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## Wartungsübersicht / Maintenance record

Datum:  
Date:Betriebsstunden:  
Engine hours:Gesamt:  
TSN:seit letzter GÜ.:  
TSO:Durchgeführte Arbeiten:  
Work performed:Unterschrift &  
LFZ Wart Nr.:  
Signature &  
Licence no.:**Aircraft Make/Model: Pipistrel Alpha Trainer N119JP Total Time: 577.6 Date: 2/4/2021**

Generator continuously on. When inspected small piece of metal fell out of muffler exhaust pipe. Removed muffler inspected, baffle broken. Remove remaining exhaust system and install customer supplied complete OEM exhaust system. Installed per OEM MM. Diagnose generator visual. Inspect all wires to firewall, Remove instrument panel top inspect wire and crimps at rectifier test capacitor for short test AC output. Stator results indicated normal output at various rpm settings. Tested DC output never greater than battery voltage at any rpm setting. Installed used rectifier tested DC voltage and confirmed Generator light out. DC voltage within normal limits at various rpm settings. Installed, new, customer supplied rectifier tested DC voltage and confirmed Generator light out. DC voltage within normal limits at various rpm settings. Install instrument panel top, top and bottom cowling. Replaced several cowling screws. Preflight aircraft, run-up confirm all systems in normal limits, fuel aircraft. Aircraft N119JP Hobbs TT 577.6 Date 3 FEB 2021 Aircraft found to be in safe condition for flight.

Michael Tomazin

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# AEROVATIONS

11953 VERMILLION RD LONGMONT CO 80504



## UNLIMITED LLC

AEROVATIONS@HOTMAIL.COM 303-587-0174

N119JP ENGINE LOGBOOK 03/01/2019 HOUR METER TIME 495.1  
ENGINE TOTAL TIME IN SERVICE 495.1 ENGINE SERIAL #6.770.742

- ENGINE** rubber items R/R per Rotax 5 year replacement procedures. All engine rubber parts replaced with new, including carburetors, oil lines, fuel lines, coolant lines, and all ancillary lines necessary for engine operations. (See Pipistrel LOA check list).
- R/R oil lines with certified, screw/crimp clamps installed and tested. Fire sleeve installed at each line.
  - R/R fuel lines with recommended material, screw/crimp clamps installed and tested. Fire sleeve installed at each line.
  - R/R coolant hose with recommended material, checked for leaks.
  - R/R Rotax 912 fuel pump with new.
  - R/R carburetor diaphragms with new.
  - Installed rebuild kits to both carburetors.
  - Performed oil purging procedure per Rotax Maintenance instructions
  - Visually inspect all connections for leaks, none found
  - Installed 3 liters Aeroshell Sport +4 engine oil
  - Installed new carburetor sockets
  - Installed DEX coolant, 50/50 premi
  - Installed new Rotax oil filter, checked for leaks.
  - Checked valves for air lock, none found
  - Tied and inspected all lines for clearance to exhaust.

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11953 VERMILLION RD LONGMONT CO 80504



## UNLIMITED LLC

AEROVATIONS@HOTMAIL.COM 303-587-0174

N119JP ENGINE LOGBOOK 03/01/2019 HOUR METER TIME 495.1, TACH TIME 328.9  
ENGINE TOTAL TIME IN SERVICE 495.1 ENGINE SERIAL #6.770.742

**5 Year Maintenance LOA (#027-17)** per Pipistrel's and Rotax 912 UL instructions  
Pipistrel ITALIA s.r.l. certifies that Pipistrel aircraft S/N 478 AT912 LSA still complies to the applicable ASTM airplane design and continued airworthiness standard subsequent to completion of the modifications outlined above, as long as they're performed according to this LOA #027-17 and it's supporting documentation (if any is referenced or attached).

EDMUND D. BABOVEC

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LFZ Wart Nr.:  
Signature &  
Licence no.:Aircraft Service – Service to Light Sport Aircraft  
325 Vista Grande Greenbrae CA 94904

Reg. N119JP

Type Rotax 912 UL

Date 07.09.2019

S.No 6770742

Total Time 534.2

Tach Time 534.2

## Engine Log Book Certificate

1. Carried out 200 hour type carburetor service as detailed in attached check list AS2833
2. Drained coolant, removed all cylinder top coolant elbows, resealed threads with Loctite 648 reassembled, charged with Dexcool 50% mix. Ground run and balance carburetors. Details of job in attached reports and check list AS 2833.

I certify that this work on the above date was in accordance with the manufacturer's maintenance and inspection procedures and in that respect the engine was left in a condition for safe operation.

Bill Sherlock

SRM -



Date 07/23/2019 Tach\_541.5 Total Time 541.5 A/C N119JP

Engine\_6.770.742\_\_

Changed Oil and Filter and inspected magnetic plug per Rotax maintenance manual. Installed Rotax oil filter and refilled oil with 3.4 qts Shell Aero Sport Plus4 Rotax recommended oil. Visual check, then ground run check for performance and system integrity. Aircraft returned to service.

David X Bonnar,

Work Order 102020

She

N119JP

Description/Logbook Entries  
Inspection of Aircraft

Rough running not developing full RPM.  
Heavy smell of fuel in cockpit. Was told  
that was normal for this aircraft.

Replace fuel line clamps behind cockpit to  
firewall

Run up Check for fuel leaks

Remove Carburetors Inspect clean  
reassemble reinstall. Install and isolate  
throttle cables static sync carbs

Remove Spark plugs inspect and reinstall

Run up smell of Coolant pressurized  
coolant system to +-14psi

Punctured coolant hose top #2 cylinder  
drained coolant replaced hose replaced  
coolant and pressurized coolant system to  
+-14psi. Made multiple inspections  
second leak discovered.

Top hose #1 cylinder punctured. Drained  
coolant Removed top end of engine  
components to access hose end and  
installed new hose reassembled engine  
components fill with DexCool 80/20

Pressurized system 14psi+- Multiple  
inspections no leaks detected

Test flights completed, engine  
developing 5,200-5,300 RPM  
Allowed aircraft to sit for  
several weeks test flight RPM  
5,200 RPM no leaks detected.

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MAY 22 1020 525.7

Compression check

1 81/84 2 78/84

3 83/84 4 81/84

Changed Spark Plug

DEC 13 1020 576.7

Compression check

COOLANT LEAK

AT OUTFLOW OF  
OVERFLOW TUBE

PLACED TWO "ZIP  
TIES" ON OVER  
FLOW TUBE

1. C 87 psi Drop 4%

2. C 87 psi Drop 7%

3. C 87 psi Drop 2%

4. C 87 psi Drop 4%

WITHIN LIMITS per

ROTAX MM

N 119JP