

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 MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
			Inspected Fuselage, Wing Assemblies, Strakes, Landing Gear, Control, OK to continue project including prime coat. H.P. Kuhnigge - MIDO-66
			CANARD INCIDENCE, SPEC $\pm 3^\circ$
			LEFT BL 20 0°
			BL 40 30° L.E. LOW
			BL 60 15° L.E. LOW
			RIGHT BL 20 30° L.E. LOW
			BL 40 30° L.E. LOW
			BL 60 15° L.E. LOW
			ELEVATOR TRAVEL
			TRAILING EDGE DOWN 21 (SPEC 22 $\pm$ 2)
			" " UP 18 1/2 (SPEC 20 $\pm$ 2)

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				WING SHIMS.
				RUDOSTR TRAVEL
				LEFT 4.9 INCH SPEC 4 1/4
				RIGHT 4.2 INCH
				NOSE GEAR DAMPER
				9 lb SPEC 2-4 lb
				CP 39 PAGE 9 SUGGESTS 3-6 lb.
				ELEVATOR WEIGHT
				LEFT 3 lb 3.9 3.9 lb
				RIGHT 3 lb 3/4 oz SPEC 3.6 lb

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			ELEVATOR MASS BALANCE
			LEFT 18" NOSE DOWN SPEC 12" TO 25"
			RIGHT 20 " " SPEC 12 TO 25"
			NOSE GEAR MICRO SWITCH
			ADJUST TO .1 INCH OF STOP
			NOSE GEAR LIFT 10 lbs - OK
			VERIFIED NOSE GEAR STRUT
			OVER CENTER - CHECKED
			AILERON TRAVEL
			LEFT UP 2.25 SPEC 2.1 $\pm$ 0.3
			DOWN 2.25 " "
			RIGHT UP 2.25 " "
			DOWN 2.40 " "

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				AILERON MASS BALANCE
				LEFT LEVEL SPEC LEVEL TO 10"
				RIGHT LEVEL " " " "
				WING INCIDENCE
				LEFT SPEC $\pm 5^\circ$
				BL 55.5 $.47^\circ$ LE DOWN
				BL 106.25 $.25^\circ$ LE DOWN
				BL 157 $.42^\circ$ LE DOWN
				RIGHT
				BL 55.5 $.45^\circ$ LE DOWN
				BL 106.25 0
				BL 157 $.51^\circ$ LE HIGH
				PROP WEIGHTS
				CIT AMERICAN 62x62 10 lbs
				P+T 62x66 8.3 lbs
				PROP STATION 164.1"

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			NOSE WING SPINDLE CASTOR ANGLE
			86° SPEC 85 TO 90°
			NOTE MAGNETOS CP 32 P.5
			LEFT AT SWITCH IS RIGHT MAG
			ON LONG GZ IE WOULD BE
			LEFT ON A TRACTOR INSTALLATION
			ENGINE CENTER LINE
			1 1/2" DOWN TOWARDS NOSE
			SPEC. 2" DOWN $\pm 1^\circ$ CP 32 P.5
			NO LEFT RIGHT OFFSET
			AIRPLANE MEASUREMENT
			ALL LOCATIONS ARE WITHIN THE
			TOLERANCES SPECIFIED WITHIN THE
			OWNER'S MANUAL. THE FRONT FACE
			OF THE INSTRUMENT PANEL HAS BEEN
			MOVED FROM FS 90 TO FS 39.9.

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				WEIGHT & BALANCE
				ACTUAL WEIGHING WAS DONE WITH THE
				FOLLOWING ITEMS LEFT OFF FOR
				CONVENIENCE
				1) MAIN WHEELS (INSUFFICIENT ROOF)
				2) WHEEL PANTS
				3) TRANSPONDER
				SINCE THESE ITEMS CAN BE WEIGHED
				& LOCATED ACCURATELY, ADDING IN
				WEIGHTS & MOMENTS DOES NOT
				REPRESENT A COMPROMISE ON ACCURACY
				NOSE BALLAST 40 lb @ FS. 06
				MAIN WHEELS 11.5 lb ea @ FS. 110.5
				TARE - PLATE & ROLLERS 9 lb
				WHEEL BLOCKS LEFT 1.5 lb
				RIGHT 2.0 lb
				WHEEL PANTS 4 lb ea @ 110.5
				TRANSPONDER 3 lb @ 35

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			MEASURED DATA
			AC EMPTY
			LEFT AXLE 448.25
			RIGHT AXLE 446.25
			NOSE WHEEL 40.25
			WEIGHTS AVERAGE OF 5 WEIGHINGS ALL
			WITHIN 2 lb.
			EMPTY WEIGHT
			LEFT RIGHT NOSE
			WT ON SCALE 448.25 446.5 40.25
			LEVEL BLOCKS - 1.5 - 2 -
			PLATE & ROLLERS - 9 - 9 - 9
			WHEELS + 11.5 + 11.5 -
			WHEEL PANTS + 4 + 4 -
			TRANSPONDER - - + 3
			NOSE BALLAST - - - 40
			453.25 451.0 - 5.75

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				EMPTY WEIGHT = 898.5 lbs
				BALANCE
				WT FS. MOMT
				WT ON SCALES LEFT 448.25 110.5 493.6
				RIGHT 446.5 110.5 493.8
				NOSE 40.25 17.3 69.6
				NOSE BALLAST - 40 0.6 - 29.0
				TARE LEFT - 9 110.5 - 99.5
				RIGHT - 9 110.5 - 99.5
				NOSE - 9 17.3 - 155.7
				WHEEL BLOCKS LEFT - 1.5 110.5 - 165.8
				RIGHT - 2 110.5 - 221.0
				WHEEL PANTS LEFT 4 110.5 492.0
				RIGHT 4 110.5 492.0
				TRANSPONDER 3 35.0 105.0
				WHEEL LEFT 11.5 110.5 1270.8
				RIGHT 11.5 110.5 1270.8
				898.5 111.9 10054.3
				WT IS 898.5 C.G. IS AT 111.9

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DINO IN IE	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
			ALL STALLS RECOVER IMMEDIATELY ON RELEASE OF PITCH CONTROL. STALLS ARE STRAIGHT AND OPEN NOT NOTICEABLE AS STALLS DUE TO CARWARD CONFIG. IE NO OR VERY LITTLE NOSE DROP.
			SPINS - FULL RUDDER AT THE STALL DOES NOT PRODUCE SPINS DESIGN PROCLAIMED TO BE NON SPINNABLE. ALL EFFORTS TO PRODUCE SPIN FAILED.
			WILL RETURN TO TRIMMED SPEED. AFTER MOMENTARY DEFLECTION OF FLIGHT CONTROLS. - ONE OSCILLATION
			FLIES BALL CENTERED WITHOUT RUDDER DEFLECTION - YAW TRIM NOT

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19-84				REQUIRED. DRAG BRAKE DEPLOYMENT DOES NOT ALTER PITCH - SLIGHT BUFFETING NOTICEABLE. DIRECTIONAL CONTROL WITH DRAG BRAKE DEPLOYED IS SAME AS WITHOUT. MINIMUM CONTROLLABLE AIRSPEED 54 KNOTS - GOOD CONTROLLABILITY. PLANE WILL FLY FOR EXTENDED PERIODS WITHOUT CONTROL INPUTS. NEVER DEPARTS FROM CONTINUED FLIGHT. ALL ENGINE MEASUREMENTS & TEMPS ARE WITHIN LYCOMING / ROTAX SPECS. ALL WARNING SYSTEMS FUNCTION ALL RADIOS FUNCTION OK.
12-14	21.8	2.0	20.4	NIGHT FLIGHT. NAV & STRONELITES FUNCTION OK. VISIBILITY WITH LANDING LITE GOOD ON APPROACH + TAXI

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28.5	6.7	27.1	CROSS WIND LANDING. - 5 THOUGH 20 KNOTS CROSS WIND COMPONENT. RUDDER VERY POWERFUL AND EASY TO MANAGE. GOOD CROSS WIND CAPABILITY.
			EVALUATE POSITIVE G ACROBATIC MANOEUVERS.
			ROLLS, CHANGES, LOOPS LAZY 8 WINGS OVERS HAMMERHEAD. SPIRALS ALL EFFORTS TO CREATE A SITUATION WHERE FLIGHT CONTROLS ARE IMPERFECT HAVE FAILED. WITH NEUTRAL ROLL TRIM. PLANE WILL IMMEDIATELY SET TRIMMED SPEED WITHOUT PILOT ASSISTANCE - INCREDIBLY STABLE. MODERATE TURBULANCE EASILY MANAGED.

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12-20				Based on examination of the Aircraft Records, "I find that the aircraft meets the requirements for the certification requested and have issued a (Special) Airworthiness Certificate dated 12-20-84. The next annual inspection is due 12-20-1985." Everett S. Kingfish, NM-M100-47
12-21	29.6	1.1	28.2	Flight From MOTANE TO TORRANCE
12-21	30.3	.7	28.9	LOCAL FLIGHT
12-22	32.3	2	30.9	" "
				25 HOUR INSPECTION ALL ITEM IN MANUAL CHECKED 29 VOLT STARTER NOTED MAIN PAGES LINE BURNT - BURNED REPLACE 6 RUDDER RETURN SPRING PROP BOLTS 1/2 TURN 1/2 - TEST - AOK.
12-24	32.8	.5	31.4	