

CONCERNING GLIDER N143SS, a GROB 102

[REDACTED] co-owner, states that:

The glider logbook is with [REDACTED] the co-owner of the glider, who is currently out of the country.

My best estimates of these statistics for this glider are:

Total hours: approximately 4,000 ⁵⁴⁰

Hours flown last year: approximately 11

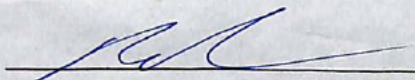
The only significant recent maintenance done on this glider was a wheel brake adjustment done on May 6, 2025.

Inspected glider law FAR 93 ^{annual insp.} and found to be in
Airworthy Condition at this time. - END -

2025 annual inspection performed by Rob Range, A&P mechanic on June 15, 2025

Attested

6/15/25



Rob Range

AP 2728539-1A

YEAR 20 <u>25</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.)
7-11				Very hard landing collapsed landing gear
		3.6	550.8	Total hours flown in 2025

YEAR 20 <u>23</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.)
7/17/23	512.8	TT	4.0	AD 2006-17-02 PMS @ 12 - 5 PMS Bore & 1.5 inspection per AD REPAIRMENT due 7/29
	N 143.55			
				COMPLETED ANNUAL INSPECTION AS PER SCOPE AND DETAIL OF FAR 43 APP. D. I CERTIFY THAT THIS <u>ASHERAFT</u> HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION STEVEN R HALL IA3435597
4-15				Replaced altimeter <u>Red Frost</u>
8-19				Replaced tire's inner tube <u>Red Frost</u>
2023		12	537.1 12	Total hours flown

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.)
7/2/24	TT	AF: 544.8		N143SS Inspected glider law FAR 43 App D ANNUAL inspection CW AD 2006-17-02 by dye-penetrant inspection of the horizontal stab fittings. Determined to be in AIRWORTHY condition at this time. — END
				AP 2728539-1A
6-15- 23 25	10.1	547.2		Total hours flown in 2024

YEAR 2022 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.)
		—	497.5	No Flights since last annual on 5-26-21 Red Frost
				N143SS
6/2/22	497.5	71		COMPLETED ANNUAL INSPECTION PER SCOPE & DETAIL OF PART 43 APPD. I CERTIFY THAT THIS AIRCRAFT WAS INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND AM DETERMINED TO BE IN UNFAVORABLE CONDITION. A LIST OF DISCREPANCIES WAS PROVIDED TO THE AIRCRAFT OWNER. Stu R. Hee IA 3425397

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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June 7, 2022 Aircraft Time 497.5

N143SS Grob G102 ASTIR CS S/N 1370

Complied with AD 2006-17-02 amendment 39-14723 dated September 22, 2006 by visual and dye penetrant inspection of spherical locking bolt per paragraph (e)(2) and Grob Service Bulletin MSB306-38. No defects noted. Next due June 2023 or Aircraft Time 597.5. John Duffy A&P 3491366

John Duffy

2022	512.8	14.3	Total hours flown in 2022

YEAR 20 <u>18</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.)
6/19/18			497.5	No flights since last annual inspection on 6/13/12. Total hrs = 497.5
7/5/18			497.5	No flights since 6/19/18 <i>John P. Hall</i>
7/5/18			497.5	Annual inspection completed IAC inspection manual. Section on helicopter chart. CW AD's 06-1707 from (c) (CN) by dis part no cracks at this time. 10-15-06 by inspection of water system. No km AD's at this time. I certify that this aircraft has been inspected and is in airworthy cond. A&P 2784430 EN <i>Jeff W.</i>
7/5/20			497.5	No flights since last annual on 7/5/18 <i>John P. Hall</i>

YEAR 20 <u>21</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.)
5/20/21			497.5	No flights since last annual on 7/5/18. <i>John P. Hall</i>
5/26/21			497.5	C/V AD 06-17-07 insp. SPHERICAL BOAT MOUNT AVE 5/21. REPLACEMENT AVE 7/24 N14355
				COMPLETED ANNUAL INSPECTION AS PER SCOPE AND DETAIL OF FAR 43 APP. D. I CERTIFY THAT THIS <u>PIPER CRAFT</u> HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND HAS BEEN DETERMINED TO BE IN AIRWORTHY CONDITION STEVEN R HALL IA3435597 MOUNTAIN SHADOW SERVICE LLC <i>Steve R. Hall</i>

Aircraft Record General Information

Manufacturer BURKHART GROB

Model G102 ASTIR CS

Serial 1370

Registration Number N143SS

Date of Manufacture 1976

Engine(s) currently installed: N/A

Manufacturer _____ Model _____ Serial _____

Manufacturer _____ Model _____ Serial _____

Propeller(s) currently installed: N/A

Manufacturer _____ Model _____

HUB Model _____ Serial _____ Serial _____

Blade Model _____ Serial _____ Serial _____ Serial _____

Blade Model _____ Serial _____ Serial _____ Serial _____

Astir CS

S/N 1370

N143SS

Sailplane Log Book

DATE 19 2016	NATURE OF FLIGHT	TIME THIS FLIGHT	TOTAL TIME		TOT. SINCE 100 HR.		SIGNATURE & NO. OF PILOT
04/09			497.5				Annual inspection completed this date.
			ACTT				Lubricated cables, hinges, Tow
							release cable, & wheel brake cable, and spooler. Complied with AD's:
							06-17-02 para (c)(2) by dye penetrant inspection.
							10-15-06 by inspection of water ballast fuselage connection.
							Found small puncture in bottom of horizontal stabilizer. Aircraft is not
							airworthy until this puncture is repaired and an appropriate log entry is
							completed.
							Oxygen bottle removed for Hydrostat test. I certify that this aircraft
							has been inspected in accordance with an Annual inspection and a list of
							discrepancies has been given to the aircraft owner.
TOT. TIME FWD TO NEXT PAGE							

JAMES WRENN

AP 27245101A

DATE 19 2016	ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.					
9/18	Repair puncture with glue and screw on the bottom of stabilizer IAW ASTIR 6.5. Screw removed & 43.13. AIP 2784430. Jeff Wrenn					
01/01/2017	Total Hrs Flown in 2016 = 0.0 hrs. Jeff Wrenn					
6-13-17	Total hrs 0.0. 497.5. Annual inspection completed this date. Lubricated cables, hinges & wheel brake cable, and spooler. Complied with AD's					
	06-17-02 para (c)(2) by dye penetrant inspection. 10-15-06 by inspection of water ballast fuselage connection. No oxygen bottle installed at this time. I certify that this aircraft has been inspected in accordance with an Annual inspection and is in airworthy condition. AIP 2784430 IA Jeff Wrenn					
6/1/2018	Removed axle & wheel to replace tube & reinstalled. Jeff Wrenn					

(continued)

Installed new placards and icons in the cockpit. Cleaned and adjusted canopy hinge release system. New Teflon seals installed on elevator, rudder and ailerons.

Installed new tailwheel and axle bolt. New Gadringer lap belt and shoulder harnesses installed. New bungees on landing gear doors. Replaced damaged aileron system push rod along RH side of cockpit with new unit PN: 102-4240. Cleared blockage from Pitot, Total Energy and Static lines.

Repaired damage to composite bulkhead at +36 in. aft of the Datum. Work done in accordance with Grob Repair Instructions rev .9 28 Nov. 2005, and AC 43.13-1B chapter 11 section 2, par 11-22.

Complied with recurring AD 2006-17-02 / MSB 306-38. Complied with par (e) (1), replaced the spherical bolt and two retaining pins with new parts. Paragraph e (2) is due at after 100 hr. time in service or Annual Inspection whichever occurs first.

Complied with recurring AD 2010-15-06 / MSB-Grob-003. Inspection of the LH and RH water ballast fuselage-wing connection. No looseness found. Due again in 12 months and at next Annual Inspection.

AD 2011-01-03 / TM 306-29 complied with. Replaced the wing spar spigot assemblies in accordance with Grob TM 306-29; Repair instructions RI-GROB-001 and Work Instructions 306-29; as per paragraph (f), (2) of the AD note. New gap RH wing 3.0 mm, LH wing 2.0 mm.

Glider weighed and new Empty Weight Center of Gravity computed. Empty Weight based on Equipment List dated 18 July 2014 is 606.8 pounds. Empty Weight center of gravity is 25.30 inches aft of the Datum.

Robert J. Mudd A&P 1878801 Robert J. Mudd #1878801

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

DATE
19

2014

12/30/4

Total hours flown in since July 2014 - 6.5 Total = 497.5 hr

12/31/15

Total hours flown in 2015 = 0.0 hrs. Total = 497.5 hr

Steve Palmer 6/9/16

DATE	NATURE OF FLIGHT	TIME THIS FLIGHT	TOTAL TIME		TOT. SINCE 100 HR.		SIGNATURE & NO. OF PILOT
2007			490	00			
7/27/07	Formal inspection F/17D	30	440	5			DAVE WHITE
7/27/07	" "	30	491	0			Larry O. Lind
19 July 2014 N143SS sn 1370 Total flight time: 491.0 hrs. I certify this aircraft has been inspected in accordance with an Annual Inspection and was determined to be in an Airworthy condition. AD notes complied with are due again as noted above through 2014-14-03. Robert J. Mudd A&P I.A. 1878801 <u>Robert J. Mudd A 1878801</u>							
TOT. TIME FWD TO NEXT PAGE							

DATE	ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.
19 July 2014	N143SS Grob Astir CS sn 1370 Total flight time 491.0 hrs.
	New tow hooks installed in nose position, model E 85, sn 161832, and center of gravity position, model G 88 o.Hebel, sn 64447.
	New aluminum Main Frame installed at Station 0.00, pn 102-2090.01.
	Cleaned and lubricated control systems and all hinge pins. Removed nest material from horizontal stabilizer and elevators. Cut two holes in elevator shear web to remove loose material from inside the elevators. Patched holes in accordance with Grob Repair Instructions rev .9 28 Nov. 2005, and AC 43.13-1B chapter 11 section 2, par 11-22.
	No detectable change in Mass or Moment.
	Removed elevator pushrods in aft part of tail boom and vertical fin. Cleaned rods, removed rust and painted. L'Hotelle connector base loose at top of vertical pushrod in fin. Reset tube rivet to remove looseness. Repaired the close out rib at bottom aft end of vertical fin, sta. +172.0, using 92140 fiberglass cloth. Reinstalled control rods in vertical fin and tail boom, rigged rudder and elevator for correct travel.
	Reinforced aft hat shelve with two plys 92140 fiberglass cloth. Installed fiberglass battery tray into aft shelve. Load tested to 9 g. Work done in accordance with Grob Repair Instructions rev.9 28 Nov. 2005, and AC 43.13-1B chapter 11 section 2, par 11-22. Installed Powersonic 12 vt. Battery into battery tray, protected with a 5 amp. fuse.
	Disassembled landing gear, cleaned and lubricated pivots, installed two new bushing pn. GS513016-012-015, in the left hand ear of the forward gear leg, reassembled and function checked. Installed new wheel brake cable and guide, adjusted brake cable for maximum braking.
	<u>Robert J. Mudd</u> CONT →

West Texas Aero, LLc. Blue Sky Aviation
P O Box 13201
Odessa, Texas 79768
432-552-7691
Date 5-13-04
N143SS ETT: 450 Hobbs: 450

I certify this aircraft has been inspected in accordance with an annual inspection and was found to be in airworthy condition. All AD's complied with through this date.

Name: Clifford W Carpenter A/P: IA 453883465

SIGNATURE & NO.
OF PILOT

DATE

¹⁰
2006

2-28

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

AC T.T. 490.0 I certify That This aircraft has been inspected IAW an annual inspection per Part 45 AFD and was found to be in airworthy condition of Phineas C Warren IA-5478413

N143SS

Date 3-12-08 TT 491

Completed an Annual Insp IAW FAR 43 App. (D). I certify this air craft is in an airworthy condition. CW AD 2006-17-02 by installing new (B) type hardware. CW AD 94-17-06 by Insp.

A&P 509628070

Ja Brannock Ben

DATE
19

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

6-6-93.

AC Total Time 490.0 I certify that this aircraft
has been inspected in accordance
with an annual Inspection
procedure and was found to be in
airworthy condition

Johnnie C Warren
IA-1478413.

1-5-07 T.T. AC not known estimated 490.0 hrs. Complied with AD 97-24-08 installed
new elevator Lever P/N 102-3543 I.A.W Repair inst. 306-30/1 component repair only
Horizontal not reinstalled on Aircraft, elevator Travel must be checked.

George Atchekoff For CRS GZER197K
W/O 1363 Grob Systems Bluffton

DATE

19

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

9/1

9-28

AC Total Time - 450.0

Certify that this Sholes has
been inspected IAW an Annual insp procedure
and was found to be in Airworthy condition

Shirley Warren
IAAP-1478413

NOV 25, 1991 REPAIRED OUTER LEFT WING SPOILER BELL CRANK WHICH WAS
CRACKED & SLIGHTLY BENT WITH NEW FACTORY PART. REFINISHED ACCESS
HOLES IN SKIN AS NECESSARY. Genl Appby A&P 1081977 IA

DATE
19

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

SEPT 1, 1991 ESTIMATED TT 450 HOURS. AIRCRAFT DAMAGED
AT MORIARTY GLIDER PORT DURING HIGH STALL LANDING IN MID 1988.
REPLACED FORWARD GEAR MOUNTING BULKHEAD AND WELDED REAR
GEAR SUPPORT BULKHEAD. REPAIRED BROKEN FUSelage TAIL CONE
AND FORWARD FUSelage RIGHT SIDE AND BELLY. REPLACED
CANOPY AND REBUILT HORIZONTAL STABILIZER. REPLACED
GEAR DOORS AND REFINISHED ENTIRE FUSelage & EMPENNAGE.
NO APPRECIABLE WEIGHT CHANGE RESULTS. I CERTIFY THIS AIRCRAFT
FUSelage & EMPENNAGE MEETS THE AIRWORTHY CONDITION GO AW
'ANNUAL INSPECTION, WINGS NOT AVAILABLE TO INSPECT AT THIS
TIME. George Appleby IA 1081977

DATE 1988	ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.
MAY 13	TOTAL FLIGHT TIME 416.73 hrs I CERTIFY THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION. ALL APPLICABLE A.D. NOTES COMPLIED WITH THROUGH 88-08 Bobt / Model I A 1878801
MAY 15 1988 hrs 417.00	OPERATIONAL CHECK OF DIVE BRAKE SYSTEM DONE IN FLIGHT SYSTEM OPERATES NORMALLY Bobt / Model comm. 1643981
MAY 15 1988	BOTOM OF RUDDER REPAIRED WHERE IT SPLIT ALONG SEAM. REBONDED SEAM AND APPLIED TWO PLYS OF FIBERGLAS, USING GROB APPROVED MATERIALS. BALANCE OF RUDDER CHECKED PER GROB MAINTENANCE MANUAL & FOUND TO BE WITHIN LIMITS Bobt / Model A 1878801

DATE 19	NATURE OF FLIGHT	TIME THIS FLIGHT		TOTAL TIME		TOT. SINCE 100 HR.		SIGNATURE & NO. OF PILOT
								ON MAY 12 1988 N14355
								WAS PURCHASED BY THE
								ALBUQUERQUE SOARING CLUB
								THE GLIDER HAS NOT FLOWN
								SINCE THE ANNUAL DATED
								JULY 3 1986.
								Robert / Mudd
TOT. TIME FWD TO NEXT PAGE								

DATE 1988	ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.
MAY 13	TOTAL FLIGHT TIME 416.73 hrs. BATTERY BOX MADE FROM 2024T3 ALUM.
	AND INSTALLED BEHIND INSTRUMENT PANEL AT STA. -45.7. SCHEUMAN BOX
	MOVED FROM BEHIND PANEL AND INSTALLED AT STA. +34.75. INSTALLED
	FUSE FOR CAMBRIDGE VARIO IN INST. PANEL. INSTALLED SIX BALLAST WEIGHTS
	ON BULKHEAD STA. -64. MADE AND INSTALLED FORWARD OXYGEN BOTTLE
	MOUNT, MADE & INSTALLED REAR OXYGEN BOTTLE MOUNT. INSTALLED RESTRAINING
	CABLE ON OXYGEN BOTTLE. HYDROSTATIC TESTED OXYGEN BOTTLE. INSTALLED
	CROTCH STRAP IN SEAT PAN. CALCULATED NEW WEIGHT AND C.G.
	EMPTY WEIGHT 637.5 LB. C.G. 23.53 Robert / Mudd A1878801

DATE
19

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

JULY 3 1986 TOTAL FLIGHT TIME 416.73 hrs

COMPLIED WITH A.D. 85-19-6 PAR(d) BY INSTALLING NEW AIRBRAKE LEVERS
PER GROB TM 306-26/2 IN LEFT AND RIGHT WINGS.

AIRCRAFT WEIGHED AND NEW WEIGHT AND BALANCE DATA COMPUTED

I CERTIFY THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH
AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AN
AIRWORTHY CONDITION. A.D. NOTES CHECKED THROUGH 86-12-01

NONE APPLY Robert J Muel 1A 1878801

JULY 3 1986 A.D. 84-09-05 WAS COMPLIED WITH ON 4-23-82 BY INSTALLING

NEW PARTS PER GROB TM 306-17 Robert J Muel 1A 1878801

DATE
1983

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

BERN. & RETURN

SOC. & RETURN DIA. GOAL ATTEMPT

"

"

"

"

"

6/18/83 X-C - Socorro - could not return to mid valley.

6/25/83 - no lift -

8/17/83 Pattern Tow - Demo for Ronson et al

"

"

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"

Local float around.

DATE 19	ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.
1-2-83	I CERTIFY THAT THIS GLIDER HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION REQUIREMENTS AND WAS FOUND TO BE IN AIRWORTHY CONDITION TOTAL TIME 382.56 Robert J Mudd IA 1878801
1-2-83	
2-19-83	REPLACED FORWARD AND AFT MAIN LANDING GEAR FORKS AND LINKS, BOTH FWD AND AFT MAIN GEAR PIVOTS, FORWARD ALUMINUM WEB, BOTH LANDING GEAR DOORS. ALL PARTS SUPPLIED BY BURKHART-GROS. GEL COAT REPAIRED FWD. OF GEAR WELL AND SEVERAL POINTS ALONG BOTOM OF FUSLAGE TUBE. 385.58 hrs. R.J Mudd IA 1878801

DATE
19

81

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

Wave Flight AT Morrisville 50,400' MSL
11/28/82 SHIP WAS PURCHASED ON THIS DATE BY ME & TRAVELED
BACK FROM MEMPHIS TENN. Ed C. Chell

DATE
19

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

Date 4/20/82

I certify that this aircraft has
been inspected in accordance with
a Annual inspection and was
determined to be in airworthy
condition. Time on aircraft 313.23
E. Robert Auth. Mech. 1203662

16,000 1951

DATE
19

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

8/12/81 New tailplane mounting pins installed this date
There was no AD on this. Recommended by Grob
Jerrold A. Gates
12,700 MSL came down for ballast

9/13/81 18,200 MSL wave

9/13/81 17,200 MSL wave

DATE
19

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

Date 4/2/81

I certify that this aircraft has
been inspected in accordance with
a Annual inspection and was
determined to be in airworthy
condition. Time on aircraft 253.06
P. J. Roberts Auth. Mech. 1208668

13,100 MSL WAVE

DATE
19

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

Date 4/8/80

I certify that this aircraft has
been inspected in accordance with
a Annual inspection and was
determined to be in airworthy
condition. Time on aircraft 1911.45
..... E. Roberts Auth. Mech. 120866A

Inspected installation of Oxygen system
by owner - found work & system satisfactory
First out landing - at the old turf farm on Johnson plains.

Wave 15,980 ft.

DATE
19

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

8/11/79 Ship purchased by me, this date, and trailored back
from Buffalo, N.Y. Jervel A. Yates
1st SOLG No Airspeed Gulp!
2nd " Much BETTER SOME Weak Wave
Good THERMALS - TURNS NOT too good

1st Good FLITE - LOCAL CROSS Country
North Wind - No THERMALS
Over developed - No thermals

9/11 system this date. Weight
using past records etc.

594-11

DATE
19

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

April 13, 1979 ACTT 129.59. Completed this date "Annual"
inspection in accordance with S.S.A. form item 34
on file with EKF Soaring Enterprises, Montpelier, OHIO.
I certify that this aircraft has been inspected in accord-
ance with an Annual inspection and was determined to
be in Airworthy condition. IA 1684807 AP Stephen C. Oliver
AD 78-13-03 Previously Complied with

82-5

DATE
19

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

July 22, 1978 AC# 89.45 Complied with A.D. 78-14-04
"Rudder Control Lever" in accordance with Burhart Grob
Technical Information TM 102-8 dated Nov 28, 1977. Complied
with Burhart Grob Technical Information TM 102-7
"limitation of the Aileron deflection" dated July 28, 1977.
AP 16848071A Stephen C. Owens

20 PF. 00E

DATE
19

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

~~APR 1, 1978~~ APR 1, 1978

Aircraft was inspected as according
to a annual inspection and was
found to be airworthy at this time.

Installed barometer (2) Hamilton-Standard
vertical face compass, Radio 10S radio
Total wt increase 5 lbs no change to
WT & BAL

Sheldon Nichols AEP 1825363 I.A.

No A.D's apply to date

AIRCRAFT DESCRIPTION

MANUFACTURER **BURKHART GROB**

PLACE **WEST GERMANY** DATE

LICENSE NO. **143 SS**

TYPE **15 Meter Std** SERIAL NO. **1370**

DESCRIPTION

T.C. NO.

FINISHING NOTES:
FABRIC TYPE

DOPE OR RESIN TYPE

PAINT:
BASE

MFG'R NO.

TRIM

MFG'R NO.

INTERIOR

MFG'R NO.

SEATING CAPACITY (Crew Included) **ONE**

WEIGHT EMPTY **592 #** WEIGHT LOADED

WING AREA

SQ. FT.

CONTROL AREA

SQ. FT. SPAN

LENGTH

TIRES MAIN

BRAKES

OWNER **Otto He**

ADDRESS **2129 PARMENTER APT. #**

CITY **SO. ALABAMA**

STATE **ALABAMA 36673**

N 143 SS

Luftfahrzeug-Bordbuch

Übersicht über die technischen Störungen und die Wartung des Luftfahrzeugs

Datum	Techn. Störungen, Unfälle, techn. Mängel	Datum	Wartungsarbeiten, Teilüberholungen, angeordnete Nachprüfungen
11/28/22	SHIP PURCHASED BY ME ON THIS DATE & TRAILERED BACK FROM MEMPHIS, TENN. Ed C. Child		

Datum	Techn. Störungen, Unfälle, techn. Mängel	Datum	Wartungsarbeiten, Teilüberholungen, angeordnete Nachprüfungen
2/11/2007	This aircraft purchased by me Larry Lively, Del Rio, Texas and moved to Boerne Stage Airfield, Boerne, Texas. Larry Lively		
8/10/2009	This aircraft purchased by me, Todd K. Sample, Midland, TX and moved from Del Rio, TX to Odessa, TX. Todd K. Sample		
	N 14326 Tech/Hobbs Date 9/9/9 I certify that this Airframe/Engine/Propeller has been inspected IA W a 100hr Annual inspection and found to be airworthy. All AD's clw and work done IA W approved data on file with West Texas Aero AP# 7877872IA		→ Repaired seat subframe w/certified weld and installed IAW Approved data. → AP# 7877872IA

Datum	Techn. Störungen, Unfälle, techn. Mängel	Datum	Wartungsarbeiten, Teilüberholungen, angeordnete Nachprüfungen
	4/2/81 I certify that this aircraft has been inspected with a <u>visual</u> inspection and was determined to be in airworthy condition. <u>253.06</u> <u>E. Roberts</u> Auth. Mech. 1208663		

Datum	Techn. Störungen, Unfälle, techn. Mängel	Datum	Wartungsarbeiten, Teilüberholungen, angeordnete Nachprüfungen
			Date... <u>4/2/82</u>... I certify that this aircraft has been inspected in accordance with a <u>Annual</u> inspection and was determined to be in airworthy condition. Time on aircraft... <u>3137.23</u>... <u>E. J. Debert</u> Auth. Mech. 1203668

Datum	Techn. Störungen, Unfälle, techn. Mängel	Datum	Wartungsarbeiten, Teilüberholungen, angeordnete Nachprüfungen
			Date <u>4/8/80</u> I certify that this aircraft has been inspected in accordance with a <u>Annual</u> inspection and was determined to be in airworthy condition. Time on aircraft <u>191.145</u> <u>E. P. Cutting</u>.....Auth. Mech. 1208668
<u>4/23/82</u>	<u>Ac TT 313.29</u>		Complied with <u>Buehner-Grob</u> technical information TM 306-16, "Replacement of Hotellier-Quicklinks of the elevator system" dated June 9, 1981 <u>Paul P. Cutting A&P 47589343</u>
<u>4/23/82</u>	<u>Ac TT 313.29</u>		Complied with <u>Buehner-Grob</u> technical information TM 306-17, "Exchange of elevator hinge bolts and spheric locking bolt." <u>Paul P. Cutting A&P 47589343</u>
			ABOVE COMPLIES WITH A.D. 84-09-05

Übersicht über die großen Änderungen und großen Reparaturen des Luftfahrzeugs

Datum	Angaben über Art und Umfang der Änderung und Reparatur, Angabe des anerkannten luftfahrttechnischen Betriebes
July 22, 1978	ACTT 89.45 Complied with A.D. 78-14-04 "Rudder Control Lever" in accordance with Borchart Grob Technical Information TM 102-8 dated Nov 28, 1977 Complied with Borchart Grob Technical Information TM 102-7 "Limitation of the aileron deflection" dated July 28, 1977. AP 1684807 IA Stephen C. Owens
April 13, 1979	ACTT 129.59. Completed Annual inspection this date in accordance with S.S.A. form item 34 on file with Elf Soaring Enterprises, Montpelier, OHIO. I certify that this aircraft has been inspected in accordance with an Annual inspection and was determined to be in airworthy condition. A.D. 78-13-03 IA 1684807 AP Stephen C. Owens
8/11/79	Ship purchased by me this date, and trailered back from Buffalo, N.Y. Jerral A. Gates

Übersicht über die Grundüberholungen des Luftfahrzeugs

Datum	Betriebszeit		Angabe des anerkannten luftfahrttechnischen Betriebes
	gesamt	seit letzter Gr.-Überholung	
3-1-77			This aircraft has been inspected and issued a Standard Airworthiness certificate this date, 3-1-77 PC Colonel J. Flatchy FAP. ACE-EMDO-3-0-43
April, 1978			Base Aircraft was inspected in accordance with a annual inspection and was found to be airworthy at this time. No AD's apply to date. Installed Varioneta (2) Banneron-Standard compass Racalair 108 Total Wt 5lbs No change to WT EBL Sheldo Michel AEP 1825363 I.A.

Bordbuch Nr. 1

Erste Eintragung:

Letzte Eintragung:

Bordbuch

Art des Luftfahrzeugs:

Segelflugzeug

Staatszugehörigkeits-
und Eintragungszeichen:

N 143 SS

Höchstgewicht: 450 kp

Höchstzul. Anzahl der Insassen:

Hersteller: B. GROB Flugzeugbau 8939 Mattsies

Muster: ASTIR CS

Geräte-Nr.: L 306

Werk-Nr.: 1370

Baujahr: 1976

Stückprüfung abgeschlossen am 3.12.76



Richtlinien zur Führung des Luftfahrzeug-Bordbuches siehe Seite 71