

Heart of Virginia Aviation
11152 Airpark Rd
Ashland, VA 23005

Phone: 804-798-6500
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WO # A10-0611

N206GX
Aircraft Hobbs: 139.8 Aircraft Total Time: 139.8
Nov. 17, 2010

I certify this Aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition. Inspected in accordance with Remos GX annual inspection checklist and maintenance manual. Inspected all flight and engine controls. Replaced both main tires. Aircraft is approved for return to service.

Ronald L. Hawkins A [REDACTED] 81A [REDACTED]
Rotax Certified Mechanic

Heart of Virginia Aviation
11152 Airpark Rd
Ashland, VA 23005

Phone (804) 798-6500
Fax (804) 798-6544
WO # A10-0611

N206GX
Aircraft Hobbs: 139.8 Prop Total Time: 139.8
Nov. 17, 2010

I certify this prop has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.



Ronald L. Hawkins [REDACTED]
Rotax Certified Mechanic

is, Tests, Repairs and Alterations

Name, Rating and Certificate Number of Technician or Repair
her specific entries.)

| | | | | |
|--|--|--|--|--|
| | | | | |
|--|--|--|--|--|



| YEAR: 2012 DATE | RECORDING TACH TIME | TODAY'S 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> |
|-----------------------|---------------------------|-------------------|-----------------------------|--|
| | | | | <p data-bbox="445 295 721 359">N206GX Aircraft Hobbs 206.6</p> <p data-bbox="1114 295 1454 359">June 1, 2012 Aircraft Total Time: 206.6</p> <p data-bbox="445 399 1578 510">- Complied with Remos SB-003 "Inspection and Replacement of the Nose Landing Gear Dip Tube" by replacement of the dip tube IAW the manufacturers instructions. Replaced the nose gear strut axial bearing, nose gear wheel axle and locking plate with new units.</p> <p data-bbox="445 550 1578 614">- Aircraft condition inspection completed IAW the manufacturers checklist (See checklist dated June 1, 2012).</p> <p data-bbox="445 622 994 766">  Henry I. Judkins A&P  - Rotax Certified Mechanic </p> |
| | | | | |

Engine Record General Information

Manufacturer ROTAX Aircraft Engines Model 912 UL-S

Serial 6.775.075 Type Certificate _____

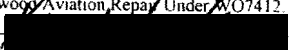

This engine is currently installed in aircraft ZEKOS GX S/N 335

Minimum Octane Fuel 202 95 Oil Grade: Summer 10W40 Winter 10W40

Magneto Time _____ Point Setting _____ Firing Order _____

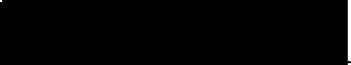

Spark Plug Gap 0.027 in

Manufacturer recommended overhaul at 1.500 hours

| YEAR: _____ DATE | RECORDING TACH TIME | TODAY'S 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.) |
|------------------------|---------------------------|-------------------|-----------------------------|---|
| | | | | 15-May-2012 N206GX 912ULS S/N6775075 Hobbs: 206.6 C/W 200 Hour Carburetor Cleaning, Inspection & Overhaul. Installed 2 new float needles and 1 choke return spring. All work completed IAW Rotax M/M. Pertinent details can be found on file @ Lockwood Aviation Repair Under WO7412. Signature:  A&P:  |

- N206GX June 1, 2012
 - Aircraft Hobbs 206.6 Aircraft Total Time: 206.6

- The carburetors were re-installed on the engine with new airbox silicone adaptor hoses.
 - The carburetors were synchronized and the engine idle set IAW with the manufacturers recommendations.

- 
 - Henry T. Judkins
 - A&P  - Rotax Certified Mechanic

REMOSGX

Annual/100hour Inspection Checklist

Condition Inspection Checklist Related to FAR 43, Appendix D

| | |
|----------------------------------|--------------------|
| Aircraft Make/Model: REMOS / GX | S/N: 335 |
| Engine Make/Model: Rotax 1912ULS | S/N: 6,775.075 |
| Date of Inspection: 6/1/2012 | |
| TT Engine: 206.6 | TT Airframe: 206.6 |

A Each person performing an annual or 100-hour inspection shall, before that inspection, remove or open all necessary inspection plates, access doors, fairing, and cowling. He shall thoroughly clean the aircraft and aircraft engine after initial visual inspection for oil, exhaust, or other leaks as applicable is completed.

B Each person performing an annual or 100-hour inspection shall inspect the following components of the fuselage and hull group:

| | | | |
|---|------|------|--|
| 1 | Pass | Fail | Skin for deterioration, distortion, other evidence of failure, and defective or insecure attachment of fittings. |
| 2 | Pass | Fail | Systems and components-for improper installation, apparent defects, and unsatisfactory operation. |

C Each person performing an annual or 100-h inspection shall inspect the following components of the cabin and cockpit group:

| | | | |
|---|------|------|--|
| 1 | Pass | Fail | Generally/for uncleanliness and loose equipment that might foul the controls. |
| 2 | Pass | Fail | Seats and safety belts/for poor condition and apparent defects. |
| 3 | Pass | Fail | Windows and windshield/for deterioration and breakage. |
| 4 | Pass | Fail | Instruments/for poor condition, mounting, marking, and (where practicable) improper operation. <i>Replaced altimeter w/overhauled unit</i> |
| 5 | Pass | Fail | Flight and engine controls/for improper installation and improper operation. |
| 6 | Pass | Fail | Battery/for improper installation and improper charge. |
| 7 | Pass | Fail | All systems/for improper installation, poor general condition, apparent and obvious defects, and insecurity of attachment. |

D Each person performing an annual or 100-hour inspection shall inspect components of the engine and nacelle group as follows:

| | | | |
|----|------|------|---|
| 1 | Pass | Fail | Engine section/for visual evidence of excessive oil, fuel, or water leaks, and sources of such leaks. |
| 2 | Pass | Fail | Studs and nuts/for improper torquing and obvious defects. |
| 3 | Pass | Fail | Internal engine/for cylinder compression and for metal particles or foreign matter on filter and sump drain plug. If there is weak cylinder compression, for improper internal condition and improper internal tolerances. <i>Compressor 1-78/80, 2-78/80, 3-78/80, 4-78/80</i> |
| 4 | Pass | Fail | Engine mount/for cracks, looseness of mounting, and looseness of engine to mount. |
| 5 | Pass | Fail | Engine controls/for defects, improper travel, and improper safetying. |
| 6 | Pass | Fail | Lines, hoses, and clamps/for leaks, improper condition and looseness. <i>Replaced hoses correctly, Subs to air box</i> |
| 7 | Pass | Fail | Exhaust stacks/for cracks, defects, and improper attachment. |
| 8 | Pass | Fail | Accessories/for apparent defects in security of mounting. |
| 9 | Pass | Fail | All systems/for improper installation, poor general condition, defects, and insecure attachment. |
| 10 | Pass | Fail | Cowling/for cracks, and defects. <i>Replaced oil filter door w/new unit, Small crack by</i> |

REMCSGX

E Each person performing an annual or 100-hour inspection shall inspect the following components of the landing gear group:

| | | | |
|---|------|------|--|
| 1 | Pass | Fail | All units/for poor condition and insecurity of attachment. |
| 2 | Pass | Fail | Linkages, trusses, and members/for undue or excessive wear fatigue, and distortion. <i>Replaced nose gear dip tube w/new unit - SB-003</i> |
| 3 | Pass | Fail | Hydraulic lines/for leakage. |
| 4 | Pass | Fail | Wheels/for cracks, defects, and condition of bearings. |
| 5 | Pass | Fail | Tires/for wear and cuts. |
| 6 | Pass | Fail | Brakes/for improper adjustment. <i>Added DOT 4 to master cylinder</i> |

F Each person performing an annual or 100-hour inspection shall inspect all components of the wing and center section.

| | | | |
|---|------|------|---|
| 1 | Pass | Fail | Assembly for poor general condition, fabric or skin deterioration, distortion, evidence of failure, and insecurity of attachment. |
|---|------|------|---|

G Each person performing an annual or 100-hour inspection shall inspect all components and systems that make up the complete empennage assembly for:

| | | | |
|---|------|------|---|
| 1 | Pass | Fail | Poor general condition, fabric or skin deterioration, distortion, evidence of failure, insecure attachment, improper component installation, and improper component operation. <i>slight dent in rudder</i> |
|---|------|------|---|

H Each person performing an annual or 100-hour inspection shall inspect the following components of the propeller group:

| | | | |
|---|------|------|--|
| 1 | Pass | Fail | Propeller assembly/for cracks, nicks, binds. |
| 2 | Pass | Fail | Bolts/for improper torquing and lack of safetying. |

I Each person performing an annual or 100-hour inspection shall inspect the following components of the radio group:

| | | | |
|---|------|------|---|
| 1 | Pass | Fail | Radio and electronic equipment/for improper installation and insecure mounting. |
| 2 | Pass | Fail | Wiring and conduits/for improper routing, insecure mounting, and obvious defects. |
| 3 | Pass | Fail | Bonding and shielding/for improper installation and poor condition. |
| 4 | Pass | Fail | Antennas /for poor condition, insecure mounting, and improper operation. |

~~**J** Each person performing an annual or 100-hour inspection shall inspect each installed piece of optional equipment on this listing for improper installation and improper operation.~~

| | | | |
|---|------|------|---------------------|
| 1 | Pass | Fail | Option number one |
| 2 | Pass | Fail | Option number two |
| 3 | Pass | Fail | Option number three |
| 4 | Pass | Fail | Option number four |

no. options installed

K Each person performing an annual or 100-hour inspection shall remove and inspect the ELT installed for proper operation of:

| | | | |
|---|------|------|---|
| 1 | Pass | Fail | The "G" switch and calendar date currency of the batteries installed in accordance with FAA Advisory Circular 91-44 current revision. |
|---|------|------|---|

JUL-2015