

Aircraft Record General Information

Rocky Mountain STOL LLC

Manufacturer ~~Cub Crafters~~ Model CCK-2000

Serial CCK-2000-0059 Registration Number N2575T

Date of Manufacture July 2021

Engine(s) currently installed:

Manufacturer Lycoming Model T10-360-EXP-128 Serial CC3631-2100

Manufacturer _____ Model _____ Serial _____

Propeller(s) currently installed:

Manufacturer Hartzell Model HC-C2YR-1NW/NG8301W-3

HUB Model _____ Serial NS Serial NS4525B

Blade Model _____ Serial C1647 Serial _____ Serial _____

Blade Model _____ Serial C1651 Serial _____ Serial _____

Registered Owner Record

[illegible]

[illegible]

YEAR 2021 DATE	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.)
July 21				Engine installed on N257ST with Lycoming YIO-360-EXP-128, Serial number CC3601-2100 [REDACTED]
July 21				Propeller installed on N257ST with Hartzell propeller HC-C12R-1NW/ NG8301W-3, serial number NS4525B [REDACTED]

YEAR 20 <u>21</u> DATE	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.)
7/25/	0		0	I certify that this aircraft has been inspected on July 25th in accordance with the scope and detail of appendix D to part 43, and found to be in a condition for safe operation.
				

I find that the aircraft meets the requirements for the certification requested and have issued a
(~~Standard~~) (Special) airworthiness certificate dated 26 JUL 2021.

The next inspection is due July 2022

Robert P Husted Designated Airworthiness Representative DAR 

YEAR 20 DATE	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.)



LOG ENTRY

REPAIR STATION #: OMKR399L
FASA 145 5994

ENGLEWOOD, CO 80112

28 July 2021

TTAC: 0.0

(N257ST) Straight Flight Inc has performed the following:

1) Complied with 24 Month 14 CFR 91.411/91.413 Pitot/Static Inspection. The aircraft's altimeter system(s), static system(s), automatic pressure altitude reporting system(s) tests and inspection required by Title 14 CFR Part 91.411, and the transponder tests and inspections required by Title 14 CFR Part 91.413 have been performed and have been found to comply with Title 14 CFR Part 43, Appendices E and F, respectively. The listed equipment, altitude reporting system data correspondence, and aircraft static system were tested to 18,000 feet on 07/28/2021. Next due 07/2023.

-LH ADC: P/N 011-02929-50 S/N 5Q2002386
-LH Alt: P/N 03ANGT00 S/N 353001369

-#1 XPDR: P/N 011-03303-40 S/N 3EH422329
-Standby Alt: P/N 011-03809-00 S/N 4JQ040583

Release Statement:

Straight Flight Inc hereby certifies that all the above modifications, repairs and/or maintenance have been accomplished in accordance with Straight Flight Inc Inspection Procedure Manual, and 14 CFR's governing the operation of this equipment and referencing the standard practices in AC43.13-1B (current revision), all required drawings, and the standard practices in the Rocky Mountain STOL LLC CCK-2000 Maintenance Manual. In respect to the work mentioned above, the aircraft has been approved for return to service. Information on these repairs, maintenance and/or modifications are on file under project# 10480.

R. Allen Noel, Chief Inspector, Straight Flight Inc, FAA CRS #OMKR399L

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YE
20
DA
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Mile High Aircraft Services

Watkins, CO 80137

Date	10/14/2022	A/C Reg.	N257ST	Hobbs	137.4	Tach	126.4
	<u>AIRFRAME</u>	A/C S/N	2000-0065	MX Hobbs	N/A	ACTT	126.4

Performed Annual Condition inspection in accordance with 14 CFR 43, Appendix D and CubCrafters AMM. Completed 14 CFR 91.207 (d) ELT inspections per visual and functional checks. Battery due 10/2026. Removed and installed new ignition backup battery, P/N PS-1221S. Removed and installed tail nav/strobe light assembly P/N AVE-PSPSYW-D01. Fabricated and installed stop bolt/bug nut fitting for mixture cable. Adjusted for proper cushion. Removed and installed stall warning sonalert P/N AI-4228-TF-LW140-3-R. Installed new induction seat tube.

I certify that this airframe has been inspected in accordance with an Annual Condition inspection and was determined to be in an airworthy condition and is approved for return to service.

Adam Hettinger _____ A&P _____ IA

Hobbs	TAC
156.1	138.7

3/30/23 Perform service instruction SK-51006 to replace the ignition coil mounting bracket. Performed leak check and ground run up to confirm ignition operation

YEAR 20 DATE	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: 1/22/24 A/C Reg: N257ST · Hobbs: 181.3 Tach: 166.8 Airframe A/C S/N: 2000-0059 ACTT: 166.8 Preformed an Annual Condition inspection in accordance with 14 CFR 43, Appendix D and Cubcrafters Inspection form. Completed 14 CFR 91.207 (d) ELT inspections per visual and functional checks. Battery due 10/2026. Removed and installed new ignition backup battery, P/N PS-1221S. Sent back IBBS battery to TCW for conditional test. The current capacity was 3.27 amp-hrs, which is above the 3.00 amp-hr spec. Tightened bolts on oil pan where service bulletin was previously completed. Adjusted aileron balance to match wingtip on both sides, and replaced safety retainers. I certify that this engine has been inspected in accordance with an annual condition inspection and was determined to be in an airworthy condition and is approved for return to service. Steve Tautz [Redacted Signature] Repairman Experimental Aircraft Builder

YEAR 20 <u>24</u> DATE	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.)
2/24/24	170.0			Installed Garmin 95 backup battery, part no 1202434 (11-14314) 293420674 and performed ^{EAFO} run up test to confirm operation [Redacted] Repairman [Redacted]
10/1/24	205.6			Replaced right aileron with new Carbon Cub (Cubcrafters part no. PC33500-002) aileron. [Redacted] Repairman [Redacted]

Watkins, CO 80137

Date	Invoice #
10/11/2022	1778

Steve Tautz

Littleton, CO 80123-1568

PAID
10/18/2022



	Aircraft Type	Aircraft Reg#	Tach time	P.O. No.	Terms
	CCK-2000	N257ST	126.4		
Description	Qty	Rate	Amount		
Perform Annual Condition inspection on Carbon Cub	18				
Troubleshoot tail nav light inop / Remove and install light assembly	0.5				
Tighten alternator belt and safety	0.25				
Fabricate and install mixture stop bolt-bugnut fitting / Adjust mixture travel	1				
Troubleshoot stall warning inop / Remove and install Sonalert / Remove and install window and panels for access	2				
Remove and install induction scat tube	0.25				
Safety induction tube and case baffle bolt, right side	0.25				
Re safety propeller bolts	0.75				
Remove and install ignition backup battery	1				
Tighten oil filler tube and safety	0.25				
Parts and Materials					
NGK 2669 Iridium Spark Plugs Qty 8					
PS-1221S - 12 volt 2 Amp battery					
AI-4228-TF-LW140-3-R Audio buzzer					
AVE-PSPSYW-D01 Aveo Posistrobe					
Freight (Buzzer)					
Freight (Battery)					
Freight (Nav light)					
Hangar storage 6 nights	6				
Misc Hardware and consumables					
Convenience charge					
			Subtotal		
The maintenance stated herein was performed in accordance with current FAR's and approved manuals, and is approved for return to service.			Sales Tax (3.75%)		
			Total		
			Payments/Credits		
			Balance Due		

AIRCRAFT MAINTENANCE MANUAL

B. ELEVATOR

(1) REMOVAL

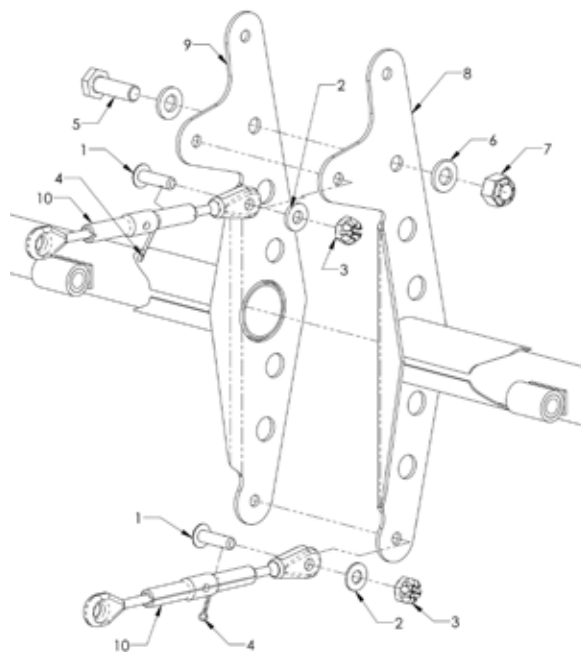
- (a) Remove left hand and right hand tail inspection covers.

NOTE

It is recommended to loosen the turnbuckle before removing the clevis bolt.

- (b) Refer to Figure 3. Remove the cotter pin (4), nut (3), and washer (2) on the top side of the elevator horns (8 and 9).
- (c) Carefully remove the clevis bolt (1) to disconnect the upper elevator cable connection (10).
- (d) Remove the cotter pin (4), nut (3), and washer (2) on the bottom side of the elevator horns (8 and 9).
- (e) Carefully remove the clevis bolt (1) to disconnect the lower elevator cable connection (10).
- (f) Remove the lock nut (7), washers (6), and bolt (5) and carefully separate the elevators from the stabilizer and fuselage.

(1) INSTALLATION



- | | |
|--------------------------------------|---|
| 1 – Clevis Bolts | 2 – Washers |
| 3 – Castle Nuts | 4 – Cotter Pins |
| 5 – Bolt | 6 – Washers |
| 7 – Lock Nut | 8 – Elevator Assembly – Left (Horn) |
| 9 – Elevator Assembly – Right (Horn) | 10 – Elevator Control Cable Connections |

Figure 3 – Elevator Horn (REFERENCE ONLY, actual configuration may vary slightly)

AIRCRAFT MAINTENANCE MANUAL

- (a) Identify the left and right elevators. The sewn seams are on the bottom trailing edge of each.
- (b) Install each elevator onto the matching hinges on the stabilizers using clevis pins, wire pull brackets, with a washer at each end of every pin, and then secure each with a cotter pin (Figure 3).
- (c) Connect the elevator horns (8 and 9) to the stabilizer and fuselage, and secure with the bolt (5), washers (6) and lock nut (7) at the top of the horns.
- (d) Attach the lower elevator cable connection (10) on the bottom of the elevator horns, and install a clevis bolt (1), and washer (2). Secure with a nut (finger tight) and cotter pin (4), through the nut (3)
- (e) Repeat on the upper elevator cable connection (10). Torque the nut (7) to 38-43 in. lbs. Check to verify proper elevator movement and routing of cables.
- (f) Safety each turnbuckle barrel with two wire lock clips, making sure that each clip end is locked in the hole. Alternatively, use the single wrap method with 0.040" stainless steel safety wire. Reattach the left hand and right hand tail inspection covers.

(3) ELEVATOR RIGGING

- (a) Use a straight edge long enough to rest on the forward and aft spars, approximately 4" inboard from the longest rib (see Figure 4).
- (b) Verify the digital level zeroed with horizontal reference line.
- (c) Using the pilot's control stick, set the travel to the following specifications:
 - Trailing Edge UP: $+25^{\circ} \pm 2^{\circ}$
 - Trailing Edge DOWN: $-15^{\circ} \pm 2^{\circ}$
- (d) Tighten jam nuts on elevator stops and verify travel is unchanged and unrestricted by deflecting elevator with control stick.
- (e) Verify the front stick clears the instrument panel by at least 1/8 inch when the stick is moved all the way forward. Verify that the control link assembly clears the torque tube when the stick is moved all the way forward.
- (f) With the forward seat all the way forward, verify the front stick clears the base of the seat by at least 1/8 inch when the stick is moved all the way aft.
- (g) With the forward seat all the way back, verify the rear stick clears the back of the forward seat by at least 1/8 inch when the stick is moved all the way forward.
- (h) Verify the rear stick clears the rear seat bar when the stick is moved all the way aft.
- (i) Verify elevator cable tension is 60 ± 2 lbs.
- (j) Safety each turnbuckle barrel with 2 wire lock clips making sure the clip ends are locked in the hole. Alternatively use the single wrap method with .032 stainless safety wire.