

Aircraft Record General Information

Manufacturer BR LEGEND LLC Model TURBINE LEGEND

Serial 127 Registration Number N42BR

Date of Manufacture 10/23/03

Engine(s) currently installed:

Manufacturer WALTERS Model 601-D Serial 487

Manufacturer _____ Model _____ Serial _____

Propeller(s) currently installed:

Manufacturer AVIA Model V508E-AG/84/A

HUB Model _____ Serial _____ Serial _____

Blade Model _____ Serial _____ Serial _____ Serial _____

Blade Model _____ Serial _____ Serial _____ Serial _____

YEAR: 2003 DATE	TOTAL TIME IN SERVICE	Current Weight and Balance Information			
		Empty Weight	Empty C.G.	Useful Load	Remarks
12/23/03	0.00	2180.0	81.54	1120	
3/03/04	9.7	2211.75	81.58	1088.25	AFTER PAINT
		2211.75 E/W	180441.16 MOM.	81.58 E/W - C/G	
		<u>ARMS</u>			
PILOT		103.48		C/G LIMITS	
PASSENGER		137.37		FWD - FS-81.54 - 8% MAC	
MAIN FUEL (FULL)		90.00		AFT - FS 90.37 - 28% MAC	
AUX FUEL		127.20			
BAGGAGE		156.00			

YEAR: 2003 DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations <small>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)</small>
10/23/03	0.00		0.00	I have inspected this aircraft in accordance with Part 43, appendix D and found it to be in a condition for safe operation.
				[REDACTED]
				IA [REDACTED]
10/23/03	0.00		0.00	I find that this aircraft meets the requirements for the certificate requested and have issued a special airworthiness certificate dated 10/23/03. The next condition inspection is due 10/23/04.
				[REDACTED]
				SW [REDACTED] DART
				SW - BTR - FSDO

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.)
10/24/03	.4	.4	.4	First flight. Gear remained down. All systems seem to work. Finished landing off at 145 K. Slow flight to 72 K indicated.
10/28/03	.8	.4	.8	Second flight. Gear retracted. Red lights remained on. Negative push brought gear up but pulled back out at 170 K. Need more push and may need to adjust magnets. Auto pilot works great except for heading. Com. 1 string.
10/30/03	1.2	.4	1.2	Added 1 round push to hyd. cyl. Reinforced ^{NOSE} gear door actuator bracket. All gear work normally now.
11/2/03	2.4	1.2	2.4	Approach to stall, slow flt. HSI sent off for repair. Heading works now.

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11/3/03	4.0	1.6	4.0	STALLS, CLEAN BREAK AT 67K W. FLAPS + GEAR NON-EVENT
11/4/03				Owner took over flight test duties
12/10/03	31.1		31.1	Installed pneumatic canopy seal
12/20/03	40.1		40.1	I certify that the prescribed flight test hours have been completed and the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, has no hazardous, operating characteristics or design features, and is safe for operation. The following operating data has been demonstrated during flight & testing: Speeds V_{SO} -67K, V_x -110K, V_y -130K, @ 3300# & 89.0 C/G. It has done rolls, loops, culver 8°. etc.

YEAR: <u>2005</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.)
Feb. 25	97.3		97.3	<p>Replaced 5-sec. 50 sensor with 5-sec. 60 - Removed roller limiter and install maurita limiter per maurita installation manual. Flight limiting turned off. Removed and reinforced main gear for side loads. Repaired lower cowling after hitting tug. Reworked NACA ducts for more air and better flow to engine. Remove HSI & 5-sec. 60 computer, send to factory for repairs, and reinstall same. Open hole in center of wing for access to fuel bay between BL-16 left & right ribs. Close all fuel & vent opening in ribs, remove clapper valves. Install new cross-over vents & pick up w/clappers. Install new large fuel sumps. Above modification limits fuel transfer between wings and away from fuel pickup.</p>

YEAR: <i>2006</i> 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>Feb. 04/06</i>				<i>Replace down lock gas springs, Install throttle stop for beta. Lube all controls, change O-ring on fuel drain valves. Repair paint rube on wing and rudder. Charged oil filler & oil, Service hydraulic. Replace main gear side braces with reinforced new ones. Change fuel filter, Bleed servo. Enlarge cabin heat bleed air opening</i>
<i>3/9/06</i>	<i>135.0</i>		<i>135.0</i>	<i>I certify that this aircraft has been inspected on 3/9/06 in accordance with the scope & detail of the Turbine Legend Maintenance & inspection program approved by F300 dated Dec 8, 2003 and has been found to be in a condition for safe operation.</i> <i>[Redacted Signature]</i> <i>IA</i>

YEAR: 2007 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.)
03/05/07	188.1		188.1	<p>REPAIR SCRAPER TO BELLY PAN, REPAIR INBOARD END OF LEFT FLAP, REPAIR CHIPS IN WING & HORIZONTAL, LEADING EDGES. FABRICATE & INSTALL DORSAL FIN, INSTALL WEDGE ON TRAILING EDGE OF RUDDER. BODY WORK NEW AND REPAIRED PARTS. PAINT & CLEAR COAT RUDDER, LEFT FLAP, TOP OF RIGHT FLAP, RED ON WING & HORIZONTAL, LOWER RANGE VERTICAL STAB & UPPER REAR FUSELAGE.</p> <p>CONDITION INSPECTION</p> <p>I certify that this aircraft has been inspected on 3/5/07 in accordance with the scope and detail of the Legend maintenance & Inspection program approved by the FAA dated Dec. 8, 2003 and has been found to be in a condition for safe operation</p> <p style="text-align: right;">[REDACTED] A [REDACTED] A</p>

The
S/N:
43,
FO71


CALIBRATED TO 20,000 FEET

ALTITUDE	SCALE ERROR	FRICTION ERROR	CASE LEAK:	HYSTERESIS:	
1000	0		- 75		
0	0				
500	0			ALTITUDE	UP READING
1000	- 10	20			DOWN READING
1500	- 10			10,000	9,994
2000	- 15	20		20,000	10,000
3000	- 20	20		8,000	8,000
4000	- 10			20,000	8,010
5000	- 15	20		AFTER EFFECT: 0	
6000	- 10			BARO. SCALE ERROR:	
8000	0			28.10	Not Tested
10000	0	20		28.50	0
12000	0			29.00	-10
14000	0	50		29.50	0
16000	0			29.92	0
18000	0			30.50	0
20000	-20	50		30.90	0
22000				30.99	0
25000				ALTIMETER SERIAL NUMBER: A 7495	
30000				MAKE: <u>United</u> MODEL: <u>5934P-1</u>	
35000				PART NUMBER: <u>N/A</u>	
40000				MECHANIC: <u>Frank Schwupert</u>	
45000				INSPECTOR: <u>[Redacted]</u>	
50000				A/C REGISTRATION NUMBER <u>N42BR</u> DATED TESTED: <u>26 JUN 09</u>	
				N/A IWO NUMBER: <u>2413</u>	



Alterations
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YEAR: 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.)
				 AIRCRAFT MAINTENANCE SERVICES, INC. JUNE 26, 2009 N42BR HM 272.1 Camden, SC CONDITION INSPECTION COMPLETED. REPLACED ALL TIRES AND RIGHT MAIN INNER TUBE. REPLACED ELT BATTERIES (DUE JUNE 2011). ELT TESTED PER FAR 91.207(d) AND CHECKED GOOD. SERVICED HYDRAULIC POWER PACK. INSPECTED ALL FLIGHT CONTROLS LUBED ALL PIVOT POINTS. LANDING GEAR SYSTEM INSPECTED LUBED AND RETRACTION TESTED. I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED ON 6/26/09 IN ACCORDANCE WITH THE SCOPE AND DETAIL OF THE LEGEND MAINTENANCE & INSPECTION PROGRAM APPROVED BY THE FSDO DATED DEC 8, 2003 AND HAS BEEN FOUND TO BE IN CONDITION FOR SAFE OPERATION. JOHN A. KOENIG [REDACTED] [REDACTED]
7-7-09				changed oil. Added BP 1380 oil. Cleaned engine ran engine and leak checked. OK at this time [REDACTED] A+A [REDACTED]

YEAR: 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.)
				<div data-bbox="587 285 821 341" data-label="Image"> </div> <div data-bbox="587 327 829 348" data-label="Text"> <p>AIRCRAFT MAINTENANCE SERVICES, INC.</p> </div> <div data-bbox="529 341 936 379" data-label="Text"> <p>7-15-2010 TT1812 Hobbs:313.8</p> </div> <div data-bbox="1045 300 1165 327" data-label="Text"> <p>Camden, SC</p> </div> <div data-bbox="577 408 1209 619" data-label="List-Group"> <ol style="list-style-type: none"> 1. Condition inspection completed. 2. ELT tested per FAR 91.207(d) test good 3. All flight controls lubed and all pivot points, landing gear systems inspected and lubed. Retraction test compled per service manual. 4. Replaced Beta block . </div> <div data-bbox="536 607 1240 756" data-label="Text"> <p>This aircraft has been inspected on 7-15-2010 in ccoedance with the scope and detail of the Legend Maintenance and inspection program approved by FSDO dated DEC.8, 2003 and has been found to be in condition for safe operation.-</p> </div> <div data-bbox="657 791 825 822" data-label="Text"> <p>Danny Buie AC@</p> </div>

YEAR: 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.)
				<p>AUG 21,2011 N42BR HM360.3 CONDITION INSPECTION COMPLETED,ELT BATTERIES REPLACED(DUE AUG 13) AND TESTED PER FAR 91.207(d),CHECKED GOOD.LANDING GEAR INSPECTED,LUBED AND RETRACTION TESTED.INSPECTED WHEELS,BEARINGS,TIRES AND BRAKES.ROTATED RIGHT MAIN TIRE.INSPECTED ALL FLIGHT CONTROLS,LUBED ALL PIVOT POINTS.SERVICED HYDRAULIC POWERPAK.I CERTIFY THIS AIRCRAFT HAS BEEN INSPECTED ON AUG 21,2011 IN ACCORDANCE WITH THE SCOPE AND DETAIL OF THE TURBINE LEDGEND MAINTENANCE & INSPECTION PROGRAM APPROVED BY THE FSDO DATED DEC 8,2003 AND HAS BEEN FOUND IN CONDITION FOR SAFE OPERATION.</p> <p style="text-align: center;">  AID  </p>

YEAR: 2013 DATE	RECORDING TACH TIME N2	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.)
NOV 24	409.8			CONDITION INSPECTION COMPLETED, ELT BATTERIES
				REPLACED (DUE DEC 2015) AND ELT TESTED PER FAR 91.207(d) CHECKED GOOD, LANDING GEAR SYSTEM INSPECTED, LUBED → RETRACTION TESTED, INSPECTED WHEELS, TIRES, BEARINGS + BRAKES, INSPECTED ALL FLIGHT CONTROLS, LUBED ALL MOVING POINTS, SERVICED HYDRAULIC POWER PACK, CHARGED BATTERIES. I CERTIFY THIS AIRCRAFT HAS BEEN INSPECTED ON NOV 24, 2013 IN ACCORDANCE WITH THE SCORE AND DETAIL OF THE TURBINE LEDGEND MAINTENANCE AND INSPECTION PROGRAM APPROVED BY THE FSDO DATED DEC 8, 2003 AND HAS BEEN FOUND TO BE IN CONDITION FOR SAFE OPERATION.
				[REDACTED] AND [REDACTED]
				JOHN A. KOENIG

