

Bordbuch Nr.: 1

Erste Eintragung: 20. 9. 95

Letzte Eintragung: _____

N911EX

Bordbuch

Art des Luftfahrzeugs:

Flugzeug

Staatszugehörigkeits-
und Eintragungszeichen:

N125EX

Höchstgewicht: 950 kg

Höchstzul. Anzahl der Insassen: 2

Mindestbesatzung: 1

Hersteller: Extra Flugzeugbau GmbH

Muster: EA 300/L

Geräte-Nr.: 1086

Werk-Nr.: 012

Baujahr: 1995

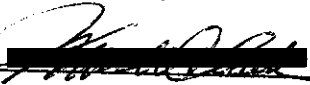
EXTRA FLUGZEUGBAU GMBH
SCHWARZE HEIDE 21 - D-46569 HÜNNE
TEL. 49-2858-9137-0 - FAX 49-2858-9137-30

EXTRA FLUGZEUGBAU
LBA I-A-20

1. Richtlinien zur Führung des Bordbuches siehe Seiten 98 bis 101
2. Englische Übersetzung siehe Seiten 102 und 103

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9		10	11	12
szeit Min.	Datum	Techn. Störungen, Unfälle, techn. Mängel	Datum	Wartungsarbeiten, Teilüberholungen
				100-Std.-Nachprüfungen, angeordnete Nachprüfungen
	12/23/00	Tach: 203.9		Replaced both main tires with new 5.00x5, Gply Aviator tires. Inspected + repacked wheel bearings. <i>[Signature]</i>
	10/23/00	Tach 240.0	TT 240.0	Registration number changed from N911EX to N125EX and is affixed to Aircraft. <i>[Signature]</i>
		Signed: <i>[Signature]</i> Aviation Safety Insp. CE-42		I find that the aircraft meets the requirements for the re-issuance of a Standard Airworthiness Certificate dated 12/08/00 R, due to a changed registration no. from N911EX to N125EX.
		Dated: Dec. 08, 00		
Gesamtbetriebszeit des Luftfahrzeugs (seit der Herstellung)				Stunden

1	2	3	4	5	6	7	8
Datum	Name und Unterschrift des verantw. Lfz.-Führers	Anzahl Besatzgs.- Mitglieder	Anzahl Fluggäste	Flug <u>von</u> <u>nach</u>	Zeit <u>Start</u> (GMT) <u>Ldg.</u>	Anzahl Landungen	Betriebszeit Std. Min
Landungen, Betriebszeit seit der letzten Grundüberholung des Luftfahrzeugs					Übertrag		
May 15 2000	N911EX	Extra 300L	S/N 12	240.5 Hrs	A/C Log		
Dissassembled the above aircraft in preparation for container shipping for restoration this date, total time is 240.5 hrs							
Authorized Signature 		Certificate Number 					
Gesamtbetriebszeit bei der letzten Grundüberholung des Luftfahrzeugs					Stunden	übertragen	

9	10	11	12		
bszeit Min Datum	Techn. Störungen, Unfälle, techn. Mängel	Datum	Wartungsarbeiten, Teilüberholungen 100-Std.-Nachprüfungen, angeordnete Nachprüfungen		
	March 22 2001	N125EX	Extra 300L	S/N 12	240.5 Hrs A/F Log
	The following work was accomplished in preperation for ANNUAL inspection in accordance with FAR 43 Appendix A, para. (c).				
1.	Reassembled the aircraft after disassembly for shipping following the mfg's maintenance manual p/n 06702 dated June 1 1996, section 20.20.00 using all new attach hardware for the wing, horizontal and vertical structures. Installed engine mount to airframe per section 20.20.01, mount was not seperated from the engine, neither was the propeller from the engine				
2.	Fuselage was stripped and powder coated by Maule Inc. Installed mfg kit p/n 5B300-2-97 p/n 83603.9				
3	R&R ships battery new p/n RG-25, secured using existing hardware,				
4.	R&R interior seat bottoms and backs both pilot positions after recovering with Majlite Corp, Baby Ostrich p/n J2L2*5R and Prestige slate p/n JFL1*5R, purchase order 125292/F911 work order #51311-00 dated 08-03-00, This leather in compliance with FAR 23.853 (a) App F, part I (a) (I) (ii), see details aircraft file				
5	R&R Westberg Mfg CHT & EGT probes with new units supplied of Mfg, units approved under TSO C43A and contain no serial numbers, secured using supplied clamps, ops checked normal.				
6	R&R the following equipment for calibration by CRS K93R093Y, repair order seq. 2643 thru 2650 dated 06-02-00, both altimeters were certified to 20,000 ft dated 06-06-00 in compliance with FAR 91.411, static system leak checked as per FAR 43 appendix e and no leaks noted. US Gauge oil press/ tmp ind serial no. 50 United Manifold Press serial no. 178629 United ROC p/n 7060 serial no. 8F909 Airspeed Ind p/n 116862 serial no. 6533321 Kollsman Alt p/n 671CPU serial no. AF46-6887 T&S Ind p/n 1234T1007TZ serial no. 9509-162 Astrotech clock p/n AT420100 serial no. 55469 United Altimeter p/n 5934P-3 serial no. 388153 Winter Airspeed Ind p/n 116921 serial no. 8533321				
7	Installed all items listed in previous step in locations from which they were removed using supplied hardware and fittings, clamped all lines				
8.	R&R Microflo-L p/n 912041T-38D serial no. 1469 after repair by crs MMF-332-08 under ro# 06090007 dated 07-20-00, secured using existing hardware and clamped all wiring.				
9.	Installed aileron spades as per m.m. section 27.11.03, unit p/n EA-13302.006 supplied of mfg, ro# 20086, dated 01-24-01.				
10.	Installed new wing structure without paint p/n 16100.000-LV serial no. 262/ supplied by the mfg under RO # 20046 dated 01-18-01, secured to the aircraft after painting per m.m. section 51.70.06, secured using new bolts and pins supplied by the mfg p/n PC-13102.004 under RO# 20125 dated 01-26-01.				
					Stunden

1	2	3	4	5	6	7	8	9
Datum	Name und Unterschrift des verantw. Lfz.-Führers	Anzahl Besatzgs.- Mitglieder	Anzahl Fluggäste	Flug <u>von</u> <u>nach</u>	Zeit <u>Start</u> (GMT) <u>Ldg.</u>	Anzahl Landungen	Betriebszeit Std.	at Mi
Landungen, Betriebszeit seit der letzten Grundüberholung des Luftfahrzeugs					Übertrag			

11. Refinished the ailerons, horizontal stabilator, elevators, vertical fin and the rudder in custom paint design, per m.m. section 51.70.06 installed all applicable placards as per the flight manual section 2 and supplemental section 9. Installed all surfaces using existing hardware, checked static balance conditions as per m.m. section 51.60.01, adjusted as required and all surfaces within limits as published: Lt aileron wt 7.1 kg @ 61.5 Ncm; Rt aileron wt 7.1 kg @ 82.8 Ncm; Rudder wt 5.9 kg @ 175.1 Ncm; Elevator wt 6.95 kg @ 198.1 Ncm; Elevator trim tab wt .13 kg @ 2.9 Ncm section 51.60.01 fig 4 page 17.
12. Recovered the aft fuselage section using ceconite 102 and standard practices as applicable from AC 43.13-1B refinished with the same design as per m.m. section 51.70.06.
13. Installed new ACK model E-01 ELT in factory location, replacement date 03-2004, secured
14. Installed new ACK A-30 altitude encoder in avionics rack, relocated from the factory lower position to the upper side of avionics rack using same mount hardware, no change to the datum or the weight and balance required, updated the equipment list to reflect the new install. NOTE: Transponder and encoder not in compliance with FAR 91.413 and should not be used for flight into airspace requiring its use.
15. Installed new Hooker harnesses at pilot positions, units mfg p/n 1113012-1 dated 12-04-2000, units are due renewal 12-2006. installed as per m.m. section 25.10.03 fig 1
16. Fabricated new belly pan, wheel fairings, upper & lower cowl of same material using molds of the existing components as a pattern, painted all components as per m.m. section 51.70.06
17. R&R main landing gear system to include the wheels and brakes with new items supplied of the mfg, secured using new hardware and as per m.m. section 32.10.00; 32.11.01 & 32.11.02. Replenished the brake reservoir and bled the system, Installed new linings and broke in as per cleveland publications. Installed new michelan 5.00 X 5 - 6 PTT tires as per m.m. section 32.40.00
18. Installed new canopy glass supplied by the mfg securing into position and trimming as required using m.m. section 53.01.01 and mfg installation instructions as a guide.
19. Installed new aluminum tubing for all instruments, fabricated and installed new rudder cables secured in the factory manner.

I Certify that the work performed was in accordance with FAR 43 Appendix A para c and approved for return to service with the exception that an ANNUAL inspection must be performed

Authorized Signature

Certificate Number

ENGINE DESCRIPTION

Mfgr. TEXTRON LYCOMING		Place Williamsport, PA 17701	Date
Type	Model AE10 - 540 - L1B5		Serial No. L - 25662 - 48A
Rated H.P.	Max. H.P.	Weight (Dry)	
Rated R.P.M.	Max. R.P.M.	Oil Pressure	
Bore	Stroke	Displacement	Cu. In.
Compression Ratio	Supercharger Ratio		
Reduction Gear Ratio			
Propeller	Hub Design	Hub Serial No.	
Blade Design	Blade Serial No.	Blade Serial No.	
Max. Hub H.P.	Max. Blade H.P.		
Pitch	Diameter	Length	
Name			
Address			

ENGINE LOG SERIAL No. _____

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
2001					
6/21	240	5	Engine disassembled, cleaned, inspected, magna-flexed steel parts, & g/o other parts, and reassemble I/A/W Lycoming O/H manual and Service bulletions. All AD's C/w thru this date. Crankcase reconditioned by C.D.I. WO#3369. Crank, Cam, lifters, Hy units, tach shaft, Crank gear, and Int. Steel reconditioned by Aircraft Specialties WO#117546. Clys reconditioned by Performance A/C powerplants WO#611. Fuel system O/H by Professional A/C Accessories WO#2587. New parts installed were Main brgs, Rod brgs - bolts - nuts, piston pins 1213441-1, 12 Rings, C/w + pins - bushings - plates - rings, Crank bolts, mag drive brgs, mag cushions		
OVER →			Page Total	All Repair Data Must Bear the Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.	
			Brought Forward		
			Total to Date		

ENGINE LOG SERIAL No.

[illegible]

[illegible]

All Repair Data Must Bear the Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.

ENGINE LOG SERIAL No. _____

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
July 01 2001			N125EX Extra 300L S/N 12 240.5 Hrs		Eng Log
Completed a routine 100 Hr inspection this date using FAR 43 appendix d and mfg's m.m. section 5 as a guide, Total time in service is 240.57 Hrs. Time since major overhaul is 00.0 Hrs					
1.			Completed all items as listed in the mfg's checklist located m.m. section 5		
2.			Engine was run for leaks, none noted, lubed the controls		
3.			Installed Air-Wolfe remote oil filter as per STC SA00024NY dated 07-22-1993 and instructions AFC-K007		
4.			Complied with repetative portion of ad note 93-02-05 "injector lines" no defects noted due next 340.5 hrs		
5.			Complied with ad note 98-18-12 by checkeing torque of fuel pump cap, found tight, due next 290.5 hrs		
See aircraft file for complete ad note listing and for compliance					
I certify that this aircraft engine was inspected in accordance with the scope and detail of FAR 43 appendix d and was determined to be airworthy for return to service					
Authorized Signature _____			Certificate No. _____		
		Page Total	All Repair Data Must Bear the Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.		
		Brought Forward			
		Total to Date			

Propeller Record General Information

Propeller Manufacturer MT- Propeller

Model MTV-9-B-C/C 200-15

Hub Series # 95 207

Type Constant Speed

Blade # ME-6155

Date of Manufacture 6/95

ME-6156

ME-6157

Make/Model
Aircraft Installed On: EXRA EA-300/L

Serial #
012

HUB & BLADE INSPECTIONS, REPAIRS AND ALTERATIONS ☐

Date 19 ____	Total Time in Service	Description
Next Inspection Due:		MT-Propeller USA, Inc. 4120 Roush Ave., Orlando, FL 32803 FAA Approved Repair Station Q4MR908Y Phone: (407) 898-8101 Fax: (407) 898-9453 E-mail: MTPROPUSA@aol.com
Date 19 ____		May 2001 MTV-9-B-C/C200-15 TSN: 240.5 hours TSO: 0.0 hours S/N: 95202 TCDS: P-24NE Overhauled propeller IAW Overhaul Manual E-220. Overhauled blade S/Nos. 1) ME-6155 2) ME-6156 3) ME-6157 IAW Overhaul Manual E-220. Blades correspond to S.B. 5 and 8. Year of Manufacture: 1995.
Next Inspection Due:		I certify this propeller has been overhauled and inspected and determined to be in airworthy condition at this time. Return to Service this date 5-18-01. Juergen Zahner, Chief Inspector Q4MR908Y
Date 19 ____		
Next Inspection Due:	Time Since Overhaul	Mech. Cert. # or Repair Station #