

2.

*The Standard*

# 190GG AIRCRAFT AND ENGINE LOG

TT ENGINE, AIRFRAME  
1205 - 1925

ASA-SE-1

## Engine Record General Information

Manufacturer Lycoming Model IO 540-S1A5-exp.

Serial L129 44-48A Type Certificate \_\_\_\_\_

This engine is currently installed in aircraft GARBO GLASAIR II Ser. # 3115

Minimum Octane Fuel \_\_\_\_\_ Oil Grade: Summer \_\_\_\_\_ Winter \_\_\_\_\_

Magneto Time \_\_\_\_\_ Point Setting \_\_\_\_\_ Firing Order \_\_\_\_\_

Spark Plug Gap \_\_\_\_\_

Manufacturer recommended overhaul at \_\_\_\_\_ hours

Note: As of 12/31/2002, TMM (Total time in Mape + Model)  
for Dick Gossen = 1147 hours

for 1190GG TTS New 1209 hrs

TTSTop (1104) 105 hrs

TTSMOH (451) 758 hrs

YEAR: 2003 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
1/24	1209			<u>OH Prop</u> - New bearing races, one new fork new seals & misc items <sup>10</sup>
				Removed alternator for condition inspection cleaned & re-installed, <sup>4</sup>
3/27	1232			changed oil - <u>Split filter</u> - <u>all OK</u> ✓ <sup>P10 NOT</sup>
4/10	1236,0			<u>- PROGRESSIVE ANNUAL Inspection</u>
				• Removed & replaced both <del>Electromotive</del> HPV-1 ignition systems. Replaced with new HPX system. - rewired ignition controls to accommodate need of HPX signal. (HPX uses MAP signal, not VAC)
				Time 55 hrs



YEAR: 2003 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				<ul style="list-style-type: none"> <li>- Replaced entire bottom section harness, cleaned and gapped lower plugs<sup>8</sup></li> <li>- Check timing and Adv w/ timing light.<sup>1</sup> → TDC = 26.0° IADV</li> <li>• Installed new Taxi Lamp in cowling<sup>2</sup></li> <li>• Switch Xpndr antenna to co-pilot side - clean BNC.<sup>A</sup></li> <li>• Inspect, clean Air-oil separator - V no leaks<sup>1</sup></li> <li>• Inspect, torque, grease recent OH Prop.<sup>1</sup></li> <li>• Refill Hydraulic pump<sup>2</sup> • Refill Brake Reservoir<sup>1</sup></li> <li>• OH autopilot pitch servo; check, clean roller servo<sup>20</sup> - run 30V/min each direction. Vstart 1.8V/180min<sup>8</sup></li> <li>• Remove/repair Northstar M3 - CMC Electronics</li> </ul>

Time 48 hr

YEAR: 2003 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 Technician or Repair Facility. (See back pages for other specific entries.)
				<ul style="list-style-type: none"> <li>Remove/repair Stec Programmer <del>head</del> head. - hdg h/d op-amp replaced 8 incl bench time</li> <li>Align Sandoz to VDT/KNS 80<sup>2</sup> Adv. Avionics, Inc.</li> <li>Change oil/split filter - clean (OK)<sup>2</sup></li> <li>Replace fuel qty probe. Alarm @ <math>\approx 17.0</math> gal<sup>3</sup></li> <li>New Goodyear Elite Custom III - re-use inner<sup>2</sup></li> <li>New brake pads Spruce part # 66-105<sup>1</sup></li> <li>Replace STEC BARO XPUSER - yellow tag new<sup>4</sup></li> <li>Replace push rod seals all cyls except #6<sup>4</sup> - After 2 hrs, replace "cups" #1/in, #4/in/ex<sup>4</sup></li> <li>Replace O-ring in oil "quick drain" (Leak)<sup>1</sup></li> <li>Compression ck - all OK<sup>1</sup></li> </ul>

Time 45 hrs

YEAR: 2003 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
12-1	1287.6			- CONTINUE PROGRESSIVE ANNUAL inspection - • New Center Panel Stack - See Section below Hameby Advanced Aviation Services, Inc. Installed by ME
New MM				• Remove + Replace broken motor mount 60 - New Barry dynamical mounts, shimmed, etc. - All New Hydraulic Hoses in Nose Gear circuit, relocated Hyd shuttle valve, new hose to gauge - Rebuilt Nose hydraulic cylinder - Replaced Nose gear uplock switch, replaced all wire - All new oil and fuel hoses - Teflon - see Pictures in Blue Book -

Time 100 hrs

YEAR: 2023 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 Technician or Repair Facility. (See back pages for other specific entries.)
(12-1)	cont'd			<ul style="list-style-type: none"> <li>Relocate 14v supply module to Firewall (aftermarket)</li> <li>R/R 14v supply, re-install in tailcone.</li> </ul>
12/23/2023	1289.8			<p>— Progressive Annual Inspection: Complete</p> <p>— I certify this A/C and engine have been inspected in accordance w/ FAR 43, APD and is found to be in airworthy condition</p>
				<p><u>Joshua Sans</u> AIP 605660203 12/23/2023</p>

time to her

YEAR: <del>2004</del> 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 Technician or Repair Facility. (See back pages for other specific entries.)
2/20/04				Removed & installed avionics - see 337
<del>2/20/04</del>	1310			THIS DATE - WEIGHT & BALANCE changed ACCORDINGLY
				ADVANCED AVIATION SERVICES, INC. REID HILLVIEW AIRPORT 2550 John Montgomery Dr. San Jose, CA 95148 FAA Repair Station #AX3R387L
				CNX 80 MX 20 w/ Chatterin GTX 330
2/20 - 3/10 2004				- Re-wire entire panel to accommodate new avionics stack 40
4/1/04	1315			Oil change / no filter
8/11/04	1365			Oil change + filter -> inspected & clean 1, 2
10/3	1367			- Repair Broken Door lift - co pilot / replace time 55 hrs



YEAR:	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations
2004/5				Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
11/1/04	1370		→	NEW BRAKE PADS ← 3
10/23	1370			Replaced "A" Main battery w/ 2x Tempest TR18-12
11/20	1372			Replaced "B" battery w/ 2x Tempest TR7-12 8
1/09	1377			Upgrade CMB 80 to VER 2.0 VMAN 1 4
1/15/2005	1379	hours		- Annual Inspection - 30
				• Decowl engine, inspect. Fix leaking oil/AIR separator, replace LL Motor Mount heat shield w/ ALUMINUM, repair damaged MM (knick) and paint. Inspect ANT Belt, repair bagging tests co pilot sides. Tighten Rocker box covers. Check engine overhaul for leaks. Refill BRAKE fluid. Inspect prop and blades - O.K. Grease prop w/ Aeroshell #5 - 35 hrs
				time 45 hrs



YEAR: 2005 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 Technician or Repair Facility. (See back pages for other specific entries.)
		80		• Remove + clean All plugs - Test OK. Replace
	71	2 ↑ 1	77	Top plugs # 1, 3, 5 due to overtorque. Torque
	72	4 3	74	bottom plugs 450 in #, Top plugs 200 in #.
	74	6 5	72	• Run engine, perform compression check.
				All OK. • Change oil - 8 qt. Ameshell oil 100W Plus
		OIL →		+ 1 qt Pistone - No filter (15 km.)
		change		• Aircraft on jacks - Swing gear - OK Test
				emergency Gear down system - OK
				• Replace Aileron (RIGHT) pushrod bolt in aileron
				(worm) • Replace connector screw in Air Trim linkage
				• Wash engine + recond for test flight
				• Lubed all empennage hinges and bearings

YEAR: 2005 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE Hobbs	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
1/23/2005			1379	- I certify this A/C and engine have been inspected according to FAR 43, App D and A/C found to be in Airworthy Condition  Signed: <u>[Signature]</u> SMO AIP# 605660203
1/29			1380	Replaced nose strut brace microswitch.
2/15			1380.6	Recording Hobbs meter reading checked against logbook.

Time 6

YEAR: _____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				<p>Note: For purposes of insurance application dated 2/15/2005, see Pilot logbook correction in LOG #4 - Dick Gosser.</p> <p>As of this date, onboard recording Tach Hobbs reading = 1380.6</p> <p>Less TIF from by <u>G. Gruber</u> (58.0)</p> <p>Actual TIF make + model for D6ansen 1322.6 in N90GG</p> <p>- See correction logbook #4</p> <p><i>D. Gruber</i> 2/15/2005</p>

YEAR: <i>2025</i> DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
<i>6/1</i>	<i>1409</i>			Change oil, filter. Filter → clear! <sup>2</sup> Remove stock Flitch Director and entire Vacuum system - Houray! <sup>18</sup>
				→ Install TRUTRAK ADI w/GPS. <sup>16</sup>
<i>7/10</i>	<i>1418</i>			Replace Engine cooling baffles, <sup>8</sup> remove cowd flap restrictions.
<i>9/11</i>	<i>1430</i>			Remove <del>old</del> <sup>new</sup> Romeo Fuel Pump (exchange) <sup>RG 179800</sup>
<i>9/16</i>	<i>1430</i>			Install New Kelley Aerospace 201F-5003 Ser # LANDSI FP Fuel Pump

*Time 49 hr*

YEAR: 2005/6 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 Technician or Repair Facility. (See back pages for other specific entries.)
10/20/2005			15	MAJOR MAINTENANCE AND PROGRESSIVE ANNUAL INSPECTION October 2005 - February 2006
				Major System upgrade: Remove STEC Model 60-II and Altitude Pre-select system. Remove all sensor and associated wiring and hardware. Complete the removal of entire vacuum system including backup vacuum system and all associated hoses and equipment. Remove Bendix KG102A Gyro system Remove Argus 5000 and Ensign Strikefinder time 350



YEAR: <i>2006</i> DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				Remove all trays, computers, antennae and wiring harnesses installed in tailcone.
				Remove Sandel SN 3308 HSI, Airspeed indicator, Turn Coordinator, Vacuum AI/FD Rate of Climb. Fabricate new Pilot-side panel. Install Grand Rapids EFIS Horizon Series I system with magnetometer and solid state AHRS/ADC. Install new Trimtrak Digilight II VSGV autopilot including new digital/stepper servos and retainer harness. Remove all panels and radio racks. Modify radio stack



YEAR: 2006 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				<p>to accept King KY 197a COM II. Clean up/remove            unneeded wiring looms throughout entire            aircraft. Re-organize/re-wire entire ground            and power distribution in aircraft.            Finish installation &amp; check out of new Kelley            AeroSpace Fuel Pump. Inspect entire aircraft            including control systems. Re-torque main            Landing Gear Trunnions. Replace Right brake            pads on condition. Swing and inspect gear.            Replace stripped screws on gear door (RH).            Check, refill gear pump reservoir (210 OZs)            check, refill brake reservoir</p>

(NOT HOOKED UP)

YEAR: <i>2006</i> 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 Technician or Repair Facility. (See back pages for other specific entries.)
				Wash and inspect engine and prop. Perform Compression test.
				15 ————— 76
				I declare this aircraft 72 ————— 72
				to be airworthy. 73 ————— 71
				Home owner. 80
				Signature: I certify this A/c and engine have been inspected according to FAR 43 App. "D" and are found to be in Airworthy Condition.
				Signed: <i>[Signature]</i> AIP # 605660203
				Date Feb 25, 2006

YEAR: 2006 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 Technician or Repair Facility. (See back pages for other specific entries.)
6/15	1443		1443	<ul style="list-style-type: none"> <li>- Replace Nose Tire - re-used tube<sup>A</sup></li> <li>- Replaced left (lower) ignition module</li> <li>- remove HPV-1 # 24V108339 (Analog)</li> </ul> <p>Note: Functional, but has reverse ADV sensing WRT. the HPV-X's (digital)<sup>20</sup></p> <li>- install HPV 004-6 E3-24V-01081-2156.</li>
9/30	1444	-	1444	<ul style="list-style-type: none"> <li>✓ R+R entire IGN System!<sup>80</sup></li> <li>- New Lightspeed Plasma III x 2</li> <li>- New cockpit control A display</li> <li>- Relocate 3" batts to Firewall</li> <li>- Redesign entire power distribution and routing for full redundancy.</li> </ul> <p>time 104 hr</p>

YEAR: 2006 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 Technician or Repair Facility. (See back pages for other specific entries.)
11/1/2006	1458		1458	<p>— Begin Annual Inspection—</p> <ul style="list-style-type: none"> <li>• Remove and overhaul front GEAR strut, right side drag link stud, Repaint, all new O-RINGS &amp; SEALS - re-install</li> <li>→ • New Main TIRES, overhaul right Cleveland Brake (new caliper, O-ring) New brake pads</li> <li>→ • New 'B' Batteries PS-1250-FR x 2<sup>3</sup></li> <li>→ • (Nose wheel) shimmy on takeoff! <ul style="list-style-type: none"> <li>— Replace Motor mount entirely</li> <li>— R/R nose strut - Macnaughton OK</li> <li>— All new MM and nose gear hardware</li> <li>— OH nose and actuator</li> <li>— New DRAG LINKS AND DRAG BRACE</li> </ul> </li> </ul>
11/9/06		!		

YEAR: 2007 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 Technician or Repair Facility. (See back pages for other specific entries.)
uplock re-installed → 3/2015				<ul style="list-style-type: none"> <li>- Replaced NOSE GAS STRUT</li> <li>- Remove NOSE GEAR uplock hook lock - (AUTO Fuel)</li> <li>- Re-routed + secured all wiring (replaced all)</li> <li>- Removed NOSE GEAR MAIN DOWN SPRING.</li> <li>- Rigged Nose gear retraction geometry, incl. New F/W shims for smooth operation.</li> <li>- Installed new 18 amp 28→14v converter</li> <li>- Changed EFIS to 14v operation</li> <li>- Replaced All CHT probes + wiring</li> <li>- Swung gear multiple times/inspct - OK</li> <li>- Inspect all control linkages + hardware</li> </ul>
75 — 74				
72 — 74				
71 — 70				
60				<ul style="list-style-type: none"> <li>→ <del>Reamed</del> exhaust VALVES 0.5005 ←</li> <li>- clean + gaps All plugs Replaced</li> <li>- Repaint Right wing due to failure of clear coat</li> </ul>



YEAR: <u>2007</u> DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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- Replaced Leaning Nose Gear Hydraulic actuator
- New EHT Batteries - Test - OK Due 2012
- Inspect O<sub>2</sub> system - all functional <sup>TEST</sup> <sub>OK</sub> 2011
- New Brachett BA-23 filter (AS # 08-02133)
- BOROSCOPIED All six cylinders - No prob noted
- Inspect FRAM HPG C1 fuel filter
- Test Flight 8/09/2007 - ALL OK

*[Signature]*  
OWNER

4 hr 10 months, including 40 weekends and  
12 days over Xmas holidays plus  
Some evenings  $\approx$  750 hours



YEAR: 2007 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 Technician or Repair Facility. (See back pages for other specific entries.)
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Model: Glasair 3

S/N: 3115

Reg#: N90GG

McClelland Aviation Inc

1912 Waterloo Ct.

San Jose, Ca. 95132

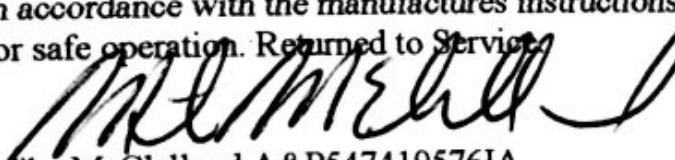
Date: 09/07/2007

ATT: 1476.8

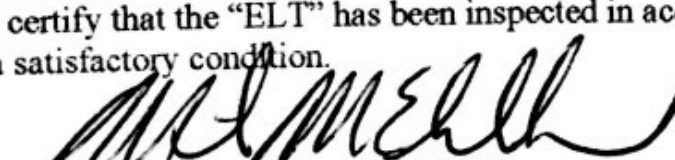
TACH: 1476.8

### AIRFRAME MAINTENANCE RECORD

Opened all Inspection panels. Inspected all primary aircraft structure and control surfaces in accordance with Glasair Manuals and check list. Lubed all hinges, rod ends and pulleys. Checked all cable tensions and found to be within specs. Inspected and cleaned fuel screens. Serviced brake reservoir with Mil 5606. Serviced battery with distilled water. Jacked aircraft. Cleaned, inspected and repacked all wheel bearings. Inspected gear and brake system. Greased all gear fittings. I certify that this Aircraft has been inspected in accordance with the manufactures instructions and the scope and detail of Appendix D of Part 43 and was found to be in a condition for safe operation. Returned to Service.

  
Mike McClelland A&P547419576IA

I certify that the "ELT" has been inspected in accordance with the requirements of FAR Section 91.207(d) and was found to be in a satisfactory condition.

  
Mike McClelland A&P 547419576

YEAR: 2007 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 Technician or Repair Facility. (See back pages for other specific entries.)
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Model: IO-540-S1A5

S/N: L-12944-48A

Reg#: N90GG

McClelland Aviation Inc

1912 Waterloo Ct.

San Jose, Ca. 95132

Date: 09/07/2007

ETT: Unknown

TSMOH: 1025.8

TACH: 1476.8

### ENGINE MAINTENANCE RECORD

Changed oil and filter. Inspected oil filter no metal found. Compressions check, (engine cold) #1 76/80; #2 70/80; #3 74/80; #4 72/80 #5 76/80; #6 72/80. Cleaned, gapped, tested and rotated all spark plugs. Cleaned engine and serviced with Aeroshell 15-50W. Test ran and leak checked. C/W AD 02-26-01 fuel injection lines per instructions next due Tach 1576.8. I certify that this Aircraft has been inspected in accordance with the manufactures instructions and the scope and detail of Appendix D of Part 43 and was found to be in a condition for safe operation. Returned to Service.

  
Mike McClelland A&P547419576IA

Model: HC-C2YK-1BF

S/N: 1603

Reg#: N90GG

McClelland Aviation Inc

1912 Waterloo Ct.

San Jose, Ca. 95132

Date: 09/07/2007

PTT: Unknown

TSMOH: 267.8

TACH: 1476.8

### PROPELLER MAINTENANCE RECORD

Dressed out nicks. Painted faces. I certify that this Aircraft has been inspected in accordance with the manufactures instructions and the scope and detail of Appendix D of Part 43 and was found to be in a condition for safe operation. Returned to Service.

  
Mike McClelland A&P547419576IA

YEAR: 2007/8 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 Technician or Repair Facility. (See back pages for other specific entries.)
11/18	1496.4			- Oil Filter inspected - clean! 10
12/7	1502.7			Re-worked Tank Tip Valve - now bleed ✓ valve Replaced NAV lights Bulbs Installed New Landing Lights on Nose Strut! 6
1/12	1510.0			→ Replaced MAIN "A" BATTs w/ Odyssey PC680's 30
		NOTE →		CREATED Pre-Flight "A" MASTER (PB) switch on CP side (formerly "ESSENTIAL") <sup>18</sup> ENTIRE A/C <sup>NOV</sup> CAN be run from A MASTER or B MASTER on both
		→		Re-wired CABIN HTR, GEAR uplocks to run from SW14 ✓ - NO MORE 14V HOT CENTER TAP! 18
				- Added Lighting for IGN controller and Altimeter 10
1/23				→ New ODYSSEY PC680 Pure Lead-Tin "A" Batteries 4

YEAR: 2008 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 Technician or Repair Facility. (See back pages for other specific entries.)
3/15				→ ADI (replaced due to intermittent display (last month) failed! Very accurate! 4
5/11	1541.6			→ Alternator intermittent - Vibration 6 → New ALT BELT (R/R prof) - change Oil & filter → Filter clean!! → repair Alternator mount brackets 4 - repair heater muff 4 - change to Toyota Oil Filter!
6/21	1549			- Gear Switch failure @ Lincoln (gear up failed inter- mittent) - Re-wired GEAR relays & Panel to provide Master Override in both up & down directions → see Schematics / RR Gear Switch 20
Time 42hr				

YEAR: 2008 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 Technician or Repair Facility. (See back pages for other specific entries.)
8/2				Right MAIN STRUT deglazed - changed Schroeder valve assy - No effect. ?
8/16				Added STRUT sealer - effective, but still STRUT Pressure, fully extended @ valve 220 lbs
8/30	1560		1560	- Begin 2008 Annual -
	compression check 7/4 20			Remove AND O/H RIGHT GEAR STRUT - Recharge AND TEST OVERNIGHT - NO LEAKS!
	72	↑	72	Bleed Right Brake system. Inspected & lubed MAIN Gear retract mechanisms.
	71		74	Checked proper operation on jacks - all OK. Inspect tires, brakes, wheel
	70		72	
	Time			time 4 hrs



YEAR: 2008 DATE	RECORDING TACH TIME 1563	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				bearings - all OK - (replace on condition) Adjust & fit up gear doors on right.
				- Visually inspected every line and hose and all hydraulic connections in entire brake hydraulic system - no leaks found.
				- Visually inspected entire gear hydraulic system. Remove belly panel, found → Leaking "UP" Pressure Switch on hydraulic manifold! Replaced pressure switch. Refill Pump reservoir & check for leaks - none found.



YEAR: 2008 DATE	RECORDING TACH TIME 1563	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				- Reinstall belly pan, re-seal hatch covering radar altimeter antenna with clear Silicone (isolate hatch edge w/plastic tape)
				- Inspect entire tail cone, all pushrods and bellcranks for tightness and clear travel. Lubricate all hinges.
				- Overhaul Left (Pilot side) main gear strut.
				- Install remote GEAR override jack
				- Overhaul Right (co pilot side) main gear strut (leaking again) - Re-face O-ring seat surface in-situ - See pictures - Blue Book.

YEAR: 2008 DATE	RECORDING TACH TIME 1563	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				<b>Precision Static Testing      Livermore, CA</b> <b>FAA Certified Repair Station #QJAR856X</b> <b>PHONE: (925) 449-5904    FAX (925) 449-6081</b>  IN ACCORDANCE WITH FAR 91.413 TRANSPONDER(S) HAVE BEEN TESTED AND INSPECTED AND FOUND TO COMPLY WITH APPENDIX F OF PART 43.  DADC/ALTIMETER STATIC AND ALTITUDE REPORTING EQUIPMENT SYSTEMS HAVE BEEN TESTED AND INSPECTED PER APPENDICES E AND F OF PART 43, AS REQUIRED BY FAR 91.411 CALIBRATED TO <u>20,000</u> FEET.      TIME: <u>1562.8</u> W/O# <u>41848</u> N <u>9066</u> INSPECTED BY <u>Ham 6 X</u> DATE <u>9/23/08</u>
				I certify that this a/c has been inspected in accordance with the scope + detail of Appendix Part 43 and was found to be in airworthy condition. - Return to service      605110203 ALP Oct 02, 2008 <u>Garth Miller</u>

YEAR: 2008 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 Technician or Repair Facility. (See back pages for other specific entries.)
10/11	1566		→	Replaced nose wheel, bearings, tire, tube (entire assembly) 6
11/22			⇒	@LVK, Nose Gear hung - emergency declared landed on MAINS = Prop Strike, Stoppage
11/23				- <u>Begin Major OH this date</u>
				Remove prop and spinner. Remove and disassemble engine. All parts of engine delivered to Lycon Engines, Visalia, CA by friends, Bob Buchthal and Danny Parker

YEAR: 2009 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 Technician or Repair Facility. (See back pages for other specific entries.)
2/20	1566	→	05MDK	Major Overhaul complete this date See work order record provided by LyCon Engine Rebuilding, INC. dated ____ New Aero Engines prop Begin "Phase 1" test program as approved by Oakland FSDO/Tim Tarrard. See letter of approval dated 1/06/2009. First flight completed this date: 30 minutes @ 25/2500, 4500 ft. over LVK airport. All indications normal Test flights 2.1 hours + ground runs
2/21, 2/23-2009	1568			

engine  
110



YEAR: 2009 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
2/24	1570.5			Begin phase 1 flight tests in accordance with AC 90-89 for eval of aircraft flight characteristics with new engine & prop. Test $V_{SO}$ , $V_x$ , $V_y$ , Weight & CG.
3/5	1574			- I certify that the prescribed flight test hours have been completed and the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, has no hazardous operating characteristics



YEAR: 2009 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE Small	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
3/5 (continued)			0	<p>or design features, and is safe for operation. The following aircraft operating characteristics and data have been demonstrated during the flight testing: Speed (mph) <math>V_{SO}</math> 85, <math>V_X</math> 123, <math>V_Y</math> 139. These data were obtained at aircraft weight 2016 lbs, CG location 84.14" or 20.68% MAC (without crew, measured by electronic scales) Adding crew (pilot) = 220 lbs, actual flight weight was 2236 lbs, CG = 86.53 or 25.46% MAC</p> <p>Signed: <u>Storven</u>, examiner</p>

YEAR: 2009 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 Technician or Repair Facility. (See back pages for other specific entries.)
3/15	1578			Replace crankcase front seal. R/R prop. Use Permatex Super 300 adhesive 8
3/16	1578			R/R faulty CHT probe #2 cyl. 24
5/3	1591			Rework cabin heat control box - seal overflow. 4
6/18	1593			- Rework main electrical bus - Eliminate charging battery isolator entirely. Replace broken 80 Amp A/T breaker. See separate wiring and schematics 20
6/23	1593			Added Low "B" BUS Flashing Alarm 10
				→ Replaced VMS Oil Temp Sender
3/5/2009			1838 + 675 = 2513 hr.	Time —

YEAR: 2009 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
7-8	1593			<p>→ Discovered both main struts cracked due to stress during nose gear collapse (failure to extend) on 7-22-2008.</p> <p>→ Remove both strut assemblies &amp; repair by TIG welding by Valley Machine Shop @ LVK - Earl Winkler. Added 4130 steel Gussets over welds. Re-saint also welded cap nuts on top of each strut to eliminate STATO-SEALS on the Metering Piston Shaft (recurring leak source). Re-drilled metering orifices from 0.125" to 0.156" for softer ride. Re-saint &amp; re-install. Replaced</p>

YEAR: 2009 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 Technician or Repair Facility. (See back pages for other specific entries.)
	(ENDORSED ORIGINAL BUILDER)		→	16 out of 18 turnion bearing bolts, all of which were too long & had been "shanked out".
			185 hrs.	Torque, <del>lubricate</del> & return to service, T-14.
9/1/09	1601.1			<u>Begin ANNUAL INSPECTION</u> Remove cowling, inspect engine, no visible leaks or problems. TTSMOH 27.1
	12	80		Change oil & filter, inspect filter - OK!
	18	80		Compression ch. OK. Gap plugs 0.026" per manual. Inspect tail surfaces and hub hinge.
	19	79		Remove rear hatch & inspect tail cone, elevator push rod, trim actuators & cables, etc. Verify
		FOR view		out-pilot servo cable tension. Replace ELT
				Attorney



YEAR: 2009 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 Technician or Repair Facility. (See back pages for other specific entries.)
				Sump all fuel drains - DID NOT change fuel filter this year. No trash or water found. Exercised and inspected gear. Lubed all hinge fittings. Filed w/10 at Aeroshell 100 stat Min Oil & return to service
9/2	1601			— Sign off: I certify that this aircraft and engine have been inspected according to FAR 43, appendix B and are found to be in airworthy condition. Signed: <u>Yeshua Sam</u> A&P #: 2395540 Date Sep 2nd, 2009



YEAR: 2010 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 Technician or Repair Facility. (See back pages for other specific entries.)
4/20	1617	90 ↑	210 hrs	Oil change + filter → clean. Performed compression chk - Borescope #2 - All OK!
	77		80	
	78		78	
	78		78	
4/8	1629		3.5 hrs	Reworked Left Flap bellcrank Assy. Inspected & lube entire flap system, incl heavy 4PS III on jack screw. Installed surge current limiter in series w/ flap motor
			1.5 hrs	
9/30	1642		80.0 hrs	Removed GRS ET'S HORIZON HX and TruTrak Sigilite II VSGV Autopilot. Replaced with

RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
			new TRUTRAX EFIS A/P IV system w/ A/P MSTR SW (lighted). Tested and returned to Service.
		16 hrs	- Begin 2010 Annual Condition Inspection - • Fuselage - removed all panels incl. Secs, Seat pans, rear baggage bulkheads. Removed intermittent 24-12v converter & repaired, re-installed and checked, check and lubed all pulleys, pushrods, rod end bearings. Tightened pitch servo cables. Chk and refill gear hydraulic pump fluid. Inspect sticks and rudder control mechanisms

YEAR: 2010  
 DATE: \_\_\_\_\_  
 RECO  
TACH  
TIME

CORDING CH IE	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
			Repair leaking pitot connection under copilot seat. Test for leaks.
			• Gear: put a/c on jacks, cycle and inspect gear operation. Made adjustments to gear rigging for cleaner free-fall.
			→ Replaced right tire-sprocket bearings.
			→ Replaced left (pitot) brake pads on condition.
			• Wing: removed all inspection covers, inspect and lube bellcranks and rod ends. Lube hinges.

ATW

YEAR: 2010 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 Technician or Repair Facility. (See back pages for other specific entries.)
				Engine
				- Replace 'B' ignition coil for cyl's 1, 2. Replace ign wire to #1 cyl. Clean + GAP all plugs Replace #1 'B' (bottom) Plug.
	77	78		- Remove spinner / inspect prob hub - OK
	76	78		- Oil & Filter change - split filter - OK
	77	79		refill w/ 10 Qt's 100 Plus - Aerostell - Compression check - OK

[illegible]



YEAR: <u>2010</u> 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 Technician or Repair Facility. (See back pages for other specific entries.)
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Precision Static Testing      Livermore, CA  
 FAA Certified Repair Station #QJAR856X  
 PHONE: (925) 449-5904    FAX (925) 449-6081

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

Tested to 304 feet.      Time: 1672.1

W/O# 6618      N 9066

Inspected by [Signature]      Date 9-27-10

<u>10/22</u>	<u>1680</u>			<u>→ Replace VM1000 RAM/clock chip M48T02-150PCT</u>

YEAR: 2010 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 Technician or Repair Facility. (See back pages for other specific entries.)
11/15				- Replace connector in Rudder (trim)
11/28	1688			- Added backup AVIONICS MASTER SW to BYPASS AVIONICS Master Relay in case of failure.
- 2011 -				- Begin Progressive Annual Inspo -
1/9			4 hrs	→ - Replaced battery in S/O night Vision Light → - Oil change, filter → clean - Add 10 Qts Acrosnell 100 plus
2/17-2/24			20 hrs	- Removed and overhauled flap motor and drive assy. Replaced brush springs, (BROKE) Limit switch, wiring connectors. Lube gearbox and re-installed. Test SIT OK.
3/9			1 hr	Replace 10A circuit breakers - FLAPS

YEAR: 2011 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
4/13	1706			R/R Nose gear doors - replace springs, bushings Swing gear, all OK
Aug - Sept 2011				→ Major Landing Gear Inspection: Touched A/C, inspect entire gear system. Inspect "C" rib for delamination or cracks - OK. Remove side braces, inspect braces and pivot studs - all OK. Inspect & lube all moving parts. Swing gear, check door. - Replace pilot - side gear mounted landing light due to cracked housing. - Remove Left Panel, replace 'B-Bus' warning light. Replace loose connector.

YEAR: 2011 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 Technician or Repair Facility. (See back pages for other specific entries.)
				on VM1000 annunciator cable (intermittent)
				Remove left panel again, instal re-design
				"Master On" warning system.
				- Replace "B" batteries - PS1250-F2-2.
				- Remove right panel, replace faulty
				breaker (A/T- <del>10</del> <sup>5</sup> amp)
				- Clean + tighten nose wheel friction lock.
				- Change oil and filter; cut filter - clean
				- Repair, repaint front cowl cosmetic damage
				- Compression ck - A/I OK
				- Inspect, wash engine - Return to Service
	18		16	
	17		16	
	18		15	
	80			

YEAR: 2011 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 Technician or Repair Facility. (See back pages for other specific entries.)
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9/21/2011

1746

I certify that this aircraft engine has been inspected on 9/21/2011 in accordance with scope and detail of Appendix "D", Part 43, and found to be in condition for safe operation.

PT Parker AFA 3022959

10/8/2011

1758

- Replace fuel boost pump motor Weldon P/N PE 20016R; Motor #8250-4
- Borescope cyl's - All OK
- Replace fuel injector distr. Line DG2 clamps
- Replace/upgrade Pilot Stick Grips; re-wire
- Add Teddy Bear #2



YEAR: 2011/12 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
12/08/2011			1766	- Change oil/filter - cut filter: clean
3/27/2012			⇒	- Replace MAIN TIRES (McCreary AirHub)
			⇒	- Replace Brake Discs Rapco RA164-08500
			⇒	- New brake pads RA166-105
			⇒	- Replace pilot side bearings, races. Brgs: Timken 08125 Races: 08231
				- Perform detailed gear inspection. Lube all joints, inspect wiring, swing gear.
			⇒	- Rework C/B Panel. All new wiring, upgrade connectors
7/5/2012				- Pre-Oshkosh inspection - general

# Description of Inspections, Tests, Repairs and Alterations

Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

YEAR: 2012  
RECORDING TACH TIME  
TODAY'S FLIGHT  
TOTAL TIME IN SERVICE

DATE

10/10/2012

1802.2

Begin Annual - 2012

- Inspect, lube entire control system and trim system. Lube all moving parts. Check Autopilot servo's and bridle cables. Check aileron counter weights. Replenish Hydraulic pump fluid. Open wing, inspect/lube all linkages.

- Replace EKT batteries - due 2015,

⇒ - Change oil/filter; split filter clean!

⇒ - Replace sparkplugs NGK 4830 DPR9Z

⇒ - Replace bracket BA23 air filter AS#08-021

YEAR: 2002 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 Technician or Repair Facility. (See back pages for other specific entries.)
				- A/C on JACKS: Swing gear, RE-TORQUE All <del>tail</del> bolts. Lube ALL moving PARTS. Operate MANUAL Pump AND FREE-FALL systems. Re-Torque main & nose gear hardware.
				- Inspect flap hinges AND hardware. Replaced left outer AN3-5 hinge bolt. ← Spilled Coffee.
				⇒ - Changed ELT battery, NOW DUE 10-2015.
78	2	1.78		- Inspect engine and all Firewall Forward system.
76	4	3.74		I HAVE INSPECTED THIS AIRCRAFT AND
78	6	5.77		FOUND IT TO BE IN AN AIRWORTHY CONDITION.
				John Pennington 3021137 A2P

80

2013

~~2013~~  
~~2013~~

DATE

TOTAL  
TIME IN  
SERVICE

Reference of Major Repairs and Major Alterations To  
 - FAA Form 337 by Date, or to the Work Order by Number and the Approving Agency

1832.0

2/26/13

1839.8

Change oil - 100TS Aeroshell 100 plus. Inspect  
 engine, wash engine - return to service

3/26/13

1866

~~Change oil - 100TS Aeroshell 100 plus.~~  
~~- OUT of service - cut filter/clean - return to service~~

6/6/2013

1840

Replace ETIS / AP - Test flight OK

7/6/2013

1844

Sand, repaint, clearcoat right wing - D. Oden

7/8/2013

⇒

New tires, tubes all around. Inspect, repack  
 all bearings

⇒

New brakes, oil change + filter, cut filter  
 - clean. Good to go to CA

7/15

1857.0

Repair hydraulic leak (drip) in Gear-down  
 circuit - Livemore w/ Bob Buckle, Danny Parker  
 + Captain Coe



YEAR: 2013 DATE	TOTAL TIME IN SERVICE	Reference of Major Repairs and Major Alterations To FAA Form 337 by Date, or to the Work Order by Number and the Approving Agency
8/26	1866	Change oil - 10 QTs Pennshell 100 Plus, Cut filter - clean Return to service.
10/2	1876	- ANNUAL Inspection - 2013
		⇒ Replace all plugs w/ NGK DPR8 Z/gap 0.025. Repair faulty Ign wire #6/Bottom. Open inspection plates
		Inspect A/C in ACC w/ FAR Part 43, App D.
78	78	Inspect engine and Firewall-Forward systems.
77	78	Perform compression check. Inspect + Lubr control
76	78	systems. A/C placed on JACKS - inspect gear operation
80		and free-fall system.



YEAR: <u>2013</u> DATE	TOTAL TIME IN SERVICE	Reference of Major Repairs and Major Alterations To FAA Form 337 by Date, or to the Work Order by Number and the Approving Agency
12/4	1876 hrs	I certify that this aircraft and engine has been inspected in accordance with the scope and detail of appendix "D" Part 43 and found to be in a condition for safe operation. <i>John D. Rozell</i> 3021187 AP
<u>2014</u>		
3/26	1882	change oil - no filter - prep for SNF 2014
7/23	1900	change oil + filter - prep for OSH 2014 - cut filter, inspect -> clear
<del>12/12</del>		

YEAR: 2014 DATE	A.D. NUMBER	TOTAL TIME IN SERVICE	Airworthiness Directives Chronological Listing of Compliance and Method of Compliance
10/15		1919	<u>Begin Annual Inspection</u> - Completed 12/16/2014
78	80	78	A/C on jacks - clean, inspect gear system, free fall, manual override, etc. Adjust micro switch on
78		78	LEFT MAIN gear leg. Open access panels, inspect and lube control system, auto pilot LINKAGES.
76		76	Oil & filter change - Aeroshell 100 Plus cut filter → clean! GOOD TO GO! <i>How</i>
			I certify that this aircraft and Engine has been inspected in accordance with the scope and detail of appendix "O" Part 43 and was found to be in a condition for safe operation
			<i>John Deas</i> AP 3021137 IA 12/16/2014

YEAR: 2014-15	A.D. NUMBER	TOTAL TIME IN SERVICE	<del>Airworthiness</del> Directives Chronological Listing of Compliance and Method of Compliance
DATE			
12/21		1919.6	Replaced fuel pressure transducer (erratic) Test OK — Done
— 2015 —			
3/14		1925.0	Replaced faulty IGN. coil. → Replaced all plugs w/ NGK DPR8Z. Gap 0.25 - Repaired Rudder Trim (broken wire) - Re-install Nose Gear Uplock Mechanism, improve wiring + routing for V/L miscounts
5/16		1928.0	Change oil - to 40 Shell 100 Plus. A/C on jacks - inspect entire gear system Performed complete FAR Appendix D - Part 43 inspection in preparation for extended travel (OSH, OAH, LCH, others ~ 20 hrs)

YEAR: DATE	A.D. NUMBER	TOTAL TIME IN SERVICE	Airworthiness Directives Chronological Listing of Compliance and Method of Compliance
7/17		1932.2	A/c partially painted by Texas Aero - see invoice details
<p>FOR NEW LOGBOOK AS PER NAFS</p> <p>NO MORE ENTRIES THIS LOGBOOK</p>			