



The Standard

AIRCRAFT LOG

197-52-1

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.)
<u>OCT 30</u>	<u>482.2</u>	<u>AFTT</u>		<u>PERFORMED 100HR/ANNUAL CONDITION INSPECTION IAW FD</u>
	<u>482.2</u>	<u>ENGT</u>		<u>CISW CHECKLIST REV. 7</u>
	<u>10.6</u>	<u>FT</u>		<u>- REMOVED WINGS FOR 2YR/600HR INSPECTION, REPLACED</u>
				<u>FUEL SIGHT TUBES, GREASED SPAR PINS AND FLAP FORK.</u>
				<u>REINSTALLED WINGS AND TORQUED SPAR BOLTS TO 200IN/LBS</u>
				<u>ADDED SGAL TO EACH TANK AND PWT (SGAL/4.5 USEABLE)</u>
				<u>MARK ON TUBES.</u>
				<u>- CLEANED AND SAFETIZED GASCOLATOR</u>
				<u>- SET ALL TIRES TO 30PSI</u>
				<u>- LUBRICATED FLIGHT CONTROLS</u>
				<u>- INSPECTED ELT IAW FAR 91.207 d 1-4 AND AD 2017-16-01</u>
				<u>BATTERY EXPIRES MAR 2031, REPLACE BY MAR 2026</u>

CONT →

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.)
	<u>CONT →</u>			<u>- TIGHTENED HARDWARE ON RUDDER PEDAL PVC SUPPORTS</u>
				<u>- TIGHTENED HARDWARE ON LANDING GEAR ASSEMBLY</u>
				<u>- ALL SB'S COMPLIED WITH</u>
				<u>THIS AIRFRAME HAS BEEN FOUND TO MEET THE MFGS</u>
				<u>REQUIREMENTS FOR SAFE OPERATION AND IS APPROVED</u>
				<u>FOR RETURN TO SERVICE.</u>
				<u>SERGEANT MACGREGOR ACP 3329970</u>
				

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.)
SEPT 4	474.9			PERFORMED 100HR/ANNUAL CONDITION INSPECTION IAW FLIGHT DESIGN. CTSW M/M REV.7 - INSTALLED NEW GASCOLATOR BOWL PN-10544, GASKET PN-10536-1 GASKET, AND VALVE PN-CCA-1550 - REPLACED DYNON D100 BACK UP BATTERY PN-100096-000 SN-4608 DATED 2022-07-22 - INSPECTED ELT IAW FAR 91.207 & REPLACE BATTERY BY MAR 2026, BATT EXPIRES MAR 2031 - COMPLIED WITH SB-ASTM-CTS-18 (INSTALLED HEAT SHIELD) - INSPECTED FOR SB-ASTM-CTS-17 (BRS COLLAR INSTALLED OK) - INSPECTED FOR SB-ASTM-CTS-16 (NO CRACKS IN ERM) - LUBRICATED FLIGHT CONTROLS
				CCENT

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.)
	CONT	→		- PERFORMED TAXI TEST AND GROUND R/W, ALL OK THIS AIRFRAME HAS BEEN INSPECTED AND FOUND TO MEET THE MFGS REQUIREMENTS FOR SAFE OPERATION AND IS APPROVED FOR RETURN TO SERVICE JEREMY MACCREGER ARP 3329970 

Aircraft Log Book



FLIGHT DESIGN
www.flightdesign.com

Serial No.: 06-12-11

N531CT



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Edition: 2006 07 26

08/02/22 N531CT 452.4 TTSN S/N 06-12-11

Engine Rotax 912ULS S/N# 5647565

IAW Flight Design and Rotax Maint manuals this aircraft was inspected for its 100hr and annual inspection. Removed BRS 1350hs parachute and rocket assy s/n 19362 for repack. Re-installed BRS 1350hs parachute S/N 19362 (Repack date 09/2028) with new Rocket S/N 39957 (Replacement date 9/2034). Installation of BRS performed using BRS installation manual for FD-CTSW doc# 020008PM rev A and BRS Rocket assy instructions doc# 020028-01 Rev B. BRS installation C/W SB-ASTM-CTSW-17, C/W SB-ASTM-CTSW-13 and C/W SB-ASTM-CTSW-10. Removed Neuform propellor and spinner for gear box removal, re-installed propellor and spinner, adjusted blade angles and torqued, inspected propellor IAW Neuform instructions. Installed uAvionix Echo UAT S/N 100015889 with Sky FYX WAAS GPS. Installed Garmin GDL39 ADSB receiver S/N 2K6008157. Installation performed using MRA 22-039-USA, uAvionix and Garmin installation manuals. Total wt of installation less than 1lb, wt and balance change negligible. Equipment list updated. Installed Level button for TruTrak Vision Autopilot using Trutrak installation instructions, installed in center console, verified operation. Replaced L/R pneumatic door struts. Installed new CO detector, card type by ASA. Removed, cleaned, inspected and re-installed inline fuel filter, next due 652.4hrs. Cleaned and inspected gascolator. Removed L/R wings for 2yr 600hr inspection, no findings, next inspection 1052.4hrs or 8/31/2024. Replaced fuel level sight tubes. Re-installed L/R wings, torqued pin caps and reconnected, linkage, electrical, and dynamic pressure lines. Leak tested pressure and fuel lines, no leaks noted, tested aileron and flap controls, no defects noted, tested lights satisfactory. Performed fuel flow test from L/R wings satisfactory. Lubed all controls. Inspected rudder hinges IAW SN-ASTM-CTSW-03. Complied with landing gear inspection IAW SB-ASTM-CTSW-02 Next due 752.4hrs. Cleaned, inspected and re-packed main gear wheel bearings. Inspected nose wheel bearings and suspension. Inspected BRS handle IAW SB-ASTM-CTSW-12 next due 552.4 hobbs. SB-ASTM-CTSW-14 N/A by servo type, SB-ASTM-CTSW-15 N/A by S/N, SB-ASTM-CTSW-16 N/A by S/N. Checked for additional SB's, all applicable SB's and ASB's are current as of 08/02/22. Inspected ELT IAW 91.207, replaced ELT unit batteries, new MN1300 D cell batteries dated 3/2034, replaced remote ELT unit battery with new 1/3N dated 03/2031. C/W ELT AD 2017-16-01 by inspection and verification. I certify this aircraft was inspected IAW with the scope and detail of the manufactures 100hr/annual checklist as well as the scope and detail of FAR part 43 append. D. and was found to be in a safe condition for operation Next inspection 552.4hrs or annual cond inspection 08/31/2023.

Eric Swisher RLSM-A #3029938

Eric Swisher
Eric

Advice for Aircraft Log book entries

- 1) The aircraft owner is responsible for the complete and correct keeping of the Log book. All entries must be made permanent in ink, ballpoint or similar. Cross out any incorrect entry such, that it is still legible. Empty columns and lines must be crossed out. Removal of pages is prohibited. After taking the aircraft permanently out of service the log book must be kept as a document.
- 2) Page 1 is reserved exclusively for entries from Flight Design and representatives of civil aviation authorities. (Page 1 information at the top comes from Flight Design for serial number airframe, propeller and engine etc.) It may be signed at the bottom by civil aviation authority personnel to grant airworthiness.
- 3) On the pages of **Additional Equipment, Removal or Exchange**, the type of aircraft and operational period must be stated: The entries must be confirmed if required by civil aviation authorities, a licensed aircraft mechanics or approved Flight Design Service Centers.
- 4) In the list of **Airworthiness Directives** all effective Airworthiness Directives and modifications (Technical bulletins, Safety Directives and Safety Alerts) must to be entered and confirmed by a licensed aircraft mechanic or an approved Flight Design Service Center.
- 5) In the list of **Description of Inspections, Tests and Alterations** all maintenance, repair and replacement work (periodical checks, repair work, changes, overhauls, partial overhauls and exchange of parts) must be entered and confirmed by the performing aircraft mechanic or Flight Design Service Center. The official verification by an representative of a civil aviation authority may be registered here too.
- 6) On the list of **Additional Equipment, Removal or Exchange**, the exchange of aircraft equipment (starter, flywheel, carburetor, Avionics) must be registered by a licensed aircraft mechanic or an approved Flight Design Service Center.
- 7) On the pages of **Notes** any note of no significance for sections 2 to 6, can be entered.

9-2-2017 TTSN 428.5 hrs Flight Design CTSW N531CT Aircraft Serial: 06-12-11 Engine serial: 5647565

In accordance with the Flight Design and Rotax maintenance manuals this aircraft was inspected for its 100 hr./ Annual Condition inspection, the FD 2 year wing inspection and Rotax 5 year rubber change. The engine was removed and re-installed during the hose change. The engine mounting bolts were torqued to 200 in/lbs as per the FD maint manual. Both carb sockets, "O" rings and carb diaphragms replaced. The carb balance tube rubber was replaced. All coolant, fuel and oil hoses were replaced inside the engine compartment and behind the instrument panel. Removed and cleaned the instrument panel fuel filter. Fire sleeve was placed on all oil and fuel hoses in the engine compartment and Oetiker & Band-It clamps used. The coolant was replaced with Dex Cool 50/50. An oil purge procedure was performed as per the Rotax maint. manual. Startup oil pressure was 75 psi and 51 psi after the engine operating temp was reached. The air intake 3" CEET tubing was replaced. The 1 3/4" CEET cabin heat hose on top of the muffler was replaced. Carb throttle and choke Bowden cables were safety wired. The 16 rubber engine isolators were replaced and the bolts torqued to 200 in/lbs per FD. Carbs mechanically and pneumatically synced. Engine run and idle set at 1710 +/- rpm. All engine operating parameters were normal on startup. No abnormalities noted after a 40 minute test flight. Rotax gearbox friction torque is 456 in/lbs. New NGK DCPR8E spark plugs installed and gapped at .025 and thermal paste was applied. Engine ring mount bolts checked for proper torque at 30 ft/lbs. Oil and filter changed. Installed a new Rotax oil filter and 3.5 liters of Aero Shell Sport Plus 4 oil added. The oil magnetic plug was clean. This plug and the oil tank plug were then safety wired. Performed the FD required 2 year wing inspection. Removed both wings. Installed new fuel sight tubes. No delaminations or cracks noted. Re-installed both wings. Taped the wing gaps. Taped the top and bottom gaps on the stabilator trim tab with Bolus tape. The tires and brake pads are in good condition. The next due inspection is due by 9-30- 2019. The ELT batteries are 2 years old and expire Dec. 2023. The ELT was tested on 121.5 Freq. Compression test: #1 - 87/85, #2 - 87/86, #3 - 87/85, #4 - 87/85. The gascolator was opened and it was clean. All tires inflated to 35 psi. Fixed a loose wire on the red beacon light on the tail. There are two small cosmetic cracks on the top of the left wing over the spar and within a couple of inches of the wing bulkhead. These are watch items at this time. The next inspection is due by 528 hrs. TTSN or the Annual Condition Inspection by 9-30- 2018. All SB's and logs current. This aircraft was inspected within the scope and detail with the Flight Design and Rotax maint. manuals and found to be in safe condition for operation.

Roger Lee 9-2-17
Roger Lee RLSM-A Cert. # 3359235 issued 5-28-08

9-2-2017 FD CTSW N531CT 428.5 hrs.

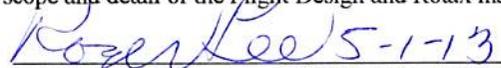
THE FIRE EXTINGUISHER WAS ORIGINAL AND OUT OF DATE. INSTALLED A NEW 5 BIC FIRST ALERT IN THE PASSENGER FOOTWELL FOR EASE OF ACCESS.

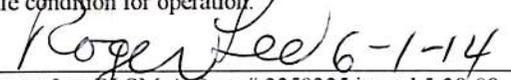
Roger Lee RLSM-A
#3359235 5/08

RAMP TESTED TRANSPONDER MODEL GTX330
S/N: 8414143 MEET OR EXCEEDS REQUIREMENTS
OF FAR PART43 APPENDIX F DATE: 7/23/22
SIGNED: [Signature] SONORA AVIONICS, INC
DBA SOUTHWEST AVIONICS FAA C.R.S. NYRR723K
N531CT W.O. 10128

28	Safety Directives Record on Mandatory Service Bulletins (SB), Safety Alerts (SA)			
YEAR: DATE	SB (SA) / No.	TOTAL TIME IN SERVICE	Method of Compliance	Implemented by
8-22-2016	TTSN 385.4 hrs	Flight Design	CTSW N531CT Aircraft Serial: 06-12-11 Engine serial: 5647565 In accordance with the Flight Design and Rotax maintenance manuals this aircraft was inspected for its 100 hr. and Annual Condition Inspection. All hoses in the engine compartment are in good condition. Rotax gearbox friction torque is 448 in/lbs. Remove, clean and oil K&N air filter. New NGK DCPR8E spark plugs installed and gapped at .025 and thermal paste was applied. Engine ring mount bolts checked for proper torque at 30 ft/lbs. The carbs were pneumatically synced and the idle set at 1720+/- rpm. The mag drop was 90 on each ignition. Oil and filter changed. Installed a new Rotax oil filter and 3 liters of Aero Shell Sport Plus 4 oil added. The oil magnetic plug was clean. This plug and the oil tank plug were then safety wired. An oil sample was collected and sent to Avlabs for testing. The ELT batteries are 2 years old and expire March 2023. The ELT was tested on 121.5 Freq. Compression test: #1 - 87/86, #2 - 87/85, #3 - 87/85, #4 - 87/86. The gascolator was opened and it was clean. Removed both carb bowls and they were clean. All tires are worn. Replaced the front tire with an Aero Classic 4.00x4 8 ply and the mains with an Aero Classic 4.00x6 6 ply. All tires inflated to 35 psi. The main tire wheel bearings were cleaned and greased. All three wheels were balanced. The brake pads are worn down to the wear mark. Replaced both sets of brake linings with Matco lining kits part # WHLBRL-1. The transponder is due for its 24 month recert. Sonoran Avionics performed the transponder test. The next transponder recert will be due by 8-31-2018. There are two small cosmetic cracks on the top of the left wing over the spar and within a couple of inches of the wing bulkhead. These are watch items at this time. The next inspection is due by 485 hrs. TTSN or the Annual Condition Inspection by 8-31, 2017. All SB's and logs current. This aircraft was inspected with in the scope and detail with the Flight Design and Rotax maint. manuals and found to be in safe condition for operation.	
<i>Roger Lee</i> 8-22-2016 Roger Lee RLSM-A Cert. # 3359235 issued 5-28-08				

Notes	29
RAMP TESTED TRANSPONDER MODEL <u>GTX330</u> S/N: <u>AS INSTALL</u> MEET OR EXCEEDS REQUIREMENTS OF FAR PART 43 APPENDIX F DATE: <u>8/25/16</u> SIGNED <u>[Signature]</u> SONORA AVIONICS, INC. DBA SOUTHWEST AVIONICS FAA C.R.S NYRR723K <u>N531CT TACH: WA N#8534</u>	

Safety Directives				
24		Record on Mandatory Service Bulletins (SB), Safety Alerts (SA)		
YEAR: DATE	SB (SA) / No.	TOTAL TIME IN SERVICE	Method of Compliance	Implemented by
5-1-2013	Flight Design CTSW (N531CT) Aircraft Serial: 06-12-11 Engine serial: 5647565 TTSN 225.1 hrs.			
<p>In accordance with the Flight Design and Rotax maintenance manuals this aircraft was inspected for its Annual Condition and 100 hr. Inspection. The gascolator was inspected and found clean. The gascolator was then safety wired. Lubed all bell cranks and bearings. All hoses in engine compartment are in good condition. Rotax gearbox friction torque is 431 in/lbs. Carbs pneumatically synced. Engine run and idle set at 1700 +/-, the mag drop is 50-60 pm on each ignition position. All NGK DCPR8E spark plugs were replaced, gapped at .027 and thermal paste applied. The oil & filter were not changed because it was only 3 hrs. old. The magnetic plug was inspected and it was clean and the oil was full, the magnetic plug was safety wired. Compression test results are: #1 87/84, #2 87/85, #3 87/84, #4 87/85. The required FD wing inspection was performed. The fuel bulkheads, wing spars and fuselage and wing bulkheads inspected. No problems noted. New fuel sight tubes installed. Taped both wing roots with Bolus maxi soaring tape. The ELT batteries were replaced last annual. The left carb bow gasket was leaking. Replaced the carb bowl gasket. All SB's and logs current. Next inspection is due at 325 hrs. or the Annual Condition Inspection by 5-31-2014. I certify that this aircraft has been inspected in accordance with the scope and detail of the Flight Design and Rotax manuals and was found to be in a condition for safe operation.</p>				
 Roger Lee RLSM-A Cert. # 3359235 Issued 5/28/08				
N531CT RAMP TESTED TRANSPONDER MODEL <u>GTX330</u> S/N: <u>AS INSTALL</u> MEET OR EXCEEDS REQUIREMENTS OF FAR PART 43 APENDIX F DATE: <u>6/02/14</u> SIGNED  SONORA AVIONICS, INC. DBA SOUTHWEST AVIONICS FAA C.R.S. NYRR723K				

Safety Directives				
Record on Mandatory Service Bulletins (SB), Safety Alerts (SA)				25
YEAR: DATE	SB (SA) / No.	TOTAL TIME IN SERVICE	Method of Compliance	Implemented by
6-1-2014	Flight Design CTSW (N531CT) Aircraft Serial: 06-12-11 Engine serial: 5647565 TTSN 270.2 hrs.			
<p>In accordance with the Flight Design and Rotax maintenance manuals this aircraft was inspected for its 100 hr. and Annual Condition Inspection. All hoses in the engine compartment are in good condition. Rotax gearbox friction torque is 420 in/lbs. New NGK DCPR8E spark plugs installed and gapped at .027 and heat conducting paste was applied. Engine ring mount bolts checked for proper torque at 30 ft/lbs. The carbs were pneumatically synced. Oil and filter changed. New Rotax oil filter and 3 liters of Aero Shell Sport Plus 4 oil added. The oil magnetic plug was clean. ELT batteries are 2 years old. Installed new Duracell "D" batteries that expire March 2023. Compression test: #1 - 87/84, #2 - 87/84, #3 - 87/84, #4 - 87/85. Gascolator was opened and cleaned. New #8 gauge ground wire installed from the battery neg. to the #3 cyl. drip tray screw and another #8 wire run from there into the instrument panel to the main ground screw. Transponder had its 2 year recertification from Sonoran Avionics and its next due inspection by June 31, 2016. Engine coolant more than 2 years old. Drained all coolant from the engine and reservoir tank. Installed new Prestone 50/50 coolant in the engine and reservoir. Header wrap cloth applied to all 4 exhaust pipes from the exit port to the top of the muffler on the knuckle. The wraps were secured by worm drive clamps. Engine run and idle set at 1720 +/- rpm, mag drop is 60 rpm on each ignition position. The engine was test run and no leaks or problems at this time. Next inspection due at 370 hrs. or the Annual Condition Inspection by 6-31, 2014. All SB's and logs current. This aircraft was inspected within the scope and detail with the Flight Design and Rotax maint. manuals and found to be in safe condition for operation.</p>				
 Roger Lee RLSM-A Cert. # 3359235 issued 5-28-08				

22					Airworthiness Directives Listing of Compliance and Method of Compliance				
YEAR: DATE	A.D. Number	TOTAL TIME IN SERVICE	Method of Compliance	Implemented by					
5-14-2012 Flight Design CTSW (N531CT) Aircraft Serial: 06-12-11 Engine serial: 5647565 TTSN 196.8 hrs.									
<p>In accordance with the Flight Design and Rotax maintenance manuals this aircraft was inspected for its Annual Condition and 200 hr. Inspection. The gascolator was inspected and found clean. The gascolator was then safety wired. Lubed all bell cranks and bearings. All hoses in engine compartment are in good condition. Rotax gearbox friction torque is 406 in/lbs. Carbs mechanically & pneumatically synced. Engine run and idle set at 1720 +/-, the mag drop is 50-60 rpm on each ignition position. Both Dynon units had their software updated from 5.3.0 to 5.4.3. All NGK DCPR8E spark plugs were gapped at .032 and dry threads. Removed all plugs and re-gapped to .027 and thermal conductive paste applied as per Rotax. The oil and the plugs are not due to be changed until 220 hrs. TTSN. The magnetic plug was inspected and it was clean and the oil was full, the magnetic plug was safety wired. A new K&N re-usable air filter was installed. Compression test results are: #1 87/84, #2 87/84, #3 87/84, #4 87/84. The wing roots have not been taped. Taped both wing roots with Bolus maxi soaring tape. The owner wants new door seal molding installed. Installed FD supplied door seal molding. The new molding is thicker so the door latching pin holes needed adjustment. The door lift struts were a little too long and putting tension on the door pins. Removed both door struts and cut off 1/16" off each lift strut socket end. The red position light on the top of the tail was not working. Found a loose bullet connector. The light now functions normally. The right outer and the left inner aileron bearings were loose. Removed and re-glued with Loctite 480 as per the FD maint. manual. The ELT batteries are 4-5 years old. Replaced all 6 with Duracell "D" batteries due to expire March 2018. The steering pulls hard to the left. Lengthened the left side steering rod end 1.5 turns to push the front wheel slightly back to the right. All SB's and logs current. Next inspection is due at 297 hrs. or the Annual Condition Inspection by 5-31-2013. I certify that this aircraft has been inspected in accordance with the scope and detail of the Flight Design and Rotax manuals and was found to be in a condition for safe operation.</p>									
<p style="text-align: right;"><i>Roger Lee</i> 5-16-12 Roger Lee RLSM-A Cert. # 3359235 Issued 5/28/08</p>									

23					Safety Directives Record on Mandatory Service Bulletins (SB), Safety Alerts (SA)													
YEAR: DATE	SB (SA) / No.	TOTAL TIME IN SERVICE	Method of Compliance	Implemented by														
2010 Dec 27	SB-ASTM CTSW-09	135.2	AOI NOT EFFECTED, SB NOT REQUIRED	<i>Willie</i>														
2012 1-17-13	SB-ASTM CTSW-10		Does not apply - no deviation noted	<i>WBL</i>														
10-7-2012 Flight Design CTSW (N531CT) Aircraft Serial: 06-12-11 Engine serial: 5647565 TTSN 212 hrs.																		
<p>General maintenance was performed on this aircraft as per the Flight Design and Rotax maint. manuals. The oil was changed and 3 qts. Aero Shell Sport Plus 4 was added. The mag plug was inspected and it was clean. A new Rotax oil filter was installed. The mag plug and oil drain screw were safety wired. The BRS 1350HS, serial #19362 ballistic parachute had been removed and sent to BRS Mfg. for its required 6 year re-pack. Upon its return it was re-installed as per the FD instructions. The next BRS re-pack inspection will be in Oct. 2018. This aircraft was put back in service on 10-7-2012.</p> <p style="text-align: right;"><i>Roger Lee</i> 10-7-12 Roger Lee RLSM-A Cert. # 3359235 Issued 5/28/08</p>																		
<table border="1" style="width: 100%;"> <tr> <td>Reg. N531CT</td> <td>WO# DVT-12-928</td> <td>Date 12/28/12</td> </tr> <tr> <td colspan="2">I certify that transponder M/N GTX 327 as installed in this aircraft has been tested as required by FAR91.413 and meets the requirements of 14 CFR 43, Appendix F.</td> <td>A/C Time 218.0</td> </tr> <tr> <td style="text-align: center;">ProAir AVIATION MAINTENANCE</td> <td>Authorized Garmin, Honeywell, and more sales and repair facility. 732 W. Deer Valley Rd. Phoenix AZ. 60231 869 0866</td> <td>Authorized Signature <i>[Signature]</i> FAA Approved Repair Station No. 7TFR567Y</td> </tr> </table>										Reg. N531CT	WO# DVT-12-928	Date 12/28/12	I certify that transponder M/N GTX 327 as installed in this aircraft has been tested as required by FAR91.413 and meets the requirements of 14 CFR 43, Appendix F.		A/C Time 218.0	ProAir AVIATION MAINTENANCE	Authorized Garmin, Honeywell, and more sales and repair facility. 732 W. Deer Valley Rd. Phoenix AZ. 60231 869 0866	Authorized Signature <i>[Signature]</i> FAA Approved Repair Station No. 7TFR567Y
Reg. N531CT	WO# DVT-12-928	Date 12/28/12																
I certify that transponder M/N GTX 327 as installed in this aircraft has been tested as required by FAR91.413 and meets the requirements of 14 CFR 43, Appendix F.		A/C Time 218.0																
ProAir AVIATION MAINTENANCE	Authorized Garmin, Honeywell, and more sales and repair facility. 732 W. Deer Valley Rd. Phoenix AZ. 60231 869 0866	Authorized Signature <i>[Signature]</i> FAA Approved Repair Station No. 7TFR567Y																

16

Description of Inspections, Tests and Alterations

YEA
DAI

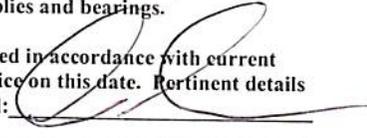
Security Aviation
12016 S. Prairie Ave
Hawthorne, CA 90250
FAA Approved Repair Station MH3R684L

Approved
by

Model: Flight Design CTSW
S/N: 06-12-11
Reg No. N531CT

Date: August 2, 2010
W/O # 854024
Tach Time: 119.7

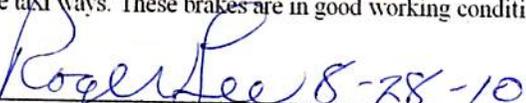
Replace nose tire and tube with new, inflate to spec, inspect nose wheel assembly and bearings. Replace both main wheel tires and tubes with new, inflate to spec, inspect wheel assemblies and bearings.

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service on this date. Refinement details are on file at this agency. Date: Aug 2, 2010 Signed: 

END

8-28-2010 124 hrs. TTSN Maintenance performed on N531CT Flight Design CTSW Aircraft serial # 06-12-11

In accordance with the Flight Design maint. manual, Fleet Approval document #090125 and the Matco Installation instruction manual this aircraft had a Matco brake system installed. These parts were installed: Wheel & brake assembly WHLW160L, Axle assembly WHLAXLE3CT, 25MM Adapter flange WHLA3CTADT Master cylinder MCMC-4CT and a 90 degree elbow compression fitting MSCCBMB6-1/8. These assembly parts include the master cylinder, wheels, bearings, calipers, disc, axle, wheel pant adapter rod and compression fitting for the caliper to 6mm brake line tube. The system was then flushed with fluid and test driven up and down the taxi ways. These brakes are in good working condition and safe for normal operation.


Roger Lee RLSM-A Cert. # 3359235 issued 5-28-08

Description of Inspections, Tests and Alterations

17

YEAR:
DATETOTAL
TIME IN
SERVICE

WO No.

Records

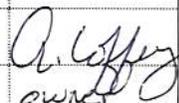
Approved
by

NOV 6, 2010

130.6

N/A

OEM BATTERY DEAD - WILL NOT CHARGE
REPLACED BATTERY (ODYSSEY PC310) IAW
FDSM AND FDS APPROVAL LETTER 080512

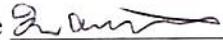

owner

12/1/10 N531CT S/N 06-12-11 Hobbs: 133.4

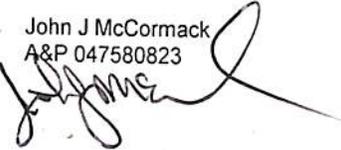
See WO 12110. Removed GTX327, SL-40 and GPSMAP496 cable and antennas. Installed GTX330 and SL-40, Airgizmo mount and GPSMap696. SL-40 and GTX330 interfaced with existing antennas and cables. Removed CTSW 3 amp transponder circuit breaker and installed Klixon 5 amp circuit breaker for GTX330. Installed above equipment per Garmin installation manuals, AC43.13 1B, 2B and CTSW approval letters 08-02-12 and 08-12-14.

The new Garmin SL-40 installed as a part of this upgrade was inspected per Flight Design SB-ASTM-CTSW-08 and is not affected by Garmin SB 0921.

Signature


Ray Wolfbrandt

Alpha Avionics LLC
CRS SW6R338X

14		Description of Inspections, Tests and Alterations		
YEAR: DATE	TOTAL TIME IN SERVICE			Approved by
		 <p>VENICE AVIATION SERVICES 224 E. Airport Ave. Venice, Florida 34285 (941) 484-6546 Fax (941) 488-1442</p>		
		<p>4-01-2009 AIRFRAME TACH: 58.6 / HOBBS: 83.3</p> <p>Complied with 12 month inspection of airframe in accordance with CT-LSA maintenance and procedure manual. Inspected ELT IAW FAR 91.207 (d). Checked all lights and controls. Replaced fuel shut off valve with new. Replaced gap seal tape on tail section. No defects noted at this time.</p> <p style="text-align: right;">John J McCormack A&P 047580823 </p>		

15				Description of Inspections, Tests and Alterations		
YEAR: DATE	TOTAL TIME IN SERVICE	WO No.	Records	Approved by		
			<p>Date <u>6-9-09</u> Hobbs <u>83.3</u> Tach <u>58.6</u></p> <p>Transponder Make <u>GARMIN</u> Model <u>GTX 327</u> Serial# <u>83723778</u>, Was tested and inspected I.A.W. FAR 91.413 and was found to comply with FAR Part 43, Appendix F. Test was made using a certified ATC Transponder Tester. Signed <u>William H. Yacko</u></p> <p>W.O. <u>100185</u> Venice Aviation Services, Inc., Avionics Department CRS#VKVR918X</p>			
			<p>21-May-2010 N531CT S/N06-12-11 Hobbs: 89.0 C/W Annual/100 Hour Condition Inspection. C/W Annual ELT Inspection I/A/W FAR91.207d, Batteries Expire March 2013. C/W 2-Year Wing Attachment Inspection - no defects noted. Upgraded Dynon D100 & D120 to Version 5.3. C/W SB-ASTM-CTSW-06 Fuel Filter Replacement. C/W SB-ASTM-CTSW-07 & SI-ASTM-CTSW-04 Stabilizer Rear Wall Stiffening. C/W SI-ASTM-CTSW-05 MTC Check Flight Report. C/W Trutrak SB Replacement of servo arm retaining screw. All work completed I/A/W Flight Design's Maintenance Manual. Pertinent details can be found on file @ Lockwood Aviation Repair Under WO5886.</p> <p>Signature <u>Justin Perry</u> A&P A&P3420420</p>	VAS-460		

Description of Inspections, Tests and Alterations

11

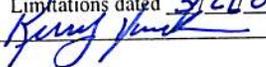
**YEAR:
DATE**

**TOTAL
TIME IN
SERVICE**

WO No.

Records

**Approved
by**

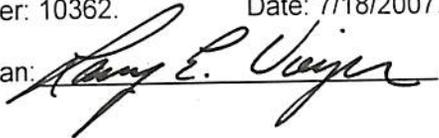
I have inspected this aircraft and have determined that it meets the requirements for the Certificate requested. I have issued a Special Airworthiness Certificate for Special Light-Sport Aircraft with Operating Limitations dated 3/27/07
 Signature:  DCN# DART-830516-SO

Date: 7/18/2007, Aircraft: N531CT, Type: CTSW, S/N: 06-12-11
 SRQ Avionics
 8191 N. Tamiami Trail, Hgr B2
 Sarasota, FL. 34243
 FAA Repair Station Number: QV0D957X

The Automatic pressure altitude reporting equipment was tested and found to comply with Appendix E of 14 CFR 43, and calibration is in compliance with 14 CFR 91.217(b). The ATC transponder Model GTX-327 was tested, inspected, and found to comply with Appendix F of 14 CFR 43 and 14 CFR 91.413.

Work Order Number: 10362. Date: 7/18/2007.

Certifying Technician:



8		Flight Test Record	
Temperature	08°C		
TT Airframe	1,5	TT Engine	1,5
Pre-Flight Check			
Oil pressure @ Max. RPM	3,9 bar	Idle OK	1500
EGT @ Max. RPM	760	Max. RPM (note figure)	4750
Coolant temp within limits	65/65		
Flight Test			
Climb trim speed (km/h)	55	Lift off speed (km/h)	40
Time to 1000', sec.	50	CHT/OIL temp within limits	90/30
Min trim speed	45	Max speed of horizontal flight	128
30 degree turn reversal at <u>50 kt</u> , time sec.	3	30 degree turn reversal at Vc <u>115</u> , time sec	3,5
Stall speed power off, flaps up <u>-6°</u>	40	Stall speed, power on 4000 rpm, flaps up	37
Stall speed @ 30 degree bank	46	Stall speed, power on 4000 rpm, flaps down	32
Stall speed power off, flaps down <u>46°</u>	34		
Note that ALL boxes must have a value entered in resulting from the test flight			
Date	05-01-07	Signature	<i>[Signature]</i> Flight Design

Addition of Equipment, Removal or Exchange					9
Aircraft Disassembled according Flight Design Procedures:					
		Date	Signature	Stamp <i>Flight Design</i>	
		05-01-07	<i>[Signature]</i>		
Aircraft Assembled according Flight Design Procedures:					
		Date	Signature	Stamp 2857291	
		3/20/07	<i>[Signature]</i>		
YEAR: DATE	Item No.	Manufacturer	Model	Serial Number	
					<input type="checkbox"/> Addition of Optional Equipment <input type="checkbox"/> Removal of Optional Equipment <input type="checkbox"/> Addition of Required-Exchanged for Optional <input type="checkbox"/> Removal of Required-Exchanged for Optional
					<input type="checkbox"/> Addition of Optional Equipment <input type="checkbox"/> Removal of Optional Equipment <input type="checkbox"/> Addition of Required-Exchanged for Optional <input type="checkbox"/> Removal of Required-Exchanged for Optional
					<input type="checkbox"/> Addition of Optional Equipment <input type="checkbox"/> Removal of Optional Equipment <input type="checkbox"/> Addition of Required-Exchanged for Optional <input type="checkbox"/> Removal of Required-Exchanged for Optional

General Information



1

Manufacturer *Flight Design GmbH* Model *CTSW 2006*

Serial *06-12-11* Registration Number *N531CT*

Date of Manufacture *12 Dec 06*

Engine currently installed:
 Manufacturer *Rotax* Model *912 ULS* Serial Number *5.647565*

Propeller currently installed:
 Manufacturer *Neuform* Model *CR3-65-47-101.6*

HUB Model *Neuform* HUB Serial

Blade Model *Neuform*

Blades Serial *21861916322* *21861927322* *21861921322*



Date *12 Dec 06* Signature