

258171
ZONTAC
401505



The Standard

AIRCRAFT LOG

ASA-SA-1

Aircraft Record General Information

Manufacturer RALPH JONES Model 601-1HD ZENITH
Serial 6-3106 Registration Number N401
Date of Manufacture 8-10-02

Engine(s) currently installed:

Manufacturer LYCOMING Model O-145-B2 65HP Serial _____
Manufacturer _____ Model _____ Serial _____

Propeller(s) currently installed:

Manufacturer WASP DRIVE Model 2 BLADE G-D 101 - 72" trimmed to 70 1/2"
HUB Model _____ Serial _____ Serial _____
Blade Model _____ Serial _____ Serial _____
Blade Model _____ Serial _____ Serial _____

Notes

Aircraft completed and moved to Ranger 18 at Decatur airport in October 2001. It was reassembled and seen a number of hours (1 1/2 tankfuls of fuel) and I feel it is ready for flight testing. Unable to obtain DIP - until Spring 2002. Inspection scheduled for 5-70-02 by Bob Miller. I certify that I have inspected this aircraft and have determined it to be in a condition for safe operation.

5-70-02

[illegible]

DATE 2002 19	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.)
12-10	96.00	.40		Taking - turn & speed - fast & slow taxi.
12-20	96.52	.52		Normal speed - taxi works into west - 24
12-21	96.92	.40		3 + 4 6 R.24 - (Wind 13-24) flew great.
12-23	97.19	.77		Test one engine to 3000 ft - 1400 RPM.
12-29	98.70	.99		12-24
12-31	99.19	.49		12-26
1-4-03	900.47	1.28	3.93	To Cisco - To Longcreek - To Macon & McCoy's
1-5-03	900.95	.48		To Todd's & J. City - almost dark, little icing 1 pt.
1-6-03	901.45	.50		To Green Ranches & low going 3000 stalled at 50
1-20-03	902.06	.61		Normal flying to 3000 ft. - over R. Richards R. W. 6
1-25-03	902.78	.72	3	360° over house & field down to field over to Sprinklers 18-24 3100 at 15

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DATE 2003 19	
1-30	
2-8	
2-10	
2-18	
2-20	
2-27	
3-25	
3-29	
4-2	
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4-24	

r Repair

DATE 2003 19	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.)
1-30	903.83	1.05	7.83	^{to circle} Touch grass stop then C. to 5000 - ^{4.5°} Pitch stalls to 4.5° - ^{roll over}
2-8	904.80	1.00	8.83	Used 24 at 12 MPH (60) - 3 + 4 G = 1 Fast up to 4000 - ^{long 8's} 2100 - ^{get 100}
2-10	905.29	.49	9.32	Trouble with start gearing. W-320-16 just to 21 - ^{low to} ^{new} ^{me sign}
2-18	905.8	1.00	9.82	To 3000 ft. (over field) W-180° - ^{usual} routine actions.
2-20	906.38	.58	10.40	To 5000 (11) W-170-8 = ^{dash} - ^{see} ^{thick} ^{clump} ^{Bladen} .
2-27	906.90	.52	10.92	" 4000 " W-360-7 = ^{dash} - ^{maneuvering} routines.
3-25	907.55	.65	11.57	" W-050-12 - ^{cl. gain} ^{vertical} ^{NW} - ^{instalt} - ^{coord} ^{maneuver}
3-29	908.22	.67	12.24	To 3000 ft. W-31-20 - ^{loop} ^{to} ^{Hariston} ^{Body} ^{Mason} ^{maneuvers} ^{Coord}
4-2	909.37	1.15	13.39	W-200-21-67030 - ^{Lincoln} ^{30 ft.} ^{very} ^{gusty} - ^{good} ^{turbulence} ^{training} ^{from}
4-13	909.86	.49	13.88	W-16/8 = over house 360° C2 - ^{reg.} ^{maneuvers} ^{to} ^{Mr. Farm} ⁺¹⁰⁰
4-22	910.21	.38	14.26	Speed tapid climb changes following engine tune up.
4-24	911.24	1.00	15.26	W-20-120 ^{fully} ^{summer} ^{climbed} ^{to} ⁴⁵⁰⁰ ^{ft.} ^{some} ^{stalls} ²¹⁰⁰ ^{4.5-50} ^{dash} ^{2.350} ^{loop} ^{gave} ¹⁰⁰ ^{ASA 1993} ^{2.250 = 9.3}

1 hr.

DATE 2003 10	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)	DATE 2003 10
4-26	911.9	.66	15.92	W-00-12 - to base + 90 feet gross - clocked speed on section lines at 9.5	6-15
4-27	912.17	.27	16.19	W-120-15 - return flight over Longenech - descent sp. 6140	6-19
5-6	912.42	.25	16.44	Sheed was testing and was running engine	6-20
5-6	912.94	.52	16.96	W-wereable - to Fran atrop + over Dalton City	6-25
5-12	914.18	9.24	18.20	W-28-21 - to 4000 - 1. Hillyville, Midley - to 6,200 ft	6-26
5-14	915.24	1.06	19.26	W-210-12 - 1.5 hr - W-00 - Norfleet + + 6 - to 5500 - runs, rich	7-1
5-20	915.95	.71	19.97	W-06-10 - to 3000 over field at dusk	7-10
5-23	916.46	.51	20.48	W-350-14 - to 2500 engine hot good - Top RPM 2300 - new hat + wash	7-16
6-2	916.96	.50	20.98	W-140-10 - running - weak to 1000 ft. then better to 3500	8-10
6-6	917.44	.48	21.46	W-160-10 - running better - to 3300 FT / 2400 RPM = 100 MPH. 1.5	9-10
6-9	918.18	.74	22.20	W-170-10 - checked - 85° - new hat 220° - oil p. to 2000 ft. 2000 ft. + velocity is	12-9
6-10	918.65	.47	22.67	W-215-20 - 2350 RPM - 95 MPH - 2450 - climb - temp 200°	

or Repair

DATE 19-63	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.)
6-15	919.10	.45	23.12	W-040-12 to coop house climb mechanical area - climb out gave 2400 RPM at 70 MP. - air temp to 20.5 at 6000
6-19	919.90	.80	23.92	W-030-17 to 5200 over 5 miles CB field. time 8:00-8:45 - climb full power 23-2350 at 80 MP. level 2450 gave 95 at altitude
6-20	920.30	.40	24.32	W-180-6 to coop house, fly by Corvair strip climb 23-2350, 2400 level 2550 gave 105
6-25	920.70	.40	24.72	W-190-5 to 3000 = 2400 RPM, gave 80 MP. = level 2350 gave 85 and temp 21.0 ground temp 82° at 9:00 P.M. - good luck piece of weather.
6-26	921.45	.75	25.47	W-330-12 some oil loss to engine could lift. oil temp to 230° to 2450 gave 95 MP. - some power loss at last.
7-1	921.85	.40	25.87	W-0-3000 FT. - Push-over airport - 2400 RP. gave 80 MP.
7-10	922.40	.55	26.42	W-200-25 to 3000 ft. clear blue temp 80° - cumulus cloud base 3200 - turning maneuvers
7-16	923.30	.90	26.32	W-320-5 to 2400 ft. 2400 RPM. - 25 MP. 11
8-9-10 2003	923.98	.68	27.00	engine static bumps after engine work.
12-9-9	924.54	.56	27.56	SW-1277 = 3500 ft. maneuvers over field. 2200 R.P. MP. temp gave 105 MP. 11
12-9-9	925.65	1.11	28.67	29-2 - R36-4000 FT. 11 11 11

DATE 1984	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE 28.67	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)	DATE 1984
Jan 7	9259	27	28.94	N.H. - 1st flight to 4000 ft plane radio. worked fine - map even rough - L-200	Mar 5
Jan 9	92633	41	29.35	N.H. cleared plugs - W-16 at 12-30 TEMP. RAN BETTER 220° 450 about takeoff on 100° up to 4000 ft	Mar 9
Jan 10	92678	45	29.80	N.H. - run up rough - cleared plugs - ran better - W-22 - 1014.	Mar 10
Jan 12	92722	144	30.24	N.H. - cleared plugs again. 2000 ft 45 M.P.H. W-20 at 15 to 4000 FT.	Mar 12
Jan 17	92814	92	31.16	N.H. 2 plugs to 3500 ft. - 2000 ft 100 M.P.H. - but better.	Mar 14
Jan 18	92891	77	31.93	N.H. to 3500 ft. W 090-10	Mar 19
Feb 4	92934	143	32.50	N.H. plugs did not fail - battery down	Mar 21
Feb 16	93011	76	33.26	to 4000 ft. W 120-10 - 2000 ft 100 M.P.H.	Mar 23
Feb 27	93047	136	33.62	to 4000 ft. W 120-10 - 2000 ft 100 M.P.H. - engine not charging	Apr 1
Feb 28	93092	49	34.11	to 4000 - W 200-8 - 2000 ft 100 M.P.H. - about pitch	Apr 13
Feb 28	93145	49	34.55	to 4000 - W 200-15 - about 1000 ft - breaks - pitch - maneuvers	Apr 15
Mar 3	93203	58	35.13	to 3200 - W 120-10 - to Corner Hammond - 1 mile downwind game 120 at = 2150 CIG - abrupt climb - cycles	May 2

DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations
2004				Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
Mar 5			25.92	to 3500 - W-200 - 15 = 2200 gave 95.44. N.H.
Mar 5	932.02	.79	37.81	W-200 at 105.5 - right seat. N.H.
Mar 9	933.21	.39	36.31	W-200 at 105.5 - Henryway - 2200 gave 100 on fuel cleaner. N.H.
Mar 10	933.75	.54	36.85	R.F. plug - no ballast - battery start - 10 - land 36. N.H.
Mar 12	934.35	.60	37.45	W-100 - 15 = to mer's house = 1200 ft. N.H. = 2200 = 100.05
Mar 14	935.00	.65	38.10	ran good - R.P.M. seems better - sunny day - 4.50
Mar 19	935.72	.78	38.88	turn 20 minutes down run - helped S.N.P.H. W 300 - 12
Mar 21	936.36	.58	39.46	N.H. - go to live & Rich farm = 2200 gave 105.10 - 10.00
Mar 23	937.23	.87	40.23	W-28 - 15 to 13 - well 36.2000 = landed on 24. very clear
Apr 1	937.75	.52	40.75	seems clear - 2200 gave 100-105 - went to airport area.
Apr 13	938.22	.47	41.22	W-100 - 10 - to 10,000 - ran good after, frustrating
Apr 15	938.72	.50	41.72	effort to clean #1 2 cyl. plugs. - 2200 gave 100.10 5
May 2	938.99	.27	41.99	W-340 - 20 - to 4000 RPM gave 105.50 ft. W 15.00
				W-200 at 2100 RPM - level 2200 gave 105 - plus fuel tank off P.
				W-200 at 20 = one about 1000 above level to 1. got landing. a lot of
				trouble with oil fouling plugs on #3 cyl. - ran good every when hot.
				W-2700 20 - to 4000 ft. - still fouling plugs on #3.
				W-200 - 10 - 15 - 20 - 25 - 30 - 35 - 40 - 45 - 50 - 55 - 60 - 65 - 70 - 75 - 80 - 85 - 90 - 95 - 100 - 105 - 110 - 115 - 120 - 125 - 130 - 135 - 140 - 145 - 150 - 155 - 160 - 165 - 170 - 175 - 180 - 185 - 190 - 195 - 200 - 205 - 210 - 215 - 220 - 225 - 230 - 235 - 240 - 245 - 250 - 255 - 260 - 265 - 270 - 275 - 280 - 285 - 290 - 295 - 300 - 305 - 310 - 315 - 320 - 325 - 330 - 335 - 340 - 345 - 350 - 355 - 360 - 365 - 370 - 375 - 380 - 385 - 390 - 395 - 400 - 405 - 410 - 415 - 420 - 425 - 430 - 435 - 440 - 445 - 450 - 455 - 460 - 465 - 470 - 475 - 480 - 485 - 490 - 495 - 500 - 505 - 510 - 515 - 520 - 525 - 530 - 535 - 540 - 545 - 550 - 555 - 560 - 565 - 570 - 575 - 580 - 585 - 590 - 595 - 600 - 605 - 610 - 615 - 620 - 625 - 630 - 635 - 640 - 645 - 650 - 655 - 660 - 665 - 670 - 675 - 680 - 685 - 690 - 695 - 700 - 705 - 710 - 715 - 720 - 725 - 730 - 735 - 740 - 745 - 750 - 755 - 760 - 765 - 770 - 775 - 780 - 785 - 790 - 795 - 800 - 805 - 810 - 815 - 820 - 825 - 830 - 835 - 840 - 845 - 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Performance Yet, 2500 RPM - climbed 1000 ft 1st Circum. of field. to 3000 ft. — 2400 RPM gave 90 M.P.H.

ITE 204	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.)
			41.99	
4	939.90	.91	42.90	2 flts - 1st after speed adjusted timing on Magn. and
19	940.82	.92	43.81	checked pump off 1 degree speed & flow - from 24 - W 21 at 22 MP
28	941.32	.50	44.31	then about 21.5 min. flts. with
19	942.29	.97	45.28	some engine & test by speed - Bruce Carnegie over field - big rough
22	942.65	.36	45.64	new front line - W 02 C - 6 = to 4000 ft. Magn. very rough
5	943.05	.40	46.04	at climbing A.P.M. test 1 1/2 qts oil = after we worked test
				W-10-12 = closed plugs - ran good - to 4000 = level 2400
				gave 90-95 - very muddy - see green city from above
				Chuck Hem. to 2500 ft. W-010-10 - 1st - 1st - 1st
				flame - showed chug - wing over nose
				thrust cut to 2000 ft. - W-15-10 = RPM-2300
				2450 - engine just to rough, plug & fouling. 1st - 1st
				engine overhaul mag & early sept. Reinstalled by Sept 20-04
12	944.45	.50	46.54	12 flts to 4000 ft. RPM 25-2600 - temp to 230
14	944.92	.47	47.01	2nd flts to 4000 ft. RPM 25-2600 - temp to 230
27	945.56	.64	47.65	3rd flts to 4000 ft. RPM 25-2600 - temp to 230
2	947.14	1.58	49.23	Chug oil - 50 WT. mineral oil - 1st - 1st - 1st
6	948.00	.86	50.09	Speed to 2400 RPM - gave 90 level ft

DATE 2004 19	RECORDI TACH TIME
oct/6	949.1
oct/17	949.3
oct/22	950.2
11/23	950.1
10/31	951.0
11-3	952.1
11-11	952
11-2	952.
11-15	953.
11-13	954
11-15	954.
11-17	954.

DATE 2007 19	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.)
			50.09	
oct/6	949.0	1.00	51.09	W-22-17-06130 = blew 3 trips for of 5.012
oct/7	949.39	.39	51.48	gale + thompson - a wonderful sunset flight to 4,000 over field plane flew fine - oil pres - 40-60 = temp 180° W-16 at 12
oct/22	950.20	.81	52.29	speed + 2. lightest engine ran better + lightest motor wheel, I flew to 6,000 ft - played cloud touch 1.90 - W-22-25-T-220
"23	950.73	.53	52.82	with time to 2,500 ft. W-26-8 - then 230 lbs. - 2.500 gao 100 MP. clear blue sky - T-230 = small oil leak - chimney better
10/31	951.05	.32	53.14	Joyce Hawk. W-26 to 3,000 ft. - W-26-3 = engine ran good some vibration - nose wheel.
11-3	952.15	1.10	54.24	great + W-26-20 = to full run + 1.10 hr. - oil leak to canopy and engine over - class. oil seal had come out (front) = 2.500 gao 100 MP. H.
11-11	952.33	.18		after install seal - static testing around hinges still has some oil leak
11-2	952.15	.32		W-040-14 - runway 6-3, touch & goes - 1 full stop 100 RP, drop on L main. seal started put - some oil leak
11-15	953.42	.77		includes 1.5 min. ob engine static by speed after new plugs 7.5 min. plate failed to over field to 4,000 ft. - ran fine
11-13	954.20	.78		Charles Wilson 1.0 to 7 min. - ran very rough - brown smoky look. Ran good later to 7 min.
11-15	954.62	.42		speed + closer field to N.W. Locater
11-17	954.99	.37		stern + d to 4,000 ft. over city.

DATE 2004 19	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)	DATE 2005 19 Jan
11-18	955.47	.48		Charlie Brown led to 4500 over field w 7607 temp 230° - no wind - Speed hold the mag for cooling	12-04
11-24	956.92	1.55		Speed + 1 - 3 touch & go's for speed training. had vented the mag vent hole & tested the 6 cylinder temp 200°	1-9
11-24	957.51	.59		Bob Wally (Chick's dad) & I to RPT. under 10000 ft 1000. w 190-10. flew good	Jan 9.
11-25-04	958.34	.83		Rich Weller & I around down over field, landing, then flute over Longview. checked to 33° fuel stat w 190-10. 21000	05
11-28	958.97	.63		Went to 4500 ft 1000. w 190-10. flew good	1-19
11-31	959.45	.48		Speed + 2 to Bethany - look for higher place W - 1000 ft 1000. w 190-10. flew good	1-22
12-3	962.69	3.24		Speed + 2 to Cole Co. flew S.V.E. - flew great w - 18-10 over Saksays. head banded & took off 25 - oil T. 125°	1-25
12-12-04	963.53	.84		Went to 4500 ft 1000. w 190-10. flew good	1-30
12-16	964.07	1.54		Went to 4500 ft 1000. w 190-10. flew good	1-36
12-16	964.55	.62		Went to 4500 ft 1000. w 190-10. flew good	2-1
12-16	964.90	.35		Went to 4500 ft 1000. w 190-10. flew good	2-4
12-18	965.43	1.53		Went to 4500 ft 1000. w 190-10. flew good	

DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations
1985				Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
Jan				
28 04	965.90	.47		Norman from Kite - to La Bode, Lake City, Long Creek
1-9	966.70	.80		End back to home house (Linda's)
Jan 9.				
05	967.24	.54		Amanda - much nice blue for her. used 18- used 17 of 12.
	968.68	.44		radio giving lots of static - we blew the fuel V. house
	968.08	.40		Rich & I to J. B. C. glass & boots - very turbulent
				W - 21.0 to 29 - 190
				Porting I & he I. mid 1.000. Section over his & William house -
				found some me 24-W-25-30-18 = a heavy landing.
1-19	969.22	.30		Porting I & he I. mid 1.000. Section over his & William house -
1-22	969.78	.56		Porting I & he I. mid 1.000. Section over his & William house -
1-25	970.00	.22		Porting I & he I. mid 1.000. Section over his & William house -
1-30	970.16	.16		Porting I & he I. mid 1.000. Section over his & William house -
1-30	970.77	1.61		Norm flies to J. Creek & back. No fuel leaks.
2-1	972.07	.46		Rich & I to J. B. C. glass & boots - very turbulent
2-4	973.4	.97		Norm flies to J. Creek & back. No fuel leaks.

57 hrs. on oil change - down only 1 qt.

N.H. →

Uncoupled + checked engine - 1 head nut missing - replaced - tightened all other clamps.

Description of Inspections, Tests, Repairs and Alterations

Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations
2005				
2-17-05	973.6	2		Home to Mt Zion - piece of Carl teaching house on Carter Dr. - 1 hour - seems to have rough start flew to Mt Zion + checked plane after maintenance - flew good
2-22	974.41	.80		to Charlie Brown new house - oaks by - then took W-22-11 used 18 - seems to start on 3 cyl. at first - cold.
2-25	974.8	.40		to Charlie P house - then new house - 1100 rpm from sea gulls over gludge ponds - flew good
2-25	975.6	.80		flats over my house - then - spilt wood + return to first. - flew good - fluctuation on RPM at full power - 1000 RPM
2-27	975.8	.20		Over airport, valve seems to be stuck in engine. 2700 RPM - gave 95 -
3-2	976.2	.40		Speed put new valve head on engine. 2500 rpm 90 - ran good
5-9-05	977.27	1.07		to Longview + over head at dark - ran good
5-18	977.50	.23		Impeller to Longview + over head at dark - ran good
5-19	977.88	.38		with Rich Walker at dark, watched lightning storm to north and into night. - ran good
5-21	978.39	.52		took plane to 10000 ft. and around desert. 8:00 o'clock ran good, nice landing
5-25	978.80			speed to Cole Co - slow. at 10000 ft. 2500 rpm 95 -
5-27	979.20			very turbulent - W 250-20. cal. temp up to 256° gave 95. Bob Renhall to my house + over desert

clamps

repair

test

coll.

flight
CO ADP

engine

is

in good

to

test

over

DATE 2005	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.)
5-31	979.60	.40		alt. timer over Decatur - young Eagle flight.
5-31	981.08	.48		W-011-6 = used R-06 = oil temp - 240
6-5-05	981.15			Helene Turner - same blite =
6-6-05	981.39			Short flight around field.
6-7-05	981.89			Tim & I at dusk after shining on plane. = engine now fine.
6-7-05	981.89			to Rosca field - flying fast - Paul Bahuronggy, co-pilot of "to fly" weekend. Saw Paul & Audrey & Speed Jones.
6-11-05	982.59			flight home to Decatur.
6-25-05	983.29			flight to Reno + over allstop/park - some.
7-05-05	988.65			Colex Co. - training co-pilot - flew 6 young eagles -
7-06-05	989.58			W-011-6 - plane flew well. some of this time =
7-27-05	991.70			W-011-6 - 12 and 24
11-11-05	992.98			to Macon, Macon & Elvins - ran fine
11-11-05	993.80			to Dehart - at Yerhold Rd to Oak Hook - fuel
11-11-05	993.80			to Dodge Co. - W-330-10 - fuel
11-11-05	993.80			to Oak Hook - land 27 - W 350-12

Repair at 8	DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations
	19__				Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
	10-18-08	1114.4	-		Inspected this Airframe as per knowledge of all other the Washed and per builder guide found no defects - repaired ECT Antenna cleaned ECT of fouling of oil and Boring Chisels. ECT Bulbs replaced OK Benches - Scout that this Aircraft has been inspected according to the Annual Inspection and found to be in airworthy condition
A. G. L. Main to be	6-15-10	1110	has		Inspected airframe all bolts tight rubber cables readjusted brake fluid OK all cables in good shape Clever linkage tight and free of binding hinges OK plane will pass for safe flight
prop					builder

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repair

DATE 19__	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.)
5-22-2012	1,232.55	334.64		Installed Lycoming O235-C1 S/N 5544-15 Installed Zenith eng mount and zenith cowlings as per Zenith Aircraft instructions. Moved battery from wing to tail for weight + balance. Reweighed A/C and made new weight and balance reports. Inspect Aircraft Per Zenith Aircraft inspection checklist. Check ELT in accordance with FAR 91.207(d) (Battery due 4-2014) Check exhaust for leaks and controls for full truck. Lubricate all pulleys, hinges, and bclcranks. Install new shock cords on landing gear and grease all wheel bearings also install new tires on nose wheel and mains. A/P

DATE 19__	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.)
5-2-2012	1,232.55		334.64	I certify that this aircraft has been inspected on 5-2-2012 in accordance with the scope and detail of Appendix D to Part 43 and found to be in a condition for safe operation. [REDACTED] A/P [REDACTED]
5-2-2012	1,233.0			Aircraft was test flown and found to fly & perform as per previous specs set by original flight tests. [REDACTED] owner / P. lot [REDACTED]

Repair

DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations
19				Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

AIRCRAFT LOG

Zodiac 601CH **N401** **S/N 6-3106**

Date 06-06-2013 Tach 1290.81 A/C TT 392.9

Inspected ELT in accordance with FAR 91.207(d). ELT battery due 04-2014. Cleaned fuel gascolator. Check controls for full travel and Lubricated. Installed new bracket air filter element P/N BA6108. Inspect exhaust for leaks and or cracks (none found).

Signed _____ Danny Van Donselaar _____ IA/AP

AIRCRAFT LOG

Zodiac 601CH **N401** **S/N 6-3106**

Date 06-06-2013 Tach 1290.81 A/C TT 392.9

I certify that this aircraft has been inspected on 06-06-2013 in accordance with the scope and detail of Appendix D to FAR Part 43 and found to be in a condition for safe operation.

Signed _____ Danny Van Donselaar _____ IA/AP

New No 3 cyl - 13230 = 1323.0 Bred in oil

DATE	RECORDING TACH	TODAY'S FLIGHT	TOTAL TIME IN	Description of Inspections, Tests, Repairs and Alterations	r Repair	DATE
AIRCRAFT LOG						
— Zodiac 601CH N401 S/N 6-3106						
— Date 06-20-2014 Tach 1346.6 A/C TT 448.69						
— Inspected ELT in accordance with FAR 91.207(d). ELT battery due 04-2014. Cleaned fuel gascolator. Checked lights for operation. Check controls for full travel and						
— Lubricated. Installed new compass card and placarded fuel tank. Installed new bracket air						
— filter element P/N BA6108. Inspect exhaust for leaks and or cracks (none found).						
— Signed [REDACTED] Danny Van Donselaar [REDACTED] IA/AP						
AIRCRAFT LOG						
— Zodiac 601CH N401 S/N 6-3106						
— Date 06-20-2014 Tach 1346.6 A/C TT 448.69						
— I certify that this aircraft has been inspected on 06-20-2014 in accordance with the scope						
— and detail of Appendix D to FAR Part 43 and found to be in a condition for safe						
— operation [REDACTED]						
— Signed [REDACTED] Danny Van Donselaar [REDACTED] IA/AP						

[illegible]

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.)

RECORDING
TACH
TIME

TODAY'S FLIGHT

TOTAL
TIME IN
SERVICE

I certify that this aircraft has been inspected per Appendix D of Part 43 and found to be in airworthy condition.

AP/EN

