

ZENITH ZODIAC

601 HDS

N444 PZ

4



The Standard

AIRCRAFT LOG

ASA-SA-1

G.G. PINNEO

YEAR: 2018	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				
3/24	619.7	na	619.8	Reworked aft end of Upper Cowl reinforcing the glass/epoxy around 3 mounting holes in dark blue triangle w/ W.C.S.T. epoxy & glass. Sanded & repainted Upper Cowl [REDACTED]
3/26	619.8	n/a	619.8	Completed 2018 Annual Condition Inspection of N444PZ. See see 3-page details in II 3. Blue Notebook [REDACTED] [REDACTED]

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5/30	621.8	n/a	621.8	Installed new SC-5 Superclock, SN# 204234. Set Local's Zulu Time. [REDACTED]
2019				
11/3/19	623.3	n/a	623.3	Installed new SC-5 GROE Caliper-hat on Left Main Gear; refilled hydraulic line & bled it out. Will reinstall Fairing when in use there and hydraulic fluid leaks. [REDACTED]

2020 Annual Condition Inspection of N444PZ : 11/20/20

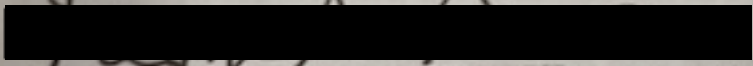
1. Inspected all skin-rivets: no loose or damaged rivets, A4 or A5 are visible.
2. Inspected K&N conical air filters; they appear clean & "red".
3. Opened Wing Joints and checked 7/16" hexhead bolt Rear Zee attachment at after-end of wing-joint. Inspected for loose rivets and snug bolts. Inspected Aileron Horn castle-nuts/cotter pins; lubed them w/ "Super Lube Dri-film & wiped-off excess. Inspected inside central wing-joint spaces for dust and debris. Checked 7 1/2" hexhead bolts and 4 9/16" hexhead bolts on each wing splice: all are tight. No loose bolts/nuts: no evidence of cracks in 4 Splice-plates. Applied new bright orange torque-seal to nuts aft of Splices during 2018 Annual Condition Inspection; *this year*, I can inspect the torque-seal to detect any movement. Saw no movement this year or in any of the previous years!
4. Checked 500 x 5 tires for inflation: topped-off tires to ~ 30.0 psig. Checked bearing freedom of rotation and excess side play. No contact between Tires & new Fairings; very smooth and quiet in tow. Used acetone to clean dirt & debris from wheels and axels; inspected 3 big cotter-pins. Inspected 3 Fairing Mounts.
5. Opened both Wing-Lockers: 8 Big-Dzus fasteners. Inspected both Wing Tank ground connections, Wing Tank fuel-lines and fittings. Checked integrity of Wing Tank hold-down straps; inspected both Wing Tank Fuel lines and fittings; no leaks with enough clean/clear fuel in both tanks to make test. Resecured both hold-open struts and then secured wing-locker hatches w/ 1/4-turn Dzus fasteners.
6. Checked integrity of both Elevator and Aileron Trim Tabs, verified hinge-pins are secure.
7. Inspected both AveoFlash Wingtip lighting Recognition Lights in both wing roots; verified function from IP. Verified Position Lights and Landing Light function from IP. Verified Strobe & Nav LEDs function from IP.
8. Inspected and lubed top and bottom Rudder pivots/AN-3 bolts, castle nuts and cotter keys. Inspected and lubed Elevator Horns/cable attachments w/ Power-lube. Inspected and lubed both Rudder Horns/cable attachments for good tension and no fraying.
9. Removed Fuselage Inspection Hatch and inspected inside Tailcone: 4 cables, Comm and Xponder antenna attachments. Interior of fuselage is very clean; cables are bright: no fraying. Replaced Fuselage Inspection Hatch on fuselage.
10. With both seatbacks out of aircraft, inspected Torque-Tube fore and aft; inspected Elevator, Aileron and Rudder cables, castle-nuts and cotter keys and attachments to Stick. Inspected EFIS electronic chassis. Vacuumed dust and debris from below seat cushions this section.

11. Carefully inspected AN3 HH bolt in Y-Stick pivot through Torque Tube; lubed this joint w/ Cable lube. Stick moves easily w/ no binding.
12. Verified 3 stainless steel Tie-down rings are secure.
13. Inspected both Left and Right Canopy pivot-bolts and both Left and Right Latch mechanisms. Inspected both Gas-strut attach points. Inspected acrylic canopy at my custom epoxy/glass fairing.
14. Inspected both Rudder Pedals for cracks using trouble light, fingers and mirror: none. Inspected nose-wheel links to Nose Gear Strut. Inspected both Left and Right Grove Brake Cylinders for red hydraulic fluid.
15. Inspected inside cockpit aft of firewall. Inspected fuel lines below Header Tank are secure and show no leakage. Inspected 2 1" wide aluminum straps that secure Header Tank. Used flashlight to inspect inside Header Tank for visible debris on bottom of tank: shiny through 'orange' mogas in tank – very little visible debris in forward bend at firewall.
16. Inspected inside Engine Compartment, on front of firewall. Inspected Nose Gear Bungee; Lower Nose Gear Bushing Assembly is secure.
17. Inspected Throttle Linkage and lubed it w/ Cable-Life spray-lube, operating linkage from cockpit to carry lube inside cable shields.
18. Wiped down top of the Coolant Radiator NACA Duct w/ acetone. Cleaned outer surfaces of Engine mount w/ acetone. Inspected 4 Lord shock-mounts, bolts & castle nuts for security.
19. Chose not to open and inspect Oil Pump and Oil Pump Bearings and drive cross-pin. No visible wear in 2007 inspection. (Rodger Lee, *alleged* Rotax mech, says he's never opened this on any engine.)
20. Checked 4 9/16" Engine Mount bolts at Firewall; checked Fuel Pressure Sender and Oil Pressure Sender for integrity.
21. Inspected and wipe-cleaned exterior of coolant rubber hoses & clamps, 2 sizes: no seepage or leaking evident.
22. Inspected both Gascolators, fuel-line fittings and fuel-line attachment. No leaks or movement. Cleaned forward bellyskins w/ acetone to remove old oil and exhaust soot and inspect for cracks.
23. Inspected all THMSs on inner air-plenum (shroud) over cylinders.
24. Inspected both Bing Carburetor attach-boots, bolts, support springs, Heatshield/Dripcups and overflow drains for integrity. No change.
25. Did not remove Ezy-Flo Fuel Filter for inspection. I'm reducing the frequency of this inspection to reduce mechanical wear on Swagelok

fittings and ferrules. Inspected Flowsan 201A Fuel Flow Transducer for fuel leaks.

26. Ameri-King 451 ELT is secure; it requires no battery replacement until 12/20/27.
27. Inspected 4 Seat/Shoulder-Belt attachment bolts.
28. Verified 6 Stabilizer THMSs are secure on each side.
29. Verified 6 THMSs are secure on both Left and Right Boarding Steps.
30. Inspected 6 locknuts on Sensenich Prop Hub and 12 THMSs on Spinner. Did not loosen any of these; all were secure.
31. Inspected Pitot-Static Probe at access plate on Left Wing-tip lower surface.
32. Checked tightness of hose clamps, 10 mm hex, on Blue 1" diam. exhaust ports: 4 places.
33. Did not change Mobil 1 Racing 4T10W40 oil or Rotax Oil Filter.
34. Inspected Upper Cowl at all 9 mounting holes for hole size and cracks.
35. With Robert Freshcorn in right seat, did start-up and idle of Rotax engine using new 91 octane mogas in header tank. Engine started up and idled normally in front of Jason Playne's hangar. Ran engine up to 3,100 rpm at 120+ degrees F and ~ 3.9-4.1 bar oil pressure.

I certify that Zenith Zodiac 601 HDS N444PZ, with Rotax 912 engine, 80 HP, S/N# 4400997, was inspected and found to be in a condition for safe operation. This aircraft has 626 hours total time in service as of 11/19/2020.


George G. Pinneo,  Builder/Owner/Mechanic/Pilot 11/20/2020

ROTAX 912 U.L.
SN# 4400997
(N444PZ)



The Standard

ENGINE LOG #2

G.G. PINNCO

ASA-SE-1

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3/15	618.7 hr	n/a	618.7 hr	Installed new RG-25XC Conquest Battery in N444P2. Battery arrived showing 13.0v. after 2 hours charging it read 13.68v. [REDACTED]
3/17	618.7 hr	n/a	618.7 hr	Replaced 3/8 tubing 90° elbow w/ Stainless Steel elbow & ss. Swagelok nuts: more robust and not distorted. Engine started normally w/ new battery. [REDACTED]
2019 11/12	625.8	n/a	625.8 265.8	With aircraft on tarmac performed normal start-up and operation for 0.5 hours. All systems [REDACTED]