

The Sky is the Limit.SM



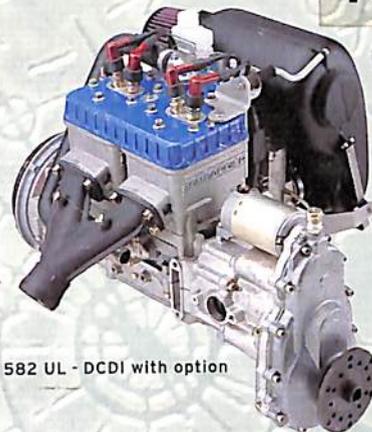
Motor Logbuch Engine Log Book

www.rotax-aircraft-engines.com

N531CT



Picture 912 A3 - with option



Picture 582 UL - DCDI with option

Nr.: **FR 47 565**
no.:

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Wartungsübersicht / Maintenance record

Datum: Date:	Betriebsstunden: Engine hours:		Durchgeführte Arbeiten: Work performed:	Unterschrift & LFZ Wart Nr.: Signature & Licence no.:
	Gesamt: TSN:	seit letzter GÜ.: TSO:		
SEPT 4 2023	474.9		PERFORMED 100HR/ANNUAL CONDITION INSPECTION IN ACCORDANCE WITH ROTAX L-M/M-SECTION OS-20-00 - COMPRESSION #1-85/87 #2-86/87 #3-86/87 #4-86/87 TORQUED SPARKED PLUGS TO 20MM - SERVICED AIR FILTER PER K&N SPECS - REPLACED 1/3 AND 2/4 FLOAT BOLLS PN-963-231 AND 963-232 - DRAINED OIL AND REPLACED OIL FILTER PN-825-016 AND ADDED 3L OF AEROSHELL SP4 10/40W. CHECKED MAG PLUG, CLEAN, TORQUED TO 25MM - REPLACED 1/4" COOLANT OVERFLOW HOSE AND CLEANED OVERFLOW BOTTLE, ADDED 50:50 COOLANT TO OVERFLOW TEST RUN AND LEAK CHECK OK. THIS ENGINE HAS BEEN FOUND TO MEET THE MFGS REQUIREMENTS FOR SAFE OPERATION AND IS APPROVED FOR RETURN TO SERVICE. JEREMY MACQUEEN ARP 3324470	



Wartungsübersicht / Maintenance record

Datum: Date:	Betriebsstunden: Engine hours / cycles:		Durchgeführte Arbeiten: Work performed:	Unterschrift & LFZ Wart Nr.: Signature & Licence no.:
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OCT 30 2023	482.2	TTENG	PERFORMED 100HR/ANNUAL CONDITION INSPECTION IN ACCORDANCE WITH ROTAX L-M/M SECTION OS-20-00 S) - COMPRESSION #1-86/87 #2-85/87 #3-85/87 #4-86/87 - GAPPED ALL PLUGS TO 0.029" AND TORQUED TO 16MM - SERVICED AIR FILTER PER K&N INSTRUCTIONS - DRAINED OIL AND REPLACED OIL FILTER PN-825-016. ADDED 3L OF AEROSHELL SP4 10/40W TO SUMP. - CHECKED MAG PLUG (NORMAL) TORQUED TO 25MM AND SAFETYED - INSPECTED FLOAT BOLLS, NO CORROSION #1/3=6.24gms #2/4=6.30gms CLEANED OUT IDLE SETS. - BALANCED CARBS AND SET IDLE TO 1750RPM - TEST RUN/LEAK CHECK/MAG CHECK OK THIS ENGINE HAS BEEN FOUND TO MEET THE MFGS REQUIREMENTS FOR SAFE OPERATION AND IS APPROVED FOR RETURN TO SERVICE. JEREMY MACQUEEN ARP 3329970	



Datum: Date:	Betriebsstunden: Engine hours:		Durchgeführte Arbeiten: Work performed:	Unterschrift & LFZ Wart Nr.: Signature & Licence no.:
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08/02/22 Flight Design CTSW N531CT 452.4 TTSN S/N 06-12-11

Engine Rotax 912ULS S/N# 5647565 **452.4 TTSN**

IAW Flight Design and Rotax Maint manuals this engine was inspected for its 100hr and annual inspection. Drained oil and coolant. Removed oil filter. C/W 5 year Rotax hose replacement, removed specified coolant, oil and fuel hoses in the engine compartment and replaced with new hoses. reference Rotax MM ch 73.00.00, 75.00.00 and 79.00.00. Replaced rubber engine mount isolators x16 and torqued ring mount to H frame mount bolts to 225in/lbs. Torqued firewall to engine H mount bolts to 200in/lbs. Verified engine ring mount to engine bolt torque 28ft/lbs, work performed using FD MM AU-010-2000 rev7. Removed Rotax gearbox P/N# 887703 S/N# 33988 and drive gear S/N# 06-3058 for 600hr inspection. Installed overhauled Rotax Gearbox P/N# 887703 S/N# 64828 with matching drive gear S/N# 16-0232, measured friction torque 458in/lbs ref Rotax MM ch 72.00.00. Gearbox TTSN 1294.0, TSOH 0.0, next inspection due 1052.4hrs acft hobbs time. Inspected turning of crankshaft torque, less than 27.5ft/lbs. Installed new Rotax fuel pump P/N#893115 S/N#21.2678. Removed carburetors, disassembled and inspected carburetors, re-assembled using Rotax overhaul kit 889534 with new orings, diaphragms, main jet, main needle, main needle circlip and new 861189 floats. SB-912-067ul N/A by new float P/N, SB-912-073ul C/W by installation of new circlips. Measure weight of new floats <7g L/R. Installed new Rotax carburetor sockets, P/N# 267789 with new orings P/N# 230290. Re-installed carburetors, connected and verified throttle and choke linkage, performed mechanical sync of throttle cables work per ref Rotax MM ch. 73.00.00. Installed new Rotax 825016 oil filter, SB-912-071 N/A due to filter verification. Serviced engine with 3L of Aeroshell Sport +4. Cut open old oil filter no abnormal findings. Inspected magnetic plug, no findings. Removed sparkplugs, replaced with 8x new NGK DCPR8E plugs, gapped to 0.025" and installed with thermal paste. Pull test on sprakplug boots satisfactory. Cleaned and oiled air filter. Compression test completed #1 85/87 #2 85/87 #3 86/87 #4 85/87. Performed oil purging procedure IAW SI-912-018R4, replaced valve cover orings on each cylinder using Rotax oring P/N 250285 and P/N 430205. Carb sync completed, idle rpm 1680. Ignition test 90-100rpm drop both. #3 cylinder coolant elbow leaking, removed, cleaned, resealed elbow threads and re-installed with new oring P/N# 950180. Gascolator inspected and cleaned. Performed fuel flow test, and leak check of new hoses. Serviced fluids to proper levels. Checked for additional applicable SB's, all are current as of 08/02/2022. I certify this Engine 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

END.

Datum: Date:	Betriebsstunden: Engine hours:		Durchgeführte Arbeiten: Work performed:	Unterschrift & LFZ Wart Nr.: Signature & Licence no.:
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JM AERO SERVICE & REPAIR

N531CT

TACH: 471.6 hrs TTOE: 471.6

Performed propstrike inspection on 912ULS S/N-5.647.565 Checked crankshaft for twist and out of round, all cylinders within 2 degree limit. Removed gearbox S/N: 64828 performed dye penetrant test on gearbox housing, no cracks found. No damage found to gearset SN-15.0232. Replaced propshaft PN-937-047 S/N: 21.1235, seal PN-950-470 and bearing PN-832-578..Added 0.2mm shim. Reinstalled gearbox using loctite 5910. Engine installed with (16) new rubber mounts PN-FS-C9997939 and new M10 Locknuts. Added 1L of Aeroshell SP4 10/40w and purged oil system at 10psi. Installed top (4) spark plugs and torqued to 20NM. Serviced coolant system with premixed dex-cool 50:50. Replaced 1.2Bar radiator cap PN-922-072. Lubricated exhaust joints with anti-sieze, safetied springs and applied Red RTV.. Repaired airbox bushings, replaced carb heat cable and cleaned air filter per K&N instructions. Balanced carbs and set idle to 1750 RPM. Performed leak check, mag check and WOT Static test (5500rpm), all checks OK. Engine approved for return to service.

JEREMY MACGREGOR X

A&P 3324470 IRMT 040001100215-1

Feb 28 2023

Wartungsübersicht / Maintenance record

Datum: Date:	Betriebsstunden: Engine hours:		Durchgeführte Arbeiten: Work performed:	Unterschrift & LFZ Wart Nr.: Signature & Licence no.:
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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 within the scope and detail with the Flight Design and Rotax maint. manuals and found to be in safe condition for operation.

Roger Lee 8-22-2016
Roger Lee RLSM-A Cert. # 3359235 issued 5-28-08

Wartungsübersicht / Maintenance record

Datum: Date:	Betriebsstunden: Engine hours:		Durchgeführte Arbeiten: Work performed:	Unterschrift & LFZ Wart Nr.: Signature & Licence no.:
	Gesamt: TSN:	seit letzter GÜ.: TSO:		

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 1/4" 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

Wartungsübersicht / Maintenance record

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	Gesamt: TSN:	seit letzter GÜ.: TSO:		

6-1-2014 Flight Design CTSW (N531CT) Aircraft Serial: 06-12-11 Engine serial: 5647565 TTSN 270.2 hrs.

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.

Roger Lee 6-1-14
Roger Lee RLSM-A Cert. # 3359235 issued 5-28-08

Wartungsübersicht / Maintenance record

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	Gesamt: TSN:	seit letzter GÜ.: TSO:		

8-24-2015 Flight Design CTSW (N531CT) Aircraft Serial: 06-12-11 Engine serial: 5647565 TTSN 342.9 hrs.

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 462 in/lbs. New NGK DCPR8E spark plugs installed and gapped at .025 and heat conducting 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. The old #40 Torx head magnetic plug was stripping out. Replaced with a new Rotax 16mm hex head magnetic plug. Part #241-785. This plug and the oil tank plug were then safety wired. The ELT batteries are 1 year old and expire March 2023. The ELT was tested on 121.5 Freq. Compression test: #1 - 87/84, #2 - 87/84, #3 - 87/84, #4 - 87/84. The gascolator was opened and it was clean. The prop pitch was reduced by .5 degree to achieve approximately 5600-5650 rpm @ WOT in level flight. The FD required 2 year wing inspection is due. Removed the wings and inspected the wing and fuselage bulkheads plus the wing spare. No issues were noted. The fuel sight tubes were replaced and the wings re-installed. Both Dynon units had software version 5.4.3. Updated both Dynon units to software version 5.6.0. There are two small cosmetic cracks on the top of the left wing over the spare and within a couple of inches of the wing bulkhead. These are watch items at this time. The next inspection is due by 443 hrs. TTSN or the Annual Condition Inspection by 8-31, 2016. 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 8-24-15
Roger Lee RLSM-A Cert. # 3359235 issued 5-28-08

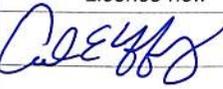
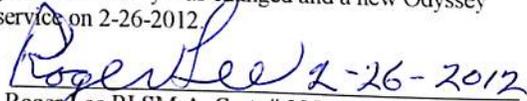
Wartungsübersicht / Maintenance record

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5/31/12			FD SA May 30, 2012 based on ASB-912-061UL does not apply to older fuel pump model m B&L	
10/1/12			See 10/1/12 a/c logbook for oil change TTSN 212h 3qt Aero shell sport + 4 Mag plug clean, new Rotax filter Plug + oil drain screw safety wired. m B&L	

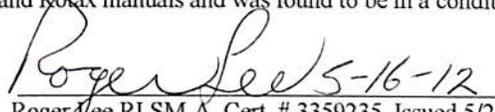
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Datum: Date:	Betriebsstunden: Engine hours / cycles:		Durchgeführte Arbeiten: Work performed:	Unterschrift & LFZ Wart Nr.: Signature & Licence no.:
	Gesamt: TSN:	seit letzter GÜ.: TSO:		
			3-3-2013 Flight Design CTSW (N531CT) Aircraft Serial: 06-12-11 Engine serial: 5647565 TTSN 222.2 hrs. 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. The oil tank plug and magnetic plug were safety wired. A new Rotax oil filter was installed. This aircraft was put back in service on 3-3-2013. <i>Roger Lee</i> 3-3-2013 Roger Lee RLSM-A Cert. # 3359235 Issued 5/28/08	
			5-1-2013 Flight Design CTSW (N531CT) Aircraft Serial: 06-12-11 Engine serial: 5647565 TTSN 225.1 hrs. 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. <i>Roger Lee</i> 5-1-13 Roger Lee RLSM-A Cert. # 3359235 Issued 5/28/08	

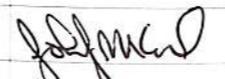
Wartungsübersicht / Maintenance record

Datum: Date:	Betriebsstunden: Engine hours:		Durchgeführte Arbeiten: Work performed:	Unterschrift & LFZ Wart Nr.: Signature & Licence no.:
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JULY 17 2010	116.6 Hrs	Hobbs	OIL + FILTER CHANGE (3 QT SHELL AEROSHELL OIL SPORT PLUS 4 + ROTAX FILTER)	
NOV. 20, 2011	171.6 TSN	Hobbs	OIL & OIL FILTER CHANGE. 3 QTS. AERO SHELL SPORT PLUS 4 AND NEW ROTAX OIL FILTER. MAGNETIC PLUG WAS CLEAN. SAFETY WIRED OIL TANK PLUG & MAG PLUG. RAN AND CHECKED OIL LEVEL.	Roger Lee / RLSM-A Cert # 3359235 5/08
2-26-2012 Flight Design CTSW (N531CT) Aircraft Serial: 06-12-11 Engine serial: 5647565 TTSN 189.3 hrs.				
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. An oil sample was collected and sent to Avlabs for analysis as part of the Rotax 2000 hr. TBO program. The battery was changed and a new Odyssey PC310 battery was installed. This aircraft was put back in service on 2-26-2012.				
 Roger Lee RLSM-A Cert. # 3359235 Issued 5/28/08				

Wartungsübersicht / Maintenance record

Datum: Date:	Betriebsstunden: Engine hours:		Durchgeführte Arbeiten: Work performed:	Unterschrift & LFZ Wart Nr.: Signature & Licence no.:
	Gesamt: TSN:	seit letzter GÜ.: TSO:		
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>				
 Roger Lee RLSM-A Cert. # 3359235 Issued 5/28/08				

Wartungsübersicht / Maintenance record

Datum: Date:	Betriebsstunden: Engine hours:		Durchgeführte Arbeiten: Work performed:	Unterschrift & LFZ Wart Nr.: Signature & Licence no.:
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	SEE OIL CHANGE Pg. 2 23.4 HRS & 57.5 HRS			
4-20-08	65.0		Complied with 12 month inspection in accordance with CT-LSA maintenance and inspection Procedure manual and Rotax maintenance manual, no defects noted at this time.	 A&P 047580823

Wartungsübersicht / Maintenance record

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	Gesamt: TSN:	seit letzter GÜ.: TSO:		
			 <p>VENICE AVIATION SERVICES 224 E. Airport Ave. Venice, Florida 34285 (941) 484-6546 Fax (941) 488-1442</p>	
			<div style="border: 1px solid black; padding: 5px;"> <p>4-01-2009 ENGINE TACH: 58.6 / HOBBS: 83.3</p> <p>Complied with 12 month inspection in accordance with CT-LSA maintenance and inspection procedure manual and Rotax maintenance manual. Preformed carb balance and reset idle stops as per Rotax procedures..Drained oil, cut filter and serviced as per Rotax manual. No defects noted at this time.</p> <p style="text-align: right;">John J McCormack A&P047580823 </p> </div>	
	See Page 3 For 2010 ANNUAL + OIL CHANGE Hobbs 89 21 MAY 2010			

Änderungsstand / Modification record

Lufttüchtigkeitsanweisung bzw. Änderung:
Airworthiness directive or modification:Ges. Std.:
TSN:Datum:
Date:Unterschrift & LFZ W. Nr.:
Signature & Licence no.:

10-7-2012 Flight Design CTSW (N531CT) Aircraft Serial: 06-12-11 Engine serial: 5647565 TTSN 212 hrs.

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.

Roger Lee 10-7-12
Roger Lee RLSM-A Cert. # 3359235 Issued 5/28/08

Änderungsstand / Modification record

Lufttüchtigkeitsanweisung bzw. Änderung:
Airworthiness directive or modification:Ges. Std.:
TSN:Datum:
Date:Unterschrift & LFZ W. Nr.:
Signature & Licence no.:

SB-Stand und Änderungsstand / SB-Status and Modification record

 Status der durchgeführten SB (Service Bulletin) bei 0-Stunden
 Airworthiness

 Datum: Unterschrift & Pers. Nr.:
 & Licence no.:

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

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

 Date: May 18, 2011
 W/O # 854297
 Tach Time: 144.3

AFTT: 144.3 ETT: 144.3 PTT: 144.3

 Status:
 Airwoi

I certify that this Aircraft/Engine/Propeller have been inspected in accordance with an ANNUAL inspection and have been determined to be in an AIRWORTHY condition on this date. Compression checks as follows: #1 79/80 #2 79/80 #3 79/80 #4 79/80. Serviced oil system with 3 Liters Aeroshell Sport Plus 4 oil, installed new oil filter and inspected old filter for contamination, no discrepancies noted. Comply with FAR 91.207(d) ELT inspection, battery replacement due March 2013. FAR 91.413 Transponder Check p/c/w next due 12/2012. Perform coolant flush and service with Dex-Cool Coolant and distilled water. Replace spark plugs with new and torque to spec. Comply with Flight Design Fleet Letter 090710 rev 1, trim main landing gear fairings in accordance with Fleet Letter instructions, no further action required. Comply with Service Bulletin SB-LTUL-CTSW-02 Landing gear inspection, by inspection of landing gear in accordance with service bulletin instructions, next due AFTT: 444.4 or 5/2012. Perform compass swing and placard. Perform engine run and check for leaks, no leaks noted.

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. Pertinent details are on file at this agency. Date: May 18, 2011 Signed: [Signature]

END

 ift & Pers. Nr.:
 & Licence no.:

Änderungsstand / Modification record

 Lufttüchtigkeitsanweisung bzw. Änderung:
 Airworthiness directive or modification:

 Ges. Std.:
 TSN:

 Datum:
 Date:

 Unterschrift & LFZ W. Nr.:
 Signature & Licence no.:

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

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

 Date: August 4, 2011
 W/O # 854366
 Tach Time: 147.4

AFTT: 147.4 ETT: 147.4 PTT: 147.4

Comply with 5 year replacement of hoses as per Rotax 912 ULS Maintenance manual per Chapter 73-00-00. Removed specified cooling system hoses and replaced with new, torque to spec. Removed specified fuel related hoses and replaced with new, torque to spec. Removed specified oil hose and replace with new, torque to spec. Removed carburetor sockets and replace with new in accordance with maintenance manual chapter 73-00-00. Removed connecting hose to air intake and replaced with new, torque to spec. Replace diaphragm on both carburetors with new, torque to spec. Removed both left hand and right hand wing assemblies, replaced both right and left hand fuel indication hoses with new, replaced fuel tank hose with new both left and right hand fuel tanks. Install both right and left hand wing assemblies. Top aircraft with fuel 32.5 gallons, leak check entire fuel system. Service oil system with Aeroshell Sport plus 4 oil, replace oil filter with new. Service coolant system to spec. Check torque all critical bolts, check function of lights and ailerons, flaps and check for fuel leaks, no leaks noted. Perform engine run and check for leaks, no leaks noted. All work completed in accordance with Flight Design Manual AU 01002000 Rev. No. 6 20 Nov 2008 Section 4.

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. Pertinent details are on file at this agency. Date: 8/4/11 Signed: [Signature]

END

Motor-Logbuch Nr.:

Engine Log Book: **FR 47 565**

für Kolbenmotor
for piston engine

1

Baumuster:

912

Type of engine:

Baureihe:

ULS 2

Model:

Motor-Nr.:

5.647.565

Engine serial no.:

Hersteller:

BRP-Rotax GmbH & Co. KG

Manufacturer:

A-4623 Günskirchen, Austria

Baujahr:

Nov. 2006

Year of manufacture:

Kennblatt:

Data sheet:

Startleistung:

100 / 73,5 PS / kW

Take off power:

hp / kW

zul. Dauer:

5 min.

perm. duration:

min.

bei:

5800 min⁻¹

at:

r.p.m.

Max. zul. Dauerleistung:

95 / 69 PS / kW

Max. cont. Power:

hp / kW

bei:

5500 min⁻¹

at:

r.p.m.

Bemerkungen:

Remarks:

FRANZ

AIRCRAFT ENGINES VERTRIEB GMBH

LTB: DE.145.318

Am Weidengrund 1a · D-83135 Schechen

Tel. +49(0) 8039 90 35-0 · Fax -35

www.franz-aircraft.de

Datum:

Date:

5th of December 2006

Unterschrift:

Signature:

Antje Wolter
Antje Wolter