

N 215 KP

AIRCRAFT LOG-BOOK

511129 K

Book established:9/9/05.....

Book inscribed
and closed:

Ordinal number:

Aircraft data	
Registration sign	N 215KP
Aircraft type	KAPPA KP-5
Manufacturer	SIHLAVAN
Serial number	5111129K
Place and year of prod.	

Aircraft owner's (operator's) data	
Name	Since
DAVID C. GISSON	11/7/05

Airworthiness Certificate			
Number	Made out on	Issued by	Confirmation

91244.5

[illegible]

Propeller records

[illegible]

**Inspections (pre-flight, post-flight, revisions,
replacements etc.)**

Date	Activity	Findings - condition of the plane	Signature
15.9.05	Pre-flight	see test procedures	<i>OK</i>

Moyer Aviation, Inc.

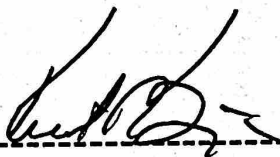
3800 Sullivan Trail
Easton, PA 18040
(610) 258 0473

<http://www.moyeraviation.com>

10-24-05 N215KP Tach/6.9 S/N 5111129K

Reassemble N215KP in accordance with Flight and
Maintenance Manual of KP-5.

Kurt R Singer




Cert # AP 2857290 IA

I find that the aircraft meets the requirements
for the certification requested and have issued
a special airworthiness certificate

Dated: 10 27/05

The next inspection is due 10 27/05

Signed: 

James Willess DARF810280NE

Moyer Aviation, Inc.

3800 Sullivan Trail
Easton, PA 18040
(610) 258 0473

<http://www.moyeraviation.com>

10-28-05 N215KP Tach/6.9 S/N 5111129K

Test flew aircraft IAW FAR 91407 PAR (B)
Operational test sat



Edwin Miller

Cert# 208647872

Inspections (pre-flight, post-flight, revisions, replacements etc.)

Taken over by	Operation failures	Signature
Kölsi	see test records post-flight OK	<i>[Signature]</i>

Moyer Aviation, Inc.

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10-24-05 N215KP Tach/6.9 S/N 5111129K

Installed Garmin GTX 320A SN 8381000. Installed Ameri-King Encoder AK-350 Sn 62452. Installed PS Engineering PM 1000 II Sn H08073. Installed Gyro Horizon GH02E-31 Sn 050000

Icom IC-A200 Radio Sn 01
Manufactures Drawings and Service end. Up date Equipment

And Balance. Installed EBC FAR 91;207 par D inspection

Kurt R Singer *[Signature]*

Aircraft N#: 215KP Date: 10-31-05

Transponder # 1

Manufacturer: Garmin Model: GTX 320A S/N: 83810000

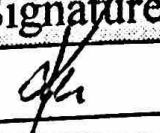
1. Pilots Code: OK
2. Altitude Code: OK
3. Peak Transponder Power: 150
4. Transponder Frequency: Ø
5. Percent Reply: A, 99 ; C, 99 ;
6. SLS Operation: 0DB, 0 ; -9DB, 90 ;
7. Ident: OK
8. Receiver Decoder Limits: -1.7 +.6
9. Pulse Spacing F2: -1.3 +.3
10. Receiver Sensitivity: A, 77 ; C, 77

I certify that the transponder was tested and inspected with FAR 91-413 and

Date 10-31-05 Signature

Moyer Aviation, Inc

Inspections (pre-flight, post-flight, revisions, replacements etc.)


Taken over by	Operation failures	Signature
Köls	see test records post-flight OK	

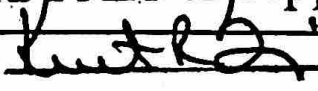
Moyer Aviation, Inc.

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Easton, PA 18040
(610) 258 0473

<http://www.moyeraviation.com>

10-24-05 N215KP Tach/6.9 S/N 5111129K

Installed Garmin GTX 320A SN 8381000. Installed Ameri-King Encoder AK-350 Sn 62452. Installed PS Engineering PM 1000 II Sn H08073. Installed Gyro Horizon GH02E-31 Sn 052008. Installed Icom IC-A200 Radio Sn 0108914. All work done IAW Manufactures Drawings and instructions. Return to Service end. Up date Equipment list and weight And Balance. Installed EBC 102A ELT Cw FAR 91;207 par D inspection . Battery next due 12-07 Kurt R Singer  Cert # AP 2857290 IA

	I certify that the transponder has been	
	tested and inspected and found to comply	
	with FAR 91-413 and FAR 43 Appendix F	
Date 10-31-05	Signature 	
	Moyer Aviation, Inc. CRS # CDHR764C	

**Inspections (pre-flight, post-flight, revisions,
replacements etc.)**

Date	Activity	Finding - condition of the plane	Signature
<p align="center">MARPLE AVIATION INC. 350 B EAST SANTA MARIA STREET, SANTA PAULA CA. 93060 AIRFRAME LOG BOOK MODEL: Kappa K-5, N215KP Fiberglass repair made on small area L/E of R/H wing tip, damaged area approximately 3 inches long. Repairs made in accordance with AC43.13-1B, Ch. 3, Sect. 1, Para 3. The above inspections, repairs and/or modifications have been done in accordance with current FAA regulations and the following endorsement approves this aircraft part for return to service.</p> <p>TTAF: Tach time Date 30 Nov. 2005</p> <p align="right">APPROVED: <i>Walter T. Marple</i> Walter T. Marple A&P 10044691A</p>			
3 Jan 06	99.6	Daniel E. Johnson 30732245 on CAC	
20 Apr 06	70.2	Daniel E. Johnson 30732245 on CAC	

MARPLE AVIATION INC.
350 B EAST SANTA MARIA STREET, SANTA PAULA CA. 93060
AIRFRAME LOG BOOK MODEL: Kappa K-5, N215KP
 Repair two cracks in co-pilot seat, repaired using carbon fiber for added strength.
 Repairs made in accordance with AC 43.13-1B, Ch 3, Section 1, Para 3.
 The above inspections, repairs and/or modifications have been done in accordance with current FAA regulations and the following endorsement approves this aircraft part for return to service.

TTAF: Tach time
 Date 28 Apr. 2006

APPROVED: *Walter T. Marple*
 Walter T. Marple A&P 10044691A

MARPLE AVIATION INC.
350 B EAST SANTA MARIA STREET, SANTA PAULA CA. 93060
AIRFRAME LOG BOOK MODEL: Kappa K-5, N215KP
 Repaired small two inch dent in L/H wing L/E four feet outboard of butt rib by straightening, filling with body putty and touching up paint. Repairs made in accordance with AC 43.13-1B, Ch. 4, Sect. 4.
 The above inspections, repairs and/or modifications have been done in accordance with current FAA regulations and the following endorsement approves this aircraft part for return to service.

TTAF: Tach time
 Date 28 Aug. 2006

APPROVED: *Walter T. Marple*
 Walter T. Marple A&P 10044691A

Inspections (pre-flight, post-flight, revisions, replacements etc.)

Taken over by	Operation failures	Signature
20 Sept 06	Daniel C. [Signature] 307 32 246 5	OIL CHG
	B 9.1 HRS	

MARPLE AVIATION INC.

350 B EAST SANTA MARIA STREET, SANTA PAULA CA. 93060

AIRFRAME LOG BOOK MODEL: Kappa K-5, N215KP

Serviced and adjusted brakes.

The above inspections, repairs and/or modifications have been done in accordance with current FAA regulations and the following endorsement approves this aircraft part for return to service.

TTAF: Tach time
Date 11 Oct. 2008

APPROVED:

Walter T. Marple A&P 10044691A

[illegible]

Aircraftsman

7000 Merrill Ave
Hangar A245/Box 100
Chino, CA 91710

Chino Airport
(909) 393-0884
(909) 393-0494 FAX

N-Number: N215KP
Model Number: Kappa K-5
Serial Number: 5111129K

Airframe

Date: 09/12/07
Tach: 99.0

Description of Damage:

Loss of power resulted in landing damage to this aircraft.

The engine and propeller suffered sudden stoppage, destroying the spinner and propeller and required engine disassembly for internal damage inspection.

The nose cowl was destroyed including induction components and exhaust components. The landing light assembly and cowl attachment were damaged.

All landing gear legs were buckled, two shock struts were damaged and the nose and right main wheel fairings were broken. Much of the hardware of the gear components were damaged.

The forward belly skin, the right hand outboard wing leading edge skin and the right hand aft lower wing skin were damaged. The right hand wing tip was crushed.

The damage to the main gears transferred a load to the rear spar assemblies, damaging the rear spar lower angles of the left and right wings.

The Following Labor Items Were Conducted During Repairs:

1. *Remove cabin interior for access to repairs.*
2. *Remove propeller and engine for inspection and repair.*
3. *Remove engine exhaust, baffling and accessories.*
4. *Shore aircraft.*
5. *Remove all damaged fairings, antennas and left hand and right hand wings.*
6. *Remove forward belly skin.*
7. *Inspect for hidden damage.*
8. *Fit new forward belly skin.*
9. *Inspect sub-assembly of forward belly skin.*
10. *Rivet forward belly skin.*
11. *Inspect installation forward belly skin.*
12. *Remove all landing gear from aircraft.*
13. *Disassemble landing gear.*
14. *Inspect landing gear assemblies for hidden damage.*
15. *Build up and install new gear assemblies with new components and hardware.*
16. *Install new shock assemblies.*
17. *Install all rebuilt gear assemblies.*
18. *Inspect gear installation.*
19. *Inspect wheel assemblies and brakes.*

20. *Replace right main and nose fairings and existing left fairing.*
21. *Inspect wheel fairing installation..*
22. *Disassemble damaged right hand wing outboard section.*
23. *Inspect for hidden damage.*
24. *Replace outboard leading edge on right wing.*
25. *Inspect leading edge skin installation.*
26. *Remove lower aft inboard right hand wing skin.*
27. *Remove damaged lower aft spar cap.*
28. *Inspect for hidden damage.*
29. *Replace lower spar cap.*
30. *Replace lower aft inboard wing skin.*
31. *Inspect replaced spar cap and wing skin.*
32. *Remove lower aft inboard left hand wing skin for access to spar cap replacement.*
33. *Remove damaged lower aft spar cap.*
34. *Inspect for hidden damage.*
35. *Replace lower spar cap.*
36. *Reinstall existing lower aft inboard wing skin.*
37. *Inspect replaced spar cap and wing skin.*
38. *Reinstall repaired wing assemblies.*
39. *Rig flight controls IAW KAPA Service Manual.*
40. *Repair damaged fiberglass right hand wing tip.*
41. *Inspect repairs to wing tip.*
42. *Reinstall repaired wing tip.*
43. *Inspect wing tip installation.*
44. *Re-install cabin interior and cargo door.*
45. *Inspect cabin interior and cargo door installation.*
46. *Build up prop strike inspected engine with accessories and baffling.*
47. *Reinstall inspected engine with rebuilt exhaust tailpipe.*
48. *Install Factory New propeller.*
49. *Inspect installation, all hoses and 'B' nut torques, all control terminals for large area w. steel lock nuts or castle nuts with installed cotter pins, all wiring routing, appropriate s with clamps, torque settings and application of torque stripe on all structural fasteners . secured lock tabs on engine mount bolts.*
50. *Service engine with appropriate grade of oil and new filter.*
51. *Ground run engine and set-up.*
52. *Paint all repaired areas of aircraft.*
53. *Final Inspection of completed program.*
54. *Flight test aircraft.*

The Following Parts Were Replaced During Repairs:

1	123961.1	Leg - gear main
1	123961.2	Leg - gear main
1	123964	Shock Absorber
1	123601	Upper Distance Tube
1	123602	Screw - M12 X 155 (138)
5	912 018	Bearing
1	904 007	Nut M12
1	905 007	Washer Dia 13
1	902 042	Screw M8 X 57 (45)
1	123 603	Inner Distance Tube
1	123 606	Circled Bushing
1	912 017	Bushing 1020KU
1	904 005	Nut M8
1	905 004	Washer dia 8.4
1	902 043	Screw - M8 X 59 (47)
1	123 604	Shock Absorber Distance Tube
1	904 005	Nut M8
1	905 004	Washer - dia 8.4
1	123 973	Strut
1	108 801	Fork
1	108 806	Shock Absorber
1	108 802	Nose Leg Body
1	123-972	Leg - PP
1	108 008	Fork Screw
1	108 015	Wheel Axis
2	108 001	Pivot
1	00-01	Headlight Holder
1	979 001	Headlight
1	110 501	Lower Housing (cowling)
2	924 401	Rudder Rim 6
1	110 961	Suction Chamber
1	952 102	Air filter
1	111 402	Lower Cover
1	111 403	Lower Cover

days, during which time the PINK copy of this application must be carried in the aircraft.

1	111 942	Inlet
1	111 111.2	Lower Strap
1	111 112	Guide
1	111 113	Strap Latch
1	118 112	Spinner Pate with Spinner
1	No Part Number	Rear spar lower angle inboard right-hand
1	No Part Number	Rear spar lower angle inboard left-hand
1	No Part Number	Right-hand Main Gear Fairing
1	No Part Number	Nose Fairing
1	No Part Number	Forward Belly Skin
1	No Part Number	Right-hand outboard leading edge skin
1	No Part Number	Right-hand inboard AFT lower wing skin.

Inspections (pre-flight, post-flight, revisions, replacements etc.)		
Taken over by	Operation failures	Signature
Oct 16,	2012 TACH 131.5	
CAMARILLO AIRCRAFT SERVICE		
I certify that this <u>Aircraft</u> has been inspected in accordance with an <u>Annual</u> inspection and was determined to be in airworthy condition.		
Signature <u>R. N. Lep</u> 3521570 IN		
Lubed airframe, serviced tires and battery. I certify that this ELT has been tested IAW FAR 91.207D and was found to be in satisfactory condition AD's check'd thru 2012-18		
Oct 16	2012 Tach 131.5	
CAMARILLO AIRCRAFT SERVICE		
I certify that this <u>Engine/Prop</u> has been inspected in accordance with an <u>Annual</u> inspection and was determined to be in airworthy condition.		
Signature <u>R. N. Lep</u> 3521570 IN		
Compression test: All 70/80 or better. Cleaned spark plugs. No oil change at this time. Replaced leading edge tape on propeller. AD's check thru 2012-18		

Inspections (pre-flight, post-flight, revisions, replacements etc.)

Date	Activity	Finding - condition of the plane	Signature
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I CERTIFY THAT THE ALTIMETER SYSTEM AND ALTITUDE REPORTING EQUIPMENT HAVE BEEN TESTED AND INSPECTED AS REQUIRED BY FAR 91.411 AND FOUND TO COMPLY WITH APPENDIX E AND F OF PART 43

N215KP

ALTIMETER TESTED TO

20,000 FEET

DATE 05/07/2014

[Signature]

SIGNATURE

THE TRANSPONDER TESTS REQUIRED BY FAR 91.413 HAVE BEEN PERFORMED. TRANSPONDER(S) MEETS THE REQUIREMENTS OF FAR PART 43 APPENDIX F.

DATE 05/07/2014

[Signature]

SIGNATURE

CAMARILLO AVIONICS

RSC# 1CKR861B

ALTIMETER SCALE

ALTIMETER READS	PILOT S/N		COPILOT S/N
-1000	18	A	
0	8	D	
500	-3	D	
1000	13		
1500	9	A	
2000	16	L	
3000	20	G	
4000	14	E	
6000	21	B	
8000	23	R	
10000	37	A	
12000	56	I	
14000	74	C	
16000	92	A	
18000	110	L	
20000	124	L	
22000		Y	
25000			
30000			
35000			

DATE 05/07/2014

TESTED BY [Signature]

INSPECTOR [Signature]

July 10, 2014

Tach 131.5

CAMARILLO AIRCRAFT SERVICE

I certify that this Aircraft has been inspected in accordance with an Annual inspection and was determined to be in airworthy condition.

Signature REN JLD 3521570 IA

Lubed airframe, serviced tires & brakes, installed new Wacker 12V main battery

I certify that this ELT has been tested IAW FAR 91.207D and was found to be in satisfactory condition. ELT battery due Sept 2016. Closed airframe, ran up engine, all systems check good

July 10, 2014

Tach 131.5

CAMARILLO AIRCRAFT SERVICE

I certify that this Engine / Propeller has been inspected in accordance with an Annual inspection and was determined to be in airworthy condition.

Signature REN JLD 3521570 IA

Compression test: All 70/80 or better. Inspected fuel lines, engine controls, air filter, fuel strainer, engine mounts, spinner, propeller blades, attaching hardware. Washed engine with solvent. Cooled

≡ END ≡

N215KP JIHLAVAN KAPPA KP-5 S/N: 5111129K

Tach: 132.0 Date: 08 Dec. 2016

Performed a 100-hour/Annual inspection IAW FAR 43 Appendix D. Serviced and inspected brakes. Cleaned fuel screen and gasolator. Lubed flight controls. Replaced ELT battery with new BP1045. Performed FAR 91.207(d) on ELT battery due 02/2018. AD's current to revision 2015-23. I have inspected this aircraft IAW a 100-hour inspection and determined this aircraft is approved for return for service. I certify that this airframe has been inspected in accordance with an Annual inspection and is determined to be in airworthy condition. --

Matthew Shubin A&P 553153032 IA

N215KP Rotax Model 912 ULS S/N: 5E45-163

Tach: 132.0 ETT: 132.0 Date: 08 Dec. 2016

Performed 50/100 hour/ Annual inspection IAW Rotax 912 maintenance manual Cleaned induction filter with new. Drained oil, inspected magnetic pick up. Replaced oil filter AA825706 and serviced with 3 liters of Castro GTX 10W-40 oil. Cleaned, inspected, tested and rotated spark plugs. Compressions are #1=70/80, #2=71/80, #3=72/80, #4=70/80. AD's current to revision 2016-24. Performed leak and operational checks on ground run. No defects noted at this time. I have inspected this engine IAW Rotax 912 M.M. 50/100-hour inspection and determined this engine is approved for return for service. I certify that this engine has been inspected in accordance with an Annual inspection and is determined to be in airworthy condition --

Matthew Shubin A&P 553153032 IA

Inspections (pre-flight, post-flight, revisions, replacements etc.)

Signature

N215KP Klassic S/N: 5258683R

Tach: 132.0 PTT: 132.0 Date: 08 Dec. 2016

Performed 50/150 hour/ Annual IAW Klassic propeller M.M. and FAR 43-17 appendix D checklist. Cleaned and inspected blades. Inspected prop bolts and spinner. No defects noted at this time. I have inspected this Propeller IAW a 50/150-hour inspection and determined this propeller is approved for return for service. I certify that this Propeller has been inspected in accordance with an Annual inspection and is determined to be in airworthy condition. --

Matthew Shubin A&P 553153032 IA

Inspections (pre-flight, post-flight, revisions, replacements etc.)

Op

N215KP JIHLAVAN KAPPA KP-5 S/N: 5111129K

Tach: 133.3 Date: 15 Mar. 2018

Performed a 100-hour/Annual inspection IAW FAR 43 Appendix D. Serviced and inspected brakes. Cleaned fuel screen and gasolator. Lubed flight controls. Replaced ELT battery with new BP1045. Performed FAR 91.207(d) on ELT battery due 02/2019. AD's current to revision 2018-05. I have inspected this aircraft IAW a 100-hour inspection and determined this aircraft is approved for return for service. I certify that this airframe has been inspected in accordance with an Annual inspection and is determined to be in airworthy condition. --

Matthew Shubin A&P 553153032 IA

ire

N215KP Rotax Model 912 ULS S/N: 5E45-163

Tach: 133.3 ETT: 133.3 Date: 15 Mar. 2018

Performed 50/100 hour/ Annual inspection IAW Rotax 912 maintenance manual Cleaned induction filter with new. Drained oil, inspected magnetic pick up. Replaced oil filter AA825706 and serviced with 3 liters of Castro GTX 10W-40 oil. Cleaned, inspected, tested and rotated spark plugs. Compressions are #1=68/80, #2=69/80, #3=70/80, #4=70/80. AD's current to revision 2018-05. Performed leak and operational checks on ground run. No defects noted at this time. I have inspected this engine IAW Rotax 912 M.M. 50/100-hour inspection and determined this engine is approved for return for service. I certify that this engine has been inspected in accordance with an Annual inspection and is determined to be in airworthy condition ---

Matthew Shubin A&P 553153032 IA

N215KP Klassic S/N: 5258683R

Tach: 133.3 PTT: 133.3 Date: 15 Mar. 2018

Performed 50/150 hour/ Annual IAW Klassic propeller M.M. and FAR 43-17 appendix D checklist. Cleaned and inspected blades. Inspected prop bolts and spinner. No defects noted at this time. I have inspected this Propeller IAW a 50/150-hour inspection and determined this propeller is approved for return for service. I certify that this Propeller has been inspected in accordance with an Annual inspection and is determined to be in airworthy condition. ---

Matthew Shubin A&P 553153032 IA

N215KP JIHLAVAN KAPPA KP-5 S/N: 5111129K

Tach: 133.3 Date: 27 April 2021

Performed a 100-hour/Annual inspection IAW FAR 43 Appendix D. Serviced and inspected brakes. Cleaned fuel screen and gasgolator. Replaced main battery with new. Lubed flight controls. Replaced ELT battery with new BP1045. Performed FAR 91.207(d) on ELT battery due 05/2023. AD's current to revision 2021-08. I have inspected this aircraft IAW a 100-hour inspection and determined this aircraft is approved for return for service. I certify that this airframe has been inspected in accordance with an Annual inspection and is determined to be in airworthy condition. ---

Matthew Shubin A&P 4212318 IA

N215KP Rotax Model 912 ULS S/N: 5E45-163

Tach: 133.3 ETT: 133.3 Date: 27 April 2021

Performed 50/100 hour/ Annual inspection IAW Rotax 912 maintenance manual Cleaned induction filter with new. Drained oil, inspected magnetic pick up. Replaced oil filter AA825706 and serviced with 3 qts of AS sport plus oil. Cleaned, inspected, tested and rotated spark plugs. Compressions are #1=71/80, #2=73/80, #3=74/80, #4=72/80. AD's current to revision 2021-08. Performed leak and operational checks on ground run. No defects noted at this time. I have inspected this engine IAW Rotax 912 M.M. 50/100-hour inspection and determined this engine is approved for return for service. I certify that this engine has been inspected in accordance with an Annual inspection and is determined to be in airworthy condition ---

Matthew Shubin A&P 4212318 IA

Performed 50/150 hour/ Annual IAW Kclassic propeller M.M. and FAR 43-17 appendix D checklist. Cleaned and inspected blades. Inspected prop bolts and spinner. No defects noted at this time. **I have inspected this Propeller IAW a 50/150-hour inspection and determined this propeller is approved for return for service. I certify that this Propeller has been inspected in accordance with an Annual inspection and is determined to be in airworthy condition. --**

[illegible][illegible]