

DATE 19 <u>94</u>	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 MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
July 14				washers applied to I-struts & tested over 6 day period - level flight was achieved this date - Also rudder tab fabricated for installation to left side of Rudder to give "right" rudder - tighten baffle plate screws each side of engine. Slight oil leak at drain port.
8/22				Front windshield & retainer rim fabricated painted & installed. Test flight OK - Seat Cushions & Cockpit cover designed & fabrication begun - completed 10/19

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9/16	9:46		9:46	Oil leaks repair / Eng Sump by Eng. Dun See Eng. Log Book - Also fabricated new Top eng. baffle seals & modified exhaust pipe retainer springs / front cockpit windshield completed / New fuel overboard line from fuel pump install
9-17-94			9:46	Test flight all improvements & repairs OK.
11-7-94				Remove & replace tubes on main gear tires, 2 new boodyear 600 x 6 - repair & add aluminum doubler on inside attachment surfaces of wheel fairings, fab & instal window for certificate, fab & instal cockpit cover instal instrument light l. side inst pan / rear cockpit,

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<u>Oct 24</u>	<u>Wells 24.1</u>	<u>.5</u>		Test flight by Bob Davis - spins Vert Roll - Snap rolls etc OK
<u>11/4</u>	<u>Tach 20.8</u>	<u>DATA</u>		Install new brake pads & bleed brake system OK
<u>11-22-94</u>		<u>1.0</u>	<u>25.05</u>	25 hours completed / Phase II Certification DH Bowen Jr / Repairman 2500853 / Comm Pilot 1521954 also Cowling flap removed & simple Cowling fairing installed
<u>2-19-95</u>			<u>38.50</u>	Main fuel tank vent removed, new tank vents installed and routed to 3/8" alumn. Tube exit beneath pilot cockpit Test. vent OK - DH Bowen Jr - 2500853
<u>3-19-95</u>			<u>43.00</u>	Remove & replace Landing gear shock cords with 6 ea new Superior Rungs 12104 Dated Feb 95 Also Tail spring replaced with wider Scott W. Spring added 5/8" extensions to rudder pedal cables
<u>3-10-95</u>				Repair fabric tear upper & lower surface R / lower wing between 1st & 2nd rib inboard of wing tip using 5/16" Poly Fiber & coating IAW Stits Manual

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4-27-95				Holly Automotive Fuel Pump removed due to failure to operate 4-20-95. Replaced with Dukes Avn. Pump (see info ticket). Pump mounted aft of firewall ahead of Right Passenger rudder pedal. Fuel gascolator relocated aft of firewall near Dukes pump. Gascolator checked, cleaned & aftied. Plumbing re-routed to accomodate these changes. Excess plumbing to Eng. Fuel Pump removed. Eng. taxi & static checks OK. Spark plug harness re-routed to avoid exhaust. Broken Right lower eng. baffle retainer rod replaced. (over)	347 74.0 40.0 PSI: 23.0 30.0 DATE: 75-8-5

TACH. 47.72 hours.

347
74.0
40.0 PSI: 23.0
30.0
DATE: 75-8-5

TESTED by: *B*✓

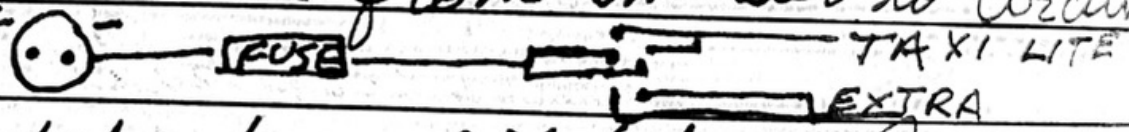
Condition Inspection Completed 8-18-95 - DABowen

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8-18	62.38			Annual inspection complete - Begun 8-1-95 - Remove & replace exhaust system w/new stainless steel.
See engine log for entries.				Installed heat control box → firewall & connect controls / all control links inspected & lubed
				Installed heat muff on exhaust tube & scot hose to heat control box. Ignition switch rewired per
Flight checks & Hot Starts OK				TCM Bendix instructions for Pitts 52B - Starting Vibrator (Bendix 10-87998 12V used)
8-21-95				installed & wired / PN for TCM Bend. Ignition P/N Switch is recorded as 10-357200-1 -- Engidle mixture adjusted - see attached diagram for open of star wheel adjustment. Photos made of new item
				Replace Air Filter w/new BA-7 element. DABowen 25008

AIRWORTHINESS DIRECTIVES

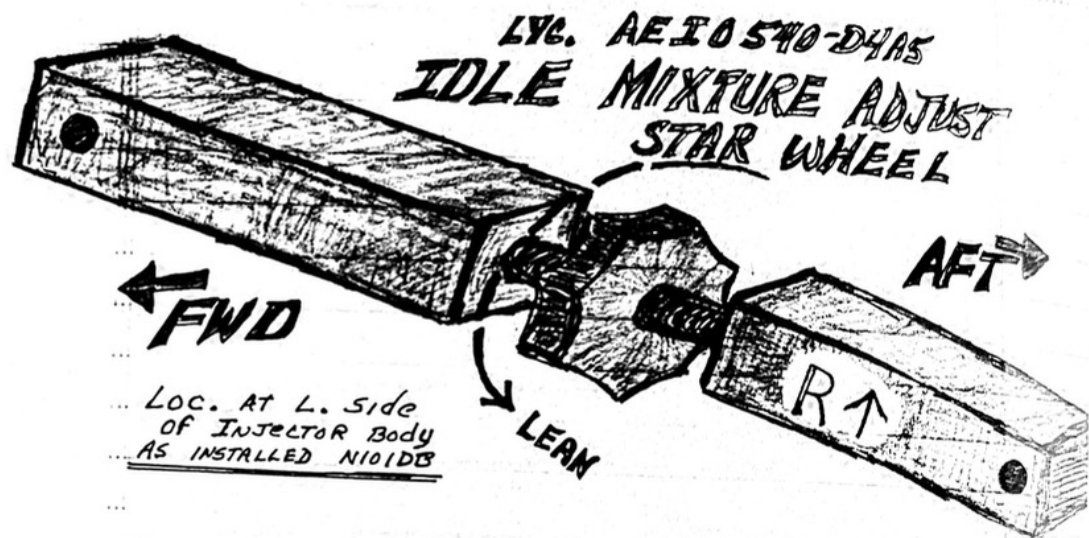
CHRONOLOGICAL LISTING OF COMPLIANCE AND METHOD OF COMPLIANCE.

DATE	A. D. NUMBER	TOTAL TIME IN SERVICE	
1945			
8-21-45	tach	62.38	TTAF Removed all inspection covers & sheet metal belly & elevator horn access covers / lubed all controls and bearings / inspected flying - landing wire attachments & checked all major inspection items IAW builder's notes
also removed & replaced engine air filter with new BA-7 DWS			cleaned gascolator / re-pack all ldg gear wheel bearings / check & lube all control bearings and links / I certify that this aircraft has been inspected IAW an annual condition inspection and was determined to be in airworthy condition. A/C flown & returned to service this date Dudley H. Brown, Builder and AC repairman cert # 2500853

DATE 19 <u>95</u>	A. D. NUMBER	TOTAL TIME IN SERVICE	AIRWORTHINESS DIRECTIVES CHRONOLOGICAL LISTING OF COMPLIANCE AND METHOD OF COMPLIANCE.
10/6	—	69.2	Removed Hobbs meter & replaced with 8-day ^{days} Waltham clock in pilot cockpit - wiring for Hobbs meter was insulated & secured behind instrument panel for pass. later use. ^{Builder Repair} Det Bowen #2500 953
11-15	-	79.6	Installed wiring and switch for landing light or taxi light circuit using 2 position switch leaving extra circuit with wire stubbed out behind panel. Power source comes direct from ammeter to circumvent master switch  also ran vent tube from Oil/Fuel Pressure Ga. to bottom of fuselage for failure drain ^{Det Bowen}
1-596		85.7	Bendix Start Vibrator of 8-18-95 removed & replaced with new Bendix 10-176487-121 in conformity with Pitts S2B wiring diagram / Flight Check ok ^{Det Bowen} #2500 85

MEMORANDA

8-18-95 Detail of
Idle mixture adjust-
ment detail →
added to log book
because the direc-
tion arrow is ob-
scured by cowling.
Fully adjustable
with cowling in
place & A/Bump Jr.



SUPERIORINGTM

MANUFACTURED BY

Superior Bungee Corporation

429 WEST LAUREL STREET

SCOTTSBORO, ALABAMA 35768

MODEL.....12104.....TEST

1995

FEB

3-19-95
43.00 hrs
N101DB