

The Standard Pilot Log

Name Dennis Hall

Logbook Number _____

Permanent Mailing Address _____

From Aug 2, 2011

McHenry, IL 60051

To _____

Certificates Held

Type	Date Issued
STUDENT PILOT	_____
SPORT PILOT	_____
RECREATIONAL PILOT	_____
PRIVATE PILOT	<u>1972</u>
COMMERCIAL PILOT	<u>1973</u>
FLIGHT INSTRUCTOR	<u>1974</u>
AIRLINE TRANSPORT PILOT	<u>1986</u>
AVIATION TECHNICIAN	_____
GROUND INSTRUCTOR	<u>1974</u>

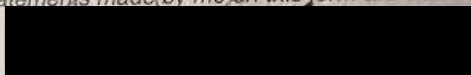
Certificate Number _____

Rating Record

☒ AIRPLANE	☒ INSTRUMENT
☒ SINGLE ENGINE: ☒ LAND ☐ SEA	
☒ MULTI-ENGINE: ☒ LAND ☐ SEA	
☐ MULTI-ENGINE: Limited to Center Line Thrust	
☐ GLIDER	☐ AERO TOW ☐ WINCH TOW
☐ POWERED PARACHUTE ☐ WEIGHT-SHIFT CONTROL	
☐ ROTORCRAFT	☐ HELICOPTER ☐ GYROPLANE
☐ LIGHTER-THAN-AIR ☐ AIRSHIP ☐ BALLOON	
☐ POWERED LIFT	
☐ GI BASIC	☐ GI ADVANCED ☐ GI INSTRUMENT
☒ OTHER RATINGS (Specify) <u>E-16/S-80/B-767 ATP</u>	

Aircraft Type Ratings

DC-9
B-757
B-767
B-777

YEAR 20 <u>11</u> DATE	AIRCRAFT MAKE & MODEL	AIRCRAFT IDENT.	POINTS OF DEPARTURE & ARRIVAL		REMARKS, PROCEDURES, MANEUVERS	NO. INSTR. APP.
			FROM	TO		
8/2	P32-30T	8238P	10C	10C	Familiarization Flight w/ Saratoga CFR Exp 11/2011 HIS. 7. GPS. 60. 10000, 1011000 EXP 3/13	1
8/5	P32-30T	8238P	10C - RFD - 10C		ATPA FAM	
8/20	" "	8238P	10C	10C	w skip Goss	
9/7	DA-42	822SA	KUGN	1C5 (PLOW)	w skip Goss	
9/7	DA-42	822SA	1C5	KUGN		
10/3	DA42	N822SA	KUGN	KUGN	Steeptins, Slow flight, Stalls, Vmc dem. Drag dems, Landings, 1C5 7C ENW Engine feather, Single engine 1C5 23 UGN.	
10/5	DA42	N822SA	KUGN	KUGN		
I certify that the statements made by me on this form are true. PILOT'S SIGNATURE 						PAGE TOTAL
						AMT. FORWARD
						TOTAL TO DATE

Y 2	YEAR 2013	AIRCRAFT MAKE & MODEL	AIRCRAFT IDENT.	POINTS OF DEPARTURE & ARRIVAL		REMARKS, PROCEDURES, MANEUVERS	NO. INSTR APP	NO. LDG
				FROM	TO			
	7/1/13	PITTS S2A	N67PN	VJ1	LCL	STD TURN, SLIGHT, STALL RECOVERY ROLL STALLS. REAR VIEW, A TRAIL DEL. APPROX. 1000 FT. 1-13		1
	7/3/13	PITTS S2A	N67PN	VJ1	LCL	THL 3PT. [REDACTED] CFI-1-15 RUD EX STALL PASSING, STALL ROLL		6
	7/4/13	PITTS S2A	N67PN	VJ1	LCL	UP SPIN LFT THL 3PT. [REDACTED] CFI-1-15 THL 3PT. [REDACTED]		6
	7/4/13	PITTS S2A	N67PN	VJ1	LCL	[REDACTED] CFI-1-15 RUD 8 ROLL HOOPS RECOVER. SPIN		10
	7/4/13	PITTS S2A	N67PN	VJ1	LCL	EAR MIN. RECOVERY. [REDACTED] CFI-1-15 RUD 8 ROLL HOOPS RECOVER. SPIN		1
	7/5/13	PITTS S2A	N67PN	VJ1	LCL	THL 3PT. [REDACTED] CFI-1-15		6
	7/5/13	PITTS S2A	N67PN	VJ1	LCL	THL 3PT. [REDACTED] CFI-1-15		6
I certify that the statements made by me on this form are true.							PAGE TOTAL	36
PILOT'S SIGNATURE: [REDACTED]							AMT. FORWARD	T.D 16
							TOTAL TO DATE	42

AIRCRAFT CATEGORY		
SFS	AIRPLANE SEL	AIRPLANE M
	16	
	16	
	10	
	10	
	5	
	5	
	5	
	55	
	1349	
107	189	9

[illegible][illegible]

Date 2016	Pilot	Time			Destination/ Purpose
		Out	In	Total	
10/28	Hall			.4	RX1
11/3	"		2254	.6	Phil Fam
11/7	"		.37	.54	"
11/15	"		.78	.51	"
11/15	"		.55	.88	Touring
11/15	"		.50		
11/17	"		.85	.35	RX1
11/18	"	"	.56	.40	
11/21	"	"	.88	.48	RX1
11/21	"	"	.88	.48	FX1
12/4	"	"	2257	.48	1st flight
12/4	"	"	.31	.57	RX1
12/4	"	"	.81	.57	FX1
12/4	"	"	.31	.5	
3/20	"	"	2255	.7	RX1
3/20	"	"	.98		FX1 +
3/22	Annual				
4/1	Hall	2258	2258	.3	
4/10	"		2258	.3	
4/2	"		2260	.9	

Total

Squawks/ Inspections		Ok'd By	Date	Oil Added	Oil Change Due: 2309
Started 76TS					100-hour Due:
Started 76TS					Annual Due:
" "					VOR check Due:
Started 6 3/4					Due:
" "					Due:
" 6 1/2					Pilot-Static check Due:
" 7 1/2				1	ELT check Due:
" 7 1/2					GPS Database Due:
" "					
" "					
Annual Fresh Oil + Filter					
Started w 8qts					
Started w 7 3/4 qts					

Instructions: Describe any squawks affecting flight. Record the inspections you perform including the pilot static system, transponder, ELT, ELT battery, VOR test, and GPS database updates (verify database cycle No. on the startup screen).

Burlington Air Center

Burlington, WI 53105

3/23/2017

Tach: 2258.7

N67PN

Hobbs: 503.3

AFTT: 2258.7

Completed Annual Inspection this date IAW FAR Pt. 43 App. D. All routine maintenance completed. Oil changed this date. Cut open oil filter and inspected for metal, none found. Installed new CH48108-1 filter and filled with 8qts of Aeroshell W100+ oil. Washed down engine, ran up and checked for leaks, none noted at this time. FAR 91.207 ELT Inspection-check C/W, no defects noted. ELT battery expiration date: Dec 2017. All AD's checked. AD 76-07-12 Bendix Ignition Switches: C/W by function test. No defects noted at this time. Next Due: 2358.7 AFTT. AD 96-10-12 Control Sticks: C/W by inspection per SB#23, no defects noted at this time. Next Due: 2308.7 AFTT. AD 97-26-20 Longeron Inspection: C/W by inspection per SB#24, no defects noted at this time. Next Due: 2358.7 AFTT. AD 2015-19-07; Fuel Injection Lines: C/W by inspection per SB#342G, no defects noted at this time. Next Due: 2368.7 AFTT. Repairs as listed: Removed exhaust system and sent to Dawley Aviation for repair, reinstalled & test ran satisfactory at this time. Installed new AN365-1032C nuts on upper and lower O/B aileron attach points on R/H ailerons. operational check satisfactory at this time.

I certify, this Airframe has been inspected in accordance with an Annual Inspection, determined to be in airworthy condition with regard to the work performed, and that the work described above has been accomplished in accordance with current regulations.

moment in/lbs

1100

- 4.0 oil
Correction

~~99387.7~~ 95876

219

1096

~~99168.7~~ 95657

1300# 204 pilot + chate

28411

174068

090 fuel (15g)

7773

66 fuel (14g) 5333

1390 lbs

131341

~~134853~~

1366

134,713

3512

3512

15 gals

131341

11 gals

130701

W 6 gals of fuel $\frac{1}{4}$ Tank = 36 lbs $\times$ 80.81 =
2909

1336 lbs

6 gals

126977

W 22.5 gals fuel = 135 lbs $\times$ 80.81

1435 lbs

= 10909

= 134.977

PITTS AVIATION ENTERPRISES, INC.
AIRPLANE FLIGHT MANUAL
MODEL S-2A AIRPLANE

NEW
4-5-16

SECTION V WEIGHT AND BALANCE

Airplane Serial Number: 2219

A. Standard Zero-Fuel Weight And Moment(cont'd)

3. Fuel:

Weight, lb. Arm, in. Moment, in-lb.
(gal.) (6) 80.81 (484.9)

The following zero-fuel weight is for Pitts Model S-2A Airplane
Serial No. 2219, with two gallons of oil, zero fuel, (with)
(without) radio, no pilots, no baggage:

	WEIGHT, LB.	MOMENT, IN-LB.
As-weighed	1208	108115
Oil-Correction	15.0	822.2
Fuel Correction	- 114	- 9212.3
Other Correction (1)		
Standard, Zero-fuel	1094	98902.7

(1) : Other Correction:

ARM IN.
90.40

Equipped Weight Empty:

The equipped weight empty of the airplane is the standard zero-fuel weight of the above, plus one gallon, (six lbs.) of normal unusable fuel, and includes 8 quarts oil.

	WEIGHT, LB.	MOMENT, IN-LB.
Standard Zero-Fuel	1094	98902.7
Normal Unusable Fuel	6.0	485
Equipped Weight Empty	1100	99387.7

95353

ARM
90.35 Rev. A

95876
w

89.16 ARM

I received the logbooks for N67PN at the MKE FSDO on 6-22-2017. Inside the folder contained the following information:

- **Airframe logbooks** (1 & 2) from original manufacture date. Last recorded entry was annual inspection 3-23-2017 @ 2258.7 done at Burlington Air Center, Burlington WI
 - Work done 5 hours prior to accident
 - No Pitot/static check accomplished. Transponder inspected/tested 3-22-17
 - Logs reflect lack of Annual inspections between 2004, 2006 and 2009. Annual inspections consistent/ sequential after that date.
 - Airframe recovered 13 months previous to accident. New fuel “flop” tube installed (58 hours since install)
- **Engine Log** from original date of manufacture. Last recorded entry is the same data listed in the above line. Ending engine TT was 2258.7 and SMOH was 606.75
 - Engine overhauled (Field Overhaul) @ 1652.0 A/C TT on 9-1-2001
 - Next required inspection completed 9-27-2003 @ 1705 A/C TT. No inspection in 2002
 - Engine removed from aircraft 11-18-2003 @ 1713.21 for repair. Engine was disassembled and new parts installed (Crankshaft, new main and rod bearings, new left magneto, overhauled propeller governor and inverted oil system)
 - Engine reinstalled 2-15-2004 @ 1713.21
 - #4 cylinder overhauled 3-4-2011 at 1873.8 TT. Fuel servo and flow divider overhauled
 - #2 cylinder repaired 7-3-2015 @ 2173.53 TT. Remaining cylinders were inspected at that time.
 - Last engine work was listed 3-23-2017 @ 2258.7. Oil change, filter changed and no metal found upon inspection of filter. Compressions were as follows: #1 78/80, #2 74/80, #3 79/80, and #4 79/80.
- **Propeller logbook** from date of installation of new propeller on N67PN April 3, 2014 @ 2051.22 and last entry (same times listed above) ending SPOH: 207.48 TT.
 - Propeller MTV-9-B-C was recorded on FAA form 337 4-3-2014 noting that the weight and balance data from removing the Hartzell Propeller was “Negligable”. No current data available in logs to confirm weight changes.
 -
- **Dennis Hall’s Pilot logbook** starting August 2, 2011 through May 16, 2017 (Last recorded entry).
 - Logbook indicates Mr. Dennis Hall started flying N67PN on 7-3-2013
 - The last addition endorsement (tailwheel) in rear of logbook lists a date of 7-5-2013
 - Compliance with CFR 61.56 Flight review and paragraph (d)(1) proficiency check information is being followed up on by Joe Saunders
- **Aircraft Flight logbook** Stating date of purchase September 2013. First entry dated 1-2-2014 @ 2027.79 Hours TT. The last entry was dated 5-16-2017 ending in 2263.18 Aircraft TT.