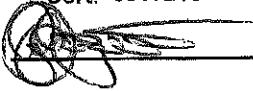


34

Records of Maintenance, Inspection and Test

Date	Total time since new (airframe)	Records	Approval
		<p>Date: 10/08/2018 Hours: Hobbs 120.9 Tail#: N286TG Make: Flight Design Model: CTLS S/N: F-16-05-52 Performed ground run, due to customer noticing fuel pressure fluctuated last flight. Ran up aircraft, moved fuel pressure hose to pressure sensor and could duplicate fluctuation. Removed pressure sensor, drained a cup full of fuel, (customer runs unleaded fuel), cleaned, reinstalled same fuel sensor P/N B014024, performed ground run, no leaks noted, and pressure was steady at 5.0-5.1. Work performed IAW CTLS Maintenance and Inspection Procedures Manual, ch. 6. All work was accomplished IAW FAR's 14 CFR, Manufactures technical publications and consider aircraft safe for flight in regards to work performed.</p>	

Name: Felipe Gregory Esparza  
Co: Semper FI Aviation

Cert: 3607219  
Sign: 

N286TG AIF LOGS Vol II

**Airworthiness Directives, Safety Alerts, Service Bulletins, Service Notifications**

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**Date**

**AD,  
SA, SB, SN**

**Total time  
since new  
(airframe)**

**Records**

**Approval**



Aircraft Make: Flight Design CTLS Reg: N286TG S/N F-16-05-52 A/C Hobbs time 134.0 Date: 11/19/2018  
 Engine Make: Rotax 912ULS 2 S/N 6.783.172 Engine TT 134.00

Changed 6 exhaust springs to stainless steel P/N 938-795, replaced one water line hose clamp from from water pump to cooler.  
 Completed to ground runs, no leaks noted.

I certify all work was accomplished IAW FAR's 14 CFR, Flight Design Maintenance Manual, Rotax 912 maintenance manual and consider Aircraft to be safe for flight in regards to work performed.

*[Signature]*  
 A&P.A. 3607219


Airworthiness Directives, Safety Alerts, Service Bulletins, Service Notifications

Date

AD,  
SA, SB, SN

Total time  
since new  
(airframe)

Records

Approval



Aircraft Make: Flight Design CTLS Reg: N286TG S/N F-16-05-52 A/C Hobbs time 134.0 Date: 11/19/2018

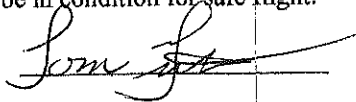
- 1) Repaired R/H and L/H landing gear struts IAW Flight Design Major Repair and Alteration (MRA-LSA) Instructions per ID No. 18-048-USA, dated 11/16/2018
- 2) Painted both landing gear struts and strut fairings original white
- 3) Repacked wheel bearings using Mobil 28, both main gear legs.
- 4) Using transit shot aircraft and both wings level.

All work was performed IAW FAR's 14 CFR, Flight Design technical manuals and consider aircraft safe for flight in regards to work performed.

  
George G. Espalosa  
A&P I.A. 3607219

05 Dec 2018 F-16-05-52; hobbs time 139.1 TT  
 The fuel filter was inspected and cleaned. Wheels removed inspect bearings and brakes. Lube all tail joints. Compression test (80-80-79-80) I certify that this aircraft has been condition inspected in accordance with the manufacturer's maintenance and inspection procedures, and was found to be in condition for safe flight.

Tom Gutmann A&P 2040778



Notifications

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Approval



Aircraft Make: Flight Design C.T.L.S. Reg: N286TG S/N F-16-05-52 A/C Hobbs time 175.3 Date: 03/31/2019

Washers used as spacers on R/H lower outboard saddle pushing silicone protective strip out. Replaced protective strip with same thickness, lack baffle material. Instead of washers as spacers, manufactured spacer from phenolic 1/4 to correct size of lower saddle, and installed using DP 400. Re-installed lower saddle and torqued to correct standard practice requirements

All work was performed IAW FAR's 14 CFR, Flight Design technical manuals and consider aircraft safe for flight in regards to work performed.

  
 A&P No. 3607219







## Airworthiness Directives, Safety Alerts, Service Bulletins, Service Notifications

Date: 10/03/2019 Hours: 218.2

Tail#: N286TG

Make: Flight Design

Model: CTLS

S/N: F16-05-52

Complied with SB-ASTM-CTLS-14 by installation of two (2) Reinforcement Plates, one for Pilot side and other for Passenger side. All work accomplished IAW SB-ASTM-CTLS-14.

 Felipe G. Espinosa A&P 3607219

Approval

Date: 12/04/2019 Hours: 236.3

Tail#: N286TG

Make: Flight Design

Model: CTLS

S/N: F16-11-16

Found connector pin overheated, changed connector P/N 965-335 with new pin on yellow stator line P/N 864-011. Removed Rectifier Regulator P/N 965-349 S/N 1491, found regulator inop. Installed new regulator, same P/N, S/N 1706. Reconnected, performed ground run and maintenance flight, op's checked good.

 Felipe G. Espinosa A&P.I.A. 3607219

Airworthiness Directives, Safety Alerts, Service Bulletins, Service Notifications

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Date

AD,  
SA, SB, SN

Total time  
since new  
(airframe)

Records

Approval

13551 Wing Way Avenue  
Suite 201  
Burleson, Texas 76028  
FAA CRS T69R587X



Flight Design GMBH  
S/N F-16-05-52  
N286TG  
AC Hobbs Time: 241.3

The aircraft transponder system was tested and inspected in accordance with 14 CFR Part 91.413 and was found to comply with 14 CFR Part 43 Appendix E Paragraph (c) and Appendix F.

Transponder: Dynon P/N SC-XPNDR-261 S/N 0444

For details relating to this inspection and test refer to TexasGYRO Work Order No. 21961 Task 1.

Signed: \_\_\_\_\_

Date: 21 December 2019



Repair and Alteration; Conduct of Service Instructions

Date

FAA A

Total time

Approval



Aircraft Make: Flight Design CTLS Reg: N286TG S/N F-16-05-52 A/C Hobbs time 241.3 Date: 12/23/2019

Complied with the following Maintenance:

- 1) Performed 100 Hour / Annual Condition Inspection per Flight Design CTLS Maintenance and Procedures Manual (AF04800001 Revision No. 3 Dated 14 September 2008.
- 2) Inspected and lubricated flight controls
- 3) Removed inspected wheel assemblies, repacked wheel bearings with Mobil 28, static balanced main wheel assemblies.
- 4) Measured both wheel brake disc's, (L/H .0159), (R/H .0161), brake pads are good.
- 5) Re-torqued propeller bolts to hub.
- 6) Wings removed during Annual in Tulsa OK by FD dealer on 12/2018 and are due to be removed next annual condition inspection, 12/2020 *RE*
- 7) Fuel gascolator was cleaned
- 8) ELT battery due change 07/2020 *RE*
- 9) BRS chute P/N BRS-6 Model 135OHS S/N 22799, built 10/15, due 10/2021



I certify this Aircraft has been inspected for a 100 hour / Annual Conditional Inspection IAW manufactures technical publications and find aircraft in condition for safe operation in regards to work performed.

*[Signature]*  
Philip C. Espinoza A&PIA 3607219

Flight Design Service Center



Repair and Alteration; Conduct of Service Instructions

Date	MRA, SI reference	Total time since new (airframe)	Records	Approval
				
<p>Aircraft Make: Flight Design CTLS Reg: N286TG S/N F-16-05-52 A/C Hobbs time 279.1 Date 05/29/2020            Engine Make: Rotax 912ULS 2 S/N 6.783.172 Engine TT 279.1</p>				
<p><b>Complied with the following Maintenance:</b></p>				
<ol style="list-style-type: none"> <li>1) Removed Nose wheel, strut assembly, removed 6 Red polyurethane dampeners, inspected, cleaned and installed 6 new Red polyurethane dampeners and reassembled nose strut IAW Flight Design CTLS maintenance and inspection manual Chapter 4-11-4-17</li> <li>2) Disassembled Nose Wheel assembly, inspected, installed two new wheel bearings P/N 6302-2RSHC3GJN, New Aero classic Tire P/N 4.00X6 Ply 06-00944, New Aero Classic Inner Tube P/N 13X500-6/400-6-TR-87. Reassembled Wheel assembly and installed IAW Flight Design maintenance and inspection manual Chapter 4.2.1.6.1-6.3</li> <li>3) Complied with DynonSVT42T Servo Pulley Service bulletin by installing new Servo Pulley assembly IAW SB.</li> <li>4) Found Control Sticks not centered to each other. Rigged entire Aileron system and performed maintenance flights and fine tuned Aileron trim system, maintenance flights operational checks were good. All work accomplished IAW 4.3.1.7.1-7.5, 4.3.1.8</li> </ol>				
<p>I certify this Aircraft has been inspected and or repaired IAW manufactures technical publications and find aircraft in condition for safe operation in regards to work performed.</p>				
 <p>A&amp;P I.A. 3607219</p>				



Repair and Alteration; Conduct of Service Instructions

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Approval

Aircraft Make: Flight Design CTLS Reg: N286TG S/N F-16-05-52 A/C Hobbs time 319.6 Date: 12/23/2020

Complied with the following Maintenance:

- 1) Performed 100 Hour / Annual Condition Inspection per Flight Design CTLS Maintenance and Procedures Manual (AF04800001 Revision No. 3 Dated 14 September 2008.
- 2) Inspected and lubricated flight controls
- 3) Removed Inspected wheel assemblies, repacked wheel bearings with Mobil 28
- 4) Measured both wheel brake disc's, cleaned brakes and measured wear, (L/H IB=4.28mm/OB= 4.50mm, R/H IB= 3.81mm,
- 5) OB= 4.13mm, brake pads are good.
- 6) Re-torqued propeller bolts to hub.
- 7) Removed Nose gear wheel and strut assembly, inspected, lubricated re-installed.
- 8) Fuel gascolator was cleaned
- 9) ELT battery due change 07/2021
- 10) BRS chute P/N BRS-6 Model 135OHS S/N 22799, built 10/15, due 10/2021

I certify this Aircraft has been inspected for a 100 hour / Annual Conditional Inspection IAW manufactures technical publications, Appendix D to Part 43 and find aircraft in condition for safe operation in regards to work performed.

 Felipe S. Esparza A&PIA 3607219 Flight Design Service Center

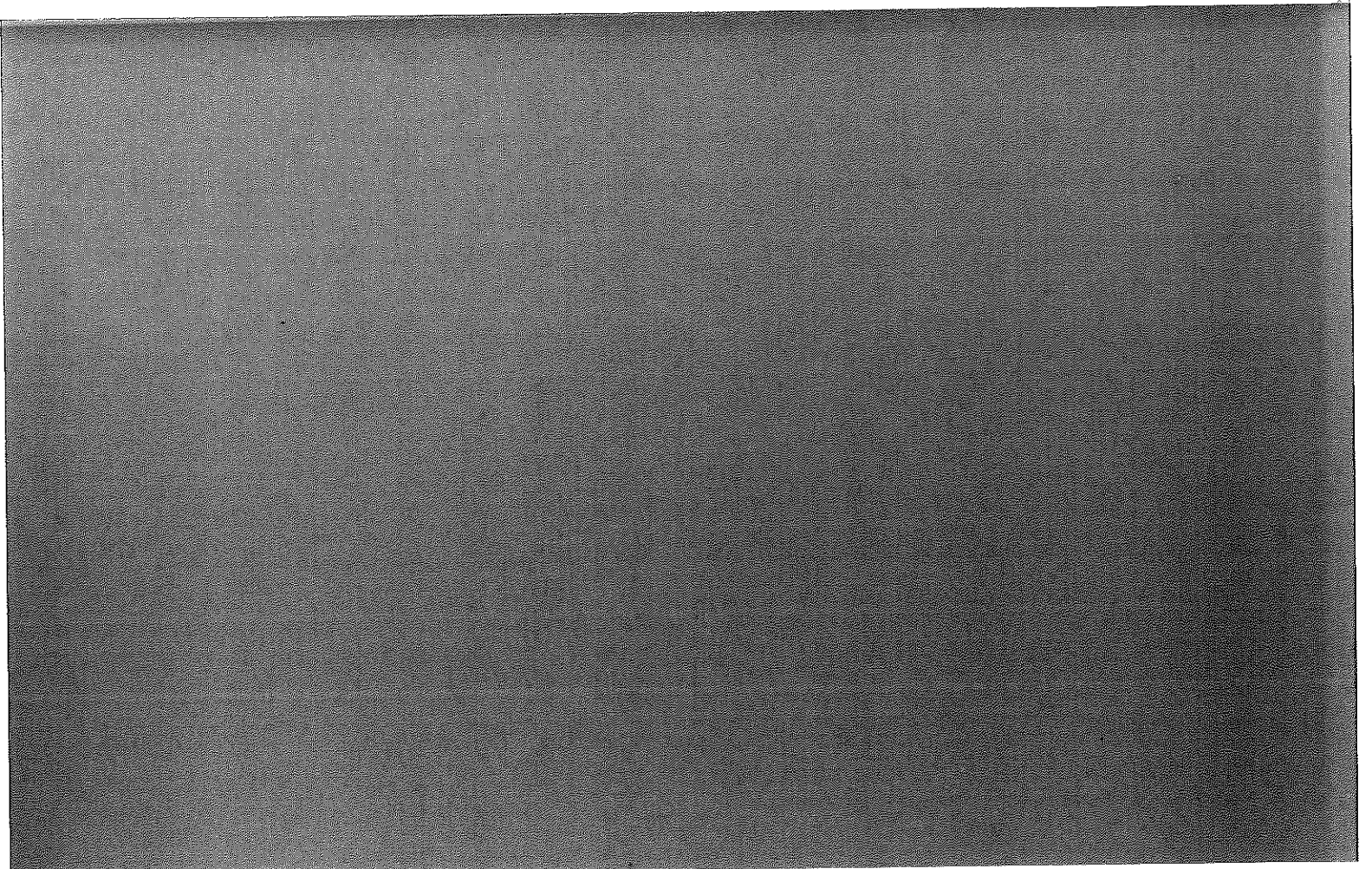






Repair and Alteration; Conduct of Service Instructions


Date	MRA, SI reference	Total time since new (airframe)	Records	Approval
17-December-2021 N286TG F-16-05-52 Hobbs 409.00				
<p>C/W Annual/100 hour inspection. C/W 1-Year ELT inspection I/A/W FAR91.207d, Batteries expire 07-2022. C/W Flight Design 2 year wing inspection. Replaced both Dynon SkyView back-up batteries, R&amp;R BRS parachute for the 6 year repack inspection. Inspected and lubricated all flight control systems. Removed wheel bearings for inspection and repacking. Serviced goscolator, Removed spinner and performed prop re-torque and inspection. Performed Rotax 5 year rubber replacement, including all new fuel hoses inside aircraft. All work was performed IAW FAR's 14CFR, Flight Design technical manuals and considered aircraft safe for flight in regards to work performed. "I certify that this aircraft has been inspected on 12-17-2021 in accordance with the manufacturer's maintenance and inspection procedures, and was found to be in a condition for safe operation."</p>				
Tom Gutmann A&P 2040778				





Repair and Alteration; Conduct of Service Instructions

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Date	MRA, SI reference	Total time since new (airframe)	Records	Approval
Aircraft Inspection and Repair P.O. Box 2604 Laurel MS 39442 601-270-5507			Make: <u>N286TG Flight Design LSA</u> Model: <u>GMBH CTS</u> Tail: <u>N286TG</u> S/N: <u>F-16-05-52</u>	
Hours: AC: TT: EngTT: PropTT: Hobbs: Misc:				
Complied with 100 hour/ Annual Condition Inspection Installed new ELT battery p.n. bat200, tested ELT in accordance with FAR 91.207(d) Cleaned and lubed wheel bearings, Removed nose strut, inspected, lubed and reinstalled. I certify this aircraft has been inspected in accordance with an annual/100 hour condition inspection using Flight Design CLTS maintenance manual AFO4800001 and find this aircraft in airworthy condition.				
Signed:  Name: <u>David Sanford</u>			Cert: <u>3032129</u> Date: <u>02/18/2023</u>	

Notes

Aircraft Inspection and Repair  
P.O. Box 2604  
Laurel MS 39442  
601-270-5507

Make: N286TG Flight Design LSA  
 Model: GMBH CTS  
 Tail: N286TG  
 S/N: F-16-05-52

Hours: Hobbs: 430.7

AIRFRAME: Tested ELT battery IAW FAR 91.207 (d) check good, battery expires 9-2029. All current ADs CW. Lubricated and inspected all flight controls, cables, and pulleys. Greased and inspected all wheel bearings. Inspected brake components. Performed operational test of all interior/exterior lights. Parachute rebuild due 3-2028. Performed annual condition inspection IAW Flight Design maintenance manual and FAR 43 appendix D. I certify this airframe has been inspected IAW an annual condition inspection and determined to be in airworthy condition.

Signed:   
 Name: David Sanford

Cert: 3032129  
 Date: 03/07/2024