

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.)
	A/C REG. # <u>66TK</u> DATE <u>23 MAY 24</u> TOTAL A/C TIME <u>4</u> HRS. TACH TIME <u>48.6</u> I CERTIFY THAT THIS A/C HAS BEEN INSPECTED IN ACCORDANCE WITH AN (CIRCLE ONE) ANNUAL/100 HR INSPECTION AS PER <u>PART 43, APP D</u> AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION. <u>James Nace</u> D#P <u>1901923</u> SIGNATURE CERTIFICATE NO./TYPE <u>I inspected control hinges, hardware</u> <u>and surfaces. I inspected landing</u> <u>gear and brakes. Satisfactor to</u> <u>return to service. J. Nace</u>

YEAR 20 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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12-17-2019 IO-540 TACH:
 ENGINE MEETS REQUIREMENTS OF MAJOR OVERHAUL AFTER COMPLETION OF TEST RUN. STEEL PARTS MAGNAFLUXED, CASE ZYGLOED AND FOUND FREE OF CRACKS AT THIS TIME. CAM & FOLLOWERS RECONDITIONED BY AIRCRAFT SPECILTIES WO#s 257313 & 257047. THE FOLLOWING PARTS INSTALLED NEW: 1-SL61084 OIL SPRING, 1-SL1028-B OIL BALL, 1-SLSTD2209 CRANK GEAR BOLT, 2-SL13884 MAIN BEARINGS, 6-SL11020 MAIN BEARINGS, 12-SL13521 ROD BEARINGS, 8-SL71903 C/W BUSHINGS, 2-SL72797 C/W ROLLERS, 2-SL72965 C/W ROLLERS. 8-SL71907 C/W PLATES, 8-SL14820 C/W CLIPS, 1-SL18109S OIL GEAR KIT, 6-ASC11487 COMBUSTION TECH PISTONS, 6-ST203 RING SETS, 12-SL75061 ROD BOLTS, 12-SL12186 ROD NUTS, 6-SL16740 EX VALVES, 6-SL75838 EX GUIDES, 12-SL11796 & SL11797 VALVE SPRINGS, 12-SLMS13997-3 VALVE KEYS, 12-SL72050 VALVE KEYS, 6-SLMS \13998-3 ROTO CAPS. 6-SL62388 ROTO CAPS, 2-SL67542 MAG DRIVE BEARINGS, 6-SLSTD1821 HOSES, 1-SL73185-1 GASKET SET. DISASSEMBLED, CLEANED & INSTECTED MAGS. REASSEMBLED WITH THE FOLLOWING PARTS: MAGS S/Ns F279003E & G218724E POINTS & SEALS. C/W ADs 96-09-10 DATED 7-15-96 PER S/B 524 DATED 9-1-96 & SI1341 DATED 7-76. 04-10-14 C1 DATED 6-25-04, PER SB 475C DATED 1-30-03. DUE AT EACH PROP STRIKE. 94-01-03 R2 DATED 6-28-95 PER MSB 644. STAMPED (C) ON CASE. 17-16-11 DATED 8-15-17 ROD BUSHINGS DVA. KLINE AVIATION, INC.-----
 PAUL KLINE *Paul Kline* 3376886 AP IA

ENGINE WAS SENT OUT FOR OVERHAUL.
 HOURS SET TO 00,00 AT

YEAR
20 22
DATE

7/1

YEAR MO 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.)
			1259.0	A/C REG. # <u>66TK</u> DATE <u>6 APR 22</u> TOTAL A/C TIME <u>1259.0</u> HRS TACH TIME <u>43.2</u> CERTIFY THAT THIS A/C HAS BEEN INSPECTED IN ACCORDANCE WITH AN (CIRCLE ONE) ANNUAL/100 HR INSPECTION AS PER <u>PART 43, APP</u> AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION. <u>[Signature]</u> 1901523 SIGNATURE CERTIFICATE NO./TYPE All compressions 78 or higher. Visual inspection satisfactory. Ground run satisfactory. Mac SEP 1901523
1/22	43.9			CHANGED OIL 12 QT AEROSHELL 100 PLUS <u>[Signature]</u>

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YEAR 20 <u>24</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.)
12/21/24	108		1324.2	Replaced old Earls oil collar Hard small-leak putt new Meroso oil collar on 34" new HP, did run up all good no leaks, changed oil with 12 qt and changed Philos 20W 50 Victory Jesse A. Mory 4174156

Description of Inspections, Tests, Repairs and
Entries must be endorsed with Name, Rating and Certificate
Technician or Repair Facility. (See back pages for other

[illegible][illegible]

YEAR 20 24 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.)
8-18-24	75.1		1291.3	Charged oil to Phillips Victory 20/50 put 1 Bottle of camguard in, removed oil Screen and housing Installed remote oil filter kit and Installed new Lycoming vermatherm, using fray oil filter hp 3001, Inspected all hoses, fixed oil leak on Drain Back hose. Joan E Mooney 4174156
9-3-24	87.1		1303.3	Revised oil sending unit To Radac and fuel sending unit, replaced oil sending unit with new VDO, installed new fittings and hoses, put new hoses and fittings on fuel sending unit hooked up to the exit side of fuel pump for correct reading's. Joan E Mooney 4174156

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and Alterations

Indicate Number of
for specific entries.)

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5/16/20

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YEAR 20 <u>24</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.)
12/21/24	108		1324.2	Replaced old Earls oil collar Hard small-leak putt new Meroso oil collar on 34" new HP, did run up all good no leaks, changed oil with 12 qt and changed Philos 20W 50 Victory Jesse A. Mory 4174156

AIRCRAFT RECORD — GENERAL INFORMATION

MANUFACTURER Staudacher - Jones MODEL S-300 SERIAL 005

REGISTRATION NUMBER N66TK DATE MFG. _____

ENGINE(S) CURRENTLY INSTALLED.

MFG Lycoming MODEL 10-540 SERIAL _____

MFG _____ MODEL _____ SERIAL _____

PROPELLER(S) CURRENTLY INSTALLED.

MFG MT MODEL _____

HUB MODEL _____ SERIAL MTU-9-B-C/C200 SERIAL _____

BLADE MODEL _____ SERIAL _____ SERIAL _____ SERIAL _____

BLADE MODEL _____ SERIAL _____ SERIAL _____ SERIAL _____



The Standard

AIRCRAFT LOG

REGISTERED OWNER RECORD

NAME	ADDRESS	FROM	TO
NAME <u>Lyre K. SONGS</u>	ADDRESS <u>335 S RIVER RD</u>		
CITY <u>Bay City</u>	STATE <u>MI</u>	<u>48708</u>	
NAME _____	ADDRESS _____		
CITY _____	STATE _____	FROM _____	TO _____
NAME _____	ADDRESS _____		
CITY _____	STATE _____	FROM _____	TO _____
NAME _____	ADDRESS _____		
CITY _____	STATE _____	FROM _____	TO _____
NAME _____	ADDRESS _____		
CITY _____	STATE _____	FROM _____	TO _____
NAME _____	ADDRESS _____		
CITY _____	STATE _____	FROM _____	TO _____

NOTES

- 5 SEPT 90 Work started on S-300 - Fuselage tubing
wt welding started
- 19 NOV 90 Fuselage completed. work on empennage
started sheet metal started
- 25 Feb 91 Wings started Tail feathers completed
- 4-May 92 Started covering fuselage & empennage
- 11 Nov 92 Painting started Engine mounted
- 4 MAR 93 Engine + Instruments plumbed & wired
- 11 OCT 93 Engine sump disassembled to modify for inverted
oil pickup
- NOV 93 Engine run 1st time - inadequate oil pressure
- 15 MAY 94 Engine oil system modified pick-up lines shortened
- 15 SEPT 94 Final assembly oil pressure OK.

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 INFO)
				I find that the aircraft meets the requirements for the certification requested and have issued a Special <u>Category</u> <u>Amateur</u> Certificate. <u>Signature</u> <u>Date</u> 10-13-94
10/21/94	2.3	2		1 st Flight - 10 minutes - uneventful - Small oil leak at oil sump pick-up - Oil Dutch rolls to 90°.
10/22/94		.4		2 nd Flight - uneventful 20 minutes - still small oil leak. Full stall - gentle stall
12/2/94		1.5		4 th Flight - Aileron Rolls, Loops - No stall
12/22/94	6.2			6 th Flight Hammerhead Turn TT = 2.0

ALTERATIONS
 CERTIFICATE NUMBER OF
 SPECIFIC ENTRIES)

Small
 Did
 Still
 straight
 No problems
 TT = 6.2

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 MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES)
12/24	6.8			Prease when eight All controls ok - (1) wing si Heavy knots si (2) rudder
				1995
4/8	8.8			1st Immelman-
4/16	10.1			1st Split S
4/22	11.8			1 turn spin - normal recovery
7/12	20.1			(1) wing si heavy re-adjusted ailerons

[illegible]

[illegible]

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)

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DATE 18.96	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)
				I have inspected this aircraft and issued a Regular (Special) Certificate of Airworthiness Dated <u>July 26, 1996</u> <u>John E. Clayton</u> JDL-FRPO-WP07 Maintenance Inspector

[illegible]

I certify that the Altimeter and Static System test required by FAR 91.411 have been performed in accordance with FAR 43, Appendix E.

TO 5,000 FT
SIGNED Barbara A. Whit

Certificate No. 2853867

Flight Trails Helicopters, Inc. 9/18/96

F.A.A. Approved Repair Station No. 13R5831

The ATC Transponder tests and inspections required by the FAR 91.413 were performed this date and found to comply with FAR 43, Appendix E

Transponder TR-200 Mfg TERRA Date 9/18/96
 Details of this _____

Details of this inspection are on file at the

Repair Station under W.O.

SIGNED [Signature]

Flight Trails Helicopters, Inc.

F.A.A. Approved Repair Station No. JL3R583L

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)
1624			• REPAIRED LANDING GEAR CLAMPS BY STRAHTENING BOWS
T.T. TAY			• LENGTHEN SHOULDER HOLES ATTACHMENT BY 6 INCHES
167.4 engine			• RELOCATED FUEL SIGHT GAGE TO FACE OF FUEL TANK
SMH			• REPLACED BRAKE RESERVOIRS WITH AEROBATIC STYLE
1624 ADP			• ADJUSTED ELECTRIC BOOST PUMP PRESSURE TO 25 PSI
			• DISASSEMBLED BOTH BRAKE CALIPERS & POLISHED PISTON & BARS
			• REPLACED TRANSPONDER ANTENNA
			• REPLACED MIXTURE CABLE
			• REPLACED BREATHER HOSE WITH MIL-H-6000X 3/4" DIA
			• CLEANED & GREASED BOTH WHEEL BEARINGS
			• ADJUSTED AILERON LINKAGE AND SPARE'S TO ELIMINATE RUN TURN OVER →

DATE 12-98	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)
8-2-98	361.3		361.3	• REPAIRED $\frac{1}{2}$ " CRACK IN LOWER LEFT LONGERON BEHIND VERTICAL GEAR OILY - TIG WELDED
	TACH.			
	361.3	SMON	ENGINE	• DISASSEMBLED BOTH BRAKE CALIPERS / POLISHED PISTON AND BORES
	361.3	PROP		• RIVETED ⁽³⁾ PATCHES INSIDE OF BELLY PANEL BEHIND FIREWALL FOR CRACKS
				• ADJUSTED AILERON LINKAGE
				• REPLACED ALL SHEET METAL SCREWS
				• REPLACED CONTROL STICK BLOCK
				• AIRCRAFT TEST RAN AND TEST FLOWN - ALL SYSTEMS SATISFACTORY AND RETURNED TO SERVICE
				OVER →

				DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC INFO)
DATE 19...	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	
2-14-97	1624			• REPAIRED ENGINE OIL COOLER DUE TO LEAK • REPAIRED STRIPPED B-32 NUT PLATE IN ENGINE COOLER • AIRCRAFT TEST RAN AND TEST FLOWN - ALL SYSTEMS SATISFACTORY AND RETURNED TO SERVICE
				I CERTIFY THAT I HAVE INSPECTED THIS AIRCRAFT ON 2-14-97 IN ACCORDANCE WITH THE SCOPE AND DETAIL OF FAR 43, APPENDIX D AND FOUND IT TO BE IN A CONDITION FOR SAFE OPERATION <i>Genn. Chayla</i> AA 3834

DATE
19 98
3-7-98

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 MECHANIC OR REPAIR FACILITY (SEE BACK PAGES FOR OTHER SPECIFIC DATA)
3-7-98	361.3			I CERTIFY THAT I HAVE INSPECTED THIS AIRCRAFT ON 3-8-98 IN ACCORDANCE WITH THE SCOPE AND CONTENTS OF PART 43 APPENDIX D AND FOUND IT TO BE IN A CONDITION FOR SAFE OPERATION. <i>James J. Chappin</i> A&P 2178636
5-2-98	442.9			BRAKE PADS REPLACED <i>James J. Chappin</i> A&P 2178636
				Transponder Model <u>TERMINAL 250A</u> SN <u>143714402</u> Meets or exceeds FAR Part 43, Appendix D requirements this Date <u>7-15-98</u> Signed: <i>[Signature]</i> for ONE GOLF DR. W. O. FAA/CRS 006R2NJ

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)
2-7-99	528.7	5	528.7	• REPAIRED (3) PATCHES ON BELLY PANEL AFT OF FIREWALL • STRAIGHTENED MAIN LANDING GEAR BRACE • BLEED AND SERVICED BRAKES • REPLACED TAIL WHEEL • REPLACED SCAT DUCT FRONT • REPAIRED TEAR IN LOWER LEFT WING STRAP • AIRCRAFT TEST RUN AND TEST FLOWN - ALL SYSTEMS SATISFACTORY AND RETURNED TO SERVICE

I CERTIFY THAT I HAVE INSPECTED THIS AIRCRAFT ON 2-7-99
IN ACCORDANCE WITH THE SCOPE AND DETAIL OF PART 43, APPENDIX D
AND FOUND IT TO BE IN A CONDITION FOR SAFE OPERATION

REP 2978636

[illegible]

DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE INDICATED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES)
3-4-21	798.2			• REPAIRED FRONT MAINS • WELDED CRACK IN LOWER RIGHT LONGERON-TOP BEHIND FRONT LANDING GEAR DIRT TUBE. • REPLACED TAILWHEEL • REPLACED OIL TEMP GAGE • OIL ANALYSIS, CHANGED OIL, CHECKED SCREEN • CLEANED + GAPPED PLUGS • CLEANED INJECTORS • CLEANED SLOBBER POT • AIRCRAFT TEST RUN AND TEST APPROX. 21.5 MIN. • SATISFACTORY AND AIRCRAFT RETURNED TO SERVICE

I CERTIFY THAT I HAVE INSPECTED THIS AIRCRAFT ON 3-4-21 IN
 ACCORDANCE WITH THE SCOPE AND DETAIL OF PART 43, APPENDIX D, AND
 FIND IT TO BE IN A CONDITION FOR SAFE OPERATION. *[Signature]*
 NAF 217821

[illegible]

DATE 8/1/02	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.)
	867.9		867.9	• WELD TO BUSHES AROUND MAIN LANDING GEAR • INSTALLED WHIRL WIND 400C PROP • REPLACED CLEARED AND BLEED BRAKES • REPLACED FIREWALL AND BELLY PANEL AROUND FIREWALL • INSPECTED ALL CONTROL LINKAGES • REPLACED SCOT BETWEEN FUEL SYSTEM AND AIRCRAFT • AIRCRAFT TEST RUN AND TEST FLOWN - ALL SYSTEMS SATISFACTORY AND AIRCRAFT RETURNED TO SERVICE ON 3-01-02

I CERTIFY THAT I HAVE INSPECTED THIS AIRCRAFT ON 3-1-02 IN
 ACCORDANCE WITH THE SCOPE AND DETAIL OF PART 43, APPENDIX D AND THE
 IT TO BE IN A CONDITION FOR SAFE OPERATIONS. J. [Signature] A.P. 21782

DATE 2/2/52 AT	RECORDING PAGE ONE	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 INSTRUCTIONS)
3-44 8734			8734	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 DESIGN FEATURES, AND IS SAFE FOR NORMAL THE FOLLOWING AIRCRAFT OPERATING DATA HAS BEEN DEMONSTRATED DURING FLIGHT TESTING: SPEEDS V_{LO} 60 mph and V_{SO} 65 mph AND WEIGHT 1325, AND CG LOCATION 22.5% MAC AT WHICH THEY WERE OBTAINED, <i>Sam J. Coffer, RCP 2178636</i>

DATE 2/2/52 AT	RECORDING PAGE 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 INSTRUCTIONS)
3-44 8734			8734	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 DESIGN FEATURES, AND IS SAFE FOR NORMAL THE FOLLOWING AIRCRAFT OPERATING DATA HAS BEEN DEMONSTRATED DURING FLIGHT TESTING: SPEEDS V_{LO} 60 mph, V_{STOL} 60 mph, V_{SO} 60 mph AND WEIGHT 1325, AND CG LOCATION 22.5% MAC AT WHICH THEY WERE OBTAINED, John J. Coffer, ACP 2178636

DATE	RECORDING EACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ADJUSTMENTS ENTRIES MUST BE INDICATED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES)
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This Transponder TR-250BN N/A
has been inspected FAR 91.413 and meets standards of
FAR, Part 43, Appendix P for Class I or II Operation.

Signed Henry Wall

Identify that the Automatic Pressure Altimeter Reporting
and ATC Transponder Integration Test per FAR,
Part 43, Appendix E has been performed.

Signed Henry Wall

Date 3-9-03 A/C LT 925

W.O. No. 10504

Cody Aviation, W45R0450, Phoenix, Arizona

3-403932.6				BALANCED Propeller Start 1P .003 No Weight Added. Tech Verified To Be Within Limits 200 RPM. 4 RPM. High BALANCE Now Visually Checked D. J. B. 4/10/00.

DATE 2004	RECORDING DATE 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 DETAILS)
3-6-03	932.6		932.6	• REPAIRED LEXAN BELLY PANEL • REMOVED & REINSTALLED AIRBRNS AND RIVETED WASER BOLTS PER STAGBACHER LETTER DATED 23 JAN 03 • AIRBRNS RECOVERED BY JULIE WHITE • ALTIMETER REPLACED W/ UNATED 5932-A S/N 47155 • XPDR CHECKED PIR FOR 91.413 • PROPELLER REMOVED AND RE-INSTALLED TO COMPLY W/ WHIRLWIND SERVICE LETTER SL-200C/400C-00002 • BALANCED PROPELLER
I CERTIFY THAT I HAVE INSPECTED THIS AIRCRAFT ON 3-6-03 IN ACCORDANCE WITH THE SCOPE AND DETAIL OF PART 43, APPENDIX D, AND FIND IT TO BE IN A CONDITION FOR SAFE OPERATION				[Signature] RFP 2178335

DATE
2004
3-21-04

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.)
987.1		987.1	REPAIRED SIDE+TOP SKIN CRACKS
			INSTALLED NEW SPARK PLUGS
			CLEANED INJECTORS
			REMOVED, RECOVERED, PAINTED, ^{INSTALLED} REMOVED RUDDER,
			HORR. STAB, ELEVATORS AND TRIM TABS
			STOP DRILLED CRACKS IN LERAN BELLY PANEL AND
			FIREWALL
			REPAIRED PAINT CHIP ON LEFT AFT FUSELAGE
			REPLACED TRIM TAB HINGES
			REPLACED L+R TIRES+TUBES
			REPLACED RIGHT BRAKE PADS
			bled L+R BRAKES

DATE	TIME	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS
30-04			REMOVED REPAIRED CRACKS, PAINTED, GROUNDING
			REPLACED 220AMPN A/S INC. WITH 260AMPN
			REPLACED RUBBER TRIM ON LEFT SIDE FUELING
			METAL PANEL
I CERTIFY THAT I HAVE INSPECTED THIS AIRCRAFT ON 30-04 IN ACCORDANCE WITH THE SCOPE AND DETAIL OF PART 43, APPENDIX A, AND FIND IT TO BE IN A CONDITION FOR SAFE OPERATIONS <i>James J. [Signature]</i> N+P 2178636			

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.)
15-1-51.9				OVERHAULED GEAR - REPLACED PADS REPLACED TIRES REPLACED CRACKED ENGINE OILLINE REMOVED, OVERHAULED, INSTALLED PROP REPLACED SCAT ON AIR BOX ADDED WASHER TO LEFT MAIN GEAR STRAP REPLACED UPPER RIGHT BATTLE MATERIAL
CERTIFY THAT I HAVE INSPECTED THIS AIRCRAFT ON 5-15-05 ACCORDANCE WITH THE SCOPE AND DETAIL OF PART 43, APPENDIX D, AND IT TO BE IN A CONDITION FOR SAFE OPERATIONS.				
 AIP 2178636				

DATE 2006 7-1-06	RECORDING TACH TIME 1094	TODAY'S FLIGHT	TOTAL TIME IN SERVICE 1094	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.)
				REPLACE LOWER LEFT SIDE ROBE MOLDING
				ROTATED MAIN TIRES
				INSPECTED BRAKES
				INSPECTED MAIN GEAR STRAPS AND STRUCTURE
				REMOVED AND CLEANED ELEVATOR INSPECTION PORT
				REMOVED AND LUBRICATED TRIM CABLE
I CERTIFY THAT I HAVE INSPECTED THIS AIRCRAFT ON 7-1-06				
IN ACCORDANCE WITH THE SCOPE AND DETAIL OF PART 43,				
APPENDIX D, AND FIND IT TO BE IN A CONDITION FOR SAFE				
OPERATIONS.				
James J. [Signature]				ATP 2178631

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)
2008-11-11				Ref <u>N66TX</u> WOH <u>08-7826</u> Date <u>1-11-08</u> I certify that transponder model No. <u>TRT-250D</u> is installed in this aircraft has been tested as required by FAR 43 and meets the requirements of 14 CFR 43, Appendix F. AC Time <u>Tach 1128.7</u> PreAir Authorized Signature  FAA Approved Repair Station No. <u>TTFR567Y</u>

1-11-08	11288			REPLACED CRACKED SEAT PAN
				REPLACED SEAT BELTS AND SHOULDER STRAPS
				OLED BRAKES
				REMOVED, REPAIRED, INSTALLED COM
				REMOVED INSPECTION COVERS, COWL, TOP/BOTTOM
				SKINS. NO PROBLEMS FOUND

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.)
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REMOVED, INSPECTED, INSTALLED PROP SPINNER

I CERTIFY THAT I HAVE INSPECTED THIS AIRCRAFT ON 11-11-08
IN ACCORDANCE WITH THE SCOPE AND DETAIL OF PART 43
APPENDIX D, AND FIND IT TO BE IN A CONDITION FOR SAFE
OPERATIONS.

James J. Hughes ATP 2178636

4/9/2012

TRK 11307 -

I CERTIFY THAT THE AIRCRAFT HAS BEEN INSPECTED
IN ACCORDANCE WITH THE SCOPE AND DETAIL
OF PART 43 APPENDIX D, AND WAS FOUND TO
BE IN A CONDITION FOR SAFE OPERATION AT THIS TIME
Brett L. ATP 5530739

DATE	INSPECTOR	MAKE	MODEL	SERIAL #	REGISTRATION	TACH TIME
5/9/2013	Chris Ochs	Staudacher-Jones	S-500	5	N65TK	1140

AIR MOBILITY
MOBILE AVIATION SERVICE CENTER
3006 N. Airport Rd. Warsaw, IN 46582
574-265-3145

1. Completed annual condition inspection IAW the scope and detail of part 43 appendix D
2. Replaced right main tire with new Goodyear Flight Special I 5.00x5 6 ply tire.
3. Replaced right and left brake discs and linings with new, disc P/N 154-08500, Linings RA68-105
4. Installed thick washer under head of bolt on right elevator trim tab rod end, torqued and cotter pinned.
5. Removed prop spinner, inspected spinner and prop, reinstalled spinner.
6. Operational and Leak check found to be satisfactory.

I certify that I have inspected this aircraft IAW the scope and detail of part 43, appendix D, and find it to be in a condition for safe operations.

Chris Ochs 
A&P/IA 3115070

NS
BER. OF
(ENTRIES)

DATE
RECOR
TAC
TIA

DATE: 01/29/15 AIRCRAFT: N66TK TACH: 125.00 Hrs. TOTAL: 1160.00

STAUDACHER S-300 S/N: 005

PERFORMED all routine servicing and lubrication for a Condition Inspection in accordance with STAUDACHER S-300 checklist. Cleaned & relubed main wheel bearings, Ck. Tail wheel. Replaced both R/L main tires & Tubes P/N: 506-540P. Check control movement from the cockpit for smoothness & direction, lubed as needed. Serviced main battery & replaced Alternator by replacing nylon shear coupling P/N: 410-227 ASSY. Removed main fuel tank and repaired by welding small patch (left lower corner). Pressure Ck. found (NO) discrepancy reinstalled. All access doors and Fairings reinstalled.

JEFFREY G. APPLE
AT 2265907



OPERATIONS
DATE NUMBER OF
PERFORM (ENTRIES)

ALTERATIONS
DATE NUMBER OF
SPECIFIC ENTRIES

DATE	RECORDING	TOTAL	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS
Date: 7/4/2016		Hours: TT145.6 SMOH 3:00	Name: Marty J. King
Make: Lycoming		Model: IO-540-A1A5	Certification #: 3787558
Tail #: N56TK		Serial: 23214-48	Signature: <i>Marty J. King</i>

Comments:

This engine had a Major Overhaul on June 21, 2005 in Israel by CHM-NR LTD Repair Station #04. At this time it was logged at 00:00 hours. It then went to a test cell and spent 3:00 running. There after it was pickled and stored for future use. At the end of 2007 it was released for sale and was purchased by a concern based in Reno Nevada. The engine was purchased in June of 2016 for installation into a Staudacher S-300 SN 005. It was modified by removing the A1A5 oil pan/manifold and fuel control and replacing with the oil pan/manifold from a IO-540-G1B5 that had previously been installed in the aircraft. The fuel Servis 773-EXF SN 10063-6X was repaired by D&G Supply and flow divider 2524232-2 SN M 616 was bench tested 4/23/2015. The Lear Romeo fuel pump RG-10000 SN F71609 was also installed from the old engine.

Installed the engine into the Staudacher S-300 SN 005 this date. Installed Whirlwind prop that was previously installed. Test ran engine for leaks and performance. Ok for test flights and if no issues ok for return to service.

I certify that this Engine has been inspected on 7/4/2016 in accordance with the scope and detail of Appendix D of CFR 14-Part 43 and has been found in a condition for safe operation.

Marty J. King 3787558A&P/A
SIGNATURE Marty J. King

King Aero Aviation, Inc. 24751 US 6 East, Nappanee, IN 46550 003

Date: 11/3/2016	Hours: Tach 151.9	Name: Marty J. King
Make: Staudacher	Model: S-300	Certification #: 3787558
Tail #: N06TX	Serial: 005	Signature: <i>Marty J. King</i>

Comments:

Repaired Right Hand Stabilizer by performing the following:

1) Removed old fabric due to puncture from RH wheel pant

2) Cleaned Stab frame and inspected for damage or cracks, none found. Prepped frame as needed

3) Recovered the RH Stab using the PolyFiber process. Fabric used was 102 medium weight. Attached fabric using Poly Tack. Installed 5/8" rib reinforcement tape. Rib stitched at 1" spacing the entire stab with flat cord and inside stitching. Applied 1" surface tape with Poly Tack thinned 50%. Applied 1 coat Poly Brush by brush to entire surface. Applied 2" surface tapes with Poly Brush. Ironed tape edges and applied another coat of Poly Brush by brush. Added drain grommets and patches with Poly Brush. Ironed all tape edges. Sprayed 2 cross coats of Poly Brush thinned 50% with R65-75 reducer. Sprayed 6 cross coats of Poly Spray (silver). Sanded with 400 WD followed by 1500 WD. Cleaned with paint cleaning solvent, cleaned with tack rag. Sprayed 2 cross coats of Dupont Nason Custom Color White Urethane to match the rest of the aircraft.

I certify that this Airframe has been repaired on 11/3/2016 in accordance with the scope and detail of CFR 14, Part 43 chapter 2 and Poly-Fiber Procedure Manual #1, revision 21, Sept. 2005. The aircraft is returned to service this date.

Marty J. King
SIGNATURE: Marty J. King

3787558-ASPNA

King Aero Aviation, Inc. 24751 US-6 East, Nappanee, IN 46550 C03

END

DATE	RECORDING	TOTAL	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS	CERTIFICATE NUMBER OF SPECIFIC ENTRY
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18				
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Specializing In Aircraft Painting

Flying Color Aviation, Inc.
612 Woodland Ave
Benton Harbor, MI 49022
Phone: 269.925.9418

Date: 9/01/2017 Make: Jones TK Model: Standarder S-200 S/N: 005
Reg. Number: N66TK

Stripped wings to base layer of glass. Applied Sherwin Williams CM0400120 Epoxy surfacing primer. Smoothed surface and applied Sealer, Base coat and Clear.
Performs sand and shoot on control surfaces. Applied Sealer Base and clear.
Fabric section of fuselage re-covered by others. All new fabric was washed, prepped, and primed with Air Tech 1010 Urethane primer. Then sanded and applied Sealer Base and Clear.
All aluminum parts strip to bare metal. Washed prepped and primed with Sherwin Williams CM0403660 Zinc Chromate Epoxy primer. Then sanded and applied Sealer, Base, and Clear.
Upper and lower cowl and all fiberglass parts stripped to substrate. Prepped and primed with CM0400120 Epoxy primer. Smoothing coat sanded, re primed with Alpha 77045 HX urethane primer.
Smooth sanded prepped and applied Sealer, Base and Clear. All substrate's sealed with Alpha 77405 or 77105 urethane sealer.

DATE 19 <u>8</u> - <u>8</u>	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))
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Applied custom graphics package

Colors are as follows:

- 1) Sikkers auto base plus: Ice white
- 2) Sikkers auto base plus: Q140 deep black
- 3) Sikkers auto base plus: Stryker silver
- 4) Clear: Anika G2-77755 with fire additive included.

All assembly and disassembly work performed by others. All Weight and balance performed by others. See additional entry for current weight and balance.

AAP, IA Kenneth Kaminski

Kenneth Kaminski 3741000

END

DATE	RECORDING	TIME	LOCATION	NAME
DATE	01/02/18	TIME	1800H 185.00 17.02 1200.00	NAME
NAME	Trachet	Model	S-300	Signature
DATE	00/00	Serial	000	Signature

Comments: From 24.1.18

Annual Condition Inspection Report
 Airframe in good condition except for minor track on left landing gear mount, owner advised to stay off the ground and only use ground handlers and certified
 Clear all panels
 Replaced inverted oil control valve, cleaned and made new gaskets for both ends
 Replaced rubber under fuel tank straps that were chafing the fuel tank
 Checked fuel pump system and padlock fuel screen on Onan engine pump
 Replaced wheel pants and fairings
 Wheel bearings, checked and replaced - Service brake caliper pins
 Lubricate controls and hinges
 Repair right wheel pant with glass cloth and structural epoxy
 Replaced fuel tank straps on RH side of fuselage to stop chafing
 Installed mounting points for Trig ACISB installation
 Mounted GPS antenna on forward fuselage with G40 bracket plate
 Installed Trig Transponder fixed into instrument panel

I certify that this Airframe has been inspected on 01/02/18, in accordance with the scope and level of Appendix C of CTR 14, Part 42 and has been found in a condition fit for
 service.

Signature: *Matty J King* 118755848P/A
 Name: Matty J King

Reg. No. Aviation Services 1205 CH 4 Road, Easing. 25, Easing. 25, NSW, 2570, 2570

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[illegible]

IONS
(NUMBER OF
ENTRIES)

DATE

BY

Michiana Aircraft Service, Inc. Airframe Log Entry

4323 West Progress Drive South Bend, IN 46626 Phone 574-287-4687 Fax 574-287-7753

Staudacher

N65TK

Tach: 1200

Make/Model Trg EXP TT222 N: 08436

I certify the ATC transponder tests and inspections required by FAR 91.413 were
Performed this date and found to comply with Part 43, Appendix F, Certified Pilot
Static system per FAR 91.411

Signature



Steve Purvis C.R.S. 05AP066Y

Date: 8-13-19

Work Order #14239

RE AND ALTERATIONS
(NO CERTIFICATE NUMBER OR
OR OTHER SPECIFIC ENTRIES)

DATE 2019	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.)
9/6/19	170			AFTER CONSULTATION WITH GROVE AIRCRAFT IT WAS DETERMINED THAT CENTER BOLT SHOULD BE INSTALLED, INSTALL COMPLETE. Part Sale
				A/C REG. # 66TK DATE 14 APR 21 TOTAL A/C TIME 1251.8 HRS TACH TIME 00100
				I CERTIFY THAT THIS A/C HAS BEEN INSPECTED IN ACCORDANCE WITH AN (CIRCLE ONE) ANNUAL/100 HR INSPECTION AS PER PART 43, APPD AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.
				John Nace 1901523 SIGNATURE CERTIFICATE NO./TYPE

E7
 202D BE
 504

REPLACED CANOPY GLASS, DROPPED BUFFER
WHILE BUFFING OUT SCRATCHES.

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)
8-18-24	75.1		128.3	putt new smoke oil pump in, Fixed smoke oil Tank leak, putt new drain vale for smoke Tank putt new Brakes pads on and new Seals in Brake Calipers, Installed new Brake pachal wheel Bearings, Bled the Brake system, Took off locking Tail wheel and stringer Manufactured a new Tail wheel setup for Steering, Installed doug bell Tailwheel system with cables and springs removed locking Tailwheel cable and controls, Taxi Test good greadt control and Braking, Installed USB Changer,
Jason Moony 4174156				

[illegible]

Staudacher s300 Restoration Log Start date 12/2016

Date	Task
12/1/16	Disassembled And Inspected, Decision is made to accept aircraft for total restoration.
1/4/17	Disassembled to bare airframe. design for a one piece landing gear complete and ordered from Grove Aircraft.
1/12/17	Airframe tubes stripped and inspection began.
2/7/17	Airframe forward and located aft of firewall Steeved and welded to accommodate new Grove gear.
2/17/17	Airframe Painted and ready to be reassembled, Wing and cowl sent to Flying Colors aviation for inspection and modify engine cowling.
2/18/17	Engine-mount inspection complete, test fitted on airframe.
2/20/17	Inspection and cleaning of Miscellaneous brackets and parts to be used in reassembly begins.
3/13/2017	New rudder cables and engine vent tube installed on airframe, fuselage fabric covering begins.
3/18/17	Fuselage fabric complete
3/20/17	New Aluminum skins for the sides of fuselage fabricated and fitted. Upper skin determined to be serviceable and reused.
3/23/17	Firewall modified to accommodate for the wider/thicker Grove gear design.
3/24/17	Firewall fit and finish complete
3/27/17	Fabrication of new belly-pan begins
4/3/17	Grove Gear arrives
4/10/17	Fitting gear on fuselage.
5/1/17	Cowl modifications complete and arrived back
5/10/17	fabrication of panels that surround gear ^{gear} begins. final fit of gear and firewall complete.
5/20/17	Aft belly pan Lexan fabrication complete and fitted.
5/21/17	All new skins and panel fabrication complete, redesigned gear panels to make inspection behind firewall easier.
6/5/17	All panels complete and fitted, Ken from Flying Colors Aviation Inspects and is satisfied with fabrication of components. Okays delivery for paint.
6/10/17	All parts delivered to Flying Colors. Jon Nace completes engine inspection. It was determined that, The engine has no discrepancies, however, at a later date we would send engine out for rebuild. Due to previous ownership being the Israeli Air Force, and logs are written in a foreign language (required Rabi to interpret)
7/8/17	MGL avionics arrive. Design of instrument panel and fabrication begins.
8/2/17	Flying Colors Aviation Completes Fabric coating with Air Tech Fabric coating system, And Apply Base coat of paint.
8/8/17	Flying Colors layout design for following coats

Date	Task
9/21/17	Paint complete (Amazing) Plane parts return for final assembly.
9/23/17	Assembly begins. Unless otherwise stated only "new" hardware is used. per rod ends replaced with new. Elevator controls installed.
9/27/17	Tail reassembly complete installed new tailwheel.
10/2/17	New fabricated seat pan, backrest, and cargo cover installed
10/6/17	New Hooker Harnesses installed
10/8/17	New push pull cables installed (Throttle, Mixture, Prop.)
10/11/17	Fuel tank, Smoke tank, and new aluminum fuel/smoke oil lines, electric pumps and connectors installed.
10/13/17	Wing fitted on fuselage. had to remove landing gear to install. Landing gear reinstalled.
10/14/17	Begin Engine install with new Lord mounts.
10/26/17	Installation of MGL Avionics begins installation of sensors and engine components begin.
11/15/17	All new wiring complete, engine accessory's installed, new oil lines installed.
1/22/2018	All systems installed, engine install complete, prop installed. begun to install skins and panels.
1/23/18	Skins and panels installed, performed new Weight and Balance, Added 12 qt Aeroshell 100 Plus
1/25/18	Completed final fit. invited all the airports experienced Plane builders, A/P's, IA's for a luncheon. handed out flashlights and red tape. instructed them to go fore it and see if they find any squawks. No major squawks found.
1/26/18	First test run. Brought engine up to operating temperatures. All systems check satisfactory. One small oil leak on a line, tighten line and leak stopped. Second test run Brought engine up to operating temp. Tested smoke system, test satisfactory, no oil leaks.
2/5/18	Test flights begin, today showed a small brake fluid leak at the caliper, replaced fitting, bleed caliper, no leaks, returned to service.
3/18/18	Test flights complete, Restoration Complete.

Bob Selmer
