

Typ letadla

Glasflügel 304S

POZNÁVACÍ ZNAČKA .

OK- 4411

N 304 AB.

304S LOG BOOK.

DENÍK KLUZÁKU / BALÓNU

GLIDER LOG BOOK

ÚŘAD PRO CIVILNÍ LETECTVÍ
ČESKÁ REPUBLIKA



ČESKÁ REPUBLIKA

Záznam o provozovateli kluzáku / balónu

Název provozovatele	Od	Do	Potvrzení
H, spol. s r.o., [redacted] [redacted] P.O. Box 112	19.6.08		[redacted]

Úřední změny a oprava textu

Číslo	Text změny nebo opravy	Potvrzení

Poznávací značka	OK- 4411
Typ kluzáku/balónu	Glasflügel 304S
Číslo výrobní	004-S
Výrobce	HPH, spol. s r.o.
Místo a rok výroby	Kutná Hora, 2008
Vlastník: HPH, spol. s r.o., [redacted] [redacted] P.O. Box 112	

Kluzáku / balónu bylo vydáno Osvědčení letové způsobilosti

č. 0213-08 dne 19.06.2008

Dne 19.06.2008

Podpis a razítko

Přehled vykonané údržby

[illegible]

Přehled vykonané údržby

Přehled vykonané předepsané údržby, oprav, prohlídky po přistání do terénu, revizi, montáž a demontáž, montáž radiostanic		
začato	popis	Potvrzení (podpis)
skončeno		
	I find this aircraft meets the requirements for a airworthiness certificate for the purpose of <u>Exhibition/Air Racing</u>, and have issued a special airworthiness certificate and operating limitations dated <u>August 11, 2008</u>. The next condition inspection is due at each flight. [REDACTED] Richard Simmons [REDACTED] August 11, 2008	
8-27-08	I Certify that the prescribed flight test hours have been completed and the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, has no hazardous operational characteristics or design features, and is safe for operation. [REDACTED]	

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[illegible]

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začato	popis	
skončeno		
	August 26, 2009, N304AB, Serial #004, Total airframe time, 180 hours. Owner, Andre de Baghy. As a result of a hard landing with partial water ballast still in the wing tanks, a separation developed between the root ribs and the lower wing skins of both the right and left wings. This separation was repaired in a manner as described by the HPH glider factory engineers by E-mail with Applebay Aircraft. Subsequently a leak check by filling the ballast tanks with water, a slight leakage was observed from internal rubber bellows that are part of the water dump valves. The owner has been advised to use discretion in his use of ballast in his future flights in his aircraft until repairs can be affected by a qualified agency. I certify this aircraft has been inspected in accordance with FAR Part 43, Appendix (D) for an annual inspection and was found airworthy. This aircraft is returned to service with the above condition known by all concerned. George Applebay IA	

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začato	popis	
skončeno		
8.31.10	I certify this aircraft has been inspected with and in accordance with FAR 43 Appendix D and found to be in a safe condition for flight AP # [REDACTED] TTAF 400	
9.14.10	Installation of Replaced Sustainer, Engine, - [REDACTED]	
29 AUG 2011	808 HRS TTAF I CERTIFY THAT I HAVE INSPECTED THIS AIRCRAFT I/A/W FAR PART 43, APP D AND HAVE FOUND IT IN A CONDITION FOR SAFE FLIGHT [REDACTED] A+P	

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začato	popis	
skončeno		
1 SEP 2012	916 HR TTAF I CERTIFY THAT I HAVE INSPECTED THIS AIRCRAFT I/A/W FAR 43, APP D AND HAVE FOUND IT IN A CONDITION FOR SAFE FLIGHT [REDACTED] A+P	
18 SEP 2013	1098.09 HR TTAF I CERTIFY THAT I HAVE INSPECTED THIS AIRCRAFT I/A/W FAR PART 43, APP D, AND HAVE FOUND IT IN A CONDITION FOR SAFE FLIGHT [REDACTED] A+P	
29 MAY 2014	1164.4 HR TTAF REMOVED FAILED GELCOAT ON FUSELAGE, WINGS AND HORIZONTAL SURFACES WERE THEN PRIMED WITH 3 COATS OF DURATEC 714-002 AND SAND TO 400 GRET. SURFACES WERE THEN SEALED WITH 1 COAT OF PPG DPH8, FOLLOWED BY 1 COAT PPG ^{DMC} 900, FOLLOWED BY 3 COATS OF 50/50 MI PPG DMC 900 AND PPG DCU 2012. SURFACES WERE THEN SANDED AT 800, 1200, 1500, 2000, AND P3000 TRIACT AND FINALL	

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začato	popis	Potvrzení (podpis)
skončeno		
	COMPOUNDED AND POLISHED.	
	THE RUDDER AND ELEVATORS WERE SANDED TO REMOVE APPROXIMATELY 50% OF GELCOAT. TWO COATS OF PPG DMC 900 WERE THEN APPLIED. MASS AND MOMENTS WERE VERIFIED AGAINST TABLES OF PARA 38 OF AIRCRAFT MAINTENANCE MANUAL. CONTROLS REINSTALLED AND MYLAR SEALS INSTALLED.	
	I CERTIFY THAT I HAVE INSPECTED THIS AIRCRAFT I/A/W FAR PART 43, APP D AND HAVE FOUND IT IN A CONDITION FOR SAFE FLIGHT.	
	[REDACTED] A&P	
26 MAY 2015	1382 HRS TTAF	
	ADJUSTED FUEL TANK DRAIN HOSE. LUBED CONTROLS	
	I CERTIFY THAT I HAVE INSPECTED THIS AIRCRAFT I/A/W 14 CFR, PART 43 APP D AND HAVE FOUND IT IN A CONDITION FOR SAFE FLIGHT	
	[REDACTED] [REDACTED] A&P	

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začato	popis	Potvrzení (podpis)
skončeno		
	N304AB Ser No. 004-S	
	May 20, 2016 AFTT: 1538.0	
	Completed Annual/conditional inspection using checklist Ref: FAR 43 Ap. Inspected all cables, pulleys, push-pull tubes and control surface attachment points. Inspected wings and spar attachment points. Inspected retractable engine, retraction and extension system and operation. Inspected landing gear, brakes and tires. Inspected empennage, horizontal stabilizer and attachment points. Inspected tow hook release. Inspected flight controls, canopy instruments and avionics. Inspected seat and seatbelts. Inspected A/certificate and registration	
	I CERTIFY THAT THIS AIRFRAME HAS BEEN INSPECTED IAW AN ANNUAL INSPECTION WAS DETERMINED TO BE IN AIRWORTHY CONDITION.	
	MATTHEW D ADAMS A&P [REDACTED] IA [REDACTED]	
	Oct. 15, 2016 Glasflugel 304 Ser. No. 004-S	
	Repaired compression fracture, 4 in. inboard from trailing edge, and from the base of the rudder 34 in. to the top on both left and right sides of the rudder. The rudder was rebalanced by adding small additional lead weight, and found to become at "zero" balance. The total weight is 5.7 kg. (12.5 lb.)	
	This rudder is found to be airworthy, to be mounted on the aircraft and returned to service.	
	Tryggvi Helgason A&P [REDACTED] [REDACTED]	

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začato	popis	
skončeno		
4/19/2017	ACFT 1650.52 completed Annual inspection using checklist ref: FAR 43, App D. Insp all cables, pulleys, turnbuckles, push-pull tubes and control surface attach points. Insp landing gear Insp wings and spoiler system. Insp empennage Insp canopy, Instruments, seat and seatbelts. Insp flight controls, rudder pedals, tow-hook release and tow hook. Insp engine extension system and related components and structure.	
	I certify that this AIRFRAME WAS INSPECTED WAS AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION	
	_____ A/P _____ IA	

May 29, 2018

Glasflugel 304S, Serial # ~~304-8~~, N304AB, Aircraft TT ~~2845.62~~ hours
 Performed a condition inspection with Part 43 Appendix D of the FARs as reference.
 Inspected wings and tail plane. Removed seat pan from fuselage, checked controls, rod ends, and wiring. Inspected landing gear. Checked for ADs.
 I certify this glider was inspected in accordance with a condition inspection and was found to be in airworthy condition.

Mike Fishburn A&P ~~_____~~ IA

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začato	popis	
skončeno		
May 23, 2019 Glasflugel 304S, Serial # 004, N304AB, Aircraft TT 1922 hours, 40 minutes. Engine TNO 23.10 hours. Performed a condition inspection in accordance with FAR Part 43 Appendix D. Inspected fuselage, removed seat pan. Checked controls, cables, and rod ends. Operated landing gear, checked brakes. Inspected engine compartment, ran engine. Inspected wings, checked travels. I certify this aircraft was inspected in accordance with a condition inspection and was found to be in airworthy condition. Mike Fishburn A&P [redacted] IA [redacted]		

Date: 07/01/2020 N304S S/N 004-S AFTT: ~~1922.4~~

Completed Annual Inspection in accordance with FAR Part 43 app. "D". Ad's checked index 2020-13. No AD's due at this time.

I certify that this Aircraft has been inspected in accordance with an Annual Inspection determined to be in an Airworthy condition.

Robert Simmons

A&P ~~_____~~ IA

4/27/2021	Mounted Refurbished Distancer, angle in Glider Tested flew it for 1 1/2 Hours Flew as Expected and found to be As Expected condition Satisfactory	

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začato	popis	
skončeno		
2070 - 6/19/20	TOTAL	2022
6/19/20 - 6/4/21	FIGHTS TOTAL	3637
	TOTAL	3038-37
July 6, 2021		
Glasflugal 304S, Serial #004S, N304AB, Aircraft TT 2061.61 hours, Engine TTSO .5 hours.		
Performed a condition inspection in accordance with FAR Part 43 Appendix D. Inspected fuselage, checked controls. A new main landing gear tire was installed and fuel line tightened to stop fuel leak. Inspected wings and tail plane.		
I certify this glider was inspected in accordance with a condition inspection and was found to be in airworthy condition.		
Mike Fishburn A&P [redacted] IA [redacted]		