

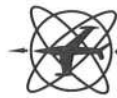


The Standard

AIRCRAFT LOG

ASA-SA-1

11/4/09 988
Prop Blades R64Z
208615 Blade 1
208295 Blade 2
30 gr each



The Standard

AIRCRAFT LOG

Cert # 1913831

ASA-SA-1

Aircraft Record General Information

Manufacturer Schultz, James E. Model Zenith Zodiac 601XL
 Serial 6-6242 Registration Number N787XL
 Date of Manufacture _____
 Engine(s) currently installed:
 Manufacturer Jabiru Model 3300A Serial 33A 1430
 Manufacturer _____ Model _____ Serial _____
 Propeller(s) currently installed:
 Manufacturer _____ Model _____
 HUB Model _____ Serial _____ Serial _____
 Blade Model _____ Serial _____ Serial _____
 Blade Model _____ Serial _____ Serial _____

YEAR: <u>2009</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 Technician or Repair Facility. (See back pages for other specific entries.)
DATE <u>5/18/09</u>	<u>1</u>	<u>0</u>	<u>1</u>	I certify that this aircraft has been inspected on <u>5/18/09</u> in accordance with the scope and detail of Appendix D to Part 43 and found to be in a condition for safe operation. Tach Time: <u>1.0</u> , Date: <u>5/18/09</u> Signature: <u>James E. Schultz</u> (Repairman/ASAP) Cert. No. <u>1913831</u>
<u>May 18</u>	<u>01.0</u>		<u>01.0 hr</u>	I find that the aircraft meets the requirements for the certification requested and have issued a Special Airworthiness Certificate and Limitations dated <u>May 18, 2009</u> in the Experimental category, for the purpose of operating Light Sport Aircraft. The next condition inspection is due on <u>May 2010</u> Signature: <u>Richard T. Dilbeck</u> Richard T. Dilbeck, ASI, AWP-25

YEAR: 2011	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.)
11/1/11	05.0		05.1 hr	I certify that this aircraft has been inspected on 11/1/11 in accordance with the scope and detail of Appendix D to Part 43 and found to be in a condition for safe operation. Tach Time: 05.0 Date: 11/1/2011 Signature: <u>James E. Schultz</u> James E. Schultz
11/16/11	06.7		06.7	Dated: 11/16/11 Aircraft Total Time: 6.7 I certify that the prescribed check 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 or design features, and is safe for operation. The flight test was completed under the following conditions: Maximum operating weight 1350, maximum demonstrated airspeed, 187 and minimum demonstrated stall speed, 49 Pilot Signature: <u>James E. Schultz</u> Type & Certificate No. 1013031

YEAR: 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.)
11/16/11				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 or design features, and is safe for operation. The following aircraft operating data has been demonstrated during the flight-testing speeds: Vso <u>46</u> , Vx <u>65</u> , Vy <u>71</u> , and the Weight <u>788</u> and CG location <u>12.34</u> at which they were obtained. PIC Signature: <u>James Schultz</u> 1913031

5162

General Airspeed Terminology and Symbols (continued)

YEAR	DATE		
		VNE	Never Exceed Speed is the speed limit that may not be exceeded at any time. repair
		Vc	Design Cruising Speed is the speed that should not be exceeded except in smooth air and only with caution.
		Vs	Stalling Speed or the minimum steady flight speed at which the airplane is controllable (flaps up).
		VSO	Stalling Speed at which the airplane is controllable in the landing configuration.
		Vx	Best Angle-of-Climb Speed is the air speed which delivers the greatest gain of altitude in the shortest horizontal distance.
		Vy	Best Rate-of-Climb Speed is the air speed which delivers the greatest gain in altitude in the shortest time.
PIC / Signature & Cert. No.			

YEAR: 2014	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.)
MAY 20				I CERTIFY THAT ON MAY 20, 2014 THIS AIRCRAFT WAS INSPECTED IN ACCORDANCE WITH APPENDIX D PART 135 AND IS IN A CONDITION FOR SAFE OPERATION
HOBBS	7.0			
TTAF	7.0			
				<i>Thomas N. [Signature]</i> RP88028887
NO FURTHER ENTRIES 2014				

YEAR: 2015	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.)
DATE				
3/25 (late entry 5/15/15)	7.7	—	7.7	Pre-buy inspection completed. Installation of CH601XL-B modifications was verified by anecdotal information and visual inspection. Builder's logs/records not available. Visual inspection made by Thomas H. Palmer, A&P 380288827 DA, Modifications complied with AMD Safety Directive of 7 November 2009 (Rev 1); and UK LAA Modification MOD/162/B/004 of 18 August 2009 for aileron counter balance. William E. Stop 1565219 COM / ASECL / AMEL / INST

YEAR: 2015	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.)
DATE				
5/12	8.0 7.7	—	8.0 7.7	Abnormal oil pressure reading on Flight DEK-180 determined to be EFIS calibration issue. Mechanical gage/plumbing showed oil pressure within normal operating range. Checked by Thomas H. Palmer A&P 380288827 DA, WES Stop 1565219
5/15	8.05 7.8	—	8.05 7.8	Completed AMD Pre-Flight Checklist of February 2010 (R2) and Jabaru Special Inspection - 10 hours of October 2010. Pre-buy completed. Took formal possession of aircraft. WES Stop 1565219

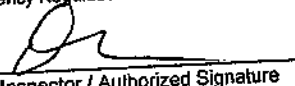
YEAR: 2015	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				
6/27	28.6	TOTAL 20.6	28.6	Completed ferry flight from Swansboro, CA (O9CL) to Palestine, TX (KPSN) via Balconesfield, CA (L45); Blyth, CA (KBCH) - Tucson, AZ (KRYN) - Grant County, NM (SVC) - Alamo, NM (KALM) - Odessa, TX (KODD) - Brownwood, TX (KBWD), total time en route 20.6 hours. KPSN now main operating base. WEStep 1565219
7/14				Updated Garmin GPS Map 396 with American NavData Database, US Obstacle Database and America's Terrain Database WEStep 1565219/com

YEAR: 2015	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.)
DATE				
11/20/15	48.6 MECH.		48.6	LUBE POLLEY, HINGES, AND ROD ENDS. INSPECT BRAKES, WHEELS, BEARINGS. SERVICE BRAKE FLUID. CLEAN AND SERVICE AIR FILTER. INSPECT ELT ACCORDING TO FAR 91.207 d 1-4. BATTERY DUE 3/2023. COMPLY WITH THE FOLLOWING SERVICE BULLETINS: JSB 005-1 BY INSPECTION OF THE MUFFLER WELDS FOR CORRECT TIG WELDS. JSB 031 NOT APPLICABLE AIRWORTHINESS NOTICE 070109-1 COMPLIED WITH BY INSTALLATION OF A SECONDARY CONOPY LATCHING LATCHING MECHANISM
	HOBBS DYNON	29.4	29.4	

YEAR: 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.)
11/20/15	48.6		CONT →	BY INSTALLATION OF A QUICK RELEASE SEAT BELT TYPE CANOPY LATCH.
				AIRWORTHINESS NOTICE 200409 COMPLIED WITH BY CHECKING AND ADJUSTING CABLE TENSIONS AS OUTLINED IN NOTICE DUE 50 HOURS IN SERVICE.
				SB 10-07-21 COMPLIED WITH BY INSPECTION OF BLADE SHANK FOR CRACKS. NONE NOTED
				SB -SSB 016-1 COMPLIED WITH BY MODIFICATION OF LOWER COWL - INSTALLATION OF FIXED LII
				INSTALL COVERS IN WING ROOT LOCKERS.
				cont. →

YEAR: 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.)
11/20/15	48.6		48.6	I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH SCOPE AND DETAIL OF 14 CFR PART 43 APP D AND WAS DETERMINED TO BE IN A CONDITION SAFE FOR OPERATION. M. J. Wolfell AP 3311851
	DYNON		29.4	
				NO FURTHER ENTRIES 2015

(10)

YEAR: 2016	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.)
DATE 2/28/16		0.4	10885	Ferry to Tyler, TX for EFIS update.
5/31		0.4		EFIS update completed. PCN KPSN. Work completed by Hartsell Aviation, Tyler, TX FAA # H9TR858J.
-- Discrepancy UPDATE EFIS				WO # 3068001
-- Corrective Action Preliminary Inspection okay. ATTEMPT TO UPDATE. UNIT FAILED. SENT TO FACTORY FOR UPDATE. RECEIVED FROM FACTORY ALL SETTINGS ERASED. RECALIBRATE COMPASS AND ATTEMPT FUEL; FOUND TANKS BACKWARDS ON GAUGE AND RH TANK SENSOR INTERMITTENT. REVERSE TANKS AND REPAIRED WIRING FROM SENSOR CALIBRATED TANKS AND TEST GOOD.				
MAINTENANCE RELEASE / RETURN TO SERVICE CR# H9TR858J The Aircraft, component, propeller or appliance identified above was repaired in accordance with current Federal Aviation Agency Regulations and is hereby approved for return to service.				
 Inspector / Authorized Signature			H9TR858J Certificate #	5-23-16 Date

YEAR: 2016	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.)
DATE 6/01	8 48.0 31.4		DNWON 306	(CONT) DURING EFIS (DYNON Flight Deck-180) FACTORY SOFTWARE AND FIRMWARE UPDATE ALL EXISTING SETTINGS WERE ERASED, INCLUDING HOBBS DATA. HOBBS HAS BEEN UPDATED TO SHOW CURRENT TIME IN SERVICE USING LOG BOOK AND EFIS map 396 INFORMATION; PLUS D.B FOR GROUND RUN DURING EFIS UPDATE / RECALIBRATION. William E. Stepp com/1565219
6/02	-		-	Connected EFIS Hartsell for → 0.3 emal. S. BARONOTER

YEAR: 2016 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE HOURS	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.)
6/07	31.4	—	30.6	Replaced Odyssey Model PC625 battery S/N 076C15062K L 0290 with new Odyssey PC625 battery S/N 0423S1B0720. Reinstalled battery box and SCAT tubes. W. E. Steggs 1565219000
7/9	31.8		31.0	Removed old seal from front and rear of canopy due to deterioration of seal. Replaced w/ new T-807 Neoprene rubber seal.

YEAR: _____
DATE _____