

So You Want to Buy a pre-Owned Composite Sailplane

Aland Adams

February 2008

Revised from "So You Want to Buy a Fiberglass Sailplane",
Aland Adams, Soaring, May 1991

aland@adamsfive.com

My suggestions for your consideration



A disclaimer

Do a careful preflight

How has it been well cared for?

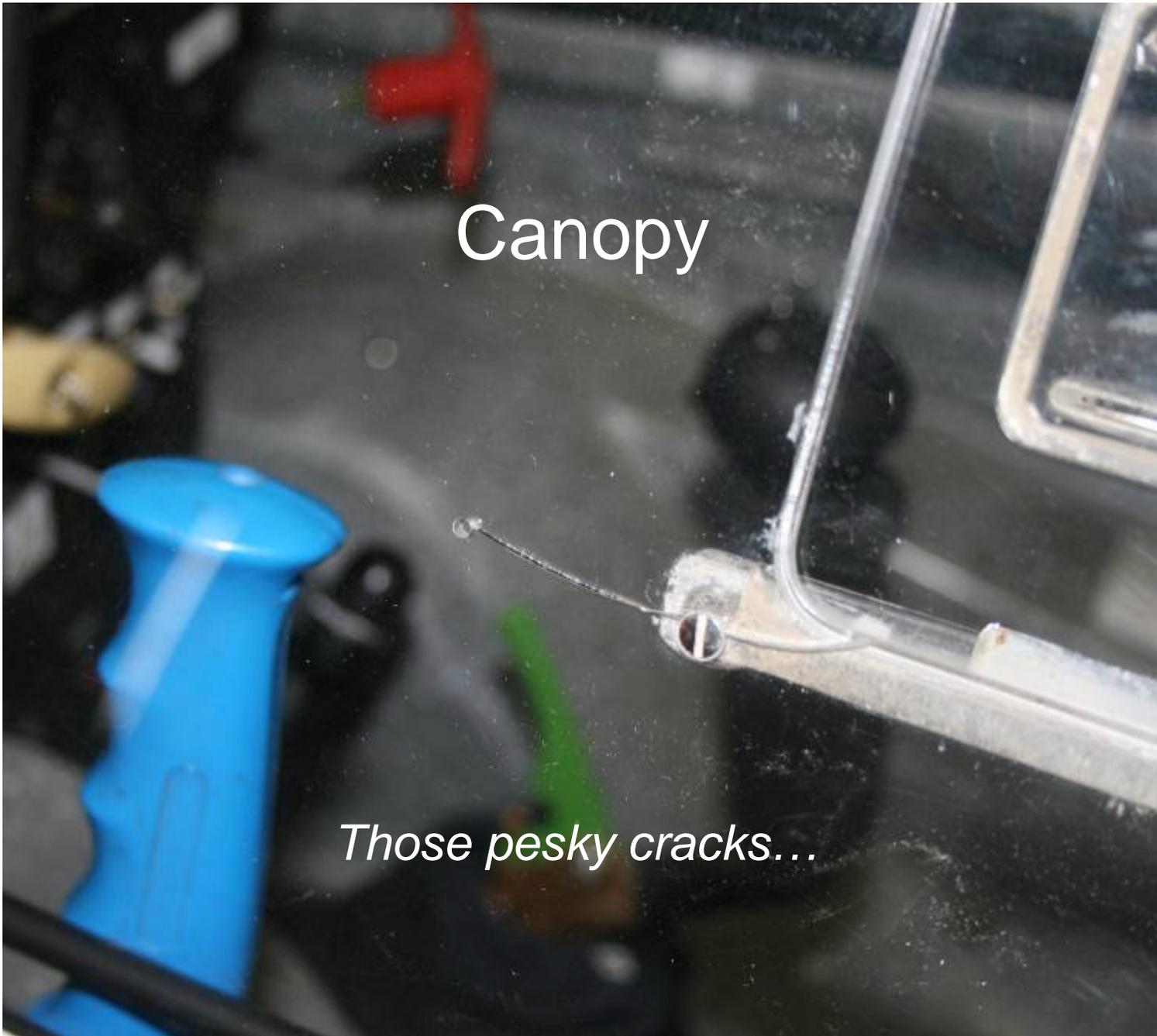
A close-up photograph of a metal surface, likely a roof or wall, showing a prominent zigzag weld line. The metal has a fine, ribbed texture. The word "Finish" is overlaid in the center in a large, black, sans-serif font. The lighting is soft, suggesting an overcast day or late afternoon.

Finish

Watch out for the cracks

Canopy

How's the fit?



Canopy

Those pesky cracks...

Wing root fittings

Check around the sockets for cracks



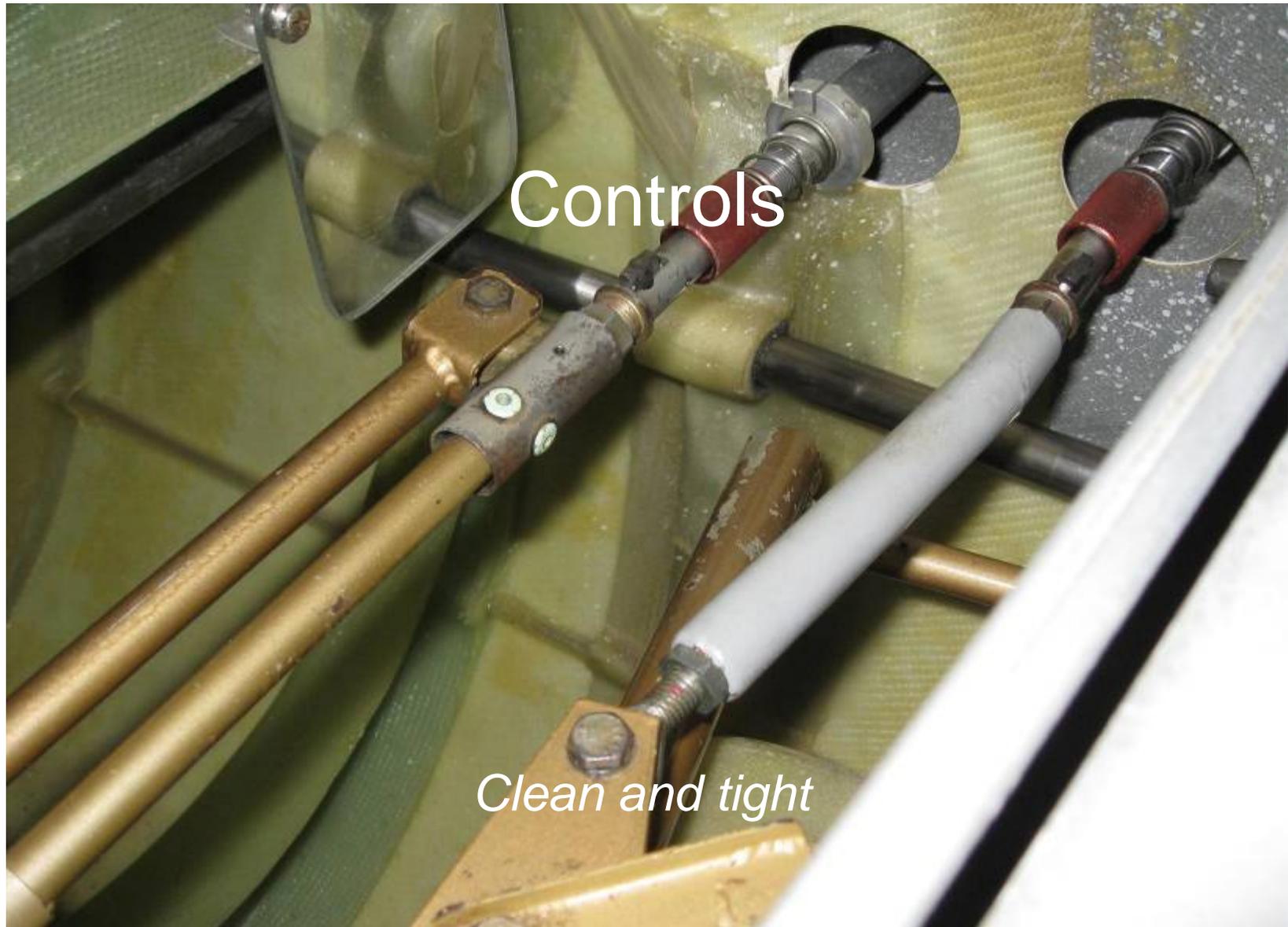
Wing root fittings

Pins and sockets



Main fittings

Rust, gouge and deep scratch free



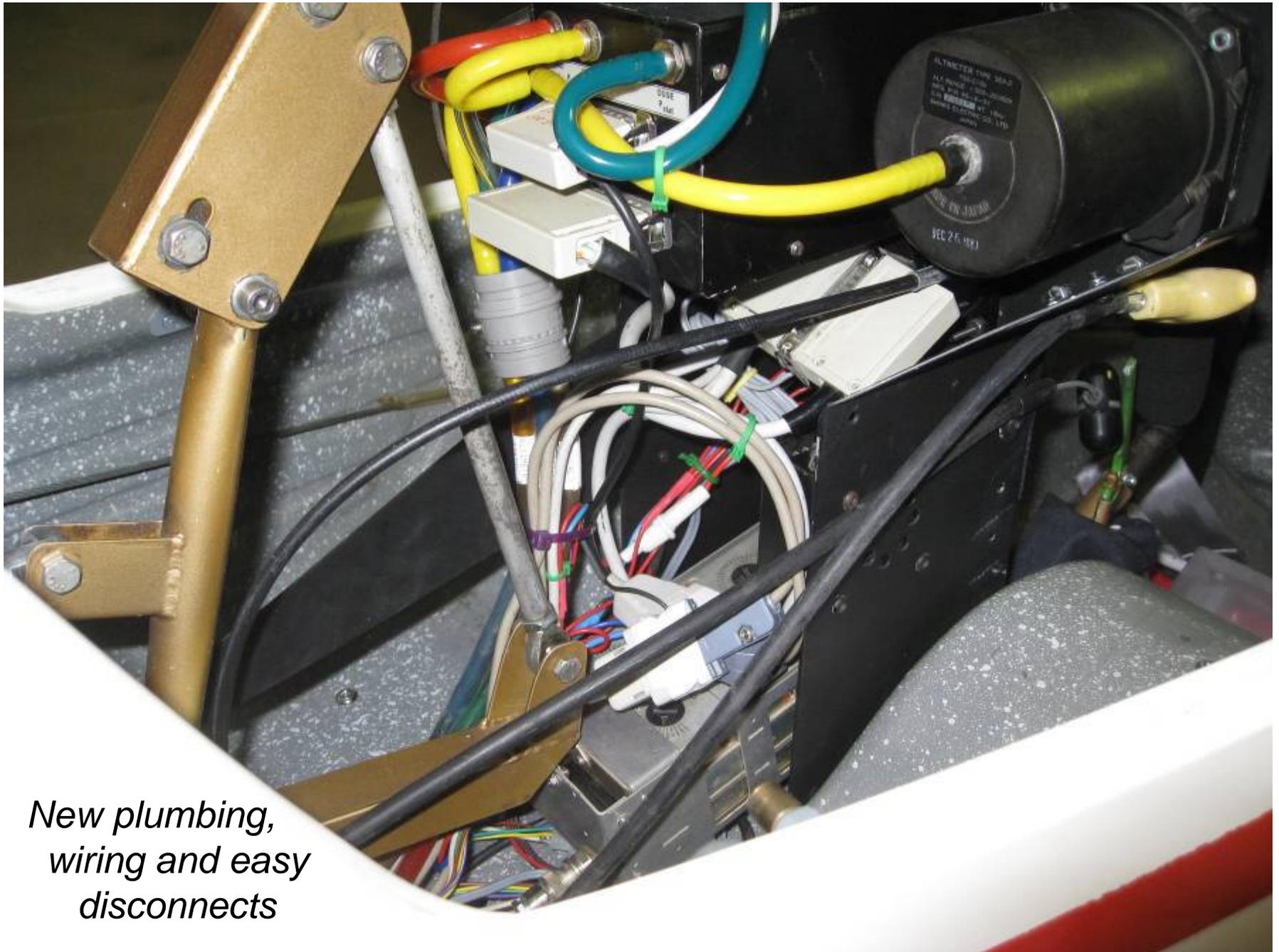
A close-up photograph of aircraft landing gear components. The image shows a large, dark, ribbed tire on the right side. To the left of the tire is a complex metal assembly, likely part of the landing gear strut or shock absorber, featuring a circular ring and various bolts and plates. A thick, cylindrical metal rod or strut extends from the top right towards the center. The background is dark and indistinct, suggesting the interior of an aircraft fuselage.

Landing gear

Instruments - Radio



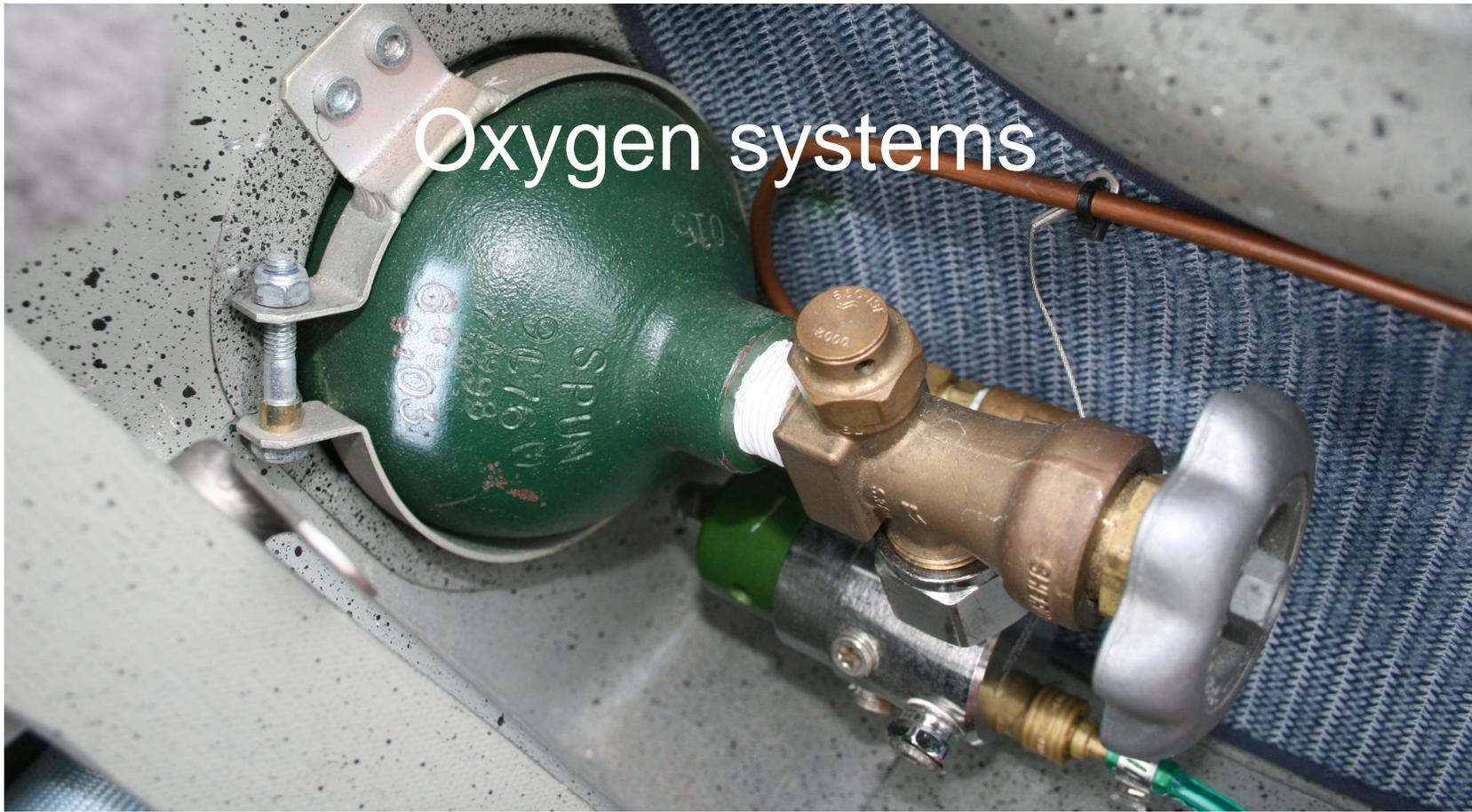
Is it what you want?



*New plumbing,
wiring and easy
disconnects*

Tow release(s)

They do have a service life



Cylinder Type	Re-Test	Life
AA-Standard Steel	5 years	Indefinite
HT-High Tensile Steel	3 years	24 years
AL-Aluminum	5 years	Indefinite
CO-Composite (Aluminum lined Kevlar)	3 years	15 years

aland@adamsfive.com

Oxygen systems



Constant flow mask and flow meter

Oxygen systems



Venerable A8A

Trailers



How are the fittings and rigging tools?



Trailers

Have the bearings and surge brake been serviced?

Handling gear



Handy, helpful and hazardous

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	AD No.	Effective Date	Subject
<ul style="list-style-type: none"> ▶ Garlick Helicopter Corporation ▶ Garmin AT ▶ Garmin International ▶ Garwin, Inc. ▶ General Dynamics Corporation ▶ General Electric Aircraft Engines ▶ General Electric Company ▶ General Machine - Diecron, Inc. ▶ Gerdes Products Company ▶ Gippsland Aeronautics Pty. Ltd. ▶ Gladden Products Corp. ▶ Glaser-Dirks Flugzeugbau GmbH ▼ Glasflugel <ul style="list-style-type: none"> ▶ Club Libelle 205 ▶ H 301 Libelle ▼ H 301B Libelle ▶ Kestrel ▶ Mosquito ▶ Standard Libelle ▶ Standard Libelle-201B ▶ Global Helicopter Technology, Inc. 	2007-05-19	04/12/2007	Rudder actuator arm
	97-03-02	03/21/1997	Control Surface Weight and Static Moment
	91-06-09	04/08/1991	Rudder Cables
	85-22-11 R1	05/06/1986	Elevator Linkage Inspection
	75-22-16	11/04/1975	Elevator Assembly Guide

Documentation

Airworthiness Directives

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Documentation

Manufacturer URL

Alexander Schleicher http://www.alexander-schleicher.de/index_e.htm
(TN/AD)

DG <http://www.dg-flugzeugbau.de/index-e.html>

Blanik <http://www.nwi.net/~blanikam/ba/serv01.htm>

Glasflugel <http://www.streifly.de/home-eng.html> (Technical Info)

Grob <http://www.grob-aerospace.net/service-and-support/g-103.html>

PIK-20 <http://pik20.streckenflug.at/index.php?inc=tm>

Schempp-Hirth <http://www.schempp-hirth.com/>
(Technical Notes)

TN No.	LBA-AD No. Issue Date	TN Issue Date	Version & Serial No.s affected	Subject	Compliance	Inspection Req.
1	77-294 18.11.77	18.10.77	all ASW 20 318, 2007, 319, 220, 319, 320 319, 2008 through 2014	Reinforcement of tower's tow hook attachment point	must be done for the next annual inspection	
2		18.01.78	all ASW 20 for registration in the Netherlands	Variations from the approved model for the export to the Netherlands	only for Export to Netherlands	
2 b		21.06.79	all ASW 20 L for registration in the Netherlands	Variations from the approved model for the export to the Netherlands (only in German language)	only for Export to Netherlands	
2 c		22.08.84	all ASW 20 C and ASW 20 CL for registration in the Netherlands	Variations from the approved model for the export to the Netherlands (only in German language)	only for Export to Netherlands	
3		08.02.78	all ASW 20 813724 22211	Okta joint of wing leading edge between wing root rib and change of layer in trailing area	none, serial version for new production	
4	78-093 13.11.78	11.09.78	all ASW 20 319, 2007, 319, 220, 319, 221, 319, 222, 319, 223, 319, 224, 319, 225, 319, 226, 319, 227, 319, 228, 319, 229, 319, 230, 319, 231, 319, 232, 319, 233, 319, 234, 319, 235, 319, 236, 319, 237, 319, 238, 319, 239, 319, 240, 319, 241, 319, 242, 319, 243, 319, 244, 319, 245, 319, 246, 319, 247, 319, 248, 319, 249, 319, 250, 319, 251, 319, 252, 319, 253, 319, 254, 319, 255, 319, 256, 319, 257, 319, 258, 319, 259, 319, 260, 319, 261, 319, 262, 319, 263, 319, 264, 319, 265, 319, 266, 319, 267, 319, 268, 319, 269, 319, 270, 319, 271, 319, 272, 319, 273, 319, 274, 319, 275, 319, 276, 319, 277, 319, 278, 319, 279, 319, 280, 319, 281, 319, 282, 319, 283, 319, 284, 319, 285, 319, 286, 319, 287, 319, 288, 319, 289, 319, 290, 319, 291, 319, 292, 319, 293, 319, 294, 319, 295, 319, 296, 319, 297, 319, 298, 319, 299, 319, 300, 319, 301, 319, 302, 319, 303, 319, 304, 319, 305, 319, 306, 319, 307, 319, 308, 319, 309, 319, 310, 319, 311, 319, 312, 319, 313, 319, 314, 319, 315, 319, 316, 319, 317, 319, 318, 319, 319, 320, 319, 321, 319, 322, 319, 323, 319, 324, 319, 325, 319, 326, 319, 327, 319, 328, 319, 329, 319, 330, 319, 331, 319, 332, 319, 333, 319, 334, 319, 335, 319, 336, 319, 337, 319, 338, 319, 339, 319, 340, 319, 341, 319, 342, 319, 343, 319, 344, 319, 345, 319, 346, 319, 347, 319, 348, 319, 349, 319, 350, 319, 351, 319, 352, 319, 353, 319, 354, 319, 355, 319, 356, 319, 357, 319, 358, 319, 359, 319, 360, 319, 361, 319, 362, 319, 363, 319, 364, 319, 365, 319, 366, 319, 367, 319, 368, 319, 369, 319, 370, 319, 371, 319, 372, 319, 373, 319, 374, 319, 375, 319, 376, 319, 377, 319, 378, 319, 379, 319, 380, 319, 381, 319, 382, 319, 383, 319, 384, 319, 385, 319, 386, 319, 387, 319, 388, 319, 389, 319, 390, 319, 391, 319, 392, 319, 393, 319, 394, 319, 395, 319, 396, 319, 397, 319, 398, 319, 399, 319, 400, 319, 401, 319, 402, 319, 403, 319, 404, 319, 405, 319, 406, 319, 407, 319, 408, 319, 409, 319, 410, 319, 411, 319, 412, 319, 413, 319, 414, 319, 415, 319, 416, 319, 417, 319, 418, 319, 419, 319, 420, 319, 421, 319, 422, 319, 423, 319, 424, 319, 425, 319, 426, 319, 427, 319, 428, 319, 429, 319, 430, 319, 431, 319, 432, 319, 433, 319, 434, 319, 435, 319, 436, 319, 437, 319, 438, 319, 439, 319, 440, 319, 441, 319, 442, 319, 443, 319, 444, 319, 445, 319, 446, 319, 447, 319, 448, 319, 449, 319, 450, 319, 451, 319, 452, 319, 453, 319, 454, 319, 455, 319, 456, 319, 457, 319, 458, 319, 459, 319, 460, 319, 461, 319, 462, 319, 463, 319, 464, 319, 465, 319, 466, 319, 467, 319, 468, 319, 469, 319, 470, 319, 471, 319, 472, 319, 473, 319, 474, 319, 475, 319, 476, 319, 477, 319, 478, 319, 479, 319, 480, 319, 481, 319, 482, 319, 483, 319, 484, 319, 485, 319, 486, 319, 487, 319, 488, 319, 489, 319, 490, 319, 491, 319, 492, 319, 493, 319, 494, 319, 495, 319, 496, 319, 497, 319, 498, 319, 499, 319, 500, 319, 501, 319, 502, 319, 503, 319, 504, 319, 505, 319, 506, 319, 507, 319, 508, 319, 509, 319, 510, 319, 511, 319, 512, 319, 513, 319, 514, 319, 515, 319, 516, 319, 517, 319, 518, 319, 519, 319, 520, 319, 521, 319, 522, 319, 523, 319, 524, 319, 525, 319, 526, 319, 527, 319, 528, 319, 529, 319, 530, 319, 531, 319, 532, 319, 533, 319, 534, 319, 535, 319, 536, 319, 537, 319, 538, 319, 539, 319, 540, 319, 541, 319, 542, 319, 543, 319, 544, 319, 545, 319, 546, 319, 547, 319, 548, 319, 549, 319, 550, 319, 551, 319, 552, 319, 553, 319, 554, 319, 555, 319, 556, 319, 557, 319, 558, 319, 559, 319, 560, 319, 561, 319, 562, 319, 563, 319, 564, 319, 565, 319, 566, 319, 567, 319, 568, 319, 569, 319, 570, 319, 571, 319, 572, 319, 573, 319, 574, 319, 575, 319, 576, 319, 577, 319, 578, 319, 579, 319, 580, 319, 581, 319, 582, 319, 583, 319, 584, 319, 585, 319, 586, 319, 587, 319, 588, 319, 589, 319, 590, 319, 591, 319, 592, 319, 593, 319, 594, 319, 595, 319, 596, 319, 597, 319, 598, 319, 599, 319, 600, 319, 601, 319, 602, 319, 603, 319, 604, 319, 605, 319, 606, 319, 607, 319, 608, 319, 609, 319, 610, 319, 611, 319, 612, 319, 613, 319, 614, 319, 615, 319, 616, 319, 617, 319, 618, 319, 619, 319, 620, 319, 621, 319, 622, 319, 623, 319, 624, 319, 625, 319, 626, 319, 627, 319, 628, 319, 629, 319, 630, 319, 631, 319, 632, 319, 633, 319, 634, 319, 635, 319, 636, 319, 637, 319, 638, 319, 639, 319, 640, 319, 641, 319, 642, 319, 643, 319, 644, 319, 645, 319, 646, 319, 647, 319, 648, 319, 649, 319, 650, 319, 651, 319, 652, 319, 653, 319, 654, 319, 655, 319, 656, 319, 657, 319, 658, 319, 659, 319, 660, 319, 661, 319, 662, 319, 663, 319, 664, 319, 665, 319, 666, 319, 667, 319, 668, 319, 669, 319, 670, 319, 671, 319, 672, 319, 673, 319, 674, 319, 675, 319, 676, 319, 677, 319, 678, 319, 679, 319, 680, 319, 681, 319, 682, 319, 683, 319, 684, 319, 685, 319, 686, 319, 687, 319, 688, 319, 689, 319, 690, 319, 691, 319, 692, 319, 693, 319, 694, 319, 695, 319, 696, 319, 697, 319, 698, 319, 699, 319, 700, 319, 701, 319, 702, 319, 703, 319, 704, 319, 705, 319, 706, 319, 707, 319, 708, 319, 709, 319, 710, 319, 711, 319, 712, 319, 713, 319, 714, 319, 715, 319, 716, 319, 717, 319, 718, 319, 719, 319, 720, 319, 721, 319, 722, 319, 723, 319, 724, 319, 725, 319, 726, 319, 727, 319, 728, 319, 729, 319, 730, 319, 731, 319, 732, 319, 733, 319, 734, 319, 735, 319, 736, 319, 737, 319, 738, 319, 739, 319, 740, 319, 741, 319, 742, 319, 743, 319, 744, 319, 745, 319, 746, 319, 747, 319, 748, 319, 749, 319, 750, 319, 751, 319, 752, 319, 753, 319, 754, 319, 755, 319, 756, 319, 757, 319, 758, 319, 759, 319, 760, 319, 761, 319, 762, 319, 763, 319, 764, 319, 765, 319, 766, 319, 767, 319, 768, 319, 769, 319, 770, 319, 771, 319, 772, 319, 773, 319, 774, 319, 775, 319, 776, 319, 777, 319, 778, 319, 779, 319, 780, 319, 781, 319, 782, 319, 783, 319, 784, 319, 785, 319, 786, 319, 787, 319, 788, 319, 789, 319, 790, 319, 791, 319, 792, 319, 793, 319, 794, 319, 795, 319, 796, 319, 797, 319, 798, 319, 799, 319, 800, 319, 801, 319, 802, 319, 803, 319, 804, 319, 805, 319, 806, 319, 807, 319, 808, 319, 809, 319, 810, 319, 811, 319, 812, 319, 813, 319, 814, 319, 815, 319, 816, 319, 817, 319, 818, 319, 819, 319, 820, 319, 821, 319, 822, 319, 823, 319, 824, 319, 825, 319, 826, 319, 827, 319, 828, 319, 829, 319, 830, 319, 831, 319, 832, 319, 833, 319, 834, 319, 835, 319, 836, 319, 837, 319, 838, 319, 839, 319, 840, 319, 841, 319, 842, 319, 843, 319, 844, 319, 845, 319, 846, 319, 847, 319, 848, 319, 849, 319, 850, 319, 851, 319, 852, 319, 853, 319, 854, 319, 855, 319, 856, 319, 857, 319, 858, 319, 859, 319, 860, 319, 861, 319, 862, 319, 863, 319, 864, 319, 865, 319, 866, 319, 867, 319, 868, 319, 869, 319, 870, 319, 871, 319, 872, 319, 873, 319, 874, 319, 875, 319, 876, 319, 877, 319, 878, 319, 879, 319, 880, 319, 881, 319, 882, 319, 883, 319, 884, 319, 885, 319, 886, 319, 887, 319, 888, 319, 889, 319, 890, 319, 891, 319, 892, 319, 893, 319, 894, 319, 895, 319, 896, 319, 897, 319, 898, 319, 899, 319, 900, 319, 901, 319, 902, 319, 903, 319, 904, 319, 905, 319, 906, 319, 907, 319, 908, 319, 909, 319, 910, 319, 911, 319, 912, 319, 913, 319, 914, 319, 915, 319, 916, 319, 917, 319, 918, 319, 919, 319, 920, 319, 921, 319, 922, 319, 923, 319, 924, 319, 925, 319, 926, 319, 927, 319, 928, 319, 929, 319, 930, 319, 931, 319, 932, 319, 933, 319, 934, 319, 935, 319, 936, 319, 937, 319, 938, 319, 939, 319, 940, 319, 941, 319, 942, 319, 943, 319, 944, 319, 945, 319, 946, 319, 947, 319, 948, 319, 949, 319, 950, 319, 951, 319, 952, 319, 953, 319, 954, 319, 955, 319, 956, 319, 957, 319, 958, 319, 959, 319, 960, 319, 961, 319, 962, 319, 963, 319, 964, 319, 965, 319, 966, 319, 967, 319, 968, 319, 969, 319, 970, 319, 971, 319, 972, 319, 973, 319, 974, 319, 975, 319, 976, 319, 977, 319, 978, 319, 979, 319, 980, 319, 981, 319, 982, 319, 983, 319, 984, 319, 985, 319, 986, 319, 987, 319, 988, 319, 989, 319, 990, 319, 991, 319, 992, 319, 993, 319, 994, 319, 995, 319, 996, 319, 997, 319, 998, 319, 999, 319, 1000, 319, 1001, 319, 1002, 319, 1003, 319, 1004, 319, 1005, 319, 1006, 319, 1007, 319, 1008, 319, 1009, 319, 1010, 319, 1011, 319, 1012, 319, 1013, 319, 1014, 319, 1015, 319, 1016, 319, 1017, 319, 1018, 319, 1019, 319, 1020, 319, 1021, 319, 1022, 319, 1023, 319, 1024, 319, 1025, 319, 1026, 319, 1027, 319, 1028, 319, 1029, 319, 1030, 319, 1031, 319, 1032, 319, 1033, 319, 1034, 319, 1035, 319, 1036, 319, 1037, 319, 1038, 319, 1039, 319, 1040, 319, 1041, 319, 1042, 319, 1043, 319, 1044, 319, 1045, 319, 1046, 319, 1047, 319, 1048, 319, 1049, 319, 1050, 319, 1051, 319, 1052, 319, 1053, 319, 1054, 319, 1055, 319, 1056, 319, 1057, 319, 1058, 319, 1059, 319, 1060, 319, 1061, 319, 1062, 319, 1063, 319, 1064, 319, 1065, 319, 1066, 319, 1067, 319, 1068, 319, 1069, 319, 1070, 319, 1071, 319, 1072, 319, 1073, 319, 1074, 319, 1075, 319, 1076, 319, 1077, 319, 1078, 319, 1079, 319, 1080, 319, 1081, 319, 1082, 319, 1083, 319, 1084, 319, 1085, 319, 1086, 319, 1087, 319, 1088, 319, 1089, 319, 1090, 319, 1091, 319, 1092, 319, 1093, 319, 1094, 319, 1095, 319, 1096, 319, 1097, 319, 1098, 319, 1099, 319, 1100, 319, 1101, 319, 1102, 319, 1103, 319, 1104, 319, 1105, 319, 1106, 319, 1107, 319, 1108, 319, 1109, 319, 1110, 319, 1111, 319, 1112, 319, 1113, 319, 1114, 319, 1115, 319, 1116, 319, 1117, 319, 1118, 319, 1119, 319, 1120, 319, 1121, 319, 1122, 319, 1123, 319, 1124, 319, 1125, 319, 1126, 319, 1127, 319, 1128, 319, 1129, 319, 1130, 319, 1131, 319, 1132, 319, 1133, 319, 1134, 319, 1135, 319, 1136, 319, 1137, 319, 1138, 319, 1139, 319, 1140, 319, 1141, 319, 1142, 319, 1143, 319, 1144, 319, 1145, 319, 1146, 319, 1147, 319, 1148, 319, 1149, 319, 1150, 319, 1151, 319, 1152, 319, 1153, 319, 1154, 319, 1155, 319, 1156, 319, 1157, 319, 1158, 319, 1159, 319, 1160, 319, 1161, 319, 1162, 319, 1163, 319, 1164, 319, 1165, 319, 1166, 319, 1167, 319, 1168, 319, 1169, 319, 1170, 319, 1171, 319, 1172, 319, 1173, 319, 1174, 319, 1175, 319, 1176, 319, 1177, 319, 1178, 319, 1179, 319, 1180, 319, 1181, 319, 1182, 319, 1183, 319, 1184, 319, 1185, 319, 1186, 319, 1187, 319, 1188, 319, 1189, 319, 1190, 319, 1191, 319, 1192, 319, 1193, 319, 1194, 319, 1195, 319, 1196, 319, 1197, 319, 1198, 319, 1199, 319, 1200, 319, 1201, 319, 1202, 319, 1203, 319, 1204, 319, 1205, 319, 1206, 319, 1207, 319, 1208, 319, 1209, 319, 1210, 319, 1211, 319, 1212, 319, 1213, 319, 1214, 319, 1215, 319, 1216, 319, 1217, 319, 1218, 319, 1219, 319, 1220, 319, 1221, 319, 1222, 319, 1223, 319, 1224, 319, 1225, 319, 1226, 319, 1227, 319, 1228, 319, 1229, 319, 1230, 319, 1231, 319, 1232, 319, 1233, 319, 1234, 319, 1235, 319, 1236, 319, 1237, 319, 1238, 319, 1239, 319, 1240, 319, 1241, 319, 1242, 319, 1243, 319, 1244, 319, 1245, 319, 1246, 319, 1247, 319, 1248, 319, 1249, 319, 1250, 319, 1251, 319, 1252, 319, 1253, 319, 1254, 319, 1255, 319, 1256, 319, 1257, 319, 1258, 319, 1259, 319, 1260, 319, 1261, 319, 1262, 319, 1263, 319, 1264, 319, 1265, 319, 1266, 319, 1267, 319, 1268, 319, 1269, 319, 1270, 319, 1271, 319, 1272, 319, 1273, 319, 1274, 319, 1275, 319, 1276, 319, 1277, 319, 1278, 319, 1279, 319, 1280, 319, 1281, 319, 1282, 319, 1283, 319, 1284, 319, 1285, 319, 1286, 319, 1287, 3			

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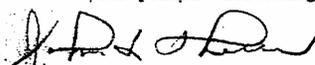
PURPOSE: Exhibition

MAKE: ROLLADEN SCHNEIDER MODEL: LS-4A SERIAL NO.: 4473

DATE OF ISSUANCE: 2/15/85 EXPIRATION: Unlimited REG.NO.: N305Z

1. No person may operate this aircraft for other than the purpose for which the special purpose airworthiness certificate was issued and the aircraft was issued and the aircraft shall be operated in accordance with the applicable FAA Air Traffic and General Operating Rules.
2. No operations shall be conducted over densely populated areas or in congested airways, except for takeoffs and landings.
3. Operator of this aircraft shall notify the control tower of the experimental nature of this aircraft when operating into or out of airports with operating control towers.
4. Unless appropriately equipped for night and/or instrument flight in accordance with FAR 91.33, this aircraft shall be operated Day VFR only.
5. This aircraft shall contain the placards, markings, etc., required by FAR 91.31.
6. No person may operate this aircraft for carrying persons or property for compensation or hire.
7. Any major change to this aircraft, as defined by FAR 91.93, invalidates the special airworthiness certificate issued for this aircraft.
8. This aircraft does not meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the convention on International Civil Aviation. This aircraft may not be operated over any foreign country without the special permission of that country.
9. No person shall operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed in accordance with Appendix D of Part 43 and found to be in condition for safe operation. Additionally, this inspection shall be recorded in accordance with Limitation (12) listed below.
10. Only FAA certificated and rated airframe and powerplant mechanics and appropriately rated repair stations may perform condition inspections in accordance with Appendix D of Part 43.

11. Condition inspections shall be recorded in the aircraft maintenance records with the following verbatim entry: "I certify that this aircraft has been inspected (date) in accordance with the scope and detail of Appendix D of Part 43 and found to be in condition for safe operation." The entry will include the aircraft total time-in-service, the name, signature and certificate type, and number of the person performing the inspection.


Aviation Safety Insp./Mfg., ACE-181A

JOHN L. SHERRER

AIRCRAFT INSURANCE CERTIFICATE

Issued by **COSTELLO INSURANCE ASSOCIATES, INC.**, administrator
of the **SOARING SOCIETY OF AMERICA** group insurance program.

1. Named Insured and Address

Aland B. Adams
3021 Waterstone Court
Ft. Collins , CO 80525-6355

Renewal Coverage for
Expiring Policy No. SS9066750-07

Insurance

2. Policy Period

From: March 2, 2007

To: March 2, 2008

12:01 A.M. standard time at the address of the insured as stated above.

3. Coverages

Coverage Limits

Coverage is provided only where a coverage limit or amount of insurance is shown.

Liability Coverage

Single Limit Bodily Injury and Property Damage Liability	Applicable To All Insured Aircraft	\$ 1,000,000 <input type="checkbox"/> Including Passenger Bodily Injury <input checked="" type="checkbox"/> Excluding Passenger Bodily Injury <input type="checkbox"/> Including Passenger Bodily Injury Limited to	each occurrence each person
		\$ 1,000	each person

Medical Coverage

Physical Damage Coverage

	Deductible	F.A.A. Registration No.	Amount of Insurance
Hull		1. N11AA	\$ XX,XXX.XX
In Motion or Not	Not in Motion \$20	2.	\$
In Motion	In Motion \$20	3.	\$
Hull		1.	\$
Not in Motion	Not in Motion \$	2.	\$
		3.	\$
Trailer	Each Claim \$100		\$ XX,XXX.XX

4. Insured Aircraft

1. 1999 Rolladen Schneider LS-8 N11AA
- 2.
- 3.

Total Seats

1

TRAILER: 1999 Cobra #W092106COX

Be ready – have the correct value

**5. Purpose(s)
of Use:**

- Pleasure/Competition Limited Commercial Flying Club

6. Additional Coverages:

- If the purpose of use includes "flying club", coverage includes member's liability of \$
 Sightseeing for hire is covered.

Other Thoughts



If you buy it, do a fresh weight and balance



Enjoy your bird!

*Copies of presentation and article at:
<http://adamsfive.com/soaring>
Send comments and feedback to:
aland@adamsfive.com*