

Aircraft Log Book



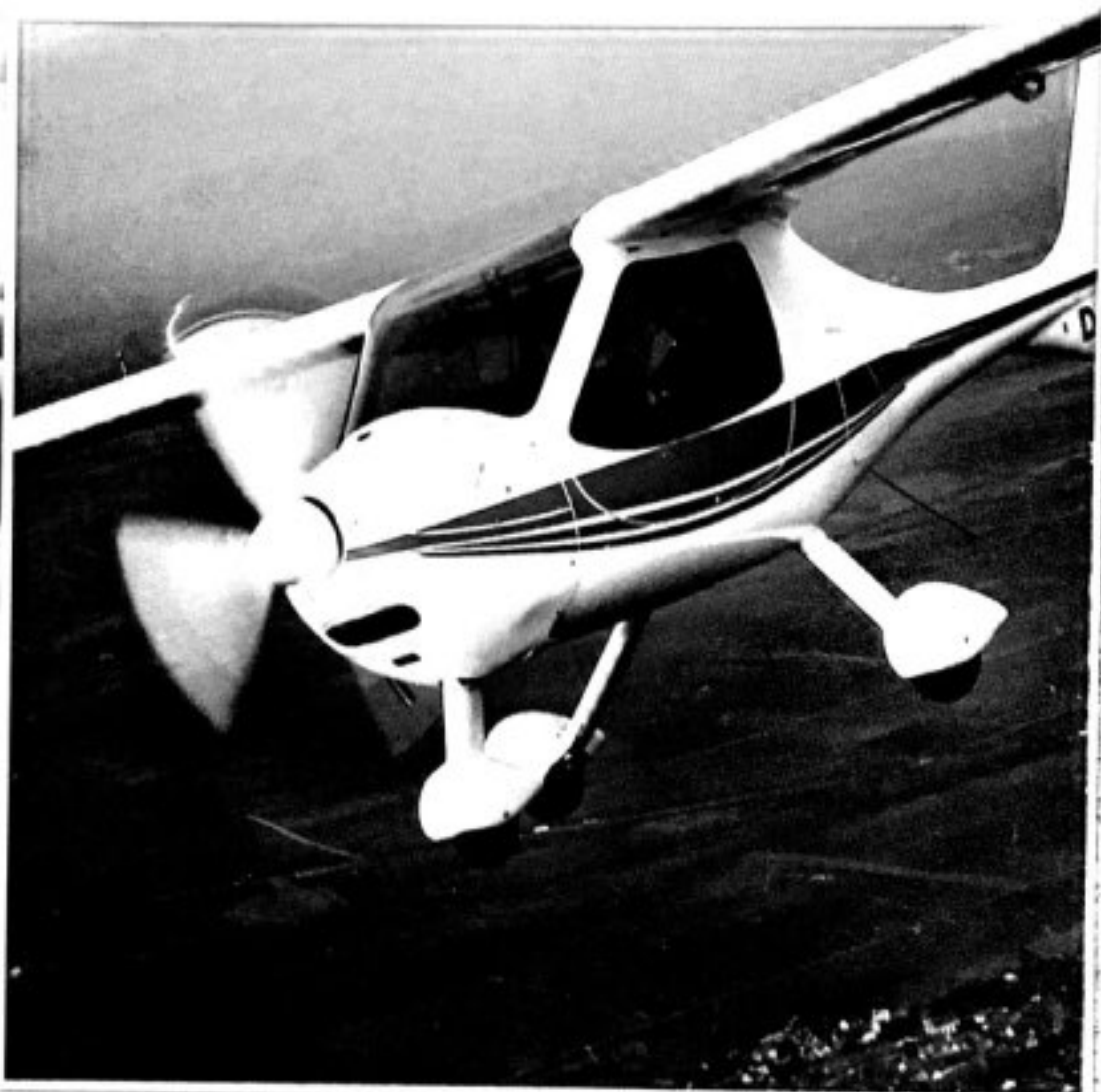
FLIGHT DESIGN

www.flightdesign.com

Serial No.:

07-01-05

Flight Design CTSW
N254CT
Serial # 07-01-05



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10/2006 100% 1/1

General Information



1

Manufacturer <i>Flight Design GmbH</i>		Model <i>CTSW Classic</i>	
Serial <i>07-04-05</i>		Registration Number <i>N254CT</i>	
Date of Manufacture <i>02 Jan 07</i>			
Engine currently installed:			
Manufacturer <i>Rotax</i>		Model <i>912 ULS</i>	Serial Number <i>5647664</i>
Propeller currently installed:			
Manufacturer <i>Neuform</i>		Model <i>CR3-65-47-101.6</i>	
HUB Model <i>Neuform</i>		HUB Serial	
Blade Model <i>Neuform</i>			
Blades Serial <i>22861984323</i>		<i>22861963323</i>	<i>22861989323</i>
<div> FLIGHT DESIGN Flight Design GmbH Siedlitz-Strasse 65 D-70771 Leinfelden-Echterdingen Telefon 0714 347-0</div>			
Date <i>02 Jan 07</i>		Signature 	

07-01-05

Installed Equipment List

YEAR: DATE	Item No.	Manufacturer / Model	Serial Number	Notes
27 Dec 06	1	UMA analogue engine instruments	A 3212 A 1349	
	2	UMA ASI	B 5958	
	3	UMA Vario	A 4735	
	4	Falcon Alti	7200	
	5	ACK A-450 ELT	485395	
	6	Falcon Compass	0612008	
	7	BRS 1350	19419	
	8	HAWKER SBS-8 BATT	10.24.06 07:21	
	9	^{PMA 3000} PS. ENGINEERING		
	10	GPS MAP 495 GARMIN		
	11.	GTX 327 XP GARMIN	K00 000 76 00	
	12	SL 40 COM GARMIN		



FLIGHT DESIGN
 Flight Design GmbH
 Sielmingerstr. 4
 D-70771 L-Echte
 Telefon (07 11) 9 6 6 6 6 6

Addition of Equipment, Removal or Exchange

9

Aircraft Disassembled
according Flight Design Procedures:

29.01.07 D. Frach Flight Design.
N 254CT Serial Number 07-01-05

Aircraft Assembled
according Flight Design Proce

This Aircraft has been reassembled per Flight Design USA's
Post Assembly Check List 4-05. All Safety Directives have been
researched to date. See compliance sheet in Airframe logbook.
This aircraft has been found to be in a condition for safe operation.

Signed Tom Dunstan A&P 1976849 Date 1-14-08

YEAR:
DATE

Item No.

Manufacturer

Model

Serial Number

- ☐ Addition of Optional Equipment
- ☐ Removal of Optional Equipment
- ☐ Addition of Required-Exchanged for Optional
- ☐ Removal of Required-Exchanged for Optional

- ☐ Addition of Optional Equipment
- ☐ Removal of Optional Equipment
- ☐ Addition of Required-Exchanged for Optional
- ☐ Removal of Required-Exchanged for Optional

- ☐ Addition of Optional Equipment
- ☐ Removal of Optional Equipment
- ☐ Addition of Required-Exchanged for Optional
- ☐ Removal of Required-Exchanged for Optional

Description of Inspections, Tests and Alterations

11

YEAR:
DATETOTAL
TIME IN
SERVICE

WO No.

Records

Approved
by

1-6-08

1.3

THE STATIC SYSTEM COMPLIES WITH FAR
91.411 AND FAR PART-43 APPENDIX (E).

[Signature] APP217550/IA

1-14-08

2.1

TAXI TEST & SWING COMPASS *[Signature]* 1976849

1-23-08

2.1

Smoked 50 hr Insp. OK & Flight Test *[Signature]* 1906844

Flight Design CT SW N25408

I FIND THAT THIS AIRCRAFT MEETS THE REQUIREMENTS
FOR THE CERTIFICATION REQUESTED AND HAVE ISSUED A




Special Flight Permit AIRWORTHINESS CERTIFICATE

DATED *1/23/08* THE NEXT *condition*

INSPECTION IS DUE

RNO FSDO (DATE) *1/23/09* (SIG) *[Signature]*

ACFT T1 = 203 *[Signature]* RNO FSDO

12	Description of Inspections, Tests and Alterations			
YEAR: DATE	TOTAL TIME IN SERVICE	WO No.	Records	Approved by
10-28-08	23.7		INSTALLATION OF AVIONICS AS PER CHAPARRAL & CHIEF AIRCRAFT HARNESS INSTALLATION INSTRUCTIONS. AUI. SL 40, PMA. 3000, GTX 327, GPSMAP 495. ALL UNITS GROUND FUNCTION CHECKS FOUND OKAY FOR SERVICE. 	
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>Chaparral Avionics Inc. Minden-Tahoe Airport 2183 Taxiway F #6 Minden, NV. 89423 #BF4R074M The Altimeter/s And Encoder and Static System complies with FAR 91.411 and FAR Part-43 Appendix E Date <u>11-21-08</u> W/O <u>2460</u> To <u>16K</u> FT Inspector </p> </div> <div style="width: 45%;"> <p>Chaparral Avionics Inc. Minden-Tahoe Airport 2183 Taxiway F # 6 Minden, NV. 89423 #BF4R074M This Transponder was complies with IAW FAR 91.413. Part-43 Appendix F. Date <u>11-21-08</u> W/O <u>2460</u> Inspector </p> </div> </div>				

Description of Inspections, Tests and Alterations

13

YEAR:
DATETOTAL
TIME IN
SERVICE

WO No.

Records

Approved
by

GFA AIRCRAFT SERVICES Minden, NV (MEV)

Date 2-3-09 Aircraft N254CT S/N 07-01-05Recorder Time 46.4 Total Time 46.4100-Hour or 1 Year Control, Plane and Engine Inspection
complete this date. All servicing and adjustments made per

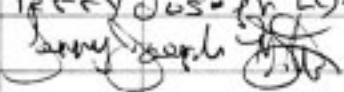
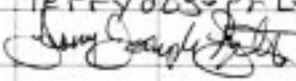
Flight Design current manuals / inspection list. ELT test

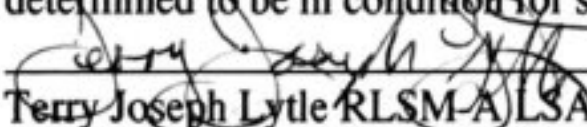
I.A.W. FAR 91.207 par 1-4. Ops check good, Batt Exp. 2013

Date 2013. AD notes checked through 2-2-09.

I certify this Aircraft has been inspected in accordance with an

ANNUAL/CONDITION inspection and been determined to be in
Airworthy Condition. [Signature] DP 2175504 I.A.SB #10 AND SB #13 C/P.B.I THIS DATE.

14	Description of Inspections, Tests and Alterations			
<u>YEAR:</u> <u>DATE</u>	TOTAL TIME IN SERVICE	WO No.	Records	Approved by
2009 7-18	99.6		100HR Plane + Engine Insp complete this date. All service + adjustments made per FD manuals FDSD's checked thru 7-18-09 + are in compliance I certify this Aircraft has been insp IAW FD Form AU61002000 and found to be airworthy Terry Joseph Lytle LSRM-A 3373231 	
11-03	122.3		Installed FD Fuel Filter KF28000033 IAW FD SB-ASTM-CTSW-06. Provided feedback template to FD Germany. Terry Joseph Lytle RL SM-A 3373231 6-2-09 	

Description of Inspections, Tests and Alterations				15
YEAR: DATE	TOTAL TIME IN SERVICE	WO No.	Records	Approved by
<p>03-01-2010 123.3 hrs. TTSN Maintenance on N254CT Engine serial # 5 647 664 Aircraft serial # 07-01-05. In accordance with the Flight Design and Rotax maintenance manuals this aircraft was inspected for its Annual Condition Inspection at 123.3 hrs. Rotax gearbox friction torque is 380 in/lbs. Carbs mechanically and pneumatically synced. ELT batteries due in April 2013. The oil and oil filter were changed (3 qts. Aero Shell Sport Plus 4 10-40w oil and Rotax oil filter). Engine mount bolts through the firewall were re-torqued to 200 in/lbs. All coolant hose clamps were tightened. New NGK DCPR8E spark plugs installed and gapped at .027". Heat conducting paste applied. Compression test: #1 - 86/87, #2 - 86/87, #3 - 86/87, #4 - 86/87. Fuel flow test at the gasolator is within FD maint manual specs and screen cleaned. Engine run and idle set at 1800 +/- rpm, mag drop is approximately 75 rpm on each ignition position. Next inspection due at 200 hrs. or the Annual Condition Inspection before 03-31-2011. All SB's and logs current. I certify that this aircraft has been inspected in accordance with an annual condition inspection and was determined to be in condition for safe operation on 03-01-2010.</p> <p> Terry Joseph Lytle RLSM-A LSA Cert. 3373231 issued 06-02-09</p>				

Appendix A: Test and Alternative

;

per SI-ASTM-CTSW-04. Prepared gluing surfaces for both big and small rib installation locations as per chapter 3.2 of SI-ASTM-CTSW-04. Prepared gluing surfaces for both aluminum angles at outer trim tab hinge points as per SI-ASTM-CTSW-06. Reworked big ribs to fit each individual location as per SI-ASTM-CTSW-04. Installed big ribs into position using 17 parts cotton flocks to 100 parts resin/hardener mixture and two blind rivets as per SI-ASTM-CTSW-04. Glued small ribs into position using 17 parts cotton flocks to 100 parts resin/hardener mixture as per SI-ASTM-CTSW-04. Applied 3 layers of impregnated E-Glass to outer

[illegible]



- aluminum angle locations as per SI-ASTM-CTSW-04. Performed post cure at 131°F for 12 hours as per SI-ASTM-CTSW-04.
5. Manufactured Angle bracket by machining angle from anodized 6061 T-6 aluminum stock per Flight Design drawing WA3011002. Removed excess material from outer aluminum angle attach points as per SI-ASTM-CTSW-06. Installed aluminum angles to attach points using 100 parts resin/hardener mixture and 17 parts cotton flocks and two stainless steel rivets as per SI-ASTM-CTSW-06. Performed post cure of aluminum angle locations at 131° F as per SI-ASTM-CTSW-06 Sanded edges at small rib installation locations and checked to ensure no gluing material



- was present to prevent full and even contact of the trim tab hinges as per SI-ASTM-CTSW-04. Performed trim tab clearance check as per chapter 3.6 of SI-ASTM-CTSW-05. 1.1 Trim Tab down 6mm, 1.2 trim tab up 29mm, 1.3 trim tab down 38mm. Installed trim tab as per SI-ASTM-CTSW-05.
6. Removed all stabilizer components from aircraft for complete assembly of stabilizer prior to balancing. Manufactured balancing fixture to insure correct balancing.
 7. Balanced stabilizer assembly as per Flight Design Maintenance Manual. Required approximately 45 grams additional weight.

Approved
by

Description of Inspections, Tests and Alterations

19

2010
YEAR:
DATETOTAL
TIME IN
SERVICE

WO No.

Records

Approved
byAirframe
Log book entryPage 7
03-12-2010

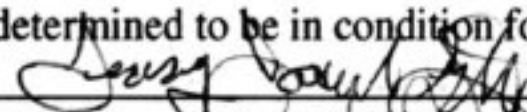
8. Reinstalled stab and trim tab assy on aircraft and adjusted trim tab deflection as per chapter 3.9 of SI-ASTM-CTSW-05.
9. Aircraft test flown and test flight report completed.
10. SI-ASTM-CTSW-04 checklist completed and Sent to Flight Design USA.

Brian J. Carpenter 2570176 A&P, IA, LSRM

24 MAR 10 129.3 Changed nose gear damper IAW FD Procedure
Reported compliance to FD Germany Terry Joseph Lytle
RLSM-A 3373231 6-2-09

Description of Inspections, Tests and Alterations

03-01-2011 196.3 hrs. TTSN Maintenance on N254CT Engine serial # 5 647 664 Aircraft serial # 07-01-05. In accordance with the Flight Design and Rotax maintenance manuals this aircraft was inspected for its Annual Condition Inspection at 196.3 hrs. Rotax gearbox friction torque is 380 in/lbs. Carbs mechanically and pneumatically synced. ELT batteries due in April 2013. The oil and oil filter were changed (3 qts. Aero Shell Sport Plus 4 10-40w oil and Rotax oil filter). Engine mount bolts through the firewall were re-torqued to 200 in/lbs. All coolant hose clamps were tightened. New NGK DCPR8E spark plugs installed and gapped at .027". Heat conducting paste applied. Compression test: #1 - 86/87, #2 - 86/87, #3 - 86/87, #4 - 86/87. Fuel flow test at the gasolator is within FD maint manual specs and screen cleaned. Engine run and idle set at 1800 +/- rpm, mag drop is approximately 75 rpm on each ignition position. Next inspection due at 200 hrs. or the Annual Condition Inspection before 03-31-2012. All SB's and logs current. I certify that this aircraft has been inspected in accordance with an annual condition inspection and was determined to be in condition for safe operation on 03-01-2011.


Terry Joseph Lytle RLSM-A LSA Cert. 3373231 issued 06-02-09

Listing of Compliance and Method of Compliance

3-09-2015 197.1 hrs. TTSN Maintenance performed on N254CT Engine serial #5647664 Aircraft serial # 07-01-05. In accordance with the Flight Design and Rotax maintenance manuals this aircraft was inspected for its Annual Condition Inspection at 197.1 hrs. The exhaust system inspected for cracking. Gasolator cleaned and fuel flow test conducted as per Flight Design maintenance manual. Lubed all bell cranks and bearings. ELT tested and batteries replaced, expire March 2021. The oil and oil filter were changed, Aero Shell Sport Plus 4 10-40w oil and Rotax oil filter. All hoses in engine compartment in good condition. Rotax gearbox friction torque is 380 in/lbs. Carbs mechanically and pneumatically synced. Engine run and idle set at 1800, mag drop is 70 rpm on each ignition position. Compression test done for differential: #1- 85/87, #2- 85/87, #3- 85/87, #4- 85/87 psi. Pulled wings inspected fuel tanks. Fuel tank condition satisfactory. All SB's and logs current. Next inspection due at 297 hrs. or the Annual Condition Inspection 3-31-2016. This aircraft was found to be in safe condition for operation and placed back in service 3-10-2015. Terry Joseph Lytle RLSM-A LSA Cert. # 3373231 issued 2 JUN 2009

James D. Byrd

[illegible]

Record on Mandatory Service Bulletins (SB), Safety Alerts (SA)

23

YEAR: DATE	SB (SA) / No.	TOTAL TIME IN SERVICE	Method of Compliance	Implemented by
1-14-08	N254CT	2.1	Flight Design USA Safety Directive 15 Has been complied with in this aircraft. <i>Thomas D. Dunham</i> Mechanic #1976849 Date	
			BRS Service Bulletin SB 07-05 Has been complied with in this aircraft. <i>Thomas D. Dunham</i> Mechanic #1976849 Date	
			BRS Service Bulletin SB 07-013 Has been complied with in this aircraft. <i>Thomas D. Dunham</i> Mechanic #1976849 Date	
			all FDSO's checked & complied with To Date 1-14-08 <i>Tom Dunham</i> 1976849 A&P	
SEPT. 22, 2008	HOBBS 9.9		REPLACE WINTER INCHINOMETER <i>Ken A. Sievert</i> A&P 3351977	

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Safety Directives

Record on Mandatory Service Bulletins (SB), Safety Alerts (SA)

<u>YEAR: DATE</u>	SB (SA) / No.	TOTAL TIME IN SERVICE	Method of Compliance	Implemented by
2009 7-18		99.6	All FD SD's checked + Complied with Terry Joseph Lytle LSRM-A 3373231	

Sonoma Jet Center

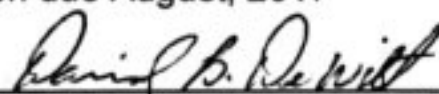
6000 Flightline Dr.

Santa Rosa, Ca. 95403

Date: 8/22/2016; Aircraft: N254CT; Type: CTSW; S/N: 07-01-05; Total Time: 200.20; Prop -
Type: Neuform, S/N:, Time: 200.20

Performed 100 hr./Annual Condition Inspection in accordance with Flight Design CTSW
Inspection Guide and Maintenance Manual. Removed panels and covers and inspected
controls for proper routing, security and range of movement. Lubricated controls. Checked
tires and brakes. . Performed fuel flow check (90 l/hr). Checked lights. Performed self test
of ELT. ELT battery due 12-2017. Replaced flap relay board. Tightened fuel tank face
plate. Replaced flap relay board. Tightened fuel tank face plate.

All SBs and logs current. I certify this aircraft was inspected in accordance with Flight
Design CTSW Inspection Guide and found to be in a condition for safe operation. Next 100
hr. due 300.2 hrs, next Annual Condition Inspection due August, 2017



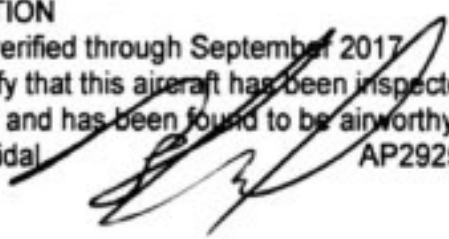
David B. DeWitt A&P 3331613

-Full Throttle Aviation-

2399 Rickenbacker Way
Auburn CA, 95602
530-820-3757

15 September 2017 TACH: 225.9 TTAF:225.9

N-254CT Flight Design CTSW S#07-01-05

1. C/W Annual Inspection In Accordance With Flight Design CTSW maintenance manual Section 3
2. Serviced brake system using Mil-5606
3. Cleaned induction air filter
4. Inspected wheel and bearings
5. Cleaned fuel bowl
6. Adjusted throttle friction
7. Tested and inspected ELT IAW FAR91.207 par D, reset to ARM POSITION
8. SB's verified through September 2017
9. I Certify that this aircraft has been inspected and repaired using current FAR's and has been found to be airworthy at this time
10. Ash Vidal  AP2925590IA

Safety Alerts (SA)

25

Method of Compliance

Implemented by

4-23-2018 Duracell pro cell

242.3

Replaced ELT BATTERY's

AB

Record on Mandatory Service Bulletins (SB), Safety Alerts (SA)

27

[illegible]

28

YEAR:
DATE

SB (SA) / No

Aircraft Service – Service to Light Sport Aircraft
 325 Vista Grande Greenbrae CA 94904
 Tel: 415-717-7503 E: bill@aircraftserviceuk.com



Reg. N245CT

Type CTSW

Date 01.21.2021

S.No 07-02-07

Total Time 344.9

Tach Time 344.9

Annual Condition Inspection/100hr Airframe Log Book Certificate

1. Inspection carried out as per reports & Flight Design check lists AS 2975 attached.
2. BRS Recovery System rocket now out of date and labelled Inoperative – Do Not Use.
3. Nose wheel inner tube rotated with valve strained. Wheel removed, deflated and reset.
4. ELT Tested in accordance with FAR Part 91.207(d), next inspection due 01.21.2022.
5. All actions required by service bulletins are up to date.

I certify that this aircraft has been inspected on the above date in accordance with the manufacturer's maintenance and inspection procedures and was found to be in a condition for safe operation.

the *Chlorophyta*.

LSRM - A, WS, PP 2450448 #MT-1431-1102 **iMT**

Aircraft Service – Service to Light Sport Aircraft
325 Vista Grande Greenbrae CA 94904
Tel: 415-717-7503 E: bill@aircraftserviceuk.com



Reg. N245CT

Type Flight Design CT

Date 02.22.2021

S.No 07-02-07

Total Time 346.0

Tach Time 346.0

Airframe Log Book Certificate

1. uAvionix Echo UAT ADS-B in/out unit installed, S.No. 100012323. Job No. 2988.
2. Right side instrument panel removed, uAvionix Echo unit installed onto base.
3. SKYFI EX GPS unit with integral antenna installed onto right side panel top.
4. ADS-B UAT antenna installed in cockpit floor in designated position for CTSW.
5. Wiring completed with ECHO unit power take off from spare circuit breaker.
6. Unit configured for aircraft, confirmed. ADS-B-in traffic function confirmed on WingX.

I certify that this work on above date was in accordance with the manufacturer's maintenance and inspection procedures and in that respect the aircraft was left in a condition for safe operation.

Bill Sherlock

LSRM - A. WS. PP 2450448 IRMT-UKH-1102



The Sky is the Limit.SM

ROTAX

AIRCRAFT ENGINES

Motor Log *Engine Log Book*



Picture 912 A3 - with option

Flight Design CTSW N254CT Serial # 07-01-05



Picture 582 UL - DCDI with option

Nr.: FR 47 664
no.:

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Motor-Logbuch Nr.:

Engine Log Book:

FR 47 664

für Kolbenmotor

for piston engine

1

Baumuster:
Type of engine:

912

Baureihe:
Model:

ULS 2

Motor-Nr.:

Engine serial no.:

5.647.664

Hersteller:

Manufacturer:

BRP-Rotax GmbH & Co. KG

A-4623 Gunskirchen, Austria

Baujahr:

Year of manufacture:

Dec. 2006

Kennblatt:

Data sheet:

Startleistung:

Take off power:

100 / 73,5 PS / kW

hp / kW

zul. Dauer:

perm. duration:

5 min.

min.

bei:

at:

5800 min⁻¹

r.p.m.

Max. zul. Dauerleistung:

Max. cont. Power:

95 / 69 PS / kW

hp / kW

bei:

at:

5500 min⁻¹

r.p.m.

Bemerkungen:

Remarks:

FRANZ

AIRCRAFT ENGINES VERTRIEB GMBH

LTB: DE.145.318

Am Weidengrund 1a · D-83135 Schechen

Tel. +49(0) 8039 90 35-0 · Fax -35

www.franz-aircraft.de

Datum:

Date:

19th of December 2006

Unterschrift:

Signature:

Antje Wolter

Motor Ein- und Ausbau Übersicht / Engine installation record

Unterschrift &
LFZ. Wart Nr.:
Signature &
Licence no.:

seit letzter GÜ.:
TSO

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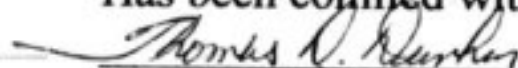
[Signature]

FLIGHT DESIGN

Flight Design GmbH
Stelmingerstraße 65
D-70771 L-Echterdingen
Telefon (07 11) 9 02 87-0

16

Wartungsübersicht / Maintenance record

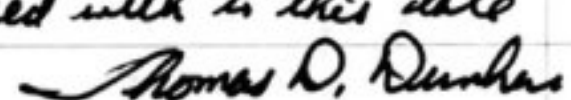
Datum:
Date:Betriebsstunden:
Engine hours:Durchgeführte Arbeiten:
Work performed:Unterschrift &
LFZ Wart Nr.:
Signature &
Licence no.:Gesamt:
TSN:seit letzter GÜ.:
TSO:Rotax Service Bulletin SB-912-053UL
Has been complied with in this aircraft.

Mechanic

1976849

Date 1-23-08

2.1

accomplished ⁵⁰HR insp. OK for flight test
all rotax sb's complied with to this date AP# 1976849SEPT 16 2008 HOBBS 9.6 ROTAX SB-912-056 R1 DOES NOT APPLY
BY SERIAL NUMBER OF GEARBOX

Ken A. Siwert AP 3351977

SEPT. 18 2008 HOBBS 9.9 C/W ROTAX SB-912-054 BY REPLACEMENT
OF FUEL LINE ASSY. w/ NEW P/N 874911 RUN UP FOR
LEAK CHECK - OK Ken A. Siwert AP 335197711-10-08 26.9 Changed engine oil and filter IAW Rotax Man.
IAW Rotax Maint Manual
TERRY J LYILE P530266243

Wartungsübersicht / Maintenance record

17

Datum:
Date:

Betriebsstunden:
Engine hours:

Gesamt:
TSN:

seit letzter GÜ.:
TSO:

Durchgeführte Arbeiten:
Work performed:

Unterschrift &
LFZ Wart Nr.:
Signature &
Licence no.:

GFA AIRCRAFT SERVICES Minden,NV (MEV)

Date 2-3-09 Aircraft N 254CT S/N 07-01-05

Recorder Time 46.4 ^{ENGINE} Total Time 46.4

100-Hour or 1 Year Control , Plane and Engine Inspection
complete this date. All servicing and adjustments made per
Flight Design current manuals / inspection list. ELT test
I.A.W. FAR 91.207 par 1-4. Ops check good , Batt Exp.

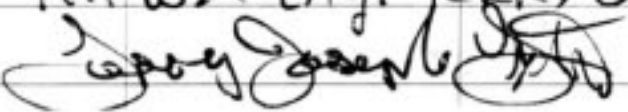
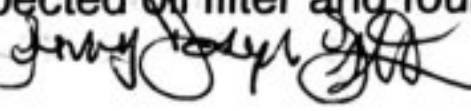
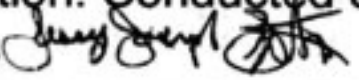
Date 2013 . AD notes checked through 2-2-09 .

I certify this Aircraft has been inspected in accordance with an
ANNUAL/CONDITION ^{ENGINE} inspection and been determined to be in
Airworthy Condition. Handwritten Signature EXP 2175504 I. A.

USED MOBIL 14X OIL FILTER INSPECTION FOUND NORMAL

Handwritten Signature

Wartungsübersicht / Maintenance record

Datum: Date:	Betriebsstunden: Engine hours / cycles:		Durchgeführte Arbeiten: Work performed:	Unterschrift & LFZ Wart Nr.: Signature & Licence no.:
	Gesamt: TSN:	seit letzter GÜ.: TSO:		
7-18-09	99.6	100HR	Engine Inspn complete this date. All svc + adj made per FD current manuals and Rotax Engine manuals and found to be Airworthy. Terry Joseph Lytle LSRM-A 3373231 	
7-17-10	Engine Hours: 149.1		Changed engine oil and filter with Aeroshell Oil Sport Plus 4 and genuine Rotax oil filter. Inspected oil filter and found normal. Terry Joseph Lytle LSRM-A 3373231. 	
10-13-10	FDCT N254CT Engine serial number 5647664, hours: 175.5.		Ran engine to 127°F, changed engine oil and filter replaced oil with Aeroshell Sport Plus 4, replaced filter with new genuine Rotax oil filter. Inspected oil filter and found normal, no metal particles found. Inspected magnetic plug found to be acceptable, no metal particles found. Restored aircraft to original operating condition. Conducted engine test run, no leaks found. Terry Joseph Lytle LSRM-A 3373231. 	

03-01-2011 FDCT N254CT Engine serial number 5647664, hours: 196.3. Ran engine to 127°F, changed engine oil and filter replaced oil with Aeroshell Sport Plus 4, replaced filter with new genuine Rotax oil filter. Inspected oil filter and found normal, no metal particles found. Inspected magnetic plug found to be acceptable, no metal particles found. Restored aircraft to original operating condition. Conducted engine test run, no leaks found. Found to be in airworthy condition.
Terry Joseph Lytle LSRM-A 3373231.

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03-09-2015 FDCT N254CT Engine serial number 5647664, hours 197.1. Ran engine to 127 degrees F., changed engine oil and filter replaced with Aeroshell Sport Plus 4, replaced filter with new genuine Rotax oil filter. Inspected oil filter and found normal, no metal particles found. Restored aircraft to original operating condition. Conducted engine test run, no leaks found. Found to be in airworthy condition. Terry Lytle LSRM-A 3373231.

2-29-16 Remounted Repacked BRS parachute Ser. Number
19419. Invoice # 11908. Repack due 2/2021.
Terry Lytle LSRM-A 3373231

Wartungsübersicht / Maintenance recordDatum:
Date:Betriebsstunden:
Engine hours:Gesamt:
TSN:seit letzter GÜ.:
TSO:Durchgeführte Arbeiten:
Work performed:Unterschrift &
LFZ Wart Nr.:
Signature &
Licence no.:**Sonoma Jet Center**

6000 Flightline Dr.

Santa Rosa, Ca. 95403

Date: 8/22/2016; Aircraft: N254CT; Type: CTSW; S/N: 07-01-05; Hobbs: 200.20; Total Time: 200.20; Engine - Type: Rotax, S/N: FR47664, Time: 200.20

Performed 100 hr./Annual Condition Inspection of engine in accordance with Rotax 912 ULS Inspection Guide and approved Maintenance Manual. Performed compression test of engine: #1:80/80, #2: 80/80, #3: 79/80, #4:80/80. Drained oil and removed filter. Cut open filter - no contamination noted. Installed Rotax 825012 filter and serviced engine with 3 liters of Aeroshell Sport Plus 4 oil. Checked magnetic plug - only found carbon on magnet. Checked and gapped NGK DCPR8E spark plugs. Cleaned air filter element. Checked controls for movement and security. Checked friction torque at 363 in-lbs. Replaced all lines and hoses per Rotax 5 year rubber replacement requirement. Installed new fuel pump and replaced diaphragms in carburetor. Replaced coolant with Dex-Cool coolant. Synchronized carburetors.

All SBs and logs current. I certify this engine was inspected in accordance with Rotax recommendations for 100 hr and Annual Condition Inspection and found to be in a condition for safe operation. Next 100 hr due 300.2 hrs.; next Annual Condition Inspection due August, 2017



David B. DeWitt A&P 3331613

Wartungsübersicht / Maintenance record

21

Datum: Date:	Betriebsstunden: Engine hours:		Durchgeführte Arbeiten: Work performed:	Unterschrift & LFZ Wart Nr.: Signature & Licence no.:
	Gesamt: TSN:	seit letzter GÜ.: TSO:		
6-15-2017	206		Replaced copper gaskets on FUEL TOWER	NEW OWNER JOHN BABB
7-13-2017	210	OCT-2006: Had ORIGINAL POWER SAFE SBS-B	REPLACED MAIN BATTERY ODYSSEY PC-310	JOHN BABB
8-20-2018	256.9	TUBING	Replaced Fuel Level Loop @ Wing's Root	
<p>Full Throttle Aviation- 2399 Rickenbacker Way Auburn CA, 95602 530-820-3757 15 September 2017 TACH:225.9 TTSO:225.9 N-254CT Rotax 912-ULS S#5.647.664 LEFT</p> <ol style="list-style-type: none"> C/W 100 hour Powerplant inspection In accordance with Rotax 912-ULS inspection sheet Compressions 1) 86 2) 85 3) 86 4) 87 over 80PSIG Performed oil and filter change – removed and inspected filter, Installed new AA825012, serviced using Aeroshell sport +4 Cleaned oil tank Cleaned magnetic chip plug Cleaned fuel bowl Cleaned spark plugs, Installed 2 new DCPR8E spark plugs on upper cylinder 2 and 4 Verified Gear box friction torque Cleaned and synchronized carburetors Cleaned and serviced induction air filter Performed ground run – no defects noted Service bulletins verified through September 2017 I Certify that this aircraft has been inspected and repaired using current FAR's and has been found to be airworthy at this time Ash Vidal AP2925590 				

Wartungsübersicht / Maintenance record

Datum:
Date:Betriebsstunden:
Engine hours:Durchgeführte Arbeiten:
Work performed:Unterschrift &
LFZ Wart Nr.:
Signature &
Licence no.:Gesamt:
TSN:seit letzter GÜ.:
TSO:

Aircraft Service – Service to Light Sport Aircraft
325 Vista Grande Greenbrae CA 94904
Tel: 415-717-7503 E: bill@aircraftserviceuk.com



Reg. N245CT Type Rotax 912 ULS Date 10.01.2018
S.No 5647664 Total Time 260.6.0 Tach Time 260.6

Annual Condition Inspection/100 Hr - Engine Log Book Certificate

1. Engine service, oil/filter change, ground run carried out as per reports & attached Rotax check list AS 2761. Compressions checked 1) 86/87 2) 85/87 3) 86/87 4) 86/87
2. New spark plugs DCPR8E fitted. Number 2-cylinder top coolant elbow thread sealed to stop leak. SMD module top 6 way plug/socket located onto SS tang and module lowered to accommodate. Coolant renewed with Dexcool at 50% strength.
3. ASB-912-051UL Magnetic plug check, SB-912-029 Crankcase check.
4. SB-912-042-UL propeller backlash. SB-912-043 coolant specification complied with.

I certify that this engine has been inspected on the above date in accordance with the manufacturer's maintenance and inspection procedures and was found to be in a condition for safe operation.

Bill Sherlock

LSRM - A, WS, PP 2450448 IRMT-UKH-1102



Aircraft Service – Service to Light Sport Aircraft
325 Vista Grande Greenbrae CA 94904
Tel: 415-717-7503 E: bill@aircraftserviceuk.com



Reg. N245CT Type Rotax 912 ULS Date 12.16.2018
S.No 5647664 Total Time 265.00 Tach Time 265.00

Engine Log Book Certificate

1. Engine SMD Module A replaced with new one. Faulty SMD module removed and repaired by Carmo.
2. SMD Module B replaced with the repaired module.

I certify that this work on the above date was in accordance with the manufacturer's maintenance and inspection procedures and in that respect the engine was left in a condition for safe operation.

Bill Sherlock

LSRM - A, WS, PP 2450448 IRMT-UKH-1102



NOT SPRING SEAT
AB

Wartungsübersicht / Maintenance record

23

Datum:
Date:

Aircraft Service – Service to Light Sport Aircraft
325 Vista Grande Greenbrae CA 94904
Tel: 415-717-7503 E: bill@aircraftserviceuk.com



Unterschrift &
LFZ Wart Nr.:
Signature &
Licence no.:

Reg. N245CT Type Rotax 912 ULS Date 01.08.2020
S.No 5647664 Total Time 311.5 Tach Time 311.5

Annual Condition Inspection/100 Hr - Engine Log Book Certificate

1. Engine service carried out as per reports & attached rotax check list AS 2761.
2. Overhauled SMD module fitted to replace module in B position (lower).
3. ASB-912-051UL Magnetic plug check, SB-912-029 Crankcase check.
4. SB-912-042-UL propeller backlash. SB-912-043 coolant specification complied with.

I certify that this engine has been inspected on the above date in accordance with the manufacturer's maintenance and inspection procedures and was found to be in a condition for safe operation.

Bill Sherlock

LSRM - A, WS, PP 2450448 IRMT-UKH-1102



Aircraft Service – Service to Light Sport Aircraft
325 Vista Grande Greenbrae CA 94904
Tel: 415-717-7503 E: bill@aircraftserviceuk.com



Reg. N245CT Type Rotax 912 ULS Date 01.21.2021
S.No 5647664 Total Time 344.9 Tach Time 344.9

Annual Condition Inspection/100 Hr - Engine Log Book Certificate

1. Engine service carried out as per reports & attached rotax check list AS 2975.
2. Oil and filter changed: Aeroshell Sport Plus 4 oil and Rotax filter 825 016.
3. Compressions carried out cold: 1) 86/87 2) 86/87 3) 86/87 4) 86/87 – All good.
4. ASB-912-051UL Magnetic plug check, SB-912-029 Crankcase check.
5. SB-912-042-UL propeller backlash. SB-912-043 coolant specification complied with.

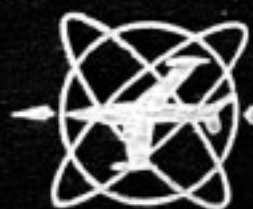
I certify that this engine has been inspected on the above date in accordance with the manufacturer's maintenance and inspection procedures and was found to be in a condition for safe operation.

Bill Sherlock

LSRM - A, WS, PP 2450448 IRMT-UKH-1102



Flight Design CTSW
N254CT
Serial # 07-01-05



The Standard

PROPELLER LOG

ASA-SP-L

Propeller Record General Information

Propeller Manufacturer Neuforn

Model 3 BLADE CR3-65-47-101.6

Type

Hub Series # 6 BLADE

Blade #

22861984823

Date of Manufacture 02 JAN 07

22861963823

22861989823

Make/Model

Serial #

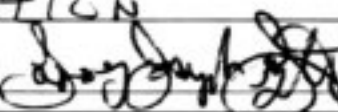
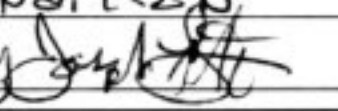
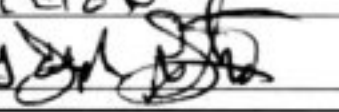
Aircraft Installed On: FLIGHT DESIGN CTSW CLASSIC

N254CT # 07-01-05

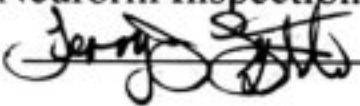
☐ HUB & BLADE INSPECTIONS, REPAIRS AND ALTERATIONS

Year: _____	Total Time in Service	Description
Date: _____		
Next Inspection Due: _____	Time Since Overhaul	
		Mech. Cert. # or Repair Station # _____
Year: <u>2009</u>	Total Time in Service	Description
Date: <u>2-3</u>	<u>46.4</u>	100 HR/ANNUAL INSP FOR F.D. CT REQUIRED
Next Inspection Due: _____	Time Since Overhaul	MAINTENANCE INSP FOR AL01002000 AND NEWFORM
		INSPECTION GUIDE. Found in Poorly Condition.
		Mech. Cert. # or Repair Station # <u>DP 275564 I.A.</u>
Year: <u>2009</u>	Total Time in Service	Description
Date: _____		
Next Inspection Due: _____	Time Since Overhaul	
		Mech. Cert. # or Repair Station # _____

HUB & BLADE INSPECTIONS, REPAIRS AND ALTERATIONS

Year: 2009	Total Time in Service	Description
Date: 7-18	99.6	100HR/Annual Insp IAW FDCT Maint Insp Form AU01002000 R6 and Newform Manual. Found in Airworthy Condition
Next Inspection Due: 2/2010	Time Since Overhaul	Terry Joseph Lytle LSRM-A 3373231 
		Mech. Cert. # or Repair Station #
Year: 2010	Total Time in Service	Description
Date: 1 MAR	123.3	Annual insp IAW FDCT Maintenance Insp Form AU01002000 AND Newform Insp Guide. Found to be airworthy condition
Next Inspection Due:	Time Since Overhaul	RLSM-A Terry Joseph Lytle 3373231 
		Mech. Cert. # or Repair Station #
Year: 2011	Total Time in Service	Description
Date: 1 MAR	196.3	Annual insp IAW FDCT Maintenance Insp Form AU01002000 And Newform Insp Guide. Found to be airworthy condition
Next Inspection Due:	Time Since Overhaul	RLSM-A Terry Joseph Lytle 3373231 
		Mech. Cert. # or Repair Station #

☐ **HUB & BLADE INSPECTIONS, REPAIRS AND ALTERATIONS**

3-09-2015 197.1 hrs. TTSN. Annual Inspection IAW FDCT Maintenance Inspection form AU01002000 and Neuform Inspection Guide. Found to be airworthy condition. Terry Lytle
LSRM-A 3373231 

Year: _____	Total Time in Service	Description
Date: _____		
Next Inspection Due: _____	Time Since Overhaul	
		Mech. Cert. # or Repair Station # _____

Year: _____	Total Time in Service	Description
Date: _____		
Next Inspection Due: _____	Time Since Overhaul	
		Mech. Cert. # or Repair Station # _____

Year: _____

Date: _____

Next
Due: _____

Year: _____

Date: _____

Next
Due: _____

Year: _____

Date: _____

Next
Due: _____

HUB & BLADE INSPECTIONS, REPAIRS AND ALTERATIONS ☐

Year:

Date:

Next |

Due:

Sonoma Jet Center

6000 Flightline Dr.

Santa Rosa, Ca. 95403

==

Year:

Date:

Next |

Due:

Date: 8/22/2016; Aircraft: N254CT; Type: CTSW; S/N: 07-01-05; Hobbs: 200.20; Total
Time: 200.20; Engine - Type: Rotax, S/N: FR47664, Time: 200.20

Performed 100 hr/Annual Condition Inspection of propeller in accordance with instructions
from Neuform propellers. Removed spinner and checked backing plate for cracks or
deformation. Checked torque on mounting bolts.

==

Year:

Date:

Next |

Due:

I certify this propeller was inspected in accordance with a 100 hr and Annual Condition
Inspection and found to be in a condition for safe operation. Next 100 hr due at 300.2 hrs
and Annual Condition Inspection due August, 2017


David B. DeWitt A&P 3331613

☐ **HUB & BLADE INSPECTIONS. REPAIRS AND ALTERATIONS**

Year: _____	Total Time in Service
Date: _____	
Next Inspection Due: _____	Time Since Overhaul

Year: _____	Total Time in Service
Date: _____	
Next Inspection Due: _____	Time Since Overhaul

Year: _____	Total Time in Service
Date: _____	
Next Inspection Due: _____	Time Since Overhaul

-Full Throttle Aviation-

2399 Rickenbacker Way

Auburn CA, 95602


530-820-3757

15 September 2017 TACH: 225.9 TTAF:225.9

N-254CT Neuform CRS-65-47-101.6 S#

1. CW 100 Inspection In Accordance With Neuform Ground adjustable maintenance manual
2. SB's verified through September 2017
3. I Certify that this aircraft has been inspected and repaired using current FAR's and has been found to be airworthy at this time
4. Ash Vidal AP2925590IA

HUB & BLADE INSPECTIONS, REPAIRS AND ALTERATIONS ☐

Year: _____ Date: _____	Total Time in Service Time Since Overhaul	<div style="display: flex; justify-content: space-between;"> <div> <p>Aircraft Service – Service to Light Sport Aircraft 325 Vista Grande Greenbrae CA 94904 Tel: 415-717-7503 E: bill@aircraftserviceuk.com</p> </div> <div style="text-align: right;">  <p>AIRCRAFT SERVICE</p> </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 20px;"> <div>Reg. N245CT</div> <div>Type Nueform 3 Blade</div> <div>Date 10.01.2018</div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div>S.No 07-02-07</div> <div>Total Time 260.6</div> <div>Tach Time 260.6</div> </div>						
Next Inspection Due: _____	Time Since Overhaul	<div style="text-align: center; border: 1px solid black; padding: 5px; margin-bottom: 10px;"> Annual Condition Inspection/100hr Propeller Log Book Certificate </div> <ol style="list-style-type: none"> 1. Inspection carried out as per reports & check lists AS 2761 attached. 2. Blades inspected for damage and cracks, spinner removed, hub inspected, bolts torque checked. No outstanding service bulletins are applicable to this propeller. <p style="font-size: small; margin-top: 10px;">I certify that this propeller was inspected on the above date in accordance with the manufacturer's maintenance and inspection procedures and was found to be in a condition for safe operation.</p> <div style="display: flex; justify-content: space-between; align-items: center;"> <div> Bill Sherlock  </div> <div> LSRM - A, WS, PP 2450448 IRMT-UKH-1102 </div> <div style="text-align: right;">  </div> </div>						
Year: _____ Date: _____	Total Time in Service Time Since Overhaul	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 20%;">Description</th> </tr> </thead> <tbody> <tr><td style="height: 30px;"> </td></tr> <tr><td style="height: 30px;"> </td></tr> <tr><td style="height: 30px;"> </td></tr> <tr><td style="height: 30px;"> </td></tr> </tbody> </table>		Description				
Description								
Next Inspection Due: _____	Time Since Overhaul	<div style="margin-top: 20px;"> Mech. Cert. # or Repair Station # _____ </div>						

☐ **HUB & BLADE INSPECTIONS, REPAIRS AND ALTERATIONS**

Year: _____	Total Time in Service
Date: _____	
Next Inspection Due: _____	Time Since Overhaul

Year: _____	Total Time in Service
Date: _____	
Next Inspection Due: _____	Time Since Overhaul

Year: _____	Total Time in Service
Date: _____	
Next Inspection Due: _____	Time Since Overhaul

Aircraft Service – Service to Light Sport Aircraft
325 Vista Grande Greenbrae CA 94904
Tel: 415-717-7503 E: bill@aircraftserviceuk.com



Reg. N245CT Type Nueform 3 Blade Date 01.08.2020

S.No 2286 (Hub) Total Time 311.5 Tach Time 311.5

Annual Condition Inspection/100hr Propeller Log Book Certificate

1. Propeller Blade Serial Numbers 1) 2286-984323 2) 2286-963323 3) 2286-989323.
2. Inspection carried out as per reports & check lists AS 2878 attached.
3. Blades inspected for damage and cracks, spinner removed, new screws fitted, hub inspected, bolts torque checked. No outstanding service bulletins for this propeller.

I certify that this propeller was inspected on the above date in accordance with the manufacturer's maintenance and inspection procedures and was found to be in a condition for safe operation.

Bill Sherlock

LSRM - A, WS, PP 2450448 IRMT-UKH-1102

Description

Mech. Cert. # or Repair Station # _____

Year: _____

Date: _____

Next
Due: _____

Year: _____

Date: _____

Next
Due: _____

Year: _____

Date: _____

Next
Due: _____

HUB & BLADE INSPECTIONS, REPAIRS AND ALTERATIONS ☐

Year: _____	Total Time in Service
Date: _____	
Next Inspection Due:	Time Since Overhaul

Year: _____	Total Time in Service
Date: _____	
Next Inspection Due:	Time Since Overhaul

Year: _____	Total Time in Service
Date: _____	
Next Inspection Due:	Time Since Overhaul

Aircraft Service – Service to Light Sport Aircraft
 325 Vista Grande Greenbrae CA 94904
 Tel: 415-717-7503 E: bill@aircraftserviceuk.com



Reg. N245CT Type Nueform 3 Blade Date 01.21.2021
 S.No 2286 (Hub) Total Time 344.9 Tach Time 344.9

Annual Condition Inspection/100hr Propeller Log Book Certificate

1. Propeller Blade Serial Numbers 1) 2286-984323 2) 2286-963323 3) 2286-989323.
2. Inspection carried out as per reports & check lists AS 2975 attached.
3. Blades inspected for damage and cracks, spinner removed, new screws fitted, hub inspected, bolts torque checked. No outstanding service bulletins for this propeller.

I certify that this propeller was inspected on the above date in accordance with the manufacturer's maintenance and inspection procedures and was found to be in a condition for safe operation.

Bill Sherlock

LSRM - A, WS, PP 2450448 IRMT-UKH-1102



Description

Mech. Cert. # or Repair Station # _____