SAMPLE · FICTIONAL AIRCRAFT AND DATA · NOT A REAL RECORD

AeroHistoryLog

SAMPLE PACK. G-ZZAL does not exist. The aircraft, people, licence numbers and logbook pages are made up to show what an AeroHistoryLog records pack looks like. It was produced by the same software and rules used for real packs, from three fictional airframe logbook pages.

G-ZZAL · records pack

Piper PA-28-161 (sample) · Lycoming O-320-D3G · Fictional UK airfield · generated 17 Nov 2026

Information only, not airworthiness certification. This pack is a reading aid produced from photos of the logbooks, with low-confidence entries flagged for you to check against the original page. It cannot detect altered entries or pages that were not supplied. The original logbooks remain the legal record. Confirm anything important against them with a licensed engineer.

What this covers: 3 pages supplied by the owner (Airframe 3, Engine none, Propeller none). Logbooks or pages not supplied are not covered.

Money at stake: about £2,350–£3,750 to sort out the 2 priced findings in this report (indicative UK prices, ex VAT, not a quote). Sorting or explaining them before you sell usually costs less than a buyer's engineer finding them. Details are under Gaps and flags.

Records Health Score

44/100

Rates the paperwork, not the aircraft. Only records completeness counts; the other indicators are context.

Records completeness **44/100** 4 high, 7 medium flags	Engine life left · not scored **Not in this sample** Real packs read the engine logbook too	Airframe hours · not scored **3270.1 h** about 68 h a year recently, as of May 2023
Usage pattern · not scored **Longest gap 18 months** Oct 2019 to Apr 2021 (long idle period)	Damage history · not scored **1 recorded** 28/10/19	Base and environment · not scored **Fictional UK airfield**

Records Pack: read by AI; unsure entries confirmed by the person who ordered it.

Coming due (estimated from the records)

ITEM	DUE	NOTE
Airworthiness review (ARC) or extension	19 Apr 2023 **overdue**	12 months after the last airworthiness review or ARC extension found. The ARC document shows the real date
Mode S transponder check	22 Apr 2023 **overdue**	Estimate: 24 months after the last transponder check
ELT battery	29 Feb 2024 **overdue**	Expiry date written in the logbook
Annual inspection	02 May 2024 **overdue**	12 months after the last annual-type inspection found

Gaps and flags (11)

Indicative cost to fix the 2 priced findings: £2,350–£3,750 (GBP, ex VAT). These are typical UK prices from published shop rates, listings and owner reports, checked Nov 2026, shown to help plan and

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negotiate. They are not a quote and not airworthiness advice: real costs vary by engineer and by what they find. Findings with no reliable price show none.

High: a gap or inconsistency a buyer or engineer will want explained. Medium: worth asking about. Low: housekeeping. Flags are about the paperwork only, not the aircraft's condition.

SEVERITY	FINDING	SOURCE
High	**More than a year between annual-type inspections.** 25 months between annual-type inspections (Mar 2019 to Apr 2021). What to ask: Ask whether the aircraft was laid up, and if it flew in the gap, under what paperwork.	Airframe logbook p1
High	**Damage or an incident is recorded, but no inspection or repair entry follows it.** Damage or an incident is recorded on 28/10/19, but no later inspection or repair entry was found. What to ask: Ask for the inspection and repair paperwork (and, for a prop strike, the engine shock-load inspection). It may be in a book or worksheet not uploaded.	Airframe logbook p2
High	**Whole calendar years with no entries.** No entries at all for: 2020. What to ask: The aircraft may have been stored; ask for proof, or for the missing logbook.	
High	**Work recorded without a signature or stamp.** Entry 28/10/19 (Damage or incident) shows no signature or stamp. What to ask: Ask who did the work and whether a signed certificate of release to service exists.	Airframe logbook p2
Medium	**An Airworthiness Directive repeats, or is recorded as deferred or outstanding.** EASA AD 2011-0086 is a repeating AD, last recorded on 11/07/19. Later compliance entries should follow. What to ask: Ask for the later compliance entries.	Airframe logbook p2
Medium	**An annual inspection with no release to service written in the entry.** The annual inspection on 19/04/22 has no certificate of release to service (CRS) written with it. What to ask: Ask to see the certificate of release to service for that inspection; it may be on a separate worksheet.	Airframe logbook p3
Medium	**No recent annual-type inspection found.** The latest annual-type inspection found is from May 2023. What to ask: Ask to see the latest inspection entry. **Indicative cost to fix: £1,900–£3,200** for a new annual inspection, before any defects. Based on: Annual inspection overdue (labour only, fixed gear); sources 2026. Ex VAT, not a quote.	Airframe logbook p3
Medium	**No recent airworthiness review or extension found.** The latest airworthiness review or ARC extension found is from Apr 2022. What to ask: Ask to see the current ARC.	Airframe logbook p3
Medium	**Damage or an incident is recorded.** Damage or incident recorded on 28/10/19. What to ask: Ask for the repair entries and any insurance or AAIB report.	Airframe logbook p2
Medium	**The ELT battery's written expiry date has passed.** The ELT battery fitted Mar 2019 was marked to expire Feb 2024, and no later battery change was found. What to ask: Ask for the latest battery change. **Indicative cost to fix: £450–£550** to fit a new ELT battery. Based on: ELT battery expired. Ex VAT, not a quote.	Airframe logbook p1
Medium	**One entry's hours don't fit with the entries either side of it.** The airframe hours on the 28 Oct 2019 entry (airframe logbook) don't fit between the entries before and after it: most likely a misread or a slip of the pen. Check the page. What to ask: Usually a misread or a slip of the pen. Compare the figure with the page photo.	Airframe logbook p2

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Timeline (10 entries)

DATE	AIRFRAME H	ENGINE H	TSO	TYPE	WORK DONE	SIGNED	SOURCE
12 Mar 2018	2894.6			Annual / ARC / 12-month check Annual / 12-month inspection	Annual inspection carried out IAW LAMS CAP 766 schedule. CRS issued.	Yes	airframe p1 Confirmed by owner
20 Jun 2018	2941.0			50 / 100 / 150-hour check 50-hour check	50 hr check. Oil & filter changed, 15W50 6 qts. Plugs cleaned & gapped.	Yes	airframe p1 Confirmed by owner
03 Sep 2018	2988.3			Component change	Replaced L/H magneto Slick 4371 S/N 18070231. Timing set 25 BTC.	Yes	airframe p1 Confirmed by owner
15 Mar 2019	3022.8			Annual / ARC / 12-month check Annual / 12-month inspection	Annual inspection carried out. ELT battery replaced, exp 02/2024. CRS issued.	Yes	airframe p1 Confirmed by owner
11 Jul 2019	3061.4			Airworthiness Directive	EASA AD 2011-0086 complied with, repetitive every 100 hrs. (EASA AD 2011-0086)	Yes	airframe p2 Confirmed by owner
28 Oct 2019	3049.0			Damage or incident	Nose leg shimmy damper replaced. Heavy landing reported, gear inspected nil defects.	**No**	airframe p2 Confirmed by owner
22 Apr 2021	3112.5			Annual / ARC / 12-month check Annual / 12-month inspection	Annual inspection after storage. Mode S transponder check carried out. CRS.	Yes	airframe p2 Confirmed by owner
10 Aug 2021	3160.2			50 / 100 / 150-hour check 50-hour check	50 hr check. Brake pads L/H & R/H replaced P/N 066-10500.	Yes	airframe p3 Confirmed by owner
19 Apr 2022	3214.7			Annual / ARC / 12-month check Airworthiness review (ARC issued)	Annual / ARC inspection. Compass swing. Vacuum pump replaced S/N V22-1187.	Yes	airframe p3 Confirmed by owner
02 May 2023	3270.1			Annual / ARC / 12-month check Annual / 12-month inspection	Annual inspection. Compression check 74/80 76/80 75/80 73/80. CRS.	Yes	airframe p3 Confirmed by owner

About this sample

We wrote five problems into the three fictional logbook pages before running them through AeroHistoryLog. All five were caught and are listed above:

PROBLEM WRITTEN INTO THE PAGES	CAUGHT AS
Airframe hours go backwards (3061.4 h, then 3049.0 h)	**Medium: hours figure out of line, check the page**
Heavy landing entry with no signature	**High: unsigned work, and no repair entry after the damage**
No entries for 2020 and 25 months between annuals	**High: missing year and annual gap**

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ELT battery marked to expire 02/2024, never changed	**Medium: ELT battery expired**
Repeating 100-hour AD with no later compliance entry	**Medium: repeating AD to follow up**

It also found one problem we didn't plan: the 19/04/22 annual has no CRS written with it (page 3). That one is real too.

The fictional pages stop in May 2023, so every item under Coming due shows as overdue. On a real aircraft with current records you would see what is due in the coming months instead.

A real pack works the same way: send phone photos of the airframe, engine and propeller logbooks, and you get this report with a buyer share link. Every flag is about the paperwork, never the aircraft's condition.

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