



The Standard

AIRCRAFT LOG

ASA-SA-1

Aircraft Record General Information

Manufacturer MARK OSWENBERG Model 1905 Wright Flyer
Serial ~~1~~ Registration Number N3635N
Date of Manufacture 2003

Engine(s) currently installed:

Manufacturer Mark Osenberg Model 1905 Serial 1
Manufacturer _____ Model _____ Serial _____

Propeller(s) currently installed:

Manufacturer Mark Osenberg Model 1905 Wright Flyer Propeller
HUB Model same Serial _____ Serial _____
Blade Model same Serial _____ Serial _____ Serial _____
Blade Model _____ Serial _____ Serial _____ Serial _____



YEAR: 2 RECORDING TACH TODAY'S TOTAL Description of Inspections, Tests, Repairs and Alterations
DATE TIME FLIGHT TIME IN SERVICE
Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

7/11/05 0 0 I certify that this aircraft has been inspected on 7/11/05 in accordance with the scope and detail of appendix D to part 43 of FAA approved inspection program and was found to be in a condition for safe operation. Mark J. Aisenberry 9441/17 owner/operator

5/10/06 660 seconds I certify that this aircraft has been inspected on 5/10/06 in accordance with the scope and detail of appendix D to part 43 of FAA approved inspection program and was found to be in a condition for safe operation. Mark J. Aisenberry 9441/17 owner/operator

YEAR: RECORDING TACH TODAY'S TOTAL Description of Inspections, Tests, Repairs and Alterations
DATE TIME FLIGHT TIME IN SERVICE
Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

7/11/05 30 seconds I certify that the prescribed number of takeoffs and landings has been completed and the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, does not appear to have hazardous operating characteristics or design features, and is safe for operation as per 14 CFR § 19.319(b). Mark J. Aisenberry 9441/17 owner/operator

10/11/06 8305 705 8305 Replaced the base stud Mark J. Aisenberry 9441/17

8/14/07 355 11005 Replaced RT FT VERTICAL + REINSTALLED RT FT BASE STUD

N3635N

YEAR 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.)
2/28/08	1355		1355	I certify that this aircraft has been inspected on 2/28/08 in accordance with the scope and detail of appendix D to part 43 of FAA approved inspection program and was found to be in a condition for safe operation. Mark J. Resenberg, MAI, owner/OPERATOR
10/9/08	1356S		1356S	Replaced Lt+Rt Rear 45° DASE STRIPS+SHEDS Replaced 25 of 30 bottom wing ribs. Rechecked bottom wing. Replaced damaged propellers.

YEAR 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.)
5/13/08	1356S	N3635N	1356S	I certify that this aircraft has been inspected on 5/13/08 in accordance with the scope and detail of appendix D to part 43 of FAA approved inspection program and was found to be in a condition for safe operation. Mark J. Resenberg, MAI, owner/OPERATOR

JUNE '02

JUNE						
S	M	T	W	T	F	S
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

24 MONDAY

Sr. Jean Baptiste Day (Que.)

3/13/07

1.56 Ad. } Adjusting
 2.00 Ad. }
 3.00 1140 }
 4.00

25 TUESDAY 1140

5 1140 Fuel
 6 1140
 7 1140 SEE HERE
 8 1140

26 WEDNESDAY

9 1140 Timing:
 10 1140 560 marks
 ↑ on block
 12.08 hp

"The price of greatness is responsibility."
— WINSTON CHURCHILL

JULY						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

THURSDAY 27

~~Handwritten scribbles and notes, possibly including "Fuel" and "Water".~~

FRIDAY 28

add fuel first
 add water + after fuel

SATURDAY 29

Start

SUNDAY 30

3/18/07

JULY '02

JULY						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

1 MONDAY
Canada Day (Canada)

1/8" Drop of Intake Valve
in TRENDS:
 $\pi(1.72) \cdot 115 = 0.50$
OLD Comp: 5.39

2 TUESDAY 3/20/07

New Comp $\frac{64.98 - 0.5}{12.15 - 0.5} = \frac{64.48}{11.65} = 5.54$

I made a 1 1/2" x 5 3/4" fan
to compare with a 4 1/8" chg mtr

3 WEDNESDAY

on TUES APR 25, 1905

TRENDS: 1min 3min 10min
1275 1230 1200

MIN 1280 1215 1180

2 1/2" x 2' 6 3/8" FAN

AUGUST						
S	M	T	W	T	F	S
			1	2	3	
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

"It is never too late to become
what you might have been."
— GEORGE ELIOT

THURSDAY 4
Independence Day

JUNE 15th, 2007

1/8" Lift of Exhaust Valves
in threads

$\frac{64.98 - 0.5}{11.65 - 0.5} = 5.78$ FRIDAY 5

COMPRESSORS OF 6/15/07

1 1/2" x 5 3/4" FAN

SATURDAY 6

TRENDS 3MIN 5MIN
1230 1270

MIN 1205 1200
1200 1180 SUNDAY 7

EXHAUST TBMH SET
~~SO VALVES BARELY~~
 SO INTAKES BARELY
 OPEN

JULY '02

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

8 MONDAY
 JUNE 26 12x5 3
~~12x5 4~~ TAW
 1 1240 TREES
 2 1215
 3 1155 1230
 4 1185

9 TUESDAY
 5 1180 1215
 TIME AT 6 1170
 4TH MINUTE 7 1160
 8 1170

10 WEDNESDAY
 9 1165
 10 1175 1200
 11 1165

0051 2051

* INTAKE VALVES OPEN EASIER
 "Before I speak, I have something important to say."
 - GROUCHO MARX

AUGUST

S	M	T	W	T	F	S
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4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

JUNE 26 TH 12x5 4
 1 1300
 2 1240
 3 1200
 4 1180

5 1190
 6 1190
 7 1185
 8 1185
 9 1180
 10 1175
 11 1175

12 FRIDAY
 13 SATURDAY
 14 SUNDAY

PREMIUM GAS FROM BP



JULY '02

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

15 MONDAY

7/15/07

Plane (with 26 lbs ballast on nose)

175L
158L
231R
177R

16 TUESDAY Oil: 2

Fuel (1 gal): 6

Operator: 174

(1.75 gal) Water: 15

17 WEDNESDAY

TOTAL: 938

$8.32 \times 1.75 = 14.5$

"Every man believes in a greater possibility."

- RALPH WALDO EMERSON

S	M	T	W	T	F	S
			1	2	3	
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

13 HP Engine / THURSDAY 18

7/16/07

RUN UP TARUSO TEST

8 minutes into run

170 lbs. at 1212 RPM

FRIDAY 19

6/25/08

Run 2 min at 2 min

1240 RPM

SATURDAY 20

Motor OK

SUNDAY 21

CHECK IS MAKE SURE TIMING TABS AREN'T STUCK

JULY '02

JULY						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

22 MONDAY

6/26/08

Make sure timing table
and sketches. Wait
start if sketch

23 TUESDAY

5/8/09

Static Run-up.

1200 RPM AD / MINUTE

24 WEDNESDAY

Go to 6011

"You're always a little disappoint-
ing in person because you can't
be the edited essence of
yourself."

— MEL BROOKS

AUGUST						
S	M	T	W	T	F	S
	1	2	3			
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

THURSDAY 25

8/20/08

CG of aircraft emp by
is 13" aft of leading
edge. (How about FRIDAY)

26

SATURDAY 27

SUNDAY 28

DECEMBER '01

JANUARY						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

31 MONDAY

1 TUESDAY
New Year's Day

JANUARY '02

2 WEDNESDAY

FEBRUARY

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28		

"It is the friends you can call up at 4 a.m. that matter."
— MARLENE DIETRICH

THURSDAY 3
Admission Day (AK)

DAY 1 SLOW HELPED FRIDAY 4

- ENDING WORDS
- ① 1 MIN 10:50 RPM
 - ② 1 MIN 11:00 RPM
 - ③ 2 MIN 11:40 RPM at 1:30 of 2
 - ④ 2 MIN 12:01 RPM at 1:45 of 2

SATURDAY 5

SUNDAY 6

Reason: fuel bubbling into engine from the pump!!!

JANUARY '02

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

7 MONDAY
 1st run (1 min)
 1st run ran poorly. Noticed bubbles in fuel line & Pump hot!

(2 min) 2nd run - used 50/1 Honda premix. 1180 RPM at 1130. Bubbles in fuel line dissipated after 1st minute of running

8 TUESDAY
 3rd run - 1180 RPM at 30 sec (1 min) 1130 RPM at 1 minute

9 WEDNESDAY **Slot Halted**
 Things to do:
 ① Use 50/1 Honda premix.
 ② Move fuel pump away from body of engine (insulation)
 ③ Wait for engine to cool between re-starts. (This stops fuel boiling problem)

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28		

"A vacation is what you take when you can no longer take what you've been taking."
 — EARL WILSON

10 THURSDAY
 4th run oil holes in crankcase fuel.
 Also: ⑤ Use only 6V battery.
 To start: fuel set & notch above mark. ~~Robert timing a little less than my start mech.~~

5th run: Advance FRIDAY 11
 timing, 1180 RPM fuel setting. 1 notch above mark (between the two existing marks).

NOTE: ON 7/9/02
 conishaft sprocket
 came loose. That's why

10 ran poorly. SUNDAY 13

12V doesn't help

JANUARY '02

~~BOB HENRY HELPED~~

JANUARY						
S	M	T	W	T	F	S
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13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

~~14 MONDAY~~

DAVE 8/9/03

note! Gas shaft sprocket is now pinned

Run for 2 minutes.
Used fan #1 1/2

~~15 TUESDAY~~

which is a #1 loss
3/4 on dips.

Still ran poorly 1160-1240 RPM. Should have run start 1250 RPM if there was no miss.

~~16 WEDNESDAY~~

I took #1 head off and had some pitting of points. Also trip arm was stuck w/points to gear. Sealrod water leak w/silk cone out of head

FEBRUARY

S	M	T	W	T	F	S
				1	2	
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28		

"I think the one lesson I have learned is that there is no substitute for paying attention."

— DIANE SAWYER

DAVE HELPED

THURSDAY 17

DAVE

8/21/03

Gas doubled strength of trip arm return springs.

FRIDAY 18

Run #1 1160-1240 RPM. Run poorly. 2 minutes.

Run #2 1200-1260 RPM

Run better to SATURDAY 19

not good enough by moving spark advance forward

SUNDAY 20

JANUARY '02

JANUARY						
S	M	T	W	T	F	S
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6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

~~21 MONDAY~~

Martin Luther King Day

DAY 3 Adjusted gear
so I could have more
spark. advanced

~~22 TUESDAY~~

MAX RETARD 1/2" ~~between~~
ADVANCE 1/8" ~~between~~

DAY 5 8/23 OPEN 50 BBOL
CLOSE 62 ATOL Run for 3
minutes. 1300 RPM AT 2 MIN. 1200
RPM AT 3 MIN. Run for 2 minutes
1300 RPM AT 1 MIN. 1200 RPM AT 1:50. STILL
23 WEDNESDAY SMALL MISS.

DAY 8 8/24 OPEN 66 BBOL
CLOSE 45 ATOL
1st Run for 2 minutes. 1310 RPM
AT 30 SEC. 1280 RPM AT 2 MIN
STILL MISSING!!! 2nd run
w/ 12V to battery.

FEBRUARY

S	M	T	W	T	F	S
				1	2	
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28		

"The hardest struggle of all is to be something different from what the average man is."

— CHARLES M. SCHWAB

THURSDAY 24

8/24 (CONTOUR) ~~DO~~
SUCCESS!!! Austin
we don't have a problem.

FRIDAY 25

It was the battery!!!
1st min. 1340 RPM
2nd min. 1250 RPM w/
Fan # 1/2.

SATURDAY 26

Fuel: 1 notch above long mark.
(Between 2 small marks)
Advances: Vertical

SUNDAY 27

JANUARY '02

JANUARY						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

28 MONDAY

8/24/03 (Continued)

3rd Run w/ small 12V battery. 1 1/8" 1232 lead

29 TUESDAY

fan cut down to FAN #2

Run 2 minutes

1370 RPM AT 15 seconds

1300 RPM AT 2 minutes

30 WEDNESDAY

4th Run same conditions as Run #3.

SAME RESULTS!!

FEBRUARY						
S	M	T	W	T	F	S
				1	2	
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28		

"Cleaning your house while your kids are still growing is like shoveling the walk before it stops snowing."

— PHYLLIS DILLER

THURSDAY 31

To start:

15 SEC FUEL AT 1/2" over

long mark.

TURN 8 TIMES

RETARD ADJUSTMENT

FEBRUARY

FRIDAY 1

WARM STARTS:

TURN FUEL ON

~~TURN~~ ADVANCE TO VENTILATOR

TURN FUEL 1 MARK PAST long mark.

SATURDAY 2

Note: I will ~~now~~ return exhaust valve timing to job

80°C to 62° ADOL. SUNDAY 3

Reason: It may start to choke because in the present condition (66° BBDL and 45° ADOL) it doesn't start easily.

FEBRUARY '02

FEBRUARY						
S	M	T	W	T	F	S
	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	

8/25
4 MONDAY *Av. Pointo RESISTANCE W/ENGLAND COLD.*
 #3: .3-.4 OAMS
 #4: .2 OAMS
 #2: .7 OAMS
 #1: 1.6 OAMS → *Die AFTER W/ENGLAND W/IL OFF TRAP AREA*

5 TUESDAY *NOTE: DO REWORK RESISTANCE & CLEAN OUT OFF OF TRAP SAM AND SUNDOWN CAM.*

6 WEDNESDAY CLEANING:
 #3: .2 ~
 #4: .2 ~
 #2: .4 ~
 #1: .2 ~

MARCH						
S	M	T	W	T	F	S
					1	2
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10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

"To create one's own world takes courage."

— GEORGIA O'KEEFFE

THURSDAY 7
 EVIDENCE AS OF 8/15/03
 EXHIBIT: 50° BODC (open)
 60° TOL (close)
 ILLUMINATION: ~~7" BODC MAX~~
FRIDAY 8
 OBSERVE
 ILLUMINATION: 1" ~~BODC~~ AFTER TO L (RETRAD)
 7" ~~BODC~~ TO L (ADVANCE AT MARK) BEFORE

NOTE BEFORE: 8/16.
SATURDAY 9
 IF EVIDENCE PERFORMS THE SAME AND IS EASIER TO START WAVE ALONG.
SUNDAY 10
 IF EVIDENCE PERFORMS THE SAME AND IS HARD TO START, RETRAD ILLUMINATION + TRK AGAIN.

FEBRUARY '02

FEBRUARY						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28		

11 MONDAY

IF ENGINE PERFORMS
POORLY. GO BACK TO
66 bdc (open) and
450 ADOL (CLOSE). ADJUST

12 TUESDAY ~~INJECTION TUNING~~
Lincoln's Birthday
AS NECESSARY.

8/25 1st run w/above
conditions. 1340 RPM at 1050
1270 RPM at 2 min

13 WEDNESDAY
Ash Wednesday

W/5 ROWIN TO
66 BDC (open) 450 ADOL
(CLOSE).

PLENTY OF AIR GETTING
THROUGH THE MANIFOLD.

MARCH

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

"What's important is that one strives
to achieve a goal."

— RONALD REAGAN

THURSDAY 14

St. Valentine's Day

8/25
66 BDC (open) 450 ADOL
CLOSE & GET
1st run 1370 RPM
2nd run 1300 RPM

FRIDAY 15

A LITTLE MORE...
I WILL TRY GARB
BATTERY RECHARGE
3rd run. 600 RPM

SATURDAY 16

make no diff...
450 Smk battery.

SUNDAY 17

1st run miss 1500 RPM
2nd run 1300 RPM

FEBRUARY '02

FEBRUARY						
S	M	T	W	T	F	S
	3	4	5	6	7	1 2
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28		

18 MONDAY
Presidents' Day

8/30 1/2 FAN W/ INCREASED INTAKE SPRING TEST DOWN

(Run #1) 1st MIN 1330 2nd MIN 1260
IT HURDS TO INCREASE

19 TUESDAY THE TEST DOWN!!

(Run #2) 1/2 FAN W/ NORMAL INTAKE SPRING TEST DOWN.
1st MIN 1220
2nd MIN 1170

20 WEDNESDAY

(Run #3) FAN #1 POINT GAP .15-.06 FULL RETARD SLOWLY BEFORE TOC.
1st min. 1260 (SHEET OFF)
2nd min. TO TRY FAN #2

MARCH						
S	M	T	W	T	F	S
				1	2	
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
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"Flying? I've been to almost as many places as my luggage!"
- BOB HOPE

NOTE: RETARD 1/2 TOC ADVANCE GA BDDC

THURSDAY 21

NOTE: RE-SEDDING OF POINT GAP TO .15-.06

MADE MODER RUN O.K. CONTACT ARM GAP FROM NOTICE

NO MESSING!!!

FRIDAY 22
Washington's Birthday

NOTE ALSO: MAKE SURE CONTACT ARM SEPARATES FROM BACKWARD ARM POSITIVELY!!!

SATURDAY 23

RUN BY 1/2 FAN 1st MIN: 1370
2nd MIN: 1260

NOTS UNSCREWED ON A JUMP ARM

SUNDAY 24

SHOULD DO MESSING BADLY. SHUT DOWN TO 1:45

FEBRUARY '02

FEBRUARY						
S	M	T	W	T	F	S
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28		

25 MONDAY

~~1st MDN~~ #1 FAN
1st MDN:
2nd MDN:

26 TUESDAY

8/31 #1 FAN

1st MDN: 1240
2nd MDN: 1170

IT WILL ABOVE TO DO...

27 WEDNESDAY

2nd MDN (1170)
(1210)³ X 15.5 = 14 MP
FACT!!!
2nd MDN

MARCH

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

"There is nothing we cannot live down, rise above, and overcome."
— ELLA WHEELER WILCOX

THURSDAY 28

1st MDN (1240)³
(1210)³ X 15.5 = 16.68 MP
FACT
1st MDN

MARCH

FRIDAY 1

TO START:
FULL RETARD ON ADVANCE,
FUEL SETTING

1 mi
↑
RETARD HERE

SATURDAY 2

1750 WATER IN READ
ADD FUEL FOR 10 SECONDS
ROTATE 8 times

SUNDAY 3

WHEN ENGINE STARTS WITH FUEL ON
ADJUST RETARD TO MARK RIGHT HERE
ADJUST FUEL TO → 16/111

MARCH '02

MARCH						
S	M	T	W	T	F	S
						1 2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

4 MONDAY

COAL PLANE OFF GROUND
WITHIN 30 SEC OF SOLID STATE
MOTOR. ON GROUND 30 SEC LATER.

5 TUESDAY

LOG # 6 FOR GEARBOX 3/1

1st MIN AP

1240 16.68 AP

1370 15.44 AP

THEIR B&W END FAN RAN 438 RPM

6 WEDNESDAY AT 3.26 AM = 1400 RPM

M&R MOTOR PEARLS AP AT ABOUT 1250 RPM
AT ONE MINUTE

THEREFORE GO TO 3/1 RATIO.

APRIL

S	M	T	W	T	F	S
	1	2	3	4	5	6
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14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

"In life, all good things come hard,
but wisdom is the hardest to come
by."

— LUCILLE BALL

THURSDAY 7

9/22/03

Attempt at
running props in airframe
w/ 3/1 gear ratio.

Engine run for 45 seconds

FRIDAY 8

in airframe. 210 lbs thrust
at 40 seconds. No RPM
reading taken.

SATURDAY 9

~~Attempt at running props~~

210 lbs. thrust

SUNDAY 10

Success, success, success.

MARCH '02

MARCH						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
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11 MONDAY 115 lbs. on Forewood roller
 10/30/03 TEMP 65° No Wind.
 5 PM. 100 lbs on the derrick
 65' of p/nw/30' track beyond
 the p/nw. (See video) No damage.

1000 lbs engine off

12 TUESDAY

PE = mgh = 1035(32) 21.67 = 7177.10
 7177 lbs = $\frac{1}{2}(960)V^2$
 $V = 38.7 \text{ f/s} \approx 26 \text{ mph}$
 MAX

1500 lbs engine off, 100 lbs dry avg.

13 WEDNESDAY

PE = mgh = 1540(32) 21.67 = 10678.98
 $10678.98 = \frac{1}{2}(960)V^2$
 $V_{max} = 44.9 \text{ f/s} \approx 30 \text{ mph}$

APRIL

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

"You can never find yourself until you face the truth."

— PEARL BAILEY

THURSDAY 21

1500 lbs, engine on, 100 lbs dry avg.
 $PE = 1540(32) 21.67 = 10678.98$
 $10678.98 = \frac{1}{2}(960-200+100)V^2$
 $V_{max} = 49.8 \text{ f/s} \approx 34 \text{ mph}$

FRIDAY 22

~~APPROX 6.6~~
 $115(115-8) = 805 \times$
 $24 - 14 = 10$
 $\therefore \text{C.G. approx } 10 \text{ behind leading edge.}$

SATURDAY 23

APPROX C.G.
 $115(100.4-x) = 805 \times$
 $x = 13.55$
 $26 - 13.55 = 12"$
 $\therefore \text{C.G. APPROX } 12" \text{ behind leading edge.}$
 // 15% of chord

SUNDAY 24

Palm Sunday

MARCH '02

MARCH						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

25 MONDAY

11/2/03 Temp 73° No wind.
 4pm 1500 lbs 69' pull.
 (See Video) Off ground 0.2 seconds.
 Nose up stall. Top neck
 elevator to tail off. Nose wheel
 jumped off 1/2 way down track.

26 TUESDAY

Minor damage to
 nose wheel and crossbar.
 1500 lbs engine off; 80 lbs avg drag.
 PE 11340 (32) 23 = 1133440

$$1133440 = \frac{1}{2} (960 \times 80) V^2$$

$$V_{max} = 46 \text{ ft/s} \approx 31 \text{ mph}$$

27 WEDNESDAY

11/4/03 Same setup as
 yesterday. Main bar instead
 back 10". Staged on track.
 Nose down. Unavoidable.
 Next time will sub engine.

APRIL

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

"The man who has no imagination
 has no wings."

— MUHAMMAD ALI

THURSDAY 28

First Day of Passover

11/4/03 Same setup. (Nose wheel)
 Engine Running. Flew 42"
 235' in approx 5 1/2 seconds
 Avg. Airspeed 43 fps \approx 30 mph

FRIDAY 29

Good Friday

Red hard tissue
 Finding motor still
 sorted. Flew plane into ground
 w/motor rearing. Broke elevator
 fwd. bottom lb. spar. Brake
 both elevator verticals.

SATURDAY 30

12/01/03 Reset TFForms
 Retard 1" BTDC
 Advance 9" BTDC

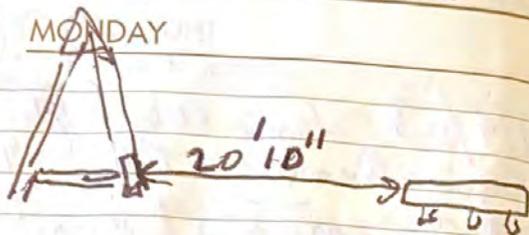
SUNDAY 31

Easter Sunday

APRIL '02

APRIL						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

1 MONDAY



2 TUESDAY

5/16/04 60° 75% Humidity
 No Wind. Flow 280'
 in approx 6 1/2 seconds. My pitch
 control was much steadier. I
 let left wing drop 1" at takeoff

3 WEDNESDAY

but corrected for it with
 hip cradle. Flow 2-4' off of
 ground. I let the plane
 settle to the ground. (Pilot
 error). Extremely smooth

MAY						
S	M	T	W	T	F	S
		1	2	3	4	
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

"Courage is grace under pressure."
 — ERNEST HEMINGWAY

THURSDAY 4

landing w/ ~~engine~~ engine running.
 Unit bounced & landing.
 (Pilot error!!) Keep it in
 the air Mark.
 Engine ran smoothly. FRIDAY 5

5/26/04 65° No Wind.
 1st flight 250' in 6 sec.
 2 Made a roll correction but let
 it roll across level SATURDAY 6

and landed w/wing tip down
 2nd flight: Horrible!! take off
 w/wing tip dragging. SUNDAY 7
 Daylight Savings Time Begins
 only in air 100'.

APRIL '02

APRIL						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

8 MONDAY

5/16/01

On 5/16 flight I had the spark advance accidentally slightly retarded which resulted in less

9 TUESDAY

power. At this lower power setting the pitch control is less responsive which is a good thing. At full power it seems that the pitch

10 WEDNESDAY

control is too responsive which gives the airplane a jumpy response to pitch adjustments. Engines ran well. Disappointing Day!!!

MAY						
S	M	T	W	T	F	S
		1	2	3	4	
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

"I can give you a six-word formula for success: Think things through — then follow through."

— EDDIE RICKENBACKER

THURSDAY 11

6/3/01 68° 56% humidity

1st Flight 570' in approx. 13 seconds. Landed w/o damage

2nd Flight 550' in

FRIDAY 12

approx 13 seconds. Trying to turn too low. Following touched and airplane screwed into ground.

SATURDAY 13

Broke ft. from skid. I flew too low to the ground on the 2nd flight.

SUNDAY 14

APRIL '02

APRIL						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

15 MONDAY *Dead Calm, No wind.*
Patriots' Day (MA, ME)

6 papers aircraft repaired.
1 flight of approx. 35
seconds over approx. 1500'

16 TUESDAY *71° (30% cotton melting)*
W/A measure tomorrow.
Ran out of field.

Flight distance =
 $197 \times 3.14 \times 30.25 \div 12 = 1560'$

17 WEDNESDAY

Flight time = 38 sec.

Avg velocity (ft/sec) = 41

MAY						
S	M	T	W	T	F	S
		1	2	3	4	
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

"You are never a loser until you
quit trying."
— MIKE DITKA

THURSDAY 18

Engine missed for last 5
seconds of the flight. Real
the engine ran correctly for
these last 5 seconds I ~~estimate~~

FRIDAY 19

estimate the flight time
may have been reduced by
1 or 2 seconds giving a
corrected airspeed of 43 ft/sec.

SATURDAY 20

The weight charts record
average airspeeds of
47 ft/sec on 8/13/04 SUNDAY 21
and 57 ft/sec on 8/31/05.

APRIL '02

APRIL						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

22 MONDAY

I may not have enough power to fly out of ground effect. I will continue

23 TUESDAY

my trials to see if I can ~~possibly~~ climb out of ground effect. My flights thus far have not exceeded

24 WEDNESDAY
Secretaries' Day

10' or 12' in altitude. I also will continue my trials to become more familiar with the flight

	(2263')	(1778')	(1320')	(1040')
50	51	52	53	
8/24/05	8/31/05	9/11/05	9/27/05	

I will move my dunnies to the north end of the field this weekend.

SUNDAY 28

The contest is divided into three categories

APRIL '02

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

29 MONDAY

8/16/04 I accidentally
shut off engine while
going down the track.

30 TUESDAY No flight.

Engine RPM seems to
be down. I will work
on it.

1 WEDNESDAY

MAY

9/20/04

No wind
70°, 50% Hum

1st try: shut off engine again!!

F, F, F, F Pilot Induced Oscillation

2nd try: 600', approx. 12 seconds

JUNE

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

"The trouble with experience is that
by the time you have it you are
too old to take advantage of it."
— JIMMY CONNORS

THURSDAY 2

9/21/04 70°, 50% Hum
No Wind

1st try: 600', approx 12 sec.
Pilot induced oscillations.

2nd try: 650', approx 12 sec.

FRIDAY 3

Pilot Induced Oscillations.

Do we see a pattern here!!!!

I am wearing out my helpers.

SATURDAY 4

SUNDAY 5

Orthodox Easter

MAY '02

MAY						
S	M	T	W	T	F	S
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

6 MONDAY

9/30/04 NEWBND
68° 29' NEM
1150' in 27 seconds
shut off engine at 11'
altitude and parachuted

7 TUESDAY

to landing. Brake left
rear strut that ~~was~~
runs from rear bottom
skid to bottom of rear
spar. Easy to fix.

8 WEDNESDAY

JUNE

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

"Advice: It's more fun to give than
to receive."
— MALCOLM FORBES

THURSDAY 9

Approx. 10/10/04:
60° N wind. 1050' in
24 seconds. Shut-off
engine at 10' altitude and
landed fairly level.
Brake H. bottom rear
skid tips

FRIDAY 10

SATURDAY 11

SUNDAY 12
Mother's Day

MAY '02

MAY						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

13 MONDAY

10/25/04:

6th No wind.

1750' in approx 40
seconds. Shut-off engine

14 TUESDAY

and front and moved
up. Booke rt. rear
skid, lb. front canard
steam tank section.

15 WEDNESDAY

~~15~~ I must land
better!!! My landings

are getting worse and
I am paying for it in work!

JUNE

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

"Light tomorrow with today!"

— ELIZABETH BARRETT BROWNING

THURSDAY 16

However, my pitch
control is much more
stable. I am getting
better at flying

FRIDAY 17

it. I will fix it and
try to get better landings.

No PLO this time.

Motor ran
great.

SATURDAY 18

SUNDAY 19

MAY '02

MAY						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

20 MONDAY

Victoria Day (Canada)

5/31/05 No wind, 65°

29 lbs ~~car~~ weights below car. flew approx 1350' in approx.

21 TUESDAY

33 seconds. Very stable flight. Engine

RPM seems down. Will investigate.

22 WEDNESDAY

Accidentally shut-off power again!!!

JUNE

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

"Well done is better than well said." — BENJAMIN FRANKLIN

THURSDAY 23

6/7/05 780, 6 1/2" down I flew like an idiot!!! no second flight. What a joke!!!

FRIDAY 24

12/31/06 ORIGINAL EXHAUST SPRINGS

~~OPEN~~ OPENS AT 12 lbs.

SATURDAY 25

AT 1/2" from end of valve seat to end of valve is 2 lbs.

SUNDAY 26

MAY '02

MAY						
S	M	T	W	T	F	S
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

27 MONDAY
Memorial Day

1/28/07

Replaced exhaust springs.

OLD - 12 - 20 lbs

NEW - 22 - 34 lbs.

28 TUESDAY

Reduced plenum intake to
3" by 6" area.

29 WEDNESDAY

Run #1 3 minutes Fan #1

1st 1140

2nd 1100

3rd 1050

JUNE

S	M	T	W	T	F	S
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

"There's a better way to do it.
Find it!"
— THOMAS EDISON

THURSDAY 30

Run #2 5 minutes run.

1st 1120

2nd 1100

3rd 1100

4th 1050

5th 1100

FRIDAY 31

1/3/07

5 1/2 TPI INLET SPRING
INSTEAD OF 7 TPI

JUNE FAN #1

SATURDAY 1

1 1220

2 1140

3 1100

SUNDAY 2

4 1100

5 1100

JUNE '02

JUNE						
S	M	T	W	T	F	S
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

3 MONDAY

~~2/13/07~~

~~BEFORE RATIO:~~

~~$$\frac{432\pi(2)^2 + 12\pi(1.6)^2 + 2\pi(2.5)^2}{32\pi(2)^2 + 16\pi(1.6)^2 + 2\pi(2.5)^2} = \frac{673}{17.1} = 3.93$$~~

4 TUESDAY

~~RATIO AFTER TAKING OUT 1/4" ABOVE RISE~~

~~$$\frac{4.07\pi(2)^2 + 2\pi(2.5)^2 + 16\pi(1.6)^2}{0.07\pi(2)^2 + 2\pi(2.5)^2 + 16\pi(1.6)^2} = \frac{64.2}{13.9} = 4.62$$~~

5 WEDNESDAY

~~ADDING BLOCKS IN T-HEADS~~

~~$$\frac{64.2 - 1.75}{13.9 - 1.75} = \frac{62.45}{12.15} = 5.15$$~~

JULY

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

"Lots of folks confuse bad management with destiny."
— KIN HUBBARD

THURSDAY 6

2/13/07

COMPUTER CALCULATION
PREDICTS 1.5 RP GAIN
FROM 1100 TO 1140 RPM.

1105 13 RP

FRIDAY 7

SATURDAY 8

SUNDAY 9

JUNE '02

JUNE						
S	M	T	W	T	F	S
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

10 MONDAY

2/27/07

BEFORE COMPRESSION:

$$53.33 + 3.87 + 9.33 + 3.17 = 69.7$$

$$9.33 + 3.77 + 3.87 = 16.97 = \textcircled{4.26}$$

11 TUESDAY

AFTER COMPRESSION: 3.17 - 1.09

$$53.33 + 0.73 + 9.33 + 2.09 = 65.48$$

$$9.33 + 2.09 + 0.73 = 12.15 = \textcircled{5.39}$$

12 WEDNESDAY

CYL $4 \pi (2.06)^2 = 53.33$

OLD VOID $.29 \pi (2.06)^2 = 3.87$

NEW VOID $0.58 \pi (2.06)^2 = 0.73$

TREAD $1.9 \pi (1.25)^2 = 9.33$

$T \pm T = 1.09$

NEW $1.5 \pi (.82)^2 = 3.17$

JULY						
S	M	T	W	T	F	S
1	2	3	4	5	6	
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

"We are not permitted to choose the frame of our destiny. But what we put into it is ours."
— DAG HAMMARSKJÖLD

THURSDAY 13

~~3/10/07 1st 1130~~
~~2nd 1120~~
~~3rd 1120~~
~~4th 1120~~
~~5th 1120~~

12:10 AP

FRIDAY 14
Flag Day

~~KEEP TENDING LAKE~~
~~TRIS~~
~~TEMPERATURE~~

SATURDAY 15

SUNDAY 16
Father's Day

JUNE '02

JUNE						
S	M	T	W	T	F	S
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

17 MONDAY

3/10/07 #1 FAN

EXHAUST OPENS 45° BBOL
CLOSES 75° ATOL

18 TUESDAY

1st 1080
 2nd 1140 127 AP
 3rd 1140
 4th 1140
 5th (1135) ~~1140~~

19 WEDNESDAY

KEEP THERM LIKE

TEMP
ARM

THAT

SEE JUNE 21

FOR THERM

WET

JULY						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

"We make ourselves rich by making our wants few."
— HENRY DAVID THOREAU

THURSDAY 20

OPENS 25° BBOL
CLOSES 95° ATOL

1st 1200
2nd 1140

FRIDAY 21

3rd 1120
4th 1120

GO BACK TO
OPENS 45° BBOL
CLOSES 75° ATOL

SATURDAY 22

SUNDAY 23



April 8, 2004

Terry Henry
EAA Chapter 1077
762 3rd Street NE
New Philadelphia, OH 44663

Dear Terry,

Enclosed you will find a special certificate for your Chapter to present to Mark Dusenberry on behalf of EAA to honor his outstanding accomplishment of completing and flying the 1905 Wright Flyer replica. We have also included a few special Wright Brothers and Centennial commemorative items that we hope he will enjoy as well.

His project represents the very spirit of EAA and it is an outstanding example of the skills of our homebuilders of today honoring the heritage left to us by our predecessors, the Wright Brothers. What a perfect way to mark the centennial of flight!

Please express our congratulations to Mark!

Sincerely,

Experimental Aircraft Association

Brenda Anderson

Brenda Anderson
Chapter Administrator

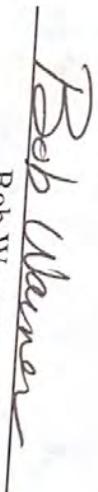


**1905 Wright Flyer
COMPLETION AWARD**

This special achievement award is presented to:

Mark Dusenberry

In recognition of the accomplishment of a worthy and distinguished endeavor...completion of a 1905 Wright Flyer. EAA presents this award in special recognition of this outstanding accomplishment and offers its sincere congratulations on the completion and successful flight of the 1905 Wright Flyer.



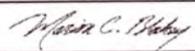
Bob Warner
Executive Vice President
Experimental Aircraft Association

LGSTWD
46.95

 *The Standard*
PILOT LOG

ASA-SP-30

REGISTRATION NOT TRANSFERABLE

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION CERTIFICATE OF AIRCRAFT REGISTRATION		This certificate must be in the aircraft when operated.
NATIONALITY AND REGISTRATION MARKS N 3635N	AIRCRAFT SERIAL NO. 1	
MANUFACTURER AND MANUFACTURER'S DESIGNATION OF AIRCRAFT DUSENBERRY MARK J 1905 WRIGHT FLYER ICAO Aircraft Address Code: 51015205		
ISSUED TO	DUSENBERRY MARK J 7263 DOVER ZOAR RD NE DOVER OH 44622-7958	This certificate is issued for registration purposes only and is not a certificate of title. The Federal Aviation Administration does not determine rights of ownership as between private persons.
	INDIVIDUAL	 U.S. Department of Transportation Federal Aviation Administration
It is certified that the above described aircraft has been entered on the register of the Federal Aviation Administration, United States of America, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Title 49, United States Code, and regulations issued thereunder.		
DATE OF ISSUE June 22, 2005	 ADMINISTRATOR	

Ohio Department of Transportation
Office of Aviation
2829 W. Dublin-Granville Road
Columbus, Ohio 43235-2786

No. K002341

Ohio Aircraft Registration Certificate

FIRST CLASS



02 1M
0004257585
JAN 27 2009
\$ 00.27⁰
MAILED FROM ZIP CODE 43221

Registration Category Renewal	N Number N3635N	Make & Model WRIGHTFLYER 1905	Registration Fee \$15.00
----------------------------------	--------------------	-------------------------------------	-----------------------------

2009

This Registration Certificate
Valid Thru December 2009.

DUSENBERRY, MARK J

3783 ROXFORD CHURCH ROAD
DENNISON, OH
44621-



*This Ohio Aircraft Registration Certificate
must be carried in the aircraft at all times.*



YEAR DATE	AIRCRAFT MAKE & MODEL	AIRCRAFT IDENT.	POINTS OF DEPARTURE & ARRIVAL		REMARKS, PROCEDURES, MANEUVERS	NO. INSTR. APP.	NO. LDG.
			FROM	TO			
7/11	1905 Wright Flyer	N3635N			I have inspected this aircraft and issued a Special Airworthiness Certificate dated July 7, 2005 Signed: Jon E. Gayler ASE (MEP)		X
7/7	1905 Wright Flyer	same			I have inspected this aircraft and issued a Special Airworthiness Certificate dated July 7, 2005 Signed: Jon E. Gayler ASE (MEP)		0
7/7	same	same			Reviewed Experimental Operating limitations - Exhibition with owner/operator Mark J. Dusenbery		

I certify that the statements made by me on this form are true.

PILOT'S SIGNATURE Mark J. Dusenbery

PAGE TOTAL	
AMT. FORWARD	
TOTAL TO DATE	

YEAR DATE	AIRCRAFT MAKE & MODEL	AIRCRAFT IDENT.	POINTS OF DEPARTURE & ARRIVAL		REMARKS, PROCEDURES, MANEUVERS	NO. INSTR. APP.	NO. LOG.
			FROM	TO			
7/11	1905 WF	N3635N	Huffman	Huffman	To/LOL		1
7/11	1905 WF	N3635N	Huffman	Huffman	To/LOL		1
7/12	1905 WF	N3635N	Huffman	Huffman	To/LOL		1
7/28	1905 WF	N3635N	Roxford	Roxford	To/LOL		1
8/9	1905 WF	N3635N	Roxford	Roxford	To/LOL 41° TURN TEMP 80° Hum 50%		1
8/9	1905 WF	N3635N	Roxford	Roxford	To/LOL 41° TURN TEMP 80° Hum 50%		1
8/16	"	"	"	"	To/LOL		1
I certify that the statements made by me on this form are true.						PAGE TOTAL	7
PILOT'S SIGNATURE <i>Alfred J. Smith</i>						AMT. FORWARD	6
						TOTAL TO DATE	7

AIRCRAFT CATEGORY			CONDITIONS OF FLIGHT				TYPE OF PILOTING TIME			TOTAL DURATION OF FLIGHT
AIRPLANE SEL	AIRPLANE MEL	CROSS COUNTRY	DAY	NIGHT	ACTUAL INSTRUMENT	SIMULATED INSTRUMENT	GROUND TRAINER	DUAL RECEIVED	PILOT IN COMMAND	
	14 sec		14 sec						14 sec	14 sec
	16 sec		16 sec						16 sec	16 sec
	22 sec		22 sec						22 sec	22 sec
	34 sec		34 sec						34 sec	34 sec
	40 sec		40 sec						40 sec	40 sec
	40 sec		40 sec						40 sec	40 sec
	38 s		38 s						38 s	38 s
	201 s		201 s						201 s	201 s
	507.00		507.00		507.00		507.00		507.00	
	201 s		201 s						201 s	201 s

YEAR 03	AIRCRAFT MAKE & MODEL	AIRCRAFT IDENT.	POINTS OF DEPARTURE & ARRIVAL		REMARKS, PROCEDURES, MANEUVERS	NO INSTR APP.	NO LOG.
			FROM	TO			
8/16	1905 WF	N3635M	Roanoke	Roanoke	TO/LOC 58° TURN TEMP 75	1	
8/17	1905 WF	"	"	"	TO/LOC 58° TURN TEMP 75	1	
8/17	1905 WF	"	"	"	TO/LOC 90° TURN TEMP 75	1	
8/18	"	"	"	"	TO/LOC TEMP 75	1	
8/19	"	"	"	"	TO/LOC 45° LT. TURN TEMP 75	1	
10/3	"	"	Hillman	Roanoke	TO/LOC 220° RT TURN BACK TO 45° TURN	1	
2/17	"	"	Hillman	Roanoke	TO/LOC 45° TURN TEMP 75	1	
I certify that the statements made by me on this form are true.						PAGE TOTAL	7
PILOT'S SIGNATURE <i>Mark J. Shaver</i>						AMT. FORWARD	7
						TOTAL TO DATE	M

AIRCRAFT CATEGORY			CONDITIONS OF FLIGHT					TYPE OF PILOTING TIME		TOTAL	
WING	TYPE	CLASS	CROSS-COUNTRY	DAY	NIGHT	ACTUAL INSTRUMENT	SIMULATED INSTRUMENT	GROUND TRAINER	DUAL RECEIVED	PILOT-IN-COMMAND	DURATION OF FLIGHT
				38						38	38
				41						41	41
				37						37	37
				41						41	41
				39						39	39
				76						76	76
				31						31	31
				203						203	203
				204						204	204
				511						511	511

YEAR 65	AIRCRAFT MAKE & MODEL	AIRCRAFT IDENT.	POINTS OF DEPARTURE & ARRIVAL		REMARKS, PROCEDURES, MANEUVERS	NO. INSTR. APP.	NO. LOG.
			FROM	TO			
6/4	1901 WF	N2635W	DIFFMAN	DIFFMAN	T/O + R/L		1
10/4	1901 WF	"	"	"	" "		1
10/4	1901 WF	"	"	"	" "		1
10/5	"	"	"	"	" "		1
10/5	"	"	"	"	" "		1
9/15/56	"	"	REX	REX	" "		1
10/10/56	"	"	FELLMAN	FELLMAN	T/O + L/DL SIMACROFLIGHT LOW PATTERN		1
I certify that the statements made by me on this form are true.						PAGE TOTAL	7
PILOT'S SIGNATURE <i>Mark J</i>						AMT. FORWARD	14
						TOTAL TO DATE	21

AIRCRAFT CATEGORY			CONDITIONS OF FLIGHT					TYPE OF PILOTING TIME		TOTAL
BIPLANE	TRIPLANE	CROSS-COUNTRY	DAY	NIGHT	ACTUAL INSTRUMENT	SIMULATED INSTRUMENT	GROUND TRAINER	DUAL RECEIVED	PILOT-IN-COMMAND	DURATION OF FLIGHT
	31.5		31.5						31.5	31.5
	31.5		31.5						31.5	31.5
	31.5		31.5						31.5	31.5
	28.5		28.5						28.5	28.5
	28.5		28.5						28.5	28.5
	45.5		45.5						45.5	45.5
	55.5		55.5						55.5	55.5
	249.5		249.5						249.5	249.5
	511.5		511.5						511.5	511.5
	760.5		760.5						760.5	760.5

YEAR DATE	AIRCRAFT MAKE & MODEL	AIRCRAFT IDENT.	POINTS OF DEPARTURE & ARRIVAL		REMARKS, PROCEDURES, MANEUVERS	NO INSTR APP.	NO LOG
			FROM	TO			
10/1/66	MoF WF.	N363JN	FELLMAN	FELLMAN	BRAKE GATES STALLED 70-200 90° TURN BOB BRACK	1	
10/9/66	"	"	"	"	STRAIGHT 555 then 90° turn	1	
10/9/66	"	"	"	"	MANEUVER FLT	1	
10/12/66	"	"	"	"	STRAIGHT 115 then 270° turn	1	
8/13/67	"	"	ROXFORD	ROXFORD	BRAKE PITCH FLIT BRAKE PITCH GATE 1140 BRAKE PITCH VERTICAL	1	
9/16/67	"	"	ROXFORD	ROXFORD	STRAIGHT FLIT 90° TURN	1	
10/21/67	"	"	HUFFMAN	HUFFMAN	STRAIGHT FLIT	1	
I certify that the statements made by me on this form are true.						PAGE TOTAL	
PILOT'S SIGNATURE <i>[Signature]</i>						AMT. FORWARD	21
						TOTAL TO DATE	

AIRCRAFT CATEGORY			CONDITIONS OF FLIGHT					TYPE OF PILOTING TIME		TOTAL DURATION OF FLIGHT
AIRPLANE SEL.	AIRPLANE MEL.	CROSS- COUNTRY	DAY	NIGHT	ACTUAL INSTRUMENT	SIMULATED INSTRUMENT	GROUND TRAINER	DUAL RECEIVED	PILOT-IN- COMMAND	
	70 S		70 S						70 S	70 S
	70 S		70 S						70 S	70 S
	65 S		65 S						65 S	65 S
	60 S		60 S						60 S	60 S
	35 S		35 S						35 S	35 S
	40 S		40 S						40 S	40 S
	20 S		20 S						20 S	20 S
	760 S		760 S						760 S	760 S

YEAR DATE	AIRCRAFT MAKE & MODEL	AIRCRAFT IDENT	POINTS OF DEPARTURE & ARRIVAL		REMARKS, PROCEDURES, MANEUVERS	NO INSTR APP.	NO. LDG.
			FROM	TO			
10/11	3635N	WP	RDXFD	RDXFD	Didn't turn plane. Must turn		1
10/11	42	11	"	"	PS Ob above 205 (hold stick?)		1
10/11	"	"	"	"	5 to RWS w/ 450 RPM		1
10/11	"	"	"	"	Fuel low check (no band)		1
10/11	"	"	"	"	S-14 r/s (St. Germain Nord (166) 1/2 hr)		1
I certify that the statements made by me on this form are true.						PAGE TOTAL	
PILOT'S SIGNATURE _____						AMT. FORWARD	
						TOTAL TO DATE	

AIRCRAFT CATEGORY			CONDITIONS OF FLIGHT					TYPE OF PILOTING TIME		TOTAL DURATION OF FLIGHT		
AIRCRAFT SEL.	AIRCRAFT MEL.	CROSS- COUNTRY	DAY	NIGHT	ACTUAL INSTRUMENT	SIMULATED INSTRUMENT	GROUND TRAINER	DUAL RECEIVED	PILOT IN COMMAND			
20	S		20	S					20	S	20	S
30	S		30	S					30	S	30	S
40	S		40	S					40	S	40	S
10	S		10	S					10	S	10	S
40	S		40	S					40	S	40	S

UNITED STATES OF AMERICA
 DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
SPECIAL AIRWORTHINESS CERTIFICATE

A	CATEGORY/DESIGNATION	EXPERIMENTAL		
	PURPOSE	EXHIBITION		
B	MANU-FACTURER	NAME	N/A	
		ADDRESS	N/A	
C	FLIGHT	FROM	N/A	
		TO	N/A	
D	N-3635N	SERIAL NO.	1	
	BUILDER Mark J. Dusenberry	MODEL	1905 Wright Flyer	
E	DATE OF ISSUANCE	July 7, 2005	EXPIRY	UNLIMITED
	OPERATING LIMITATIONS DATED July 7, 2005 ARE A PART OF THIS CERTIFICATE			
	SIGNATURE OF FAA REPRESENTATIVE <i>Jon E. Ingle</i> Jon E. Ingle, ASI (Mfg.)		DESIGNATION OR OFFICE NO. CE-48 VAN-MTDO	

Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

SEE REVERSE SIDE