

Aircraft Record General Information

Manufacturer Sea Wind Model Sea Wind
Serial 00115 Registration Number N 824 BH
Date of Manufacture 4-28-2003

Engine(s) currently installed:

Manufacturer Lyc Model IO-540 KIA5 Serial ~~10~~ L12878-48A
Manufacturer _____ Model _____ Serial _____

Propeller(s) currently installed:

Manufacturer Hartzell Model _____
HUB Model _____ Serial _____ Serial _____
Blade Model _____ Serial _____ Serial _____ Serial _____
Blade Model _____ Serial _____ Serial _____ Serial _____

YEAR: 1003 DATE	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 Technician or Repair Facility. (See back pages for other specific entries.)
4-28	N824BH			This aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested 11/27/03. B. E. Malhotra N824BH I FIND THIS AIRCRAFT MEETS THE REQUIREMENTS OF THE CERTIFICATE REQUESTED AND HAVE ISSUED A EXPERIMENTAL AIRWORTHINESS (TO OPERATE AMATEUR BUILT AIRCRAFT) THIS DATE. 4-28-03 Cliff W. Neidhardt CLIFF NEIDHARDT DAR501518 (MFG) FAA MSP MIDO CE-46 Next condition inspection Due 4-28-04

YEAR: <u>2003</u> DATE	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 Technician or Repair Facility. (See back pages for other specific entries.)
			<i>Begin</i>	<i>Flight Testing 1AW AC 90-89A</i>
<i>5-28-03</i>	<i>0.0</i>	<i>0.6</i>	<i>0.6</i>	<i>Condition Inspection, Taxi Tests, System Ch</i>
<i>5-29-03</i>		<i>.5</i>	<i>.5</i>	<i>Fast Taxi, Accelerate/Stop distance measured.</i>
<i>8C</i>				<i>Minimum Balanced Fld. Length 2,200 ft at 3459 lbs. Gross</i>
				<i>and 139.3" CG. (CG limits 136" to 144.5")</i>
				<i>Fuel injectors cleaned to correct engine roughness.</i>
<i>6-5-03</i>		<i>1.0</i>	<i>2.1</i>	<i>First Flight. (Verify V_{SO}, V_{SI}, V_{SR})</i>
<i>6-6-03</i>		<i>2.2</i>	<i>4.3</i>	<i>Stability checks; Pitch = dyn. +, Yaw = dyn. +, Roll = Neutral</i>
				<i>Alt. voltage too high, 15.9V, Annunciator system worked</i>
				<i>as advertised - flight terminated.</i>
<i>6-10-03</i>	<i>Inop. Recording Tachometer</i>			<i>Elect. syst. repaired - Tim Baker</i>
<i>6-11</i>		<i>1.5</i>	<i>5.8</i>	<i>Re-affirm findings of first flight. Adj. pitch to</i>
<i>6-11</i>		<i>1.7</i>	<i>7.5</i>	<i>Ground tested gear retraction system.</i>
				<i>Gear Retraction performed in flight.</i>
				<i>Flap Reflex system checked in cruise.</i>
<i>6-18</i>		<i>.5</i>	<i>8.0</i>	<i>Flight terminated after taxi-back landing due to</i>
				<i>broken Mag. switch, - shorted coil.</i>
				<i>Coil + switch repaired by Tim Baker, AP.</i>

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6-25		1.5	9.3	Calibrated + flight tested Auto Pilot.
6-25	Recording still inop	function 1.7	11.2	Calibrated Fuel flow and verified. <i>Q.</i> Record engine parameters + temps during extended climb operations. All normal for this engine <i>Q.</i>
7-1		1.6	12.8	Multiple flights during high temp. conditions +35°C
		1.5	14.3	No overheating problems. Oil consumption approx.
		1.1	15.4	.7 qt./hr. Avionics check - 2 ILS approaches <i>BIS</i>
		1.1	16.5	Numerous Landings + T.O. <i>Q.</i>
7-9		1.0	17.5	Four Round Robin flight profiles to evaluate
		1.1	18.6	T.O. + Land dist., GPS and A.P. perf. and lateral fuel
		1.0	19.6	balance thru multiple flights and missed approach
		1.2	20.8	go-arounds.

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7-10				Issued New operating Limitations after 12 hrs of test flying, owner wanted a Geographical change of test flight area. from Mandan, N.D. to Bottineau, North Dakota, with a 30 Statute Mile radius off Bottineau, N.D. airport for Duration of Test time of aircraft. <u>N824BH</u> 7-10-2003 DARF-501518-CE-46 Cliff W. Neidhardt
7-12-03		1.4	28.2	Moved Tested A/cft, from Y19 (Mandan Arpt, ND) to DØ9 (Bottineau ND) to continue flight test program. Lark Foster, test Pilot.
7-13 (AM)		1.2	28.4	DØ9 local
7-13 (PM)		2.0	25.4	DØ9 lcl, Climb perf. check, 25"-2500RPM, 3000 PA, 450% @ G.Wt. <i>LF</i>

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7-14 (AM)		1.2	28.6	Dφ9 lcl, Check-out training for Capt. Aalund, I.A. to Eval. Fuel Flow and Fuel Quantity Gauge
7-14 (PM)		.6	29.2	" " " " " Leak port
7-15		1.0	28.2	Dφ9 lcl, O.I.T. 228° @ 24"/2400 18°C OAT 55psi Cool open
7-16		1.0	29.2	Dφ9, After wheel alignment <u>Better</u>
7-17		1.5	30.7	Dφ9 lcl, AP Hdg good, Alt. Hold tends to ↑ Added 2qts Oil 8.5 level
7-17		1.6	32.3	Dφ9 lcl, AP Alt. Hold deviates every 8-10 min.
8-1-03		1.1	33.4	All syst. O.K. Gear/suspension handles better
8-1-03		2.0	35.4	Oil leak persists. Eket. Ign. inop. on landing
8-1-03				Acraft Grounded for ignition repair Leak port
- 9-27-03		1.0	36.4	Flight Check after install Lightspeed Eng. Plasma III CDI ignition
- 9-28-03		.9	37.3	Oil leak persists. Torqued oil sump bolts.
- 9-28-03		1.1	38.4	Leisha J. checkout for alternate pilot OK
- 9-28-03		.5	38.9	
9-29-03		1.5	40.4	Completion of 40hr. Flight Test program per AC 90-89A, and required by 91.319(b) See indorsement next page. L.J. →

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7-10				July-10-2003 <u>N824BH</u> <u>SM# 00115</u>
				Issued New amended 8130-7 and ops limits to Reflect corrected Airworthiness Certificate & Operation limits DARF501518-CE Cliff W. NEIDHARDT Cliff W. Neidhardt
\$				
9-29-03		1.5	40.4	I certify the prescribed flight test hours are completed and the a/c is controllable throughout its normal range of speeds, and all maneuvers be executed, has no hazardous operating characteristics or design features and is safe for operation. The following a/c operating data has been demonstrated during flight testing: <u>Vse 63</u> , <u>Vx 100</u> , <u>Vy 80</u> , at <u>3400 lbs. G.W.</u> and <u>C.G. of 159.5"</u> <u>Leard Foster</u> 1554854 Test Pilot

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10-4-03		1.0	41.4	Demo Flight at Bettinean Fly-In <i>Lee</i>
10-6-03		2.5	43.9	Water Operations w/ Mike Pfau Lake Matiguesha <i>Lee</i>
10-7-03		1.1	45.0	to Mandan Airt Serv. for water Water Rudder repair <i>Lee</i>
7-17-2006		Airt. Not Flown		10-7-03 to 7-17-06 <i>Lee Reported 1554854</i>
7-17-2006	34.7	+10.3	45.0	Recording Tach in error (Add 10.3 to 34.7 to show 45.0 hrs. T.T. this date <i>Lee Reported</i>

YEAR: 2006 DATE	RECORDING TACH TIME 45.0 CLOCK 45.0	TODAYS 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.)
7-17	34.7 tach			Inspected aircraft as per CFR 14 - Part 43 App D - conditional inspection, lubed controls + pulleys, serviced battery + brake reservoir, cleaned fuel filter, checked system ops, performed normal and emergency gear retraction tests, cleaned quick drains of debris, aired tires. I certify that this aircraft has been inspected in accordance with a conditional inspection and was found to be in an air-worthy condition. Gary M. Stief AP501920740
7-17-2006	34.7	Correction +10.3	45.0	Joe N. [Signature] Pilot 1554854

YEAR: 2008 DATE	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 Technician or Repair Facility. (See back pages for other specific entries.)
6-27	37.3	Tach + TT -		lubed controls, serviced battery + brakes, performed gear retraction test - Normal + emergency, checked system ops - OK, aired tires, I certify that this aircraft has been inspected IAW with a conditional inspection + was found to be in an airworthy condition Gary M Stief AP501920740
7-2008	37.3	Tach Correction + 10.3	47.6	Airframe flown 2.6 (7-17-06 to 6-27-08) SP/

YEAR:

RECORDING
TACH
TIMETODAYS
FLIGHTTOTAL
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.)

2013

DATE

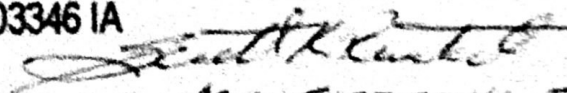
12-16-13

37.3

37.3

N824BH

12-16-13 Tac & TT 37.7 Preformed condition inspection as per AC/43 Appendix D. cleaned lubed and inspected heim rod end and control surfaces. Cleaned and inspected wheel bearings and serviced brakes. Inspected fuel caps and lubes o rings. Installed new mag switch remove and replace main tiers. Preformed wheel retraction and extinction and emergence extinction Cleaned Aircraft. Preformed ELT inspection as per CFR 91.207 d (OK). Battery Due 10-17. Installed new sealed battery I certify that this aircraft was inspected in accordance with an condition inspection as per 43 appendix D. and was determined to be in airworthy condition. Scott K Rustad A&P 512703346 IA



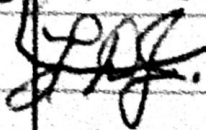
A&P 512703346 IA

Acf Not Flown Since 6-27-2008

37.3

LAPR
+10.3

47.6



N824BH

6-12-14 TAC & TT 37.7 Preformed condition inspection as per AC/43 Appendix D. (Owner request) Cleaned and lubed aircraft Airworthiness certificate found to be missing, filed for replacement through Fargo FSDOI installed replacement. I certify that this aircraft was inspected in accordance with a condition inspection as per 43 appendix D. and was determined to be in airworthy condition. Scott K Rustad A&P 512703346



A&P 512703346

6-12-14

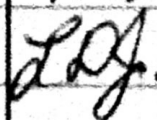
37.2

37.2

37.7

+10.3

48.0



2015

YEAR:

DATE

RECORDING
TACH
TIMETODAYS
FLIGHTTOTAL
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.)

6-5-15

39.7

39.7

CORR

+10.3

JF

~~39.7~~

50.0

N824BH

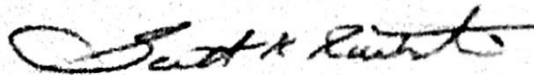
06-05-15 Tac & TT 39.7 Preformed condition inspection as per AC/43 Appendix D. cleaned lubed and inspected heim rod end and control surfaces. Travel inspection and cable. Inspected wheel bearings and serviced brakes. Inspected fuel caps lube o rings. Preformed wheel retraction and extinction and emergence extinction Cleaned Aircraft. Preformed ELT inspection as per CFR 91.207 d (OK). Battery Due 10-17. I certify that this aircraft was inspected in accordance with a condition inspection as per 43 appendix D. and was determined to be in airworthy condition. Scott K Rustad A&P 512703346 IA

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N824BH

06-09-15 Tac & TT 39.7 Preformed trouble shooting on fuel system. Aircraft would drain fuel from right tank to left on ground found that the left system fuel check valve was bad. Installed new check valve PN 00501-01 Ops check good .Scott K Rustad A&P 512703346

Scott K Rustad

YEAR: 2017 4-1-17 DATE	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 Technician or Repair Facility. (See back pages for other specific entries.)
4-1-17	42.0		42.0 52.3	N824BH 04-01-17 Tac & TT 52.0 Preformed condition inspection as per AC/43 Appendix D. cleaned lubed and inspected heim rod end and control surfaces. . Inspected wheel bearings and serviced brakes new o rings right brake. Inspected fuel caps lubes o rings. Preformed wheel retraction and extinction and emergence extinction Cleaned Aircraft. Preformed <u>ELT inspection as per CFR 91.207 d (OK). Battery Due 03 2020.</u> I certify that this aircraft was inspected in accordance with a condition inspection as per 43 appendix D. and was determined to be in airworthy condition. Scott K Rustad A&P 512703346 IA  A&P 512703346 IA