

N423BA

028904

BLANK LIBAC  
AIRCRAFT LOG  
AL-12P

FAA LOGBOOK #1

# AIRWORTHINESS DIRECTIVE / FACTORY BULLETIN COMPLIANCE RECORD

# AIRWORTHINESS DIRECTIVE / FACTORY BULLETIN COMPLIANCE RECORD

## SAILPLANE WEIGHT & BALANCE

Date: 22 July 2023 Airframe Total Time: 1,028.8 Hours

Sailplane LET Blanik L13AC, N423BA, S/N 028904

- 1.) The USAF Academy Soaring Maintenance Contractor calculated the sailplane Weight & Balance Information on 26 January 2009 and the Equipment List.
- 2.) The 2009 Weight & Balance Calculations are in a Green 3 holed Binder with a clear front cover page. There is a 2009 Equipment List page behind the Weight & Balance page.
- 3.) The Basic Empty Weight is 720 Lbs. on 1 January 2009.

Douglas O. Curry

*DO Curry*

FAA A&P / IA 3484948

A.D./BULL. NUMBER	ITEM AFFECTED	DATE & HRS. AT COMP.	METHOD OF COMPLIANCE	TYPE OF A.D. 1 TIME/RECUR.	NEXT COMP. DATE/HRS./CYCLE	AUTHORIZED SIGNATURE CERTIFICATE NO.
8-14-25	REPAIRED SECTION	12/14	ELEVATOR 4-58	TRAILING EDGE PER AC 43.13-15	A&P 3310337	<i>M Buist</i>
8-14-25	Installed		R/L elevator normal. ACP/IA	IAW L13AC	man 27-20 ops ✓	524573550
8-24-25	Repaired		R/L elevator trim cable	IAW L13AC	man 27-30 operational	
			check normal. aircraft released for flight.			
			ACP/IA 524573550			
			TOTAL TIME	1200.8		
9-4-25			I CERTIFY THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS FOUND TO BE IN AIRWORTHY CONDITION THIS DATE IA 3310337 <i>M Buist</i> (77.6 hours)			

10-16-25 L-13AC N423BA Replaced tail wheel assembly with serviceable part, functional check good. 10-16-2025 Mark Buist A&P 3310337 *M Buist*

8-22-24			TOTAL TIME 1122.8	I CERTIFY THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS FOUND TO BE IN AIRWORTHY CONDITION THIS DATE. IA 3310337 <i>M Buist</i> (93.1 hours)
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## LIFE LIMITED PARTS OR OVERHAUL REQUIREMENTS

Date: 24 July 2023 Airframe Total Time: 1,028.8 Hours  
Sailplane LET Blanik L13AC, N423BA, S/N 028904

### Information Transfer

- 1). This LET Blanik L13AC, N423BA, S/N 028904 Sailplane was removed from the USAF Academy Inventory and transferred to the Soaring Eagle Foundation which was Founded by Mr. Randy Rothe.
- 2). The USAFA Sailplane Flight records provided by the Aircraft Maintenance Contractor indicate the Aircraft Total Flight Time is 1,028.8 Hours.
- 3). This Logbook entry is to establish the beginning of the FAA Flight Records for Sailplane N423BA, S/N 028904.

Douglas O. Curry

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FAA A&P / IA 3484948

## AIRWORTHINESS DIRECTIVE / FACTORY BULLETIN COMPLIANCE RECORD

Date: 7 July 2023 Airframe Total Time: 1,028.8 Hours  
Sailplane LET Blanik L13AC, N423BA, S/N 028904

### Left Wing Spar Repair

1. L13AC Left Wing Aileron Bellcrank upper and lower brackets were damaged (bent and twisted) due to improper wing to fuselage attachment. (Ground Handling).  
Review Photo #1. Left Wing Data Plate P/N A520-000L, Prod # 8903 and Left Wing Aileron P/N A520-400L.
2. Left Wing Upper Bracket P/N A721218L L13.201-27.P1 L23/13AC.  
Left Wing Lower Bracket P/N A721219L L13.201-27.P2 L23/13AC.  
These are the replacement part numbers for the two damaged left wing aileron support brackets. Review Photo #1A.

Douglas O. Curry

*DOCurry*

FAA A&P / IA 3484948

REVIEW FAA 337 DATED: 7 JULY 2023  
LEFT WING AILERON BAY REAR SPAR

DATE A	REMARKS B	ORGANIZATION A
	<p>form 95 Annual Review Completed IAW TO 00-20-1 Para 9.b.4 and CSOW Attachment C. Detailed monthly review results available on file within Doss Aviation Quality Control Inspection Database.</p> <p style="text-align: center;"></p> <p>Joe Morales – A&amp;P/A 3028814                      July 7, 2011</p> <p>Quality Control Manager</p> <p>Doss Aviation, Inc.                                      CRS PF5R117N</p>	
<p>20110909 ACTT: 999.8</p>	<p>I certify that this <u>Aircraft</u> has been inspected I.A.W. Doss Aviation <u>Annual/100hr</u> Inspection Checklist and was determined to be in an airworthy condition this date: <u>20110909</u> All AD's and SB's researched through TData CD# <u>2011-18</u> . A.C.T.T.: <u>999.8</u> Signature: <u>[Signature]</u> Employee # <u>51-5176</u> RS# PF5R117N</p> <ul style="list-style-type: none"> <li>- A/cft washed</li> <li>- OPS CK CANOPY. N.D.W.</li> <li>- SPAR Interconnect Rivet insp c/w. N.D.W.</li> <li>- Blow through of TOTAL/STATIC lines. N.D.W.</li> <li>- Pitot static ports ck c/w. N.D.W.</li> <li>- Compass swing c/w. N.D.W.</li> <li>- Fit control travel ck c/w. N.D.W.</li> <li>- Cable tension ck c/w. N.D.W.</li> <li>- All discrepancies on Doss GIG sheet for Annual/100hr Insp. c/w.</li> </ul>	<p>Doss Aviation, Inc. USAFA, CO 80840 CRS: PF5R117N</p>

## SIGNIFICANT HISTORICAL DATA

PAG 6 OF PAGE

1. MISSION DESIGN SERIES/TYPE, MODEL AND SERIES		2. MANUFACTURER		3. SERIAL NUMBER	4. ACCEPTANCE DATE
TG-10C L-13 AC		LET/BLANIK		028904(3BA)	20021114
DATE A	REMARKS B	ORGANIZATION C			
20110210 ACTT: 950.1	<p>Right Hand Aileron repaired by Straight Flight, Inc - FAA CRS OMKR399L, see 8130-3, dated 02/09/2011, W.O.# 5869, Form Tracking # SF5869-001 for details. Support data 8110-3, DERT-635514-NM, dated 02/09/2011. (Aileron P.N. A520400P).</p> <p>Left Hand Aileron, P.N. A520400L repaired by Straight Flight Inc - FAA CRS OMKR399L, see 8130-3, dated 02/09/2011, W.O.# 5869, Form Tracking # SF5869-001 for details. Support data 8110-3, DERT-635514-NM, dated 02/09/2011.</p> <p>Aileron repairs are complete and re-installed on the Aircraft. The Aircraft is determined Airworthy and released for Flight. <u>D Bilena 51-5173</u></p>	Doss Aviation, INC. USAF, CO 80840 CRS PFSR117N			
20110211 ACTT: 950.1	<p>C/W GOTI L3060201 by installation of Loctite 222MS Thread Locker at the FWD Cockpit Stick Bonding Strap Screws (3 Ea.) and performing a continuity test. NDN during continuity test. No Further Action Required. <u>Brian Fij 5147</u></p>	DOSS AVIATION, INC CRSPFSR117N USAF, CO 80840			
<i>Not Used</i>					

DATE A	REMARKS B	ORGANIZATION A
<p>2010 0917 ACTT: 947.5</p>	<p>I certify that this <u>A/C</u> has been inspected I.A.W. Doss Aviation <u>Annual/500hr</u> Inspection Checklist and was determined to be in an airworthy condition this date: <u>Sept 17, 2010</u> All AD's and SR's researched through TData CD# <u>2010-19</u> A.C.T.T.: <u>947.5</u> Signature: <u>J. A. MTA</u> Employee # <u>51-5172</u> RS# PF5R117N</p> <p>C/W 120 DAY WASH C/W Spar Interconnect <sup>2.1</sup> INSPECTION. C/W COMPASS SWING C/W STATIC PRESSURE CHECK, CHECKED CONTROL TRAVELS REMOVED AND REPLACED AIR BRAKE TORSION SHAFT. SERVICED LANDING GEAR. ADJUSTED ELEVATOR PITCH TRIM TRAVEL</p>	<p>Doss Aviation, Inc. USAF A, CO 80840 CRS PF5R117N</p>
<p>ACTT: 950.1 20101104</p>	<p>CW OC-ALC/GKSWB (government) directed One Time Inspection (OTI) L3061001, IAW the OTI text. The following discrepancies were noted: LH Aileron INBD hinge point has deformation on the rib face and the upper bearing housing has pulled away from the rib. RH Aileron INBD hinge point has deformation on the rib face and the upper bearing housing has pulled away from the rib. This Aircraft was determined to be unairworthy and is not released for flight until repairs are accomplished.</p> <p><u>Sean Tio 5147</u></p>	<p>Doss Aviation, INC. USAF A, CO 80840 CRS PF5R117N</p>
<p>A.C.T.T. 950.1 20101222</p>	<p>Performed Leveling Inspection OF Aircraft. All Measurements were within Factory Prescribed Limits.</p> <p><u>Sean Tio 5147</u></p>	<p>Doss Aviation, Inc USAF A, CO 80840 CRS PF5R117N</p>

DATE A	REMARKS B	ORGANIZATION A
20081107 ACTT: 799.3	C/W Doss OTF D-08-01-15 Forward Left and Right Horizontal Stabilizer hinges, bulkhead attachment and movement in flight configuration. C/W IAW D-08-01-15 Instructions - No damage noted. RM c/w A&P 3057557 5143	Doss Aviation Inc. USAF, CO 80840 CRS PF5R117N
20090209 A.C.T.T.: 799.8	The AMU1B.01 SIN <u>OK</u> registered Accelerometer Installation was Carried out and was Function Tested According to The INFORMATION Bulletin L13AC/015b Revision 1. The Glider Total Flight Time From The Beginning of its operation to The AMU1B.01 Installation Dates is The Following: <div style="text-align: center;"> <math display="block">\frac{\text{Total Flight Time}^1}{\text{Hours}} = 799.8</math> </div> Weight and Balance Total Aerobatic Flight Time: 332.2 Update Calculated BY: Date: 20090209 Garth Paul check Carried Out BY: <u>Ben Tj</u> 51-5147	Doss Aviation, Inc. USAF, CO 80840 CRS PF5R117N
20090225 A.C.T.T.: 799.8	Installed new Toggle switch and Guard in Rear Cockpit, Replacing O.E.M. SWITCH, Placed Connectors on Factory wiring at each Wing Tip and at each In Board Section of The wings where they Attach to The Fuselage; IAW FAA Form 337 Dated 20090225 <u>Ben Tj</u> 51-5147 CRS PF5R117N	Doss Aviation, Inc USAF, CO 80840 CRS PF5R117N
	<p>Form 95 Annual Review Completed IAW TO 00-20-1 Para 10.7.4 and CSOW Attachment C. Detailed monthly review results available on file within Doss Aviation Quality Control Inspection Database.</p> <p style="text-align: center;">               Joe Morales - A&amp;P/IA 3023814              Quality Control Manager              Doss Aviation, Inc.           </p> <p style="text-align: right;">             April 1, 2009              CRS PF5R117N           </p>	

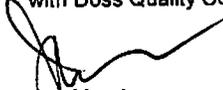
**SIGNIFICANT HISTORICAL DATA**

PAGE 4 OF PAGES

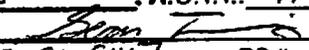
1. MISSION DESIGN SERIES/TYPE, MODEL AND SERIES <b>TG-10C L-13AC</b>	2. MANUFACTURER <b>LET/BLANIK</b>	3. SERIAL NUMBER <b>028904 (3BA)</b>	4. ACCEPTANCE DATE <b>20021114</b>
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DATE A	REMARKS B	ORGANIZATION C
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IAW CSOW Attachment C, T.O. 00-2-1, paragraph 10.7.4, an annual review of these forms has been conducted. Detailed monthly reviews are on file with Doss Quality Control.

  
 Joe Morales  
 A&P/IA 3023814  
 Quality Control Manager  
 Doss Aviation Inc.  
 March 2, 2008

20080808  
 ACTT: 799.3

I certify that this Aircraft has been inspected I.A.W. Doss Aviation Annual Inspection Checklist and was determined to be in an airworthy condition this date: 20080808  
 All AD's and SB's researched through TData CD# 2008-15 . A.C.T.T.: 799.3  
 Signature:   
 Employee # SI-5147 RS# PF5R117N

- 4w Spar Interconnect Rivet Inspection ~~NON~~
- 4w 120 Day Aircraft Wash
- 4w - Annual Compass swing
- 4w - Static Pressure Check ~~NON~~
- serviced MLG STRUT
- Replaced Rudder Cables
- checked Control Travels + Cable Tensions
- Replaced TWO RIVETS ON RT Side Forward Wing Pin Housing
- Installed Factory AMU 1B Accelerator Monitoring Unit IAW L-13 MM
- Installed STRUT mounted Squat Switch to activate AMU 1B IN Flight using Example of Factory Install

Doss Aviation, Inc  
 USAFA, CO 80840  
 CRSPF5R117U

DATE A	REMARKS B	ORGANIZATION A
ACTT: 626.0 20070420	Fabricated and Installed Repair to RH wing aft clewout spar at aileron push-pull Rod cutout. Work completed IAW 337 dated 04-19-2007 <u>CR 515161</u>	Doss Aviation, Inc. USAF A, CO 80840 CR & PFSR 117N
20070420 ACTT: 626.0	FABRICATED AND INSTALLED ASH WOOD STIFFENER ON INBOARD SIDE OF RH ELEVATOR TRIM TAB IAW EMAIL DATED APRIL 17, 2007 SIGNED VITEK SIROKY, BLANIK AMERICA, INC. <u>Antoni Holc 51-5169</u>	Doss Aviation, Inc. USAF A, CO 80840 CR & PFSR 117N
20070720 ACTT: 668.2	<p>I certify that this Airframe has been inspected I.A.W. Doss Aviation Annual Inspection Checklist and was determined to be in an airworthy condition this date: <u>20070720</u> All AD's and SB's researched through TData CDG <u>2007-14</u>. ACTT: <u>668.2</u> Signature: <u>[Signature]</u> Employee # <u>51-5166</u> RSP PFSR 117N</p> <p>Aircraft Wash C/W All panels removed + Reinstalled Spar Interconnect rivet Insp. C/W Annual requirement for Compass Swing C/W. Static pressure check C/W Elevator trim tabs adjusted to required travels. And Both L/H + R/H were synced up. Changed Canopy elastic Strap.</p>	<p>----- Doss Aviation Inc. USAF A, CO 80840 CRS PFSR 117N</p>
20071004 ACTT: 768.3	<p>C/W SPAR INTERCONNECT RIVET INSPECTION. FOUND CRACKED RH FWD INTERCONNECT BRACKET P/N-A101033N, REPLACED WITH NEW IAW L-13AC MM SECT. 11 AND ACH 13-1B/2A PAR 4-57 AND 337 DATED 4 OCTOBER 2007 NO OTHER DISCREPANCIES NOTED. COMPLETED DUE PARTS OF THE FOLLOWING PARTS - ELEVATOR NINSE ATTACHMENT P/N-A301003N, <sup>Console Bracket</sup> <del>TAU-5161</del> P/N-A 601234N, LEVER P/N-A751210N, FORK P/N-A601270N, BRACKET CONSOLE P/N-A601234N - NO DISCREPANCIES NOTED. ALL AD'S AND SB COMPILIED WITH REFRANCING T-DATA 2007-19 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW DOSS AVIATION 100HR INSPECTION CHECKLIST AND WAS DETERMINED TO BE IN AIRWORTHNY CONDITION <u>E. M. SWAN 51-5157</u></p>	DOSS AVIATION INC. USAF A, CO 80840 CRS PFSR 117N

## SIGNIFICANT HISTORICAL DATA

PAGE 3 OF PAGES

1. MISSION DESIGN SERIES/TYPE, MODEL AND SERIES	2. MANUFACTURER	3. SERIAL NUMBER	4. ACCEPTANCE DATE
TG-10C (LIBAC)	LET/BLANK	028904 (3BA)	20021114
DATE A	REMARKS B		ORGANIZATION C
20060426 ACTT: 487.3	C/W SPAR INNER CONNECT RIVET INSPECTION - NO DISCREPENCIES NOTED. C/W STATIC PRESSURE CHECK - NO DISCREPENCIES NOTED. REPLACED AFT COCKPIT COMPASS - REMOVED: P/N LUN 1221.1-8, S/N 0201632, INSTALLED P/N LUN 1221.1-8, S/N 0209902. PERFORMED MAGNETIC COMPASS SWING - ADJUSTED AS REQUIRED IAW LIBAC <del>MAN</del> MAINTENANCE MANUAL PAR. 10.7.3. I CERTIFY THAT THIS AIRFRAME HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL/500 HOUR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. <i>[Signature]</i> A+P 537884418 IA		DOSS AVIATION, INC. USAF, CO 80840 CRS PF5R117N
20061010 ACTT: 560.4	Installed New Volkslogger SIN 2VU, Installed MOUNT FOR Volkslogger on Rear Cockpit Glareshield. Installed All Associated wires and connectors as outlined in Volkslogger Installation Manual. Also Replaced DITTEL Radio Fuse Holder (2.5 AMP) with a Re-Settable 2.5 AMP Breaker, Also Installed a 1 AMP Breaker in Place of fuse for The Volkslogger. <i>Sean King</i> Sean Factory 24-2419		DOSS AVIATION, Inc. USAF, CO 80840 CRS PF5R117N
20061115 A.C.T.T. 573.5	<p>I certify that this <u>Sail Plane</u> has been inspected I.A.W. Doss Aviation <u>Annual</u> Inspection Checklist and was determined to be in an airworthy condition this date: <u>20061115</u> All AD's and SB's researched through TData CD# <u>2006-22</u>. A.C.T.T.: <u>573.5</u> Signature: <u><i>Sean King</i></u> Employee # <u>2419</u> FB# PF5R117N</p> <ul style="list-style-type: none"> <li>- C/W SPAR WTR CONNECT RIVET INSPECTION</li> <li>- Installed new Trim Actuation Push-Pull Bracket and Repositioned I.A.W. Factory Drawing.</li> <li>- Adjusted Rear Rudder Pedals To Allow Greater Clearance Between pedals and Fuselage.</li> <li>- Adjusted Rudder Travels.</li> <li>- Checked Flight Control Deflections and Cable Tensions</li> </ul>		DOSS AVIATION, Inc. USAF, CO 80840 CRS PF5R117N

DATE A	REMARKS B	ORGANIZATION A
20050630 ACT: 379.3	<p>C/W DOSS OTI 05-01-03 rudder cables, pulleys, guides</p> <p><i>No defects noted</i> <i>Darrell Egan 24-2105</i></p> <p>Complied with QAE directed OTI 05-06-28001 to ensure bonding straps do not hamper rudder and elevator movement</p> <p><i>No defects noted</i></p>	DOSS AVIATION, INC. USAFA, CO 80840 CRS PF5R117N
20050712 ACT: 381.0	<p>REPLACED FORWARD COCKPIT VSI. REMOVED PIN 1141.04, SIN 0224024, INSTALLED PIN 1141.04, SIN 0421005 IAW LIBAC MAINTENANCE MANUAL, CHAPTER 10, PARAGRAPH 10.13.4. DP'S CHECK ON GROUND WAS NORMAL. <i>Stanlock 24-2476</i></p>	DOSS AVIATION, INC. USAFA, CO 80840 CRS PF5R117N
20050808 ACT: 389.2	<p>C/W SPAR INTERCONNECT RIVET INSPECTION - NO DISCREPANCIES NOTED, C/W OTI DOS-01-4 - TIGHTENED LH BOLT, C/W STATIC PRESSURE CHECK - NO DISCREPANCIES NOTED I CERTIFY THAT THIS AIRFRAME HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. <i>Stanlock A+P 537884418 IA</i></p>	DOSS AVIATION, INC. USAFA, CO 80840 CRS PF5R117N
20050826 ACT: 390.3	<p>CW OTI 050826-1: to insure the aileron pushrod jam nut/safety washer is installed/secure where it connects to the aileron (LH/RH wing) IAW OTI Text</p> <p><i>Pi 24-2483</i> <i>A/P 524573550</i></p>	DOSS AVIATION, INC. USAFA, CO 80840 CRS PF5R117N
20050610 ACT: 374.5	<p>C/W OTI 05-06-001 AIRCRAFT TIME AND DATE NOT IN SEQUENCE <i>O. Egan 24-2405</i></p>	DOSS AVIATION, INC. USAFA, CO 80840 CRS PF5R117N
20050701 ACT: 379.3	<p>C/W OTI 05-06-01001 AIRCRAFT TIME AND DATE NOT IN SEQUENCE <i>O. Egan 24-2405</i></p>	
20060110 ACT: 415.1	<p>C/W OTI 2006-01-10 to ensure FCP &amp; RPC handle grips are secure.</p> <p><i>W. Dan 24-2488</i></p> <p>Secured FCP control Handle grip with 1300L adhesive IAW 327 CLSG/GFLM e-mail dated 20060111</p>	DOSS AVIATION, INC. USAFA, CO 80840 CRS PF5R117N

SIGNIFICANT HISTORICAL DATA			PAGE 2 OF PAGES
1. MISSION DESIGN SERIES/TYPE, MODEL AND SERIES	2. MANUFACTURER	3. SERIAL NUMBER	4. ACCEPTANCE DATE
TG-10C (L13AC)	LET/BLANIK	028904 (3BA)	2002114
DATE A	REMARKS B	ORGANIZATION C	
20050107 ACTT: 293.8	Installed serviceable (FCP/RCP) AM10 G-Meter Ser # <u>04-0025</u> from Actt <u>18A</u> under Can # <u>05-011</u> Current G-Meter TT: <u>372.3</u> IAW L13MM 31-10-00 <i>Lee A. Schomburg 2477</i>	DOSS AVIATION, INC. USAF, CO 80840 CRS PF5R117N	
20050107 ACTT: 293.8	Installed serviceable (FCP/RCP) AM10 G-Meter Ser # <u>04-0028</u> from Actt <u>18A</u> under Can # <u>05-012</u> Current G-Meter TT: <u>372.3</u> IAW L13MM 31-10-00 <i>Lee A. Schomburg 2477</i>	DOSS AVIATION, INC. USAF, CO 80840 CRS PF5R117N	
20050301 ACTT: 299.2	Installed new FCP G meter IAW Form 337, 2005 02 26 PN- Gm 510-2, SN- Gm 024118. <i>T. B. Wil AP. 518 15 8323 (24-2463)</i>	DOSS AVIATION, INC. USAF, CO 80840 CRS PF5R117N	
20050226 ACTT: 299.2	Installed new RCP G meter IAW Form 337, 2005 02 26 PN. Gm 510-2, SN Gm 021116. <i>T-B. Wil AP. 518 15 8323 (24-2463)</i>	DOSS AVIATION, INC. USAF, CO 80840 CRS PF5R117N	
20050408 ACTT: 314.0	OTI 05-04-08 CW. Surface corrosion removed from interior of airbrake support tubes. LH/UP <del>LH/UP</del> RH/UP <del>RH/UP</del> Corrosion removed and inhibitor applied IAW AC43.13-1B, Section 10, Chap 6, Par 6-167. <i>CP 24-2483 AEP 524573550</i>	DOSS AVIATION, INC. USAF, CO 80840 CRS PF5R117N	
20050617 ACTT: 374.5	Fabricated and installed Repair to 4h wing aft spar at aileron push-pull rod cutout. Work completed IAW 337 dated 17 June 2005. <i>CP 24-2483 AEP 524573550</i>	DOSS AVIATION, INC. USAF, CO 80840 CRS PF5R117N	

DATE A	REMARKS B	ORGANIZATION C
20040613 ACTT: 143.4	Installed stiffeners at aft fuselage tail fin where spring contacted the fuselage IAW AC 43.13-1B pg. 4-40, para 4-59 and figure 4-21 pg. 4-42 (Minor repair) <u>RM C of CRS PF5R117N 2454</u>	DOSS AVIATION, INC. USAFA, CO 80840 CRS PF5R117N
20040803 ACTT: 192.1	I certify this <u>SAILPLANE</u> <u>CW control travel checks</u> has been inspected I.A.W. an <u>ANNUAL</u> <u>CW static pressure check</u> inspection and determined to be in airworthy <u>AD compliance w/AC Logs</u> condition. <u>Richard O. Schwartz 2459</u> <u>CRS PF5R117N</u> DATE <u>03 AUG 04</u> A.C.T.T. <u>192.1</u>	DOSS AVIATION, INC. USAFA, CO 80840 CRS PF5R117N
20040814 A.C.T.T. 204.8	Complied with Compass swing I.A.W. L-13 MX MANUAL Page 10-22; section 10.12.3. And as Prescribed in 14CFR Part 23.1327 <u>Sean T. Greese CRS PF5R117N 2419</u>	DOSS AVIATION, INC. USAFA, CO 80840 CRS PF5R117N
20041203 ACTT 292.1	I certify this <u>AIRCRAFT</u> <u>C/W SPAR INTERCONNECT RIVET INSPECTION</u> has been inspected I.A.W. a <u>100 HOUR</u> <u>C/W CONTROL TRAVEL CHECKS AND</u> inspection and determined to be in airworthy <u>ADJUSTED RUDDER, ELEVATOR AND</u> condition. <u>Craig W. Kloppenborg 2468</u> <u>TRIM TAB CABLE TENSIONS</u> <u>ATP 12483523</u> <u>ADJUSTED ELEVATOR AND TRIM TAB</u> DATE <u>20041203</u> A.C.T.T. <u>292.1</u> <u>DEFLECTIONS</u> <u>C/W MLG SWING CHECKS AND</u> <u>SERVICED MLG STRUT</u>	DOSS AVIATION, INC. USAFA, CO 80840 CRS PF5R117N
20050104 ACTT: 293.8	Removed serviceable (FCP/RCP) AM10 G-Meter Ser# <u>04-0029</u> from Acft <u>3BA</u> under Can # <u>05-001</u> Current G-Meter TT: <u>293.8</u> + installed in FCP 01 <u>Lee A. Schomburg</u> <u>CRS PF5R117N</u>	DOSS AVIATION, INC. USAFA, CO 80840 CRS PF5R117N
20050104 ACTT: 293.8	Removed serviceable (FCP/RCP) AM10 G-Meter Ser# <u>04-0030</u> from Acft <u>3BA</u> under Can # <u>05-002</u> Current G-Meter TT: <u>293.8</u> + installed in FCP 01 <u>Lee A. Schomburg</u> <u>CRS PF5R117N</u>	DOSS AVIATION, INC. USAFA, CO 80840 CRS PF5R117N

SIGNIFICANT HISTORICAL DATA			PAGE 1 OF PAGE
1. MISSION DESIGN SERIES/TYPE, MODEL AND SERIES	2. MANUFACTURER	3. SERIAL NUMBER	4. ACCEPTANCE DATE
DATE	REMARKS	ORGANIZATION	
A	B	C	
TG-10C (LIBAC)	LET/Blanik	020904 (3BA)	20021114
20021114 ACTT: .3	Maintenance records continued from aircraft logs this date. <u>Thomas B. Myron</u> 2408	DOSS AVIATION, INC. USAFA, CO 80840 CRS PF5R117N	
<p><b>20030306 Aircraft Total Time: .6 CLASSIC AIR INC. WO # 100039</b></p> <p>Repaired fuselage frames #10 and #13 left and right side. Replaced frame #11 and #12 left and right side. Installed skin doublers at frame #11.</p> <p>Work done in accordance with FAA AC 43.13-1B, Paragraph 4-57, 4-58 and 4-59 and is not contrary to the Blanik Factory recommendations.</p> <div style="text-align: right;">                       A. Jack Hawkins                      5246651651A                 </div>			
20030310 ACTT: .3	One time inspection of rear rudder pedal safety clips CW - NDN. <u>T. Myron</u> 2408	DOSS AVIATION, INC. USAFA, CO 80840 CRS PF5R117N	
20030909 ACTT: 92.7	I certify this <u>Aircraft</u> has been inspected I.A.W. a <u>100HR/Annual</u> inspection and determined to be in airworthy condition. <u>Thomas B. Myron</u> <u>JA493621538</u> DATE <u>20030909</u> A.C.T.T. <u>92.7</u>	CW control travel check CW static pressure check CW landing gear operation check & sled strat. See AD compliance w AC logs DOSS AVIATION, INC. USAFA, CO 80840 CRS PF5R117N	
20040114 ACTT: 95.6	One-Time FO inspection directed by Doss Aviation Chief QC Inspector (John Sanders). Incorporates OTI 04-001 as directed by USAF QAE.  CW One-Time FO Inspection IAW 14 CFR Appendix D to Part 43 paragraph (c), 1. NDN.	DOSS AVIATION, INC. USAFA, CO 80840 CRS PF5R117N	

Thomas B. Myron JA493621538