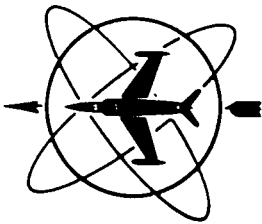


The Standard
 **AIRCRAFT LOG**

ASA/SA-1

N7075D



MODEL SA-1



AIRCRAFT RECORD — GENERAL INFORMATION

MANUFACTURER _____ MODEL _____ SERIAL 12024-13

REGISTRATION NUMBER _____ DATE MFG. _____

ENGINE(S) CURRENTLY INSTALLED.

MFG _____ MODEL _____ SERIAL _____

MFG _____ MODEL _____ SERIAL _____

PROPELLER(S) CURRENTLY INSTALLED.

MFG _____ MODEL _____

HUB MODEL _____ SERIAL _____ SERIAL _____

BLADE MODEL _____ SERIAL _____ SERIAL _____ SERIAL _____

BLADE MODEL _____ SERIAL _____ SERIAL _____ SERIAL _____



DATE 19 <u>93</u>	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE
<u>Sept 23</u>	<u>.2</u>		
<u>OCT 8</u>			

I have assembled and inspected this aircraft and find it conforms to FAA TC DATA Sheet A47EU and it is safe for operation.

Facility Manager

~~Robert L. Woods~~

Robert L. Woods

I Find The Aircraft meets The requirement for the certificate requested, and have issued a special Restricted Airworthiness certificate date Oct. 8, 1993 in accordance with F.A.R. 21.195 (c) The next annual inspection due Oct. 1994.

~~Robert L. Woods~~
50-FSDD-06

DATE 19 <u>94</u>	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES)
12-17	TACH	4	TOTAL	Time 790.6 Replaced SEALS MAIN + TAIL STRUTS, Replaced MAIN + TAIL wheel TIRES, Replaced CARB heat ORACE, Replaced VENT FIN with NEW PART, install 'O' TACH I certify THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL INSPECTION + WAS determined To be in AIRWORTHY COND. <u>[Signature]</u> AND <u>[Redacted]</u>

DATE 19 <u>85</u>	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
April 17-	861.0		861.0	<p>Installed Picodas Inc. GPS Flagging System, & updated logs, New empty C.G. = 21.56 and Empty weight = 6038.7 - Test flew aircraft & all systems are normal, replaced bottom right skin on rudder. See 337 this date on GPS installation. aircraft is approved for return to service.</p>

[Signature] [Redacted] JH.

DATE 19 <u>95</u>	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
<u>11-20-95</u>		TACH	897.5	Eng Removal For Overhaul AF
<u>2-11-96</u>	TACH	installed	898.0	Eng Refel DH. TTSPew 1520.7 Time 5 OH "D"
<u>2-11-96</u>	TACH		898.0	TTSP AF 1520.7 Replaced Rear Rudder Cables, Replaced SEALS ALL Landing Gear Replaced ALL TIRES, Resealed L.H. Fuel TANK, Replaced Belly Skin, Cont.

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
				<p> <i>Chm</i> - Treated wings, fuselage, tail with CORROSION X, Replaced fuel header TANK, Removed vent + 1/4" 2 stub. Rudder + Elevators Replaced hardware on condition repaired center section leading edge skin I certify this aircraft has been inspected in accordance with a annual insp. & was determined to be in airworthy condition. <i>[Signature]</i> <i>[Blacked out]</i> </p>

DATE 19 <u>96</u>	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
2-21-96	Hobbs:	1524.1	Tach: 906.4	<p><i>Dynamic Balanced & Vibration Tracked the A/C Propeller-Engine Comb, as per "specs", set forth by Chadwick Helmuth. Set Blade L's:</i></p> <p><i>Blade # 1 - 19.6° & 7.5°</i></p> <p><i>Blade # 2 - 19.3° & 7.5°</i></p> <p><i>Blade # 3 - 19.4° & 7.5°</i></p> <p><i>Blade # 4 - 19.3° & 7.5°</i></p> <p><i>Balance R.P.M's: Propeller - 1210 R.P.M; Crankshaft - 1760 R.P.M. Removed 29.3 grams of lead wool from low hole in Blade # 4 SN 30603. Confirmation Run after setting Blade L's and removing wt. from heavy blade was .03 IPS (NO LOCK). -END-</i></p>

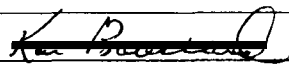
*This Entry
Supper Creek*

[Redacted Signature]
[Redacted]

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
37-97	1dobb	2	2335.5	<p>TACH 1818. Removed R.H. wing Replaced lower wing + Center section external fitting straps, replaced seals all Landing gear struts + serviced. INSTALLED DELTA TURBINES SER. 00 Kit I/A/W STC SA09063SC, Replaced Right & Left steps, Replaced Both Main gear tires, Repaired Landing Edge ribs AS NECESSARY REPLACED R. H. wing Tip - Joint -</p>

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
<i>Cont</i>				<p><i>I Certify this aircraft has been inspected in accordance with a Annual inspection & was determined to be in Airworthy condition.</i></p> <p><i>[Signature]</i></p>
3-1-97				<p><i>Hexace Fluid carrying lines</i></p> <p><i>Replaced i/A/W SECT 8 MAINT MANUAL. Replacement due 1-20-2000</i></p> <p><i>[Signature]</i></p>

DATE 19 <u>98</u>	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
2-24-98	AKTT	3255.5		REMOVED ALL SIDE PANELS, GAP BANDS & INSP. PLATES PER
Tach	FSOH	8.0		INSP. REMOVED ALL TAIL SURFACE, CLEANED, PRIMED,
				REPAIRED AS NECESSARY. REPLACED ALL CONTROL SURFACE
ACTT CORRECTION				HARDWARE AS NECESSARY. REMOVED & INSP. ALL
MADE 3-1-99				ELEVATOR PUSHRODS. OK. CHANGED RUDDER CABLE
AKTT				PULLEYS & HARDWARE. CLEANED, Sanded, PRIMED & PAINTED
AS/P				FUSELAGE - INSP ALL CENTER SECTION AIRFLOW CONTROL
				SURFACE RODS FOR MOVEMENT & CONDITION OF BEARINGS
				REMOVED FLAPS, REPAIRED AS NECESSARY, PRIMED &
				PAINTED - CHANGED FLAP BUSHINGS & ATTACH HARDW.
				INSP. ALL HYD. LINES FOR LEAKS & CHAFFING. OK.
				REMOVED FUEL HEADER TANK CHANGED ONE TO

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
				<p>NOSES IN TANK. CHANGED ALL FUEL HOSES & CLAMPED IN HEADER TANK FUEL SYS. REMOVED LAND GEAR STRUTS, OH. AS NECESSARY. REMOVED MAIN WHEEL BRAKES, REPACKED & INSP. OK. INSP. REAR PADS & LINES. OK. CHECKED LIGHTS FOR OPERATION OK. ALL ALL AD'S COMPLETED w/ AS NECESSARY. P/C APPROVED FOR RETURN TO SER. pending main INSP.</p>
				<p style="text-align: right;">  P.C.P. [REDACTED] </p>

DATE 19 99	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
3-1	998.0	TT	5.4245.5	Removed Eng Ser# K1646711 INSTALLED Eng Ser# KAC214007, 115400 New FIREWALL AHEAD BOOTS. Complied With SB E102, 1142/91, E102, 152/90 EXTENDING THE AIRPLANE SERVICE LIFE TO 6000 Flight hrs. Replaced Rudder Cables & Pulleys, Replaced RH Rear Spar C.S. Fitting, Replace L.H upper Eng FRAME FOLIL, BOTH Upper D64.110.00.0 Shack mounts, Replaced BRAKE Hyd Gauge, Replaced SEALS & SERVICED (CONT)

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
(Cont)				<p>Main + Tail L.G. STRUTS, Replaced B291 Tail wheel. Repaired Back Fire (Door). AIRCRAFT INSPECTED i/ALW 8.2, 8.3 SECT. 8 MAINT MANUAL. NOTE: All 6 year Flexible Conduits Dyc 9-23-99, 7 year Flexible Conduits Dyc 9-23-2000' Ref SECT 3 AIRCRAFT REPAIR MANUAL. Installed Vortex Generators, Fuselage Strakes + Removed skin strips i/ALW STL SA0044SE (SEE ATTACHED 337) Removed & Reinstalled PROPeller After Overhaul (See yellow TAG)</p>

(Cont)



US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make <i>WSK PZL Mielec</i>	Model <i>M-18 Dromader</i>
	Serial No. <i>12 024-13</i>	Nationality and Registration Mark <i>N 7075D</i>
2. Owner	Name (As shown on registration certificate) <i>Basile Flying Serv.</i>	Address (As shown on registration certificate) <i>P.O. Box 665 Basile, La. 70515</i>

3. For FAA Use Only
The (data/alteration) identified herein complied with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in Section 43.7 of the FAR.

4/13/95
Date
FAA Inspector *[Signature]* SW-BTR-FSDO

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address <i>Lloyd Ardain</i> [Redacted] <i>Estherwood, La. 70534</i>	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. [Redacted]
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D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date <i>April 17, 1995</i>	Signature of Authorized Individual <i>[Signature]</i>
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7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA Flt. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	<input type="checkbox"/>	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection <i>April 17, 1995</i>	Certificate or Designation No. [Redacted]	Signature of Authorized Individual <i>[Signature]</i>
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NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

① Installed Picodas, Inc. equip named AG-NAV S/N 11150306 Software version 4.230

② It is comprised of eight major components

1. - main Computer box	30 lbs	at	+ 134	4020
2. - moving map display	2.7 lbs	at	+ 93	251.1
3. - Pilot indicator	.5 lbs	at	+ 93	46.5
4. - light bar	2.5 lbs	at	+ 87	217.5
5. - GPS Ant.	.70 lbs	at	+ 141	98.7
6. UHF Ant.	.9 lbs	at	+ 186	167.4
7. Loran Ant.	.9 lbs	at	+ 202	181.8
8. Beacon Ant. Coupler	<u>.5 lbs</u>	at	<u>+ 209</u>	<u>104.5</u>
Cables	<u>9. lbs</u>	at	<u>+ 120</u>	<u>1080.0</u>
	47.7 lbs.		129.29	6167.5

③ Installed 5 amp circuit breaker - using all MIL-SPEC. wiring supplied by Manufacturer # 0362017009.

④ Installed the following placards: "GPS For VFR Flight only - GPS not to be operated when STD is more than 5.0 and/or when "NO COR" is shown on Moving map display and/or Pilot display."

⑤ Monetary button on top of stick for A-B advance and toggle switch on dash for left-right.

⑥ Doublers were used on lightbar bracket on hopper and UHF and Loran Ant.

⑦ Ground tests were performed and system did not exceed 80% of aircraft system capacity.

⑧ Flight tests were made by [Signature] Cert. No. [Redacted]
to evaluate aircraft performance and logbook entries made and signed by pilot.

⑨ logbook entries were made on installation and weight and balance was revised and marked.

⑩ An operating manual was provided for the aircraft.

⑪ All work performed I.A.W. AC 4313-1A Ch. 11 Sec. 647 & AC 4313.2A Ch. 2 & 3.

Old Empty Weight	<u>5991</u>	Arm.	<u>207</u>	Moment	<u>124080</u>
GPS Weight	<u>47.7</u>		<u>129.29</u>		<u>6167.5</u>
Converter	<u>None</u>		<u>-</u>		<u>-</u>
New Empty weight	<u>6038.7</u>		<u>21.56</u>		<u>13,0247.5</u>

Revised Empty Weight G of G = 21.56 Dated Apr. 17 / 1995

END

Additional Sheets Are Attached