

AIRFRAME LOGBOOK ENTRIES

TTAF 1009:56 Hobbs 00:00

FUSELAGE: Disassembled fuselage for complete restoration. Sandblasted all steel structure including fuselage, tail group, landing gear, and wing struts with fine blasting media. Borescoped longerons, N-Struts and Wing Compression struts. Repaired fuselage structure as required, refer to FAA 337 dated 3 Jan 2007. Acid etched and primed all steel with Wash Primer. Applied two coats of Poly Fiber Epoxy Primer to all assemblies. Applied two coats of Randolph Ranthane Polar Gray Topcoat to fuselage. Fabricated new floor boards with 5 ply birch using old floorboards as patterns. Fabricated new Firewall out of .016 SS sheet utilizing old firewall as pattern. Fabricated new control cables using old cables as patterns. Fabricated forward fuselage side and belly panels from new stock using old for patterns. Reconditioned Control Yoke assembly and control wheels. Fabricated new baggage bay envelope using original for pattern. Installed new/old stock window crank assemblies. Utilized existing safety glass in roll down cabin windows. Fabricated all remaining glass panels out of new plexi-glass. Inspected fuselage prior to cover. Ok to Cover. SIGNED OFF 22 NOV 07

WING PANELS: Fabricated all new wing panels per Waco Drawing #15144 and Upper Wing Tank Drawing #15151-35 gal. Refer to FAA 337 dated 7 Mar 2005. New Fuel tanks fabricated using Waco Drawing #15151, (Fuel Tank Assembly-35 gallon). Tanks installed per Waco Drawing #15668A, (35 gallon Fuel Tank Installation). Fabricated new wing strut cuffs. Inspected wings prior to cover. Ok to Cover. SIGNED OFF 22 NOV 07.

LANDING GEAR: Overhauled tail wheel assembly. Installed new tail wheel rubber bushings. Installed new tire and tube assembly. Installed new Cleveland wheel and brake assemblies. Installed new 10" smooth tires per original type. Fabricated toe brake assemblies. Johnson Bar is now used to control Parking Brake. Refer to FAA 337 dated 17 Oct 2007. Inspected gear "V" assemblies prior to cover. Ok to Cover. SIGNED OFF 7 JAN 2008

ELECTRICAL/RADIO: Fabricated battery box and installed on firewall. Installed Odyssey Battery Model PC-680 in fabricated battery box. Refer to FAA 337 dated 30 Nov 2007. Installed new Ameri-King ELT at 159.00 inches aft of the datum at Fuselage Station X. Refer to FAA 337 dated 30 Nov 2007. Installed new Becker radio, Becker Transponder, and Sigtronics Intercom in Inst sub panel. Installed Ameri-King Encoder under rear seat. Refer to FAA 337 dated 30 Nov 2007. SIGNED OFF 7 JAN 2008

TAIL GROUP: Fabricated new elevator U-Bolts from 4130 Steel with rolled threads. Inspected tail group prior to cover. Ok to Cover. SIGNED OFF 22 NOV 07

AIRFRAME: Applied Poly-Fiber synthetic fabric covering to fuselage, wings, tail group, landing gear per Poly-Fiber Aircraft Coatings Procedures Manual No. 1 Revision No. 21 Dated Sept 2006. Refer to FAA 337 dated 30 Nov 2007. Installed new headliner, side panels, and seat cushions using old material for patterns. Material is same as original.

FINAL ASSEMBLY: Assembled and rigged aircraft per WACO Instruction Manual. Verified control movements and deflections. Applied applicable placards as required. Weighed aircraft with certified electronic scales. Conditions of weighing was with zero fuel and oil. Established a new Weight & Balance report this date. Developed a new Equipment list this date. Updated Operation Limitations to reflect Jacobs R755B2M install. Verified no AD Notes apply to this aircraft. Filled main fuel tanks in increments to calibrate/mark site gauges. Verified no leaks in fuel system.

CONFORMITY: I certify this aircraft meets the requirements of Aircraft Specification NO. A-533 dated 3 January 1949 and associated STC SEO1288WI (Injection System), STC SA4172NM (ADC Remote Oil Filter), STC SA1008WE (Poly-Fiber) as applied.

TTAF 1378:66 HOBBS 369.1 Replaced tail wheel tire and tube assembly. Repacked tail wheel bearings. Checked tail wheel fork and fairing. Lubed Fork. Repainted fork and fairing. Reassembled tail wheel strut and fork assembly. Checked all fuel screens. Cleaned aircraft. Checked flight controls. I certify this aircraft has been inspected per an Annual Inspection IAW FAR Part 43 Appd D and is airworthy.

Jamie S. Treat

A&P [REDACTED] IA

13 Feb 2017

TTAF 1420.06 Hobbs 410.5 Removed Inspection Covers and Plates. Removed lower wing fairings and inspect wing attach fittings. Inspected and lube all flight controls. Inspected control cables for wear. Removed main landing gear fairings and wheel pants. Service struts to 6 ¼" of hydraulic jack oil from bottom of piston, with aircraft laden. Left strut removed to check reason due to leakage. Seal replaced, piston polished. Re-installed strut. Inspected all main landing gear fittings and fuselage attachments. Repacked main wheel bearings. Clean and inspected brakes. Check brake pedal linkages. Bleed left brake. Re-installed wheels and brakes. Reinstalled all fairings and wheel pants and secured. Repacked tailwheel bearings. Replaced fuel tank vent rubber grommets with Cessna sealant. Serviced main gear tires to 25 psi and tail wheel to 70 psi. Check tailwheel shock strut and trunnion. All AD notes and SB complied with to date. I certify this aircraft has been inspected per an annual inspection IAW FAR Part 43 Appd D and is airworthy.

Jamie S. Treat

A&P [REDACTED] IA

15 Sept 2017

TTAF HOBBS 490.1 Removed wheel pants. Cleaned and inspected wheels and brakes. Repacked main landing gear wheel bearings. Reinstalled wheels and brakes. Bleed brakes with MIL-H-5606. Checked tire pressure to 25 psi. Removed tailwheel. Repacked bearings. Checked tailwheel tire pressure to 75 psi. Checked tailwheel trunnion and shock strut. Checked and lubed controls. Vacuumed and clean interior.

Jamie S. Treat

A&P [REDACTED] IA

6 August 2018

TTAF 1519.56 Hobbs 510.0 Removed baggage compartment floor for access. Inspected rear fuselage control cables and aileron push rods. Remove belly access panel. Inspected control cables and electrical wiring. Installed Garmin ADSB GDL 82 transmitter and GPS/SBAS Antenna per GDL 82 TSO Installation Manual 190-01810-00 Rev 5. Installed RG-400 coax cable from GDL-82 (P/N 011-03946-40 4PF0026560 to transponder antenna. Installed model 35 WAAS antenna (P/N 013-00235-00 AT 575 93G S/N 159870) using 2024-T3 .025 ground plane to top stringers of turtle deck. Refer to FAA 337 Dated 2 May for ADSB Installation. Updated W&B Report and Equipment List dated 8 May 2019. Inspected and lube all controls. Repacked main gear wheel bearings at Hobbs 490.1. Replaced ELT Batteries with new stock (4 Ultralife U10014). ELT battery due date is Jun 2024. C/W AD Note 2017-16-01 Ameri-King ELT by replacing batteries, performed visual inspection and test operation. Next due at 2020 Annual Inspection. Reinstalled panels. Cleaned aircraft. Lubed Flt controls. I certify this aircraft has been inspected per an annual inspection IAW FAR Part 43 Appd D and is airworthy.

Jamie S. Treat

A&P [REDACTED] IA

11 May 2019

TTAF xxxx.xx Hobbs xxx.x Removed Becker AR 4201 VHF com transceiver and replaced with new Becker AR 6201-122 VHF com transceiver, serial number 06495. Radio installed in accordance with Becker Avionics Installation and Operation Manual DV14307.03, Issue 5, September 2016. Existing wiring harness and com antenna/coaxial cable used. The new AR 6201-122 weighs 675 grams or 1.488 lbs. No change to weight and balance.

Jamie S. Treat

A&P [REDACTED] IA

10 July 2019

TTAF 1577.46 HOBBS 567.9 Removed empennage fairings and panels. Inspected aft fuselage, and rudder and elevator control cables. Lubricated rudder and elevator hinges. Inspected tailwheel, tailwheel trunnion, locking pin and cable. Removed tailwheel fork and refit to fixture. Heat treated tailwheel fork to Rockwell 40. Repainted and reinstalled tailwheel fork. Repacked tailwheel bearings, replaced tube and serviced to 80 psi. Removed main landing gear pants. Cleaned and inspected wheels and brakes. Repacked MLG wheel bearings. Serviced tires to 25 psi. Bled brakes using Mil-5605 fluid. Reinstalled wheels pants. C/W AD Note 2017-16-01 Ameri-King ELT by visual inspection and test operation. Taxi and flight test okay. I certify this aircraft has been inspected per an annual inspection IAW FAR Part 43 Appd D and is airworthy.

Jamie S. Treat

A&P [REDACTED] IA

1 June 2020

TTAF 1519.56 HOBBS 585.1 Removed access panels as necessary. Inspected airframe, struts, tail wires, landing gear and control surfaces. Lubricated rudder and elevator hinges. Lubricated aileron piano hinges, bellcranks, and drag links. Inspected tailwheel, fork and trunnion and serviced tailwheel tire to 80 psi. Inspected main landing gear wheels and brakes and serviced main landing gear tires to 25psi. Vacuumed cabin and baggage compartment. C/W AD Note 2017-16-01 Ameri-King ELT by visual inspection and test operation. I certify this aircraft has been inspected per an annual inspection IAW FAR Part 43 Appd D and is airworthy.

Jamie S. Treat

A&P [REDACTED] IA

8 October 2020

SMOH 712 HOBBS 712 Inspected and cleaned airframe, struts, tail wires and control surfaces. Removed interior lower cowling doubler, welded cracks and replaced with .070" doubler. Repainted cowling. Lubricated rudder and elevator hinges. Lubricated aileron piano hinges, bellcranks and drag links. Inspected tailwheel, fork and trunnion and serviced tailwheel tire to 90 psi. Inspected main landing gear and serviced tires to 27 psi. Serviced hydraulic brake reservoir with Mil-5606 fluid. Vacuumed cabin and baggage compartment. C/W AD Note Ameri-King ELT by visual inspection and test operation. I certify this aircraft has been inspected per an annual inspection IAW FAR Part 43 Appd D and is airworthy.

Jamie S. Treat

A & P [REDACTED] IA

26 August 2022

TTAF 1800.4 SMOH 790.8 HOBBS 790.8 Removed cowlings, wheel pants tail fairing and empennage panels. Cleaned and inspected MLG and repacked MLG wheel bearings. Replaced right outboard brake pucks. Serviced MLG tires to 27 psi. Bled brakes and serviced brake reservoir with Mil-5606 fluid. Inspected aft fuselage and control cables. Removed tail wheel fork and lubed fork shaft and tailwheel lock pin. Repacked tail wheel bearings and serviced tailwheel tire to 90 psi. Adjusted and re tensioned elevator trim cable pulleys. Inspected airframe and lubed controls. Replaced ELT batteries with new dated MAR 2032. C/W Note 2017-16-01 Ameri-King ELT by visual inspection and test operation. NOAA ELT Beacon registration renewed August 5, 2023. Recowled aircraft. Taxi and flight test okay. I certify this aircraft has been inspected per annual inspection IAW FAR Part 43 Appd D and is airworthy.

Jamie S. Treat

A & P [REDACTED] IA

28 August 2023

ENGINE LOGBOOK ENTRIES

TTAF 1009:56 TTENG UNK SMOH 00:00

Modified engine to accept Fuel Injection System per STC SE01288WI. Refer to FAA 337 dated 1 Jul 2008. Installed a 12 Volt 50 AMP Jasco Alternator Model 6555T-1 and Jasco Model J12M20SP Voltage Regulator. Refer to FAA 337 dated 30 Nov 2007.

ENGINE INSTALLATION: Installed engine on NS14137 per WACO Instruction Manual and STC SE01288WI. Test ran engine per Jacobs B755B2 Flight Manual Supplement. Operation of engine within limits.

TTENG 1563.5 TTSMOH 376.6 HOBBS 369.1 Removed cowl. Drained oil. Pulled oil sample for lab. Lubed mags. Checked mag timing. Inspected ADC screen. Inspected and cleaned UC-78 Oil Screen. Resealed #7 Rocker shaft cover. Retorqued push rod seals. Checked and adjusted valve clearance. Retorqued cylinder hold down nuts. Checked security of hardware. Retorqued thrust nut. Cleaned and rotated plugs. Lubed engine controls. Checked throttle body screen. Installed Anti chafe where necessary. Checked fuel gascolator screen. Replaced air filter element with new P/N BA420E. Performed compression test (Hot) #1 74/80 #2 78/80 #3 77/80 #4 77/80 #5 77/80 #6 76/80 #7 73/80. Test ran engine for operation and leak checks. All within normal limits. I certify this engine has been inspected per an Annual Inspection IAW FAR Part 43 Appd D and is airworthy.

Jamie S. Treat

A&P [REDACTED] IA

13 Feb 2017

TTENG 1604.9 SMOH 418.0 HOBBS 410.5 Removed Cowl and side panels. Drained oil. Pulled oil sample (See Oil report this date). Serviced engine with 5 gallons of Phillips 25W60. Performed Compression test (Hot) #1 76/80, #2 76/80, #3 79/80, #4 78/80, #5 75/80, #6 76/80, #7 74/80. Inspected ADC Oil Filter screen - no debris noted. Inspected UC-78 screen - no debris noted. Inspected fuel injection throttle body screen - no debris noted. Check gascolator screen - minor debris noted. Cleaned fuel injection nozzles and reinstalled in same location. (FI Nozzle location per cylinder: #1 G, #2 G, #3 G, #4 A-9, #5 A-6, #6 J+2, #7 J+2). Removed spark plugs check/clean/ swap front to back re-gap to .020". Inspected and polished Curtis Reed Propeller. Engine run leak check okay. All AD notes and SB complied with to date. I certify this engine has been inspected per an annual inspection IAW FAR Part 43 Appd D and is airworthy.

Jamie S. Treat

A&P [REDACTED] IA

15 Sept 2017

SMOH 490.1 HOBBS 490.1

Removed bump cowl and accessory cowls. Drained oil hot. Obtained Oil sample for Lab (See oil report). Serviced with 5 gallons of Phillips 25W-60 oil. Performed compression test (Hot):

#1 76/80, #2 75/80, #3 78/80, #4 77/80, #5 78/80, #6 73/80, #7 72/80. Inspected/cleaned ADC Oil Filter screen. No debris noted. Checked UC78 Oil screen. No debris noted. Inspected fuel injection throttle body screen. No debris noted. Checked gascolator screen-some aluminum debris found and removed. Removed and clean fuel injection nozzles. Reinstalled. Inspect/clean and re-gaped spark plugs to .015-.018". Reinstalled, front to rear. Re-torqued cylinder hold down nuts to 300 in/lbs. Checked valve clearances between .008-.012. #7 tight adjusted to .008 on 3rd rotation. Re-torqued adjusting screw jam nut to 300 in/lbs. Checked mag timing. Both set 30 degrees BTDC. Lubed mags. Inspected mag points - look fine and are .012" at top dead center. Adjusted alternate air control. Replaced Anti-chafe as necessary. Replaced bump cowl felt for lower rocker covers. Engine run leak check okay. Reinstalled Cowl and side panels.

Jamie S. Treat

A&P [REDACTED] IA

6 August 2018

SMOH 490.1 HOBBS 490.1

Drained oil hot, pulled sample, see oil analysis report. Sprayed engine with solvent, wiped clean for oil leak chasing. Inspected and tightened oil hose clamps and fittings. Checked FWF wiring and hoses for chaffing. See Hobbs 490.1 for plugs, injector nozzles, valve clearances, cylinder hold down nuts. Serviced with 5 gal Phillips 25W-60. Ready for engine run/leak check. All AD notes are current this annual. I certify this engine has been inspected per an annual inspection IAW FAR Part 43 Appd D and is airworthy.

Jamie S. Treat

A&P [REDACTED] IA

11 May 2019

SMOH 567.9 HOBBS 567.9

Opened side panels and inspected engine accessory section. Drained oil hot, pulled sample, see oil analysis report. Serviced with 4 gallons Phillips 25W-60 and one gallon of Phillips 20W-50 Antirust oil. Inspected engine cylinders. Removed, inspected and cleaned front spark plugs. Performed compression test (hot): #1 76/80, #2 76/80, #3 78/80, #4 78/80, #5 77/80, #6 75/80, #7 73/80. Reinstalled front spark plugs using antiseize and 300 inch pounds torque. Flight test okay. I certify this engine has been inspected per an annual inspection IAW FAR Part 43 Appd D and is airworthy.

Jamie S. Treat

A&P [REDACTED] IA

1 June 2020

TTENG 1779.5 SMOH 592.6 HOBBS 585.1

Removed cowling and inspected engine accessory section. Drained oil hot, pulled sample, see oil analysis report. Removed and inspected ADC oil filter screen. Replaced with new screen. Retorqued to 120 in/lbs. Removed, inspected and cleaned UC-78 oil strainer screen. Removed, inspected and reinstalled new BA-420E air filter element. Checked and retorqued to 300 in/lbs as necessary, cylinder hold down nuts. Inspected and tightened hose clamps and fittings. Removed, inspected and cleaned spark plugs. Re gaped to .015-.018". Valve clearances checked and

adjusted as necessary to .008-.012" on all three cam lobes. Mags lubed and timing checked at 31 degrees before top dead center. Gascolator and servo screens both inspected, cleaned and reinstalled. Fuel injector nozzles inspected, cleaned using MEK and Hoppes #9 and reinstalled. Serviced with four gallons of Phillips 25/60 oil and one gallon of Phillips 20/25 Anti-rust oil. Sprayed engine with solvent for oil leak chasing. Engine run leak checked okay. Performed compression check after ground run: #1 76/80, #2 78/80, #3 76/80, #4 78/80, #5 77/80, #6 73/80, #7 75/80. Recowled engine. I certify this engine has been inspected per an annual inspection IAW FAR Part 43 Appd D and is airworthy.

Jamie S. Treat

A & P [REDACTED] IA

8 October 2020

TTENG 1906.3 SMOH 719.4 HOBBS 712

Removed cowling and inspected firewall and engine accessory section. Drained oil hot and pulled sample for oil analysis. Removed front spark plugs. Performed compression check: #1 74/80, #2 75/80, #3 77/80, #4 76/80, #5 76/80, #6 69/80, #7 74/80. Removed, inspected and cleaned ADC oil filter screen. No debris noted. Reinstalled, re torqued to 120in/lbs. Removed, inspected and cleaned UC-78 oil strainer screen. No debris noted. Removed rear spark plugs. Inspected and cleaned plugs. Reinstalled using 300 in/lbs. Inspected engine baffling and felt padding for chafing. Trimmed some baffles and replaced some cowling felt as necessary. Cleaned and sprayed engine with solvent. Tightened fittings as necessary. Serviced with five gallons of Phillips 25W60 oil. Test ran engine for leaks. Recowled engine. I certify this engine has been inspected per an annual inspection IAW FAR Part 43 Appd D and is airworthy.

Jamie S. Treat

A & P [REDACTED] IA

26 August 2022

TTENG 1985.1 SMOH 798.2 HOBBS 790.8

Removed cowling and inspected engine, firewall and accessory section. Drained oil hot and pulled sample for oil analysis. Performed compression check: #1 78/80, #2 75/80, #3 76/80, #4 78/80, #5 78/80, #6 75/80, #7 75/80. Removed, inspected, and cleaned both ADC oil filter screen and UC-78 oil screen. No debris noted. Reinstalled. Checked and re torqued cylinder hold down nuts to 275 in lbs. as necessary. Cylinder valve clearances checked cold and adjusted as necessary to .007" - .012" as necessary. Magneto points checked and adjusted to .012" Mag timing checked and adjusted to 31 degrees before TDC. Lubed mags with 20 drops SAE 50 oil. Removed, inspected and reinstalled gascolator and throttle body screens. No debris noted. Cleaned and sprayed engine with solvent. Serviced oil tank with five gallon Phillips 25W60 oil. Replaced spark plugs with new UREM37BY plugs. Engine test run and leak check okay. Recowled engine. I certify this engine has been inspected per annual inspection IAW FAR Part 43 Appd D and is airworthy.

Jamie S. Treat

A&P [REDACTED] IA

28 August 2023

WEIGHT AND BALANCE**Waco YKC****S/N 4223****NS14137****EMPTY WEIGHT CG (Wood Prop)**

<u>ITEM</u>	<u>WEIGHT</u>	<u>ARM</u>	<u>MOMENT</u>
Left main wheel	1063	-24	-25512
Right main wheel	1018	-24	-24432
Tailwheel	132	181	23892
Aircraft weight	2213	-11.77	-26052

EMPTY WEIGHT CG (Metal Prop)

<u>ITEM</u>	<u>WEIGHT</u>	<u>ARM</u>	<u>MOMENT</u>
Left main wheel	1061	-24	-25464
Right main wheel	1016	-24	-24384
Tailwheel	132	181	23892
Aircraft weight	2209	-11.75	-25956

NOTES:

EW CG Range for Landplane is -10.4" to -15.0"

Loaded C.G Range for Landplane is -14.4" to -2.4"

Datum is leading edge of lower wing

Level means is not available per Aircraft Specification No. A-533.

Utilized left window as leveling point per Waco Manual.

Valid as 3, 4 or 5 place, with or without optional fuel tanks. If empty weight C.G. falls within range given, it is unnecessary to check critical forward and aft C.G. positions. These ranges are not valid for non-standard arrangements.

Max Gross Weight 3000 lbs

Max Baggage is 86 lbs per original placard at +49"

Useful load with Wood Prop is: 787 lbs

Useful load with Wood Prop is: 791 lbs

Max Fuel Capacity is 65 Gals at -11" in upper wings

Max Oil Capacity is 5 gals at -44"

Pilot and Front Passenger Location is -2.5"

Rear Passenger Location is 27"

EQUIPMENT LIST:

PROPELLER OPTIONS:

Propeller - Fixed pitch wood - Sensenich 49 lbs. (-79.5")

OR

Propeller - Fixed pitch metal - Curtiss 55501 45 lbs. (-80")

AIRFRAME:

Engine ring cowl

Baggage compartment and door

Two 32.5 gal. tanks in upper wings

Cabin Heat

Fire extinguisher

"Y" type control column

Cabin Heater

Cabin Carpet

POWERPLANT:

Jacobs R-755B2

ADC Remote Oil Filter System P/N 600010-1

Oil Strainer P/N 493-B

Oil Shut-Off Valve P/N HE-715-2

LANDING GEAR:

6:50 x 10 Cleveland Wheel and Brakes

6:50 X 10 Tires and Tubes

Parking Brake (Johnson Bar)

Wheel streamlines

Tail wheel lock

8-in. streamline tail wheel

ELECTRICAL SYSTEM:

Jasco Alternator Model 6555T-1

14 Volt Sealed Aircraft Battery Odyssey Battery Model PC-680

14 Volt Voltage Regulator Model J12M20SP

Electric Starter

Landing lights

AVIONICS:

Becker AR 4201 Com VHF Transceiver

Becker ATC 4401-1 ATC Transponder

Sigtronics SPA-4S Stereo Intercom

Ameri-King Corporation Altitude Reporter/Encoder Model AK-350

ELT Model AK-451

ELT RCPI Switch

Certified by Jamie S. Treat

A&P/IA XXXXXXXXXX