100	~	30.99 <u>970</u> 974
15000	~	~	<u>0</u> 90	Altimeter S/N
16000	<u>+10</u>	110	~	<u>001864</u>
18000	<u>+15</u>	120	~	Make Model/ Part #
20000	<u>+15</u>	130	<u>0</u> 100	<u>ADVANCED AF-5000</u>
22000		140	~	Master Altimeter P/N & S/N
25000		155	120	<u>124-00006/418254</u>
30000		180	140	Date Tested
35000		205	160	<u>12-21-17</u>
40000		230	180	Technician
45000		255	~	<u>[Signature]</u>
50000		280	250	Certificate # <u>JL5R476X</u>

Tested in compliance with FAA FAR 43 Appendix E

Calibrated to 20k Ft. W.O. # R1145

Volusia Aviation, Inc. 923 Beville Road South Daytona, FL 32119 FAA CRS # JL5R476X
 386-290-1663

Date	Recording Tach/ Hour Meter Time	Total Time In Service	Description of work performed
4-28-2018	159.0		

AIRFRAME LOG ENTRY

N847JH

RV-10

28-APRIL-2018

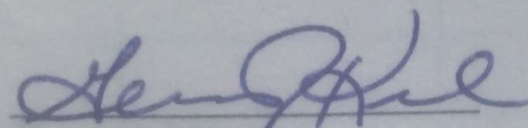
SN. 40584

TOTAL TIME 159.0

TSN 159.0

Removed Dynon Pitch Servo SV42 Pn.101008-000 Sn. 2005 and mounting bracket.
 Installed New Dynon Servo mounting kit Pn. 101020-007, I/a w Installation Doc 101046-007 Rev E
 Installed Modified Linear Servo Pn. SV 42T, Sn. 2005 wired, Rigged and programmed network as req.
 Performed ground operational checks , All systems normal.

This Aircraft has been found to be in Airworthy condition is approved for " Return to service"



Gerard J Kral

A/P 3396665
 Certificate no.

-----END-----

Date

Saint Aviation - 352-427-0285 - jesse@saintaviation.com

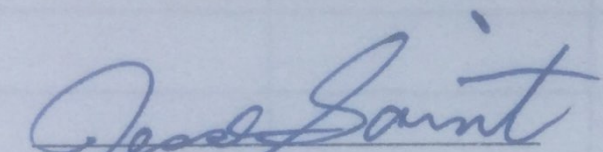
A/C: N847JH

Tach: 223.6

Date: 2-13-2019

I certify that aircraft N847JH has been inspected on 2-13-2019 IAW the scope and detail of appendix D to part 43 and has been found to be in condition for safe operation. ELT check done IAW 91.207.

Work Performed: Lubed all rod ends and bell cranks. Packed wheel bearings.


Jesse Saint

A&P # 3347635

10/10/2019 N874JH 301.6 Tach

CHANGED OIL AND FILTER, SERVICED WITH AEROSHELL 100W. INSTALLED NEW SL69603 INTAKE HOSES AND SL97173 GASKETS.

OPERATIONAL, LEAK AND FILTER CONTAMINATION CHECKS OK.

JAMES F WATTS 2539727 A&P