



#3

N644CA

SAILPLANE LOG BOOK

Date 20	NATURE OF	TIME TIME	TOTAL TIME	TOT. SINCE 100 LIP	SIGNATURE & NO.
	N644CA CENTRAIR, PEGASUS 101A S/N 101A0090				
June 07, 2025	ACTT: 1,867.0 Hours.				
	Complied with the following:				
	12 month Condition inspection. - Complied with AD 2000-24-23 Centrair, Airbrake control system. Inspected as per Para(s) (d) No defects noted at this time. Recurring 12 mo. inspection due: June 07, 2026. Effective date: January 27, 2001. - Complied with AD 2014-07-08 Centrair, Fuselage frame(s) inspection. Inspected as per Para(s) (f)(1) thorough (f)(3), No defects noted at this time. Recurring 12 mo. inspection due: June 07, 2026. Effective date: May 27, 2014. - Checked Airworthiness Directives, Small Aircraft Biweekly(s) 2024-05-19 though 2025-11.				
	I certify this aircraft has been inspected in accordance with the applicable sections of the scope and detail of 14 CFR part 43 Appendix D and found it to be in condition for safe operation. This date: June 07, 2025.				
	Owner assisted inspection				
	Signed <u>Ross Andrew</u> <u>2881974</u>				
	Ross Andrew A&P 3033118				

Date 20	ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE SIGNATURE, RATING, AND CERTIFICATE NO. OF THE MAKER.					
	'Flight-Deck Avionics, LLC' 237 N. 2370 W., Salt Lake City, UT 84116: CRS# F62R677Y Form No. FD-009					
	Tail #: N644CA		Mfg: CENTRAIR	Model: 101	Serial: 101 090	
	This Is A Permanent Logbook Entry:			Performed tests and inspections in accordance with 14 CFR 43:	☐ Appendix E to comply with 14 CFR 91.411	
					☒ Appendix F to comply with 14 CFR 91.413	
	UNIT	MFG	MODEL	PART #	SERIAL #	TEST ALTITUDE / DATA CORRESPONDENCE
	Transponder	Terra	TRT 250 D	In Aircraft	In Aircraft	5,400 (Field)
	The above identified aircraft has been maintained and inspected in accordance with current CFRs and is approved for return to service. Details are on file at this station under work order no. 16387 .					
	Signed: <u>Jamison Richey</u>				Date: <u>08/07/2024</u>	
	(FAA CRS# F62R677Y)				Recertification Due: <u>August 2026</u>	

Date 20 <u>23</u> <u>2024</u>	ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE SIGNATURE, RATING, AND CERTIFICATE NO. OF THE MAKER.
N644CA CENTRAIR, PEGASUS 101A S/N 101A0090 June 01, 2024 ACTT: 1,800.3 Hours. Complied with the following: • 12 month Condition inspection. • Complied with AD 2014-07-08 Centrair, Fuselage frame(s) inspection. Inspected as per Para(s) (f)(1) thorough (f)(3), No defects noted at this time. <u>Recurring 12 mo. inspection due: June 01, 2025.</u> Effective date: May 27, 2014. • Checked Airworthiness Directives, Small Aircraft Biweekly(s) 2024-10, 05/06/2024-05-19-2024. I certify this aircraft has been inspected in accordance with the applicable sections of the scope and detail of 14 CFR part 43 Appendix D and found it to be in condition for safe operation. This date: May 26, 2023 JUNE 01, 2024 Owner assisted inspection: <u>Ami Tan Chiam 288 1974</u> Signed <u>Ross Andrew</u> Ross Andrew A&P 3033118	

Date
2023

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING, AND CERTIFICATE NO. OF THE MAKER.

N644CA
CENTRAIR, PEGASUS 101A
S/N 101A0090

May 25, 2023

ACTT: 1,727.6 Hours.

Complied with the following:

- 12 month Condition inspection.
- Complied with **AD 2014-07-08 Centrair**, Fuselage frame(s) inspection. Inspected as per Para(s) (f)(1) thorough (f)(3), No defects noted at this time. Recurring 12 mo. inspection due: May 26, 2024. Effective date: May 27, 2014.
- Checked Airworthiness Directives, Small Aircraft Biweekly(s) 2022-11 to 2023-11.

I certify this aircraft has been inspected in accordance with the applicable sections of the scope and detail of 14 CFR part 43 appendix D and found it to be in condition for safe operation. This date: May 26, 2023.

Owner assisted inspection: Keith Miskel 288 1974

Signed

Ross Andrew
Ross Andrew A&P 3033118

N644CA

2

Date
20 22

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE

'Flight-Deck Avionics, LLC'

237 N. 2370 W., Salt Lake City, UT 84116

CRS# F62R677Y

Form No. FD-009

Tail #: N644CA

Mfg: Centrair

Model: 101

Serial: 101 090

This is A Permanent Logbook Entry:

Performed tests and
inspections in accordance
with 14 CFR 43:



Appendix E to comply with 14 CFR 91.411



Appendix F to comply with 14 CFR 91.413

UNIT	MFG	MODEL	PART #	SERIAL #	TEST ALTITUDE / DATA CORRESPONDENCE
Transponder	Terra	TRT 250D	1900-0365-00	In Aircraft	5,600' (Field)
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-

The above identified aircraft has been maintained and inspected in accordance with current CFRs and is approved for
return to service. Details are on file at this station under work order no. 13658 .

Signed: James O Goodrich

Digitally signed by James O Goodrich
Date: 2022.08.05 07:31:52 -0700

Date: 8/5/2022

(FAA CRS# F62R677Y)

Recertification Due: August 2024

NE 44 CA

1

[illegible]

SAILPLANE LOG BOOK

#3

MODEL No. CENTRAIR PEGASE 101A SERIAL No. 101A 0090 REGISTRATION No. N 644CA



The Soaring Society of America, Inc. • P.O. Box 2100 • Hobbs, NM 88241-2100



#2

Sailplane Log Book

MEMORANDUM

N644CA
CENTRAIR, PEGASUS 101A
S/N 101A0090

July 04, 2021

ACTT: 1,629.8 Hours.

Complied with the following:

- 12 month Condition inspection.
- Complied with **AD 2014-07-08 Centrair**, Fuselage frame(s) inspection. Inspected as per Para(s) (f)(1) thorough (f)(3), No defects noted at this time. **Recurring 12 mo. inspection due: July 04, 2021.** Effective date: May 27, 2014.
- Checked Airworthiness Directives, Small Aircraft Biweekly(s) 2020-16 to 2021-14.

I certify this aircraft has been inspected in accordance with the applicable sections of the scope and detail of 14 CFR part 43 appendix D and found it to be in condition for safe operation. This date: July 04, 2021.

Owner assisted inspection

Signed

Ross Andrew A&P 3033118

N644CA
CENTRAIR, PEGASUS 101A
S/N 101A0090

May 05, 2022

ACTT: 1,668.1 Hours.

Complied with the following:

- 12 month Condition inspection.
- Complied with **AD 2014-07-08 Centrair**, Fuselage frame(s) inspection. Inspected as per Para(s) (f)(1) thorough (f)(3), No defects noted at this time. **Recurring 12 mo. inspection due: May 05, 2023.** Effective date: May 27, 2014.
- Checked Airworthiness Directives, Small Aircraft Biweekly(s) 2021-14 to 2022-11.

I certify this aircraft has been inspected in accordance with the applicable sections of the scope and detail of 14 CFR part 43 appendix D and found it to be in condition for safe operation. This date: ~~July 04, 2021~~ **MAY 05, 2022**

Owner assisted inspection

Signed

Ross Andrew A&P 3033118

MEMORANDUM

30

AD. 95-01-01, TERRA CORPORATION, MODEL TRT 250 TRANSPONDERS.

EFF DATE: FEBRUARY 6, 1995 - N/A BY P/N AND S/N. - R. Andrus AEP 3033/18

AD 2000-24-23, CENTRAIR, AIRBRAKE CONTROL SYSTEM. EFF DATE: JAN.
27, 2001. P C/U BY SN CENTRAIR SB NO. 101-16. REPAIRED AIRBRAKE
ACTUATOR ARM. 9/98 951.70 HRS. - R. Andrus AEP 3033/18

DATE
20

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

N644CA

CENTRAIR, PEGASUS 101A

S/N 101A0090

July 01, 2020

ACTT: 1,554.4 Hours.

Complied with the following:

- 12 month Aircraft condition report / inspection.
- Complied with **AD 2014-07-08 Centrair**, Fuselage frame(s) inspection. Inspected as per Para(s) (f)(1) thorough (f)(3), No defects noted at this time. **Recurring 12 mo. inspection due: July 01, 2021.** Effective date: May 27, 2014.
- Checked Airworthiness Directives, Small Aircraft Biweekly(s) 2019-13 though Biweekly 2020-14.

I certify this aircraft has been inspected in accordance with the applicable sections of the scope and detail of 14 CFR part 43 appendix D and found it to be in condition for safe operation. This date: July 01, 2020.

Owner assisted inspection:

Signed

Ross Andrew A&P 3033118

Heinrich Kling 2881974

DATE
2020

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION

'Flight-Deck Avionics, LLC'

237 N. 2370 W., Salt Lake City, UT 84116:

CRS# F62R677Y

Form No. FD-009

Tail #: N644CA

Mfg: Centrair

Model: 101

Serial: 101 090

This Is A Permanent Logbook Entry:

Performed tests and
inspections in accordance
with FAR 43 :

Appendix E to comply with FAR 91.411



Appendix F to comply with FAR 91.413

UNIT	MFG	MODEL	PART #	SERIAL #	TEST ALTITUDE
Transponder	Terra	TRT 250D	1900-0365-00	Not Acquired	4200 (field)

The above identified aircraft has been maintained and inspected in accordance with current FARs and is approved for return to service. Details are on file at this station under work order no. 11283 .

Signed: Jared Christensen

Digitally signed by Jared Christensen
Date: 2020.07.08 09:37:58 -06'00'

Date: 07/08/2020

Recertification Due: 07/31/2022

DATE
20

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

N644CA

CENTRAIR, PEGASUS 101A

S/N 101A0090

July 01, 2019

ACTT: 1,500.1 Hours.

Complied with the following:

- 12 month Aircraft condition report / inspection.
- Complied with **AD 2014-07-08 Centrair**, Fuselage frame(s) inspection. Inspected as per Para(s) (f)(1) thorough (f)(3), No defects noted at this time. Recurring 12 mo. inspection due: July 01, 2020. Effective date: May 27, 2014.
- Remove and replace Brake fluid as per Beringer Aero with DOT - 4 fluid. Bled brake system as required.
- Checked Airworthiness Directives, Small Aircraft Biweekly(s) 2018-12 though Biweekly 2019-13.

I certify this aircraft has been inspected in accordance with the applicable sections of the scope and detail of 14 CFR part 43 appendix D and found it to be in condition for safe operation. This date: July 01, 2019

Owner assisted inspection:

Signed

Ross Andrew A&P 3033118

[Signature] 2881974

2018

DATE 2018	NATURE OF FLIGHT	TIME THIS FLIGHT	TOTAL TIME		TOT. SINCE 100 HR.	SIGNATURE & NO. OF PILOT
			1497.1			
7-24	HEBER CITY, UT	0.0	1497.0		0.0	Stacy 2881974
	LANDING GEAR	RETRACTED	UNCOMMANDED ON EARLY PHASE OF			
	TAKEOFF ROLL	GLIDER SETTLED	BELLY ON THE RUNWAY.			
Reg. #: N644CA Make: Centrair Model: 101 A/C SN: 101 090 A/C TT: 1497.1 Repaired belly damage forward of main gear doors Repaired and reworked main gear doors Repaired cockpit shell forward of main gear Added additional material to both ends of brass landing gear lock plate All areas refinished with Simtec coating system Signed: <u>Paul A. Gaines</u> Paul A. Gaines A&P 2300425 Date: 10-08-2018						

25

DATE 2018	ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.
	N644CA CENTRAIR, PEGASUS 101A S/N 101A0090 June 20, 2018 ACTT: 1,497.1 Hours. Complied with the following: - Complied with AD 2014-07-08 Centrair, Fuselage frame(s) inspection. Inspected as per Para(s) (f)(1) thorough (f)(3), No defects noted at this time. Recurring 12 mo. inspection due: June 20, 2019. Effective date: May 27, 2014. - Checked Airworthiness Directives, Small Aircraft Biweekly(s) 2017-12 though Biweekly 2018-12. I certify this aircraft has been inspected in accordance with the applicable sections of the scope and detail of 14 CFR part 43 appendix D and found it to be in condition for safe operation. This date: June 16, 2017. Owner assisted inspection: <u>Stacy 2881974</u> Signed: <u>Ross Andrew</u> Ross Andrew A&P 3033118

DATE
20

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

THIS IS A PERMANENT LOGBOOK ENTRY-PERFORMED TEST & INSPECTIONS IAW 14 CFR PART 43,
APPENDIX E TO COMPLY WITH PART 91.411—; APPENDIX F TO COMPLY WITH PART 91.413 X
PART 91.217— N 644CA MAKE Pegasus Model 101A A/C Total Time 1493.6

STATIC SYS #1 TEST ALT Field STATIC SYS #2 ALT NA STATIC SYS #3 TEST ALT NA

	<u>MANUF</u>	<u>MODEL</u>	<u>PART#</u>	<u>S/N</u>	<u>ALT</u>
ALTIMETER#1	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>
ADC/ENCODER #	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>
ALTIMETER #2	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>
TRANSPONDER:	<u>Terra</u>	<u>TBT-2501</u>	<u>1900-0385-00</u>	<u>7090069</u>	<u> </u>
TRANSPONDER:	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>

PERTINENT DETAILS ARE ON FILE AT THIS REPAIR STATION UNDER W/O # 10194

AUTHORIZED SIGNATURE [Signature] DATED 5/3/2018

AVTECH SERVICES, LLC. Woods Cross, UT GRS: 7AYR463B

RECERT DUE DATE 5/2020
N 644CA
FORM AS-504A/Rev 1

DATE
20

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

N644CA
CENTRAIR, PEGASUS 101A
S/N 101A0090

June 16, 2017

ACTT: 1,476.2 Hours.

Complied with the following:

- Complied with **AD 2014-07-08 Centrair**, Fuselage frame(s) inspection. Inspected as per Para(s) (f)(1) thorough (f)(3), No defects noted at this time. **Recurring 12 mo. inspection due: June 16, 2017.** Effective date: May 27, 2014.
- Checked Airworthiness Directives, Small Aircraft Biweekly(s) 2016-12 though Biweekly 2017-12.

I certify this aircraft has been inspected in accordance with the applicable sections of the scope and detail of 14 CFR part 43 appendix D and found it to be in condition for safe operation. This date: June 16, 2017 .

Owner assisted inspection: _____

Signed _____

Ross Andrew A&P 3033118

Ken Clary 2881974

DATE
20

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

N644CA

CENTRAIR, PEGASUS 101A, S/N 101A0090

June 25, 2016

ACTT: 1,458.4 Hours.

Complied with the following:

- Complied with **AD 2014-07-08 Centrair**, Fuselage frame(s) inspection. Inspected as per Para(s) (f)(1) thorough (f)(3), No defects noted at this time. Recurring 12 mo inspection due: June 2016. Effective date: May 27, 2014.
- Checked Airworthiness Directives, Small Aircraft Biweekly(s) 2014-10 though Biweekly 2016-12.

I certify this aircraft has been inspected in accordance with the applicable sections of the scope and detail of 14 CFR part 43 Appendix D and found it to be in condition for safe operation. This date: June 25, 2016.

Owner assisted inspection:

Signed

Ross Andrew A&P 3033118

DATE 20	NATURE OF FLIGHT	TIME THIS FLIGHT	TOTAL TIME		TOT. SINCE 100 HR.		SIGNATURE & NO. OF PILOT
			1440	.4			

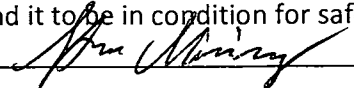
N644CA
CENTRAIR, PEGASUS 101A
S/N 101A0090

June 04, 2015

ACTT: 1440.4 Hours.

Complied with the following:

- Complied with **AD 2014-07-08 Centrair**, Fuselage frame(s) inspection. Inspected as per Para(s) (f) (1) thorough (f) (3), No defects noted at this time. **Recurring 12 mo inspection, DUE: June 04, 2016.** Effective date: May 27, 2014. (Ref. Centrair, SB No. 101-06 rev.1, dated 05/08/2013).
- Checked Airworthiness Directives, Small Aircraft Biweekly(s) 2015-1 though Biweekly 2015-11.

I certify this aircraft has been inspected in accordance with the applicable sections of the scope and detail of 14 CFR part 43 appendix D and found it to be in condition for safe operation. This date: June 04, 2015. Owner assisted inspection: 

Signed 
Ross Andrew A&P 3033118

DATE 20	ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.					
	'Flight-Deck Avionics, LLC'		369 N. 2370 W. Suite 102, Salt Lake City, UT 84116; 3455 W. Mike Jense Pkwy Suite 201, Provo, UT 84601;		CRS# F62R677Y CRS# F62D677Y	Form No. FD-009
	Tail #: N644CA	Mfg: CENTRAIR	Model: 101	Serial: 101 090		
	This Is A Permanent Logbook Entry:			☐ Appendix E to comply with FAR 91.411 ☒ Appendix F to comply with FAR 91.413		
	Performed tests and inspections in accordance with FAR 43:					
	UNIT	MFG	MODEL	PART #	SERIAL #	TEST ALTITUDE
	Transponder 1	Terra	TRT250D	Not Acquired	Not Acquired	4,200 (Field)
	The above identified aircraft has been maintained and inspected in accordance with current FARs and is approved for return to service. Details are on file at this station under work order no. 8061.					
	Signed: <u>Seth McBeth</u>					
	Date: <u>6/5/2015</u>					
	Recertification Due: <u>6/30/2017</u>					

DATE
2014

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

N644CA

CENTRAIR, PEGASUS 101A

S/N 101A0090

May 25, 2014

ACTT: 1,432.1 Hours.

Complied with the following:

- Complied with **AD 2014-07-08 Centrair**, Fuselage frame(s) inspection. Inspected as per Para(s) (f)(1 thorough (f)(3), No defects noted at this time. Recurring 12 mo inspection due: May 25, 2015. Effective date: May 27, 2014.
- Checked Airworthiness Directives, Small Aircraft Biweekly(s) 2013-10 though Biweekly 2014-10. New AD 2014-07-08.

I certify this aircraft has been inspected in accordance with the applicable sections of the scope and detail of 14 CFR part 43 appendix D and found it to be in condition for safe operation. This date: May 25, 2014.

Owner assisted inspection

Signed

Ross Andrew A&P 3033118

DATE
2013

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

N644CA

CENTRAIR, PEGASUS 101A

S/N 101A0090

May 11, 2013

ACTT: ~~1413.7 Hours.~~ 1418.3 hours S.M

Complied with the following:

- Checked Airworthiness Directives, Small Aircraft Biweekly(s) 2012-11 though Biweekly 2013-10. No new AD's at this time.

I certify this aircraft has been inspected in accordance with the applicable sections of the scope and detail of 14 CFR part 43 appendix D and found it to be in condition for safe operation. This date: May 11, 2013

Signed

Ross Andrew
Ross Andrew A&P 3033118

DATE
20

ENTER DATA REGARDS INSPECTIONS. ALTERATIONS. REPAIRS OR INFORMATION

'Flight-Deck Avionics, LLC'

369 N. 2370 W. Suite 102, Salt Lake City, UT 84116:
3455 W. Mike Jense Pkwy Suite 201, Provo, UT 84601:CRS# F62R677Y
CRS# F62D677Y

Form No. FD-009

Tail #: N644CA

Mfg: Centrair

Model: 101A

Serial: 101A0090

This Is A Permanent Logbook Entry:

Performed tests and
inspections in accordance
with FAR 43 :

Appendix E to comply with FAR 91.411



Appendix F to comply with FAR 91.413

UNIT	MFG	MODEL	PART #	SERIAL #	TEST ALTITUDE
Altimeter 1	_____	_____	_____	_____	_____
Altimeter 2	_____	_____	_____	_____	_____
Encoder/ADC	_____	_____	_____	_____	_____
Transponder 1	Terra	TRT 250D	1900-0365-00	7090069	4000 (field)
Transponder 2	_____	_____	_____	_____	_____

The above identified aircraft has been maintained and inspected in accordance with current FARs and is approved for return to service. Details are on file at this station under work order no. 0726 .

Signed: Jared Christensen

Digitally signed by Jared Christensen
DN: cn=Jared Christensen, o=Flight-Deck Avionics LLC, ou,
email=jaredchristensen@flightdeckavionics.com, c=US
Date: 2013.10.19 14:02:29 -0700

Date: 05/10/2013

(FAA CRS# F62R677Y / F62D677Y)

Recertification Due: 05/31/2015

D/
20

N644CA
CENTRAIR, PEGASUS 101A
S/N 101A0090

July 23, 2012

ACTT: 1398.3 Hours.

Complied with the following:

- Removed and replaced Main Landing Wheel and Brake system.
- LELEU France, Main Wheel removed, P/N 440054, S/N NSN.
- LELEU France, Brake system removed, P/N 440256, S/N NSN. And associated cables.
- BERINGER; Main Wheel installed, P/N JA-01, S/N 2482.
- BERINGER; Brake system installed, P/N dsc-006, S/N NSN.
- Work done in accordance with EASA STC # 10039017, issued to SA BERINGER, Z.A 42940 CHATELNEUF, FRANCE. Date of issue: 30.03.2012. And Installation manual MM-STC-003(0) DATED 30 Jan 2012. Nomenclature pieces NP-STC-003(0) DATED 30 Jan 2012 and time Limits and maintenance checks manual MC-STC-003(0) dated 30 Jan 2012: or later revisions of the above listed documents approved by EASA.
- Aircraft to be re-weighed, and provided with current Weight & Balance. - JULY 29, 2012 SM.
- Owner assisted with modification, Stan Misiewicz Stan Misiewicz

Signed Ross Andrew

Ross Andrew A&P 3033118

DATE 20	NATURE OF FLIGHT	TIME THIS FLIGHT	TOTAL TIME		TOT. SINCE 100 HR.		SIGNATURE & NO. OF PILOT
	<i>Flight-Deck Avionics, LLC</i> 369 N. 2370 W. Suite 102, Salt Lake City, UT 84116: CRS# F62R677Y Form No. FD-009 3455 W. Mike Jensen Pkwy Suite 201, Provo, UT 84601: CRS# F62D677Y						
	Tail #: N644CA Mfg: Centrair Model: 101A Serial: 101A0090						
	This Is A Permanent Logbook Entry: Performed tests and inspections in accordance with FAR 43: ☐ Appendix E to comply with FAR 91.411 ☒ Appendix F to comply with FAR 91.413						
	UNIT	MFG	MODEL	PART #	SERIAL #	TEST ALTITUDE	
	Altimeter 1	NA					
	Altimeter 2	NA					
	Encoder/ADC	NA					
	Transponder 1	Terra	TRT 250D	1900-0365-00	7090069	field	
	Transponder 2	NA					
	The above identified aircraft has been maintained and inspected in accordance with current FARs and is approved for return to service. Details are on file at this station under work order no. 1693.						
	Signed: <u>Matthew Drake</u> Digitally signed by Matthew Drake Date: <u>05/20/2011</u>						
	(FAA CRS# F62R677Y / F62D677Y) Recertification Due: <u>05/2013</u>						
TOTAL TIME FWD TO NEXT PAGE							

DATE 20	ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.
	N644CA CENTRAIR, PEGASUS 101A S/N 101A0090
	June 09, 2012 ACTT: 1392.0 Hours. Complied with the following: • Checked Airworthiness Directives, Biweekly 2011-10 though Biweekly 2012-11. No new AD's at this time.
	I certify this aircraft has been inspected in accordance with the applicable sections of the scope and detail of 14 CFR part 43 appendix D and found it to be in condition for safe operation. This date: <u>June 09, 2012</u>
	Signed: <u>Ross Andrew</u> Ross Andrew A&P 3033118

DAT
20

N644CA
CENTRAIR, PEGASUS 101A
S/N 101A0090

May 18, 2011

ACTT: 1359.1 Hours.

Complied with the following:

- Airworthiness Directive, AD 2010-24-10 CENTRAIR, Effective January 5, 2011. Rudder Pedal(s) bar locking adjustment, by complying with Societe Nouvelle CENTRAIR, Service Bulletin No. 101-29. Replacement of locking bar with new reinforced P/N \$Y186A.
- Installed Transponder Antenna and antenna ground plane, at FS 39.5, Used 0.032 2340-T3 AL-Clad aluminum. Attached to aft wing spar carry through tube with 1 in. Adel clamps (MS21916-WDG16, with standard hardware). Connected to Terra Transponder with 10 ft. RGS-400 Coax cable. Negligible weight change.

I certify this aircraft has been inspected in accordance with the applicable sections of the scope and detail of 14 CFR part 43 appendix D and found it to be in condition for safe operation. This date: May 18, 2012

Signed

Ross Andrew A&P
Ross Andrew A&P 3033118

DATE 2010	ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.
Aug. 10	ACTT: 1344.2 Hours
	- CHECKED AIRWORTHINESS DIRECTIVES, BIWEEKLY - 2009-15 to
	2010-16, AND A.D.'s TO AUGUST 19, 2010. NO NEW A.D.'s NOTED AT
	THIS TIME.
	I CERTIFY THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE
	WITH APPLICABLE SECTIONS OF THE SCOPE AND DETAIL OF CFR PART
	43 APPENDIX "D" AND FOUND IT TO BE IN CONDITION FOR SAFE
	OPERATION! THIS DATE: AUGUST 10, 2010 -
	PSS [Signature] AEP 3033118

DATE
2009

ENTER DATA REGARDS INPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

N644CA
CENTRAIR, PEGASUS 101A
S/N 101A0090

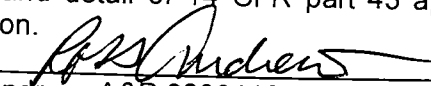
July 19, 2009

ACTT: 1343.8

•Checked Airworthiness Directives BIWEEKLY 2008-07 though BIWEEKLY 2009-14. No
new AD notes at this date.

I certify this aircraft has been inspected in accordance with the applicable sections of the
scope and detail of 14 CFR part 43 appendix D and found it to be in condition for safe
operation.

Signed


Ross Andrew, A&P 3033118 IA

DATE
2008

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

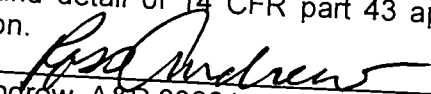
N644CA
CENTRAIR, PEGASUS 101A
S/N 101A0090

July 26, 2008

ACTT: 1,321.7 HRS

I certify this aircraft has been inspected in accordance with the applicable sections of the
scope and detail of 14 CFR part 43 appendix D and found it to be in condition for safe
operation.

Signed


Ross Andrew, A&P 3033118 IA

DATE
2007

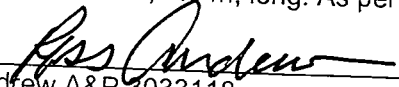
ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

N644CA
CENTRAIR, PEGASUS 101A
S/N 101A0090

November 10, 2007
ACTT: 1306.8 HRS

Complied Airworthiness Directive, 2005-08-12 Centrair, effective date: June 6, 2005. **Rudder Pedals** by complying with Centrair Service Bulletin No. 101-24 and instruction manual, document 101BE1650. **Note:** Left and Right Ruder pedals replaced with New Centrair reinforced rudder pedals P/N \$Y185A (LH) P/N \$Y196A (RH). Forward Left and Right Rudder cables replaced with new Centrair P/N 460003, 0.5m, long. Aft Left and Right Rudder cables replaced with new Centrair P/N 460003, 7.0 m, long. As per document 101BE1650.

SIGNED


Ross Andrew A&P 3033118

DATE
20

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE

N644CA
CENTRAIR, PEGASUS 101A
S/N 101A0090

July 30, 2007

ACTT: 1,300.9 HRS

Complied with Alternate Method of Compliance (AMOC) to Airworthiness Directive, AD
2005-08-12, Rudder Pedals. Inspected rudder pedals for cracks as per Centrair Service
Bulletin No. 101-24. No cracks found at this time. See attached AMOC, dated: July 16, 2007.
Note: Rudder pedals must be visually inspected daily prior to first flight using a minimum
10x magnifier. If any cracks are detected, the pedals must be replaced with approved parts
prior to further flight. This extension is for 25 hours time in service or 25 flights. **Due at
1325.9 hrs Aircraft time.**

I certify this aircraft has been inspected in accordance with the applicable sections of the
scope and detail of 14 CFR part 43 appendix D and found it to be in condition for safe
operation.

Signed


Ross Andrew, A&P 3033118 IA

DATE
2006

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

N644CA
CENTRAIR, PEGASUS 101A
S/N 101A0090

ACTT: 1276.2 HRS

Complied with Alternate Method of Compliance (AMOC) to Airworthiness Directive
(AD) 2005-08-12, Rudder Pedals by complying with Centrair Service Bulletin No. 101-24. See
attached AMOC dated: June 22, 2006. No cracks found at this time.

Note: Rudder pedals must be visually inspected prior to first flight. Using minimum 10x magnifier.
And pedals must be replaced on or before 1301.2 hrs ACTT or 25 flights from this date. (June 29,
2006)

I CERTIFY THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH THE
APPLICABLE SECTIONS OF THE SCOPE AND DETAIL OF 14 CFR PART 43 APPENDIX "D"
AND FOUND IT TO BE IN CONDITION FOR SAFE OPERATION THIS

DATE: June 29, 2006

SIGNED

[Signature] AEP 30331181A

(See back of Log)

DATE
20

ENTER DATA REGARDS INPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

W/O#: 36U-05-2461
Make: Centrair
Model: 101 A
S/N: 101A0090
Reg #: N644CA



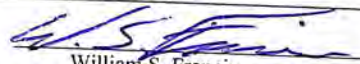
1980 Airport Rd. Hangar A Heber City, UT 84032

Tach: N/A
Total Time: 1250.0
Hobbs: N/A
Cycles: N/A
SMOH: N/A

I certify that this AIRCRAFT has been inspected in accordance with an ANNUAL INSPECTION and was determined to be in airworthy condition at this time and date. Complied with AD2000-24-23 visual inspection of the airbrake control system. Next due 5/31/2006. The Aircraft, Airframe, Aircraft Engine, Propeller, or Appliance identified above was repaired and inspected by OK3Air CRS W77R917Y in accordance with current Federal Aviation Regulations and was Approved for return to service. Pertinent Details are on file under this work order

Date 5/31/2005

Authorized Inspector


William S. Francis

DATE
2004

ENTER DATA REGARDS INPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

APR 17

INSPECTED RUDDER CABLES, AND TOW RELEASE CABLES AS PER
"CENTRAIR" SERVICE BULLETIN No. 101-23, DATED JAN. 06, 2004

NO DEFECTS FOUND AT THIS TIME AETT: 1206.5 hrs (FAA. SPECIAL AGENT) (NO. CE-04-39
INFORMATION BULLETIN)

R. Andrew A#P560969349

DAY: 05 MONTH: MAY YEAR: 04

TOTAL AIRCRAFT TIME: 1206.5 HOURS

TACH TIME: NA HOURS

I CERTIFY THIS AIRCRAFT HAS BEEN INSPECTED IN
ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE
SCOPE AND DETAIL OF 14 CFR PART 43 APPENDIX D AND
FOUND IT TO BE IN CONDITION FOR SAFE OPERATION.

SIGNATURE: William Jay Thomson

WILLIAM JAY THOMSON

A&P 519547259 IA

DATE
20ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

5-10-03 Total Time: 1175.5

I have inspected this glider in accordance
with the scope and intent of FAR 43 Appendix D
for a Conditional Inspection and found it to be
in a condition for safe flight at this time
and date. Clarence B. Quisenberry
571526259 ATP

DATE
20

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

5/18/01

GEAR UP LANDING ON SOFT DIRT CAUSED SUPERFICIAL DAMAGE TO GELCOTE AT BOTTOM OF AC
IN FRONT OF GEAR DOOR AND FRONT CORNERS OF GEAR DOOR. REMOVED AFFECTED
GELCOTE, PRIMED, PAINTED TOP COAT. - STANISLAW MISIEWICZ [REDACTED] - 1951

5-20-2001 - REMOVED GEAR WARNING SYSTEM - STAN MISIEWICZ [REDACTED] - 1951

DATE
20

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

3

4-5-02

TT 11412.8

I certify that I have inspected this glider in accordance
with the scope & detail of FAR 413 Appendix D for
a conditional inspection and found it to be
in a condition for safe operation at this time
and sale.

Sharon B. Johnson
571526259 IA

AIRCRAFT DESCRIPTION				
MANUFACTURER	CENTRAIR		PLACE	FRANCE
LICENSE NO.	N 644 CA		TYPE	PEGASUS 101A
DESCRIPTION	STANDARD		SERIAL NO.	101A 0090
FINISHING NOTES:			T.C. NO.	
FABRIC TYPE			DOPE OR RESIN TYPE	
PAINT:			MFG'R	NO.
BASE				
TRIM			MFG'R	NO.
INTERIOR			MFG'R	NO.
SEATING CAPACITY (Crew Included)			WEIGHT EMPTY	WEIGHT LOADED
WING AREA	SQ. FT.	CONTROL AREA	SQ. FT. SPAN	LENGTH
TIRES MAIN			BRAKES	
OWNER	STANISLAW MISLEWICZ		ADDRESS	5120 So. CARIBBEAN WAY
CITY	MURRAY		STATE	UTAH

DATE 20	ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.
	PURCHASED THIS SAILPLANE FROM BRUCE C. ROBERTS ON JAN. 20, 2001
	MAIN TIRE PRESSURES: BAR PSI GROSS WEIGHT (1 BAR = 10 ⁵ N/m ² ; 1 N = 0.225 LBS; 1 BAR = 14.25 PSI)
	2.5 36 ↑
	2.7 39 ↓ TO 750 LBS
	3.0 44 ↓ 820 LBS
	3.2 46 ↑
	3.4 49 ↓ TO 1003 LBS
4-13-2003	REPLACED CANDY STRUT - J. C. Johnson [REDACTED] 1851. - OWNER PILOT.
	NOTE: ALL REDACTED CERTIFICATE NUMBERS IN THIS LOG BOOK WERE SOCIAL SECURITY NUMBER BEFORE FAA APPLIED CHANGE. MY AIRMAN CERTIFICATE NOW IS: 2881974

SAILPLANE LOG BOOK # 2

MODEL No. CENTRAIR PEGASE 101 A SERIAL No. 101 A 0090 REGISTRATION No. N 644 CA



The Soaring Society of America, Inc. • P.O. Box 2100 • Hobbs, NM 88241-2100

Sailplane Log Book

DATE 19	NATURE OF FLIGHT	TIME THIS FLIGHT	TOTAL TIME		TOT. SINCE 100 HR.		SIGNATURE & NO. OF PILOT
			1120	.5			
9/2/00		4	1124	.5			
→ FOR CONTINUATION GO TO LOGBOOK #2							

NOTE: This glider Centrair, Pegasus 101A, SN-101A 0090. **AD 98-19-14 S.N. CENTRAIR**, Effective date: November 09, 1998. Compiled with September 18, 1998, ACTT: 951.70 Hrs. As per AD para (a)(1)(b). By replacement of Airbrakes control, with Part Number \$Y057D. (NEW). See Log Book #1. **This action removes the 12mo. Re-occurring inspection requirement of AD 98-19-1998.**

TOT. TIME FWD TO NEXT PAGE

DATE
19

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

OCT 28 2000

REATTACHED LOWER SURFACE GAP SEALS ON BOTH ALERONS,
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED WITHIN
THE SCOPE & DETAIL OF AC 43:13 APP'D" & WAS FOUND TO
BE IN SAFE OPERATING CONDITION

TT 1124.5

 R Mayes

A&P 569402428

DATE
19

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

TRANSPORTATION HAVE BEEN TESTED AND
INSPECTED AND FOUND TO COMPLY WITH
APPENDIX F OF PART 43 I.A.W. FAR 91.413

DATE 1-3-00 W.O.# 4236

SIGNED Paul J. Chalk

CALIFORNIA INSTRUMENTS #A0010002

3000 W. BROADWAY

IRVINE, CA 94550

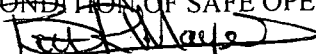
RE-TEST DATE 1-02

6-2-2000 Replaced Trim spring with new unit supplied By
Centair. ~~Paul J. Chalk~~ AEP 569452428

DATE
19

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

11/26/99 REPAIRED GELCOAT ON UPPER & LOWER
SURFACE OF RIGHT TIP OF ELEVATOR. BY REMOVING
AFFECTED GELCOAT. FILLING WITH 2071 PRIMER AND
PAINT WITH 2781 TOP COAT. I CERTIFY THAT THIS
GLIDER HAS BEEN INSPECTED WITHIN THE SCOPE &
DETAIL OF A.C. 43:13 APP. D & FOUND TO BE IN
CONDITION OF SAFE OPERATION.


BRETT R. MAYES A&P 56945248

DATE
19

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

9/18/98

ATAF 951.70

COMPLIED WITH AD 98-19-14 BY REPLACING AIRBRAKE
ACTUATOR ARM SUPPLIED BY FACTORY - REPLACED TOW
RELEASE WITH SERIAL # 33636 EXCHANGER UNIT.

I CERTIFY THAT THIS AC HAS BEEN INSPECTED WITHIN
THE SCOPE AND DETAIL OF FAR 43.13 APP D & FOUND
TO BE IN CONDITION FOR SAFE OPERATION

~~T~~ RMayer AEP 56452428

DATE

19 97

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

7/11

T

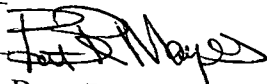
C/W AD 97-08-06 DATED 6-2-97 BY INSPECTION

AND MEASURING PIN HOLES AND WERE FOUND TO BE IN COMPLIANCE

Relent Lodge 47785487A

Date: 04/22/98 TTAF: 884.2

I certify that this sailplane has been inspected in
accordance with the scope and detail of AC 43:13 App
"D" and was found to be in a condition for safe
operation.



Brett R. Mayes

A&P 569452428

DATE
19

97

6-27

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

Inspected Transponder and Altitude reporting system per
FAR 91.217 to 39000 ft. Found system to meet all
requirements and certified for use

CALIFORNIA GYROS & INSTRUMENTS
660 TERMINAL CIRCLE
LIVERMORE, CA 94550

TRANSPONDER(S) HAVE BEEN TESTED AND
INSPECTED AND FOUND TO COMPLY WITH
APPENDIX F OF PART 43 I.A.W. FAR 91.413

DATE 6-27-97 W.O.# 2277

SIGNED Karl J. Chalk
CALIFORNIA GYROS & INSTRUMENTS #XC3R966L
660 TERMINAL CIRCLE
LIVERMORE, CA 94550

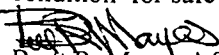
TNA XC3R966L
Karl J. Chalk

DATE
19

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

Date: 4/27/97 TTAF: 820.2

I certify that this sailplane has been inspected in accordance with
the scope and detail of AC 43:13 App "D" and was found to be in a
condition for safe operation.



Brett R. Mayes A&P569452428

Gear up landing

DATE
19

3/8/97

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

INSTALLED NEW INSTRUMENT PANEL FASHIONED OF 2024 T3.090 ALUMINUM.
INSTALLED NEW #2 BATTERY BOX OPPOSITE #1 BATTERY. REPLACED ALL
WIRING, REROUTED INSTRUMENT TUBING. INSTALLED ILEC 5B8 ELECTRIC VARIO
& TERRA TXPDR TRAY & ENCODING ALTIMETER, WT & BAL UPDATED.
~~Red H. W. W.~~ A&B 569452428

4/27/97 REPAIRED FUSELAGE BELLY & GEAR DOORS. SCARFED DAMAGED
AREA. LAYED 7 LAYERS OF UNIDIRECTIONAL CLOTH AND 1 LAYER
CROWS WITH EPOXY RESIN & HARDER. FILLED SHAPED & PAINTED
WITH PRESTEL 2081 TOP COAT. INSTALLED GEAR WARNING SYSTEM
& PILOT RELIEF TUBE. CLEANED ENTIRE A/C LUBRICATED ALL HINGES
& CONTROL LINKAGES

DATE
19

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

4/6/96 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED
TT 777.6 WITHIN THE SCOPE AND DETAIL OF FAR 43.13 APP "D"
I FOUND TO BE IN A CONDITION FOR SAFE OPERATION
~~Tim Mayes~~ 569452428 A&P

12/15/96
INSTALLED FIBER GLASS TAIL WHEEL WHEEL & AXEL ASSEMBLY TO ACCEPT
200X50 PNEUMATIC TAIL WHEEL & TIRE ASSY. USED 162 RESIN &
EGLAS. RELOCATED TOW HOOK TO FORWARD BULKHEAD USING FACTORY
DRAWINGS & PARTS. REPAIRED SMALL SCRATCHES IN UNDERBELLY.
PERFORMED WT & BALANCE & ENTERED IN AK RECORDS.
~~Tim Mayes~~ A&P 569452428

DATE

19 94

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

2-24-94

TT 767.5

I CERTIFY THAT THIS SAIL PLANE HAS BEEN INSPECTED

WITH THE SCOPE AND DETAIL OF AC 43:13 APP D AND WAS

FOUND TO BE IN A CONDITION FOR SAFE OPERATION *Boekel May*

AP 569453224

6-1-95

TT 777.6

I CERTIFY THAT THIS SAILPLANE HAS BEEN

INSPECTED WITH THE SCOPE AND DETAIL OF

AC 43:13 APP D AND WAS FOUND TO BE IN A

CONDITION FOR SAFE OPERATION

Boekel Mayes A&P 569452428

DATE 1993	ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.
7-15-93	TTAF 734.6 hrs Cleaned and lubricated control Rod ends
	Cleaned cockpit AREA.
	I CERTIFY THAT THIS Sail PLANE HAS BEEN
	INSPECTED IN ACCORDANCE WITH THE SCOPE AND
	DETAIL OF AC 43.13 APP "D" AND WAS FOUND TO
	BE IN A CONDITION FOR SAFE OPERATION.
	BROOKS R. WAGNER
	AP 589 45 3224

DATE
19

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

1-13-92 I CERTIFY THAT THIS SAILPLANE (GLIDER) HAS BEEN INSPECTED
IN ACCORDANCE WITH THE SCOPE AND DETAIL OF A/C 43.13
APP "D" AND WAS FOUND TO BE IN A CONDITION FOR
SAFE OPERATION S. S. BUGH AEP 56580 H60 IA

DATE
1991

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

TIAF 688.5

1/12/91

I certify that this Glider has been inspected in
accordance with the scope and detail
of AC 43.13 App "D" and was found to be
in a condition for safe operation.

Brooks R. Mayes
AP 569453224

6-4-91 TOTAL TIME 700 HRS (Apx)

REPAIRED 3" GOUGE AND SCUFFED AREA ON LOWER SIDE
OF LEFT WING AT MID SPAN. DETAILS OF REPAIR ON FILE.
RETURNED TO SERVICE THIS DATE.

John D. Smith FAR REPAIR STATION
VIWR 371K

DATE
19

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

4/22/89

new RADIO
ADDED BECKER to existing WIRING HARNESS

11/2/80

TAF 652.4 hrs

I certify that this Glider has been inspected in
accordance with a condition inspection and
was determined to be in a condition for safe
operations

Brent R. Meyer

As 569-453224

DATE
19

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

1/14/89 TIAF 635.2

Replaced canopy due to damage incurred while De. Rigging
Glider. All work done in accordance with manufactures
recommendations.

I certify that this Aircraft has been inspected in
accordance with a condition inspection and was
found to be in a condition for safe operation.

Bob R. Mc
AF. 565 45324

DATE
19 87

FusJ 696 002/03

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

January 15, 1987 Total Time: 411

AD NO 80-02-04 Complied with by inspection, measurement
and by location of cable guide

S/B 101-4 Complied with this date by inspection.

S/B 101-5 Complied with this date as part of AD NO 80-02-04

S/B 101-6 Complied with this date by inspection.

All controls lubed, cables inspected, control points inspected.

I certify that this sailplane has been inspected with the
Scope and detail of FAR part 43 Appendix "D" and
was found to be in condition for safe flight this date.
forward bulkhead glassed in at left corner.

Paul J. Seligman FA 568724094

DATE
19 86

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

3-15-86

I CERTIFY THAT THIS A/C HAS BEEN
INSP. IN ACCORDANCE WITH FAR 43
APPENDIX D, AND WAS FOUND TO BE
IN A CONDITION FOR SAFE OPERATION
THIS DATE:

REPAIRED DELAMINATED FIN SPAR ON
L. SIDE OF FIN, INST. NEW GEAR DOORS.
INST 6 LBS OF BALLAST IN AFT. FUSE, ON
FACTORY MOUNTS.

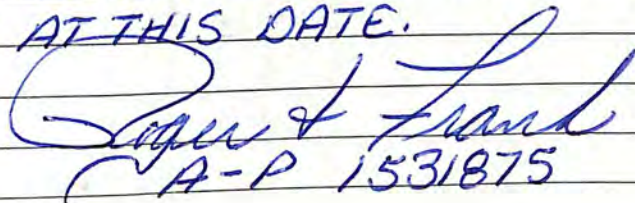
[Signature]
A-P1531875

DATE
1985

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

32385

I CERTIFY THAT THIS A/C HAS BEEN
INSPECTION IN ACCORDANCE WITH FAR 43
APPENDIX D AND WAS FOUND TO BE
IN A CONDITION FOR SAFE OPERATION
THIS DATE; A/C WEIGHED + WEIGHT +
BALANCE DONE AT THIS DATE.


A-P 1531875

DATE
19

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

11-15-84

INSP. UPPER RUDDER HINGE
PER. CENTRAL SERVICE BULLETIN
101-4. CLEANED + GREASED HINGE.
INST. RUDDER ON A/C.

Paul Frank
A-1531875

DATE
1984

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION
PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE
SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

7/14

DAMAGE TO RIGHT WING DUE TO COLLISION WITH RUNWAY LIGHT AT TRUCKEE.

DATE
19 *84*

ENTER DATA REGARDS INSPECTIONS, ALTERATIONS, REPAIRS OR INFORMATION PERTINENT TO THE HISTORY OF THE AIRCRAFT. ALL ENTRIES MUST BEAR THE SIGNATURE, RATING AND CERTIFICATE NO. OF THE MAKER.

1/10/84

REMOVED WINTER SLIP INDICATOR QM¹/INSTALLED GEAR WARNING DEVICE
THOMAS A. GUNN 549687769

Stall 3430 1/2 Kts

Min senk 43 K+S

best L/D 41 @ ~~32K~~ 49.6 Kts

VINE 13252105

Max morning 92 kts

CENTRAIR 101A (PEGASE) 101A0090
SN/