

, Rating and Certificate Number of
(See back pages for other specific entries.)

has been
with the scope
ix annual
condition Check
needed to be in
on. 7/18/2017

TTAF
rs on Camitt #3300

Had 3 gts crushed
of compound. New
not for analysis.
Jury plus

YEAR:	RECORDING TACH TIME	TODAYS 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				
				DRYFIX NGK gapped to 0.022. Checked Valves, some very slightly tight. All set to .010." Checked cold Compression - all at 78-79/80 - excellent! Checked all baffling and wiring all good. Ran engine, no oil leaks. Mag Check = 10-20 RPM drop for right and left.
2/11/18	408.5	52.4		Changed oil / filter (Wx 51394) added 3 qtr Aeroshell 100w Plus + Camguard
	534.8			

Alterations
ate Number of
er specific entries

[illegible]

7/1/2018 Annual Inspection

1. Tach time total:
2. Compression check: all cylinders checked 78-79.
3. Checked landing gear bolts and pins: all secure, no movement in landing gear.
4. Wheel bearings checked ok, brake pads show little wear. Hydraulic brake lines checked. Wheel pants secure and do not show signs of wear.
5. Removed all inspection covers.
6. Aileron bell cranks inspected: All bearings and bolts secure, full and smooth movement, lubricated.
7. Tailwheel inspected, all bolts secure.
8. Ruddervator mixer inspected. All bolts secure, no play in bearings. All cables ok, pushrods secure and free movement in all directions. Bearings lubricated. Cables to ruddervator secure with complete freedom of movement. No signs of wear at exit points of fuselage, connecting points secure. All lubricated.
9. Wing attach points secure, no play, nuts secure, no fatigue cracks seen.
10. Auto pilot and strobe light wiring secure, no signs of wear. Freedom of full movement for auto pilot servos.
11. Trim control ok, no signs of wear, securing hinges ok. Area cleaned.
12. Batteries replaced in ELT. ELT function tested and armed.
13. Checked all control surface hinges for security and freedom of movement, lubricated pushrods at attach points/bearings.
14. Checked ruddervator attach points, all bolts secure, no indication of movement, torque seal intact. Tail cone clean, no signs of wear, cracks.

I certify that this aircraft has been inspected in accordance with the scope and detail of part 43, appendix D annual safety inspection and condition check list and has been determined to be in condition for safe operation.

7/1/2018 Raymond A. Krause

1. Tach time total:
2. Compression check:
3. Checked lan:

01/08/2022

Tach time total 571.1 hrs.

1. Compression check – all cylinders 78 or above.
2. Landing gear – all bolts and pins secure. No movement in gear legs
3. Wheel bearings inspected and repacked. Brake pads show little wear.
4. Wheel pants and leg fairings secure.
5. Brake master cylinder overhauled, and hydraulic system bled.
6. All inspection covers removed.
7. Aileron bell cranks inspected. Bearings and bolts secure. Full and smooth movement. Lubricated
8. Tailwheel assembly inspected, bolts secure.
9. Ruddervator mixer inspected. No bearing play. Bolts secure. Cables secure. No fraying and smooth movement. Pushrods secure with free movement. No signs of wear at exit points of fuselage. System lubricated.
10. Wing attach points secure without play. Nuts secure. No fatigue cracks observed.
11. Trim control ok with no signs of wear. Securing hinges ok.
12. ELT batteries changed. ELT function tested and armed.
13. All control surface hinges inspected for security and freedom of movement. Pushrods and rod ends lubricated.
14. Ruddervator attach points inspected. All bolts secure. Torque seal intact.
15. Tail cone inspected. No wear or cracks observed.
16. New EarthX ETX680 battery installed.

I certify that this aircraft has been inspected in accordance with the scope and detail of part 43, appendix D annual safety inspection and condition check list and has been determined to be in condition for safe operation.

Raymond A. Krause
01/08/2022

[illegible]