

АвиаСтроитель



Sailplane Log Book

This aircraft has completed "AviaStroitel" factory test flights totaling 1.2 hours. I certify that this aircraft is controllable throughout its range of speeds and throughout all maneuvers executed: spins, stall, stall turn, and has no hazardous operating characteristics or design features, and is safe for operation.

General Director

Chalenko Gennady



SAILPLANE LOG BOOK

MODEL No. AC-5M SERIAL No. 004 REGISTRATION No. N 40233



The Soaring Society of America, Inc. • P.O. Box 2100 • Hobbs, NM 88241-2100

AIRCRAFT DESCRIPTION

MANUFACTURER AVIASTROITEL (AS+) PLACE MOSCOW, RUSSIA DATE 10-00
 LICENSE NO. TYPE AC-5M SERIAL NO. 004
 DESCRIPTION T.C. NO.
 FINISHING NOTES: DOPE OR RESIN TYPE
 FABRIC TYPE MFG'R NO.
 PAINT: MFG'R NO.
 BASE MFG'R NO.
 TRIM
 INTERIOR
 SEATING CAPACITY (Crew Included) WEIGHT EMPTY WEIGHT LOADED
 WING AREA SQ. FT. CONTROL AREA SQ. FT. SPAN LENGTH
 TIRES MAIN humpman BRAKES
 OWNER ADDRESS
 CITY STATE

DATE
20

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

4/19/2001

I certify that this aircraft has been inspected on 4/19/2001 in accordance with the scope and detail of appendix D of Part 43 and found to be in a condition for safe operation [REDACTED]

9/17/2002

I certify that this aircraft has been inspected on 9/17/2002 in accordance with the scope and detail of appendix D of part 43 and found to be in a condition for safe operation [REDACTED]

DATE 20	NATURE OF	TIME TUE	TOTAL TIME	TOT. SINCE 100 HR.	SIGNATURE & NO. OF PILOT
ORDER 8130.2C, PARA. 88, C, (1), (a), REQUIRES FAA/DESIGNEES TO MAKE AN APPROPRIATE LOG BOOK ENTRY AFTER CERTIFICATE ISSUANCE. N-40233 I FIND THAT THE AIRCRAFT MEETS THE REQUIREMENTS FOR THE CERTIFICATION REQUESTED AND HAVE ISSUED A (SPECIAL)(8130-7) AIRWORTHINESS CERTIFICATE DATED 9-19-02 NEXT INSPECTION DUE Cond Insp. SIGNATURE [REDACTED] * NOTE: THE NEXT INSPECTION DATE IS NOT NECESSARY IF AIRCRAFT UNDER A CONTINUOUS MAINTENANCE PROGRAM.					
TOTAL TIME					

DATE 20	ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.
3-10-2004	I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED (5.0 T.T.S.N.) IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS FOUND TO BE IN AIRWORTHY CONDITION.
	[REDACTED]
	I find this aircraft meets the requirements for the certificate requested and have issued a Special Airworthiness Certificate for the purpose of Exhibition/Air Rarior. Next inspection due 3/10/05.
	[REDACTED]
	1/17/05

DATE 20	NATURE OF FLIGHT	TIME THIS FLIGHT	TOTAL TIME		TOT. SINCE 100 HR.		SIGNATURE & NO. OF PILOT
(Continued from previous page)							
4/15/05	with the scope and detail of appendix "D" of part 43 and found to be in a condition for safe operation.						
	(Tech Time: 08)						
4/19/05	Total Time: 25.0 hrs. Weighed aircraft and created a new weight and balance form dated 4/18/05.						
4/29/05	Total Time: 25.0 hrs. Removed propeller. This aircraft may only be flown as a pure glider with aerotow launch until a replacement propeller is obtained and installed.						
TOTAL TIME FWD TO NEXT PAGE							

DATE 20	ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.
5/25/05	Total Time 25 hrs.; Installed new propeller from GSC Systems LTD, P/M: 247-35, Invoice #109989 and PO #8905 dated 4/4/05.
	Aircraft returned to service.
5/25/05	Total Time 25 hrs.; Installed New Polyflex belt set 7MS305B.
6/6/05	Total time 25.4 hrs. Adjusted 1/4 literon for Rubber Fair for HC-5m M/M on this date.
4SEP05	I CERTIFY THAT THE PRESCRIBED FLIGHT TESTS HAVE BEEN COMPLETED AND THE AIRCRAFT IS CONTROLLABLE THROUGHOUT ITS NORMAL RANGE OF SPEEDS AND THROUGHOUT ALL MANEUVERS TO BE EXECUTED, HAS NO HAZARDOUS OPERATING CHARACTERISTICS OR DESIGN FEATURES, AND IS SAFE FOR OPERATION.

DATE	NATURE OF FLIGHT	TIME THIS FLIGHT		TOTAL TIME		TOT. SINCE 100 HR.		SIGNATURE & NO. OF PILOT
20 05				25	00	4	00	
29 APR '05	TEST		.20	25	20			
27 MAY '05	TEST		.20	25	40			
27 AUG '05	CHECK FLIGHT		.35	25	75		15	
27 AUG '05	"		.15	25	90		04	
4 SEP '05	FC		.75	26	65		17	
10 SEP '05	FC		.88	27	53		27	
28 SEP '05	FC	1	.72	29	25		32	
22 OCT '05	FC	1	.23	30	48		35	
17 FEB '06	AWD	1	.22	31	70		9	
18 FEB '06	FC	1	.08	32	78		25	
12 MAR '06	FC	1	.47	34	25		14	
TOTAL TIME FWD TO NEXT PAGE							178	

[illegible]

DATE 2006	NATURE OF FLIGHT	TIME THIS FLIGHT	TOTAL TIME		Eng min TOT. SINCE 100 HR.		SIGNATURE & NO. OF PILOT
			59	86			
25 Jun	EPH	2 45	64	31		9	
26 Jun	EPH	4 74	69	05		9	
27 Jun	EPH	14	69	19	AERO Tow		LAND out OK
28 Jun	EPH	28	69	47		10	
30 Jun	EPH	4 52	73	49		28	
30 Jun	EPH	54	74	53		23	
1 July	EPH	2 60	77	13		10	
						403	
TOTAL TIME FWD TO NEXT PAGE							

DATE 2006	ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.	
28 May	Adjusted left small pylon door cable to match right door during retraction.	
-	Jeff Banks [REDACTED]	
29 May	Aileron's L&R Rod ends shortened 1 turn to correct for in flight loads.	
-	Test Flight ok stall - Rod line [REDACTED]	
28 Jun	Replaced ^{cap} down lock hook. [REDACTED]	
28 Jun	Dive brake L&R Rod ends extended 1 1/2 turns to tighten caps.	
-	[REDACTED]	
2016	Installed new muffler, replaced fuel lines & primer, new battery, new	
May 25	starter solenoid. Replaced tailwheel w/ TOST unit. Completed condition insp	
	IAW Experimental/operating limitations paragraph 11.	
	Replace tachometer, Replaced three pylon retract/extend struts	
	Lubricate elevator, rudder & Ailerons [REDACTED] Next insp 1 Jun 2017	

Ex 6 Min

DATE 2016	NATURE OF FLIGHT	TIME THIS FLIGHT		TOTAL TIME		TOT. SINCE 100 HR.		SIGNATURE & NO. OF PILOT
				77	13	10	43	
1 JUN	EPH	2	50	79	63		20	
3 JUN	EPH	1	25	80	88	-	-	
23 JUL	EPH	2	33	83	21	-	-	
24 JUL	EPH		20	83	41		12	
09 FEB	KAWO (Test)						05	
	see next page							
TOTAL TIME FWD TO NEXT PAGE				83	41	11	20	

2/12/18 Total time: 83.41 hrs.; 11.33 hrs. engine time; Checked belt tension (2mm deflection at 11 lbs.); Cleaned and treated air filter with K&N air filter oil; Cleaned and gapped spark plug; Ran engine: idle is smooth, maximum static speed: 5800 RPM; Inspected 7" crack in paint at bottom of tail boom 8" fwd. of tail wheel and found no evidence of seam de-lamination. Corrected tight fit in opposite wing root receptacle by sanding to slightly reduce the left spar stub height; Repaired fractured and torn upper spar tunnel laminate on the left side of fuselage with 3 layers of 92110 on the outside and 2 layers of 92110 on the inside of the tunnel; Repaired canopy frame at right rear hinge-pin hole with multiple layers of 92125 cloth and L285 resin; Repaired left wing skin separation and delamination in lower skin just outboard of the aileron with 2 layers of 92110 cloth and post cured for 20 hours at 55° C; Note: All composite repairs were done with MGS L285 resin and H286 hardener; Re-adjusted MLG brake cable at wheel and at control stick grip; Cleaned and treated surface corrosion on propeller bolt heads and torqued to 133-inch lbs.; Recommend fuel tank rubber filler hose be replaced prior to next annual due to age. I certify that this aircraft has been inspected in accordance with the scope and detail of appendix "D" of part 43 and found to be in a condition for safe operation.

Engine

[illegible]

DATE 20 19	ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.
05/26	TT: 89.51 HR. TTEngine: 12.40 HR. CONDUCTED ANNUAL CONDITION INSPECTION OF AVIA STROITEL RUSSIA MODEL AC-5M MOTORGLIDER S/N 004, N40233, IAW THE AVIOSTROITEL CHECKLIST FOR AN ANNUAL CONDITION INSPECTION (#3.2, SEVERE TURBULENCE INSPECTION WAS NOT CONDUCTED). ADDITIONALLY, THE AIRFRAME WAS CONDUCTED INSPECTED IAW TWO BRITISH GLIDER COUNCIL INSPECTIONS, 032/09/2002 AND 034/01/2003. NO ANOMALIES OR ISSUES WERE NOTED. THE SPARK PLUG WAS REPAVED AND GAPPED IAW THE MZ34 ENGINE MAINT. MANUAL. THE PROPELLER WAS REPLACED WITH A NEW GSC SYSTEMS

CONT'D

