



Date	Recording Tach/ Hour Meter Time	Total Time In Service	Description of work performed
7-11-18		636.4	SOLD TO: CRAIG WILLIAMS 3803 HEMLOCK CT ROCKFORD, IL 61107
7-14-18	1.1	637.5	LOCAL FLIGHT KZPH
7-29-18	.5	638.0	LOCAL FLIGHT KZPH
8-6-18	.4	638.4	LOCAL FLIGHT KZPH
8/20/18		" "	AIRCRAFT RELOCATED TO KFFP
10/12/18		" "	AIRCRAFT PAINTED WITH "BRIGHTSIDE POLYURETHANE MARINE PAINT"
11/1/18	ENGINE TIME	282.5	AIRCRAFT WINGS REATTACHED, SYSTEM CHECKS OK, SEALED GAP W/ ALUMINUM TAPE - PAINTED SAME. NEW W3B PERFORMED LH MAIN: 292 RH MAIN: 300 NOSE wheel: 190 CG = 59.4 LOADED CG w/ 12 Gals each wing + 270 lb fuel IS 65.6 (CG RANGE IS 62-70) AC TOTAL IS 1196 lbs ³⁵

AIRFRAME ENGINE

Date	Recording Tach/ Hour Meter Time	Total Time In Service	Description of work performed
01/12/19	636.4	282.5	OIL CHANGE - 6 QTS ROTELLA TY 15W40
02/18/19	640.9		Remove Sensenich 54x54 Wood Propeller → INSTALLED Warp Drive HP-60" SET PITCH TO 13°
3/1/19	643.1		RESET PITCH TO 15°
3/2/19	644.2		REPLACED BATTERY w/ ODYSSEY PC680
3/16/19	647.1	293.2	INSTALLED NEW DESIGN INTAKE "T" TO FIX RPM STUDDER, CKS GOOD
3/17/19			REPLACED LEAKING OIL PAN GASKET AND DETRORIGATED ENGINE MOUNTS.
4/20/19	655.7		REMOVED BROKEN INTAKE BAFFLES FABRICATED NEW & INSTALLED SAME
4/21/19	655.7		INSTALLED NEW NOSE WHEEL TIRE, PAINTED RIM & REPLACED BEARINGS

2019

AIRFRAME ENGINE

Date	Recording Tach/ Hour Meter Time	Total Time In Service	Description of work performed
5/16/19	663.0	309.1	CHANGED OIL TO GTX 20W50. ADDED 4 OZ OF ZINC ^{rustolene} ADDITIVE.
5/16/19	663		PROP PITCH CHANGE TO 17°
5/17/19	664.4		INSTALLED USED Piper Commande VHF ANTENNA ON TURTLEDECK 12" AFT OF CANOPY TO ELEVATE NOISE WHEN USING NAV LIGHT & Elec TRIM. PROBLEM IS FIXED
5/26/19	665.2	311.3	ENGINE SMOKING - EM LAMPING IN CORN FIELD 2MI WEST OF C77
8/2/22	667.7		NOTE: SEE ENGINE LOG FOR FUTURE OIL CHANGES *

6/15/2019 Eval of damage due to off airport landing as follows:

Aircraft nosed over after nosewheel dug into soft ground during rollout. Warp drive HP propeller damaged, one blade broken one blade appears undamaged. Spinner crushed. Canopy shattered, turtle deck crushed, vertical stab, rudder and horizontal stab and elevator separated from fuselage. Upper longerons damaged as follows: LH broken @ station 94, RH broken at ~80. Both lower longerons damaged 8" fwd of the rudder post. RH side outer skin damaged 4" fwd of the rudder post. LH side ~24" fwd of the rudder post. Lower skin undamaged. Cross bracing damaged aft of station 96. Vertical stab and rudder post was crushed and separated from airframe. Rudder undamaged. Horizontal stab had minimal skin separation at the rear spar. Elevator undamaged. Wings undamaged

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Date	Recording Tach/ Hour Meter Time	Total Time In Service	Description of work performed
7/23/19			Engine rebuild after prop strike (see engine log) Propeller sent to Warp drive for evaluation/repair. Install new canopy, build new turtledeck with roll bar. Repair upper longerons per AC 43-13B. Repair skin per AC 43-13B. Repair and reuse horizontal stab and elevator. Add 2" to aft of rudder to change profile and add effectiveness. Move tail nav light to lower portion of rudder. Move elevator control horn so as to not require modifying vertical stab ribs and supports. Install new rudder cables. Install new wider rudder pedals. Install new instrument panel. Install new center support to accommodate engine controls. Install new cockpit fuel delivery system. Reinstall wings and repaint.
7/30/22			REPAIRS Completed AS Follows: Moved landing gear brackets from rear of spar to front of spar to change to conventional gear configuration. Installed new Grumman tiger fiberglass struts and reused original wheel brackets. Installed rebuilt Grove calipers and Cleveland 164-00400 disc rotors, Installed new 1/4 brake lines and Hager model 3700 master cylinder in heel brake configuration. Made minor repairs to horizontal stabilizer and elevator and reinstalled with 0 deg of incidence. Fabricated new vertical stabilizer with ~ 48 square inches added to forward edge, added 2" to rudder trailing edge to change profile and add effectiveness for tailwheel operation. Moved tail navigation light to lower portion of rudder. Removed aluminum control horn from elevator and fabricated new larger steel control horn so as to not require drilling access holes in vertical stab ribs and supports. Installed elevator bellcrank and pushrod.

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cont.

Fabricated and installed new wider rudder pedals. Installed new MATCO WHLT-6 tailwheel with new tailwheel spring. Install new instrument panel. Install instrument panels center support to accommodate engine controls. Installed 1 new, 1 used facet fuel pumps and fuel lines with strainers under seat, reinstalled wings and repainted entire aircraft. **REPAIRS COMPLETE**

[Signature]
Cert 3094826

Aug 1, 2022 Hobbs: 667.7 ELT operationally tested and inspected in accordance with FAR 91.207(d) and AD 2019-16-01. New batteries dated Jan 2027. Inspected repairs, control cable tensions, control surface movements. Aircraft weighed empty and new EWCG calculated. Sample loadings calculated for phase one testing and fall within expected safe range. Inspected propeller installation after factory overhaul. I certify this aircraft has been inspected in the scope and detail of FAR 43 Appendix D and found to be in a condition for safe operation.

[Signature]
Michael R Weeden A&P 2641597

8/1/22	667.7	667.7	AIRCRAFT WEIGHED EMPTY WITH THE FOLLOWING RESULTS.

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Item	Weight	Station	Moment
Left Wheel	414.5	68	28186
Right Wheel	411.5	68	27982
Tail Wheel	25	204	5100
FWD Baggage	∅	56	∅
Fuel	∅	87	∅
Pilot and Passenger	∅	90	∅
AFT Baggage	∅	121	∅
Totals	851	-----	61268

Allowable CG range is 71.4" – 77.8"

[Signature]
Cert 3094826

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Date	Recording Tach/ Hour Meter Time	Total Time In Service	Description of work performed
Registration Number: <u>N886MJ</u> Serial Number: <u>9425-886</u> I find that this aircraft meets the requirements for the certificate requested and have issued a Special Airworthiness Certificate for the purpose of EXPERIMENTAL (g) operating amateur-built aircraft and operating limitations date 08/12/2022. Digitally signed by JOHN WILLIAM SHAVER JR Signature: _____ Date: 8/12/2022 Office: CHI-FSDO/GL03			
8/13/22	667.7	667.7	AIRCRAFT IS NOW IN Phase 1 TESTING DUE TO REPAIRS AS NOTED AND LANDING GEAR CHANGE. A MINIMUM OF 5 HRS FLT TESTING REQUIRED. OWNER [Signature]

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Call 3094826

Date	Recording Tach/ Hour Meter Time	Total Time In Service	Description of work performed
9/31/22	672.8	672.8	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 characteristics or design features, and is safe for operation. OWNER [Signature] Note: Flights conducted with GoPro camera MOUNTED ON LEFT WINDOW. CALL 3094826 END
11/1/22	680.4	680.4	PLACING AIRCRAFT IN Phase 1 FOR 1 hour TO TEST AIRCRAFT HANDLING W/ TAILCAM MOUNT INSTALLED ON VOR STABILIZER. OWNER [Signature] CALL 3094826

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Call 3094826

