

1796.52

BOOK 1

PROP OH	2/82	TACH	1262
ENG OH	2/82	TACH	1262
ENG OH	7/82	TACH	1300

Cessna®



ENGINE AND PROPELLER LOG

N 2027D SERIAL NO. L-11359-51A

CONTINUED IN BOOK 2 ON 8/27/82

ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	10THS			
19				June 3-1975. TACK # TOTAL = 0289.3 See w/o 2722		
<p>I CERTIFY THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A 700 h v INSPECTION AND DETERMINED TO BE IN A <u>AIRWORTHY</u> CONDITION</p> <p style="text-align: center;"><i>A Leonard</i> 1668521</p> <p style="text-align: right;"><i>Thermal Aircraft Company</i> FAA APPROVED REPAIR STATION #408-18 Airframe Class 1 & 3 Thermal Airport (714) 309-5512 56-850 Tyler St Thermal, Calif.</p>						
6/4/75		289.9		Oil changed 8 qts Aeroshell 50 wt	<i>Dave Gallagher</i>	

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

ENGINE LOG

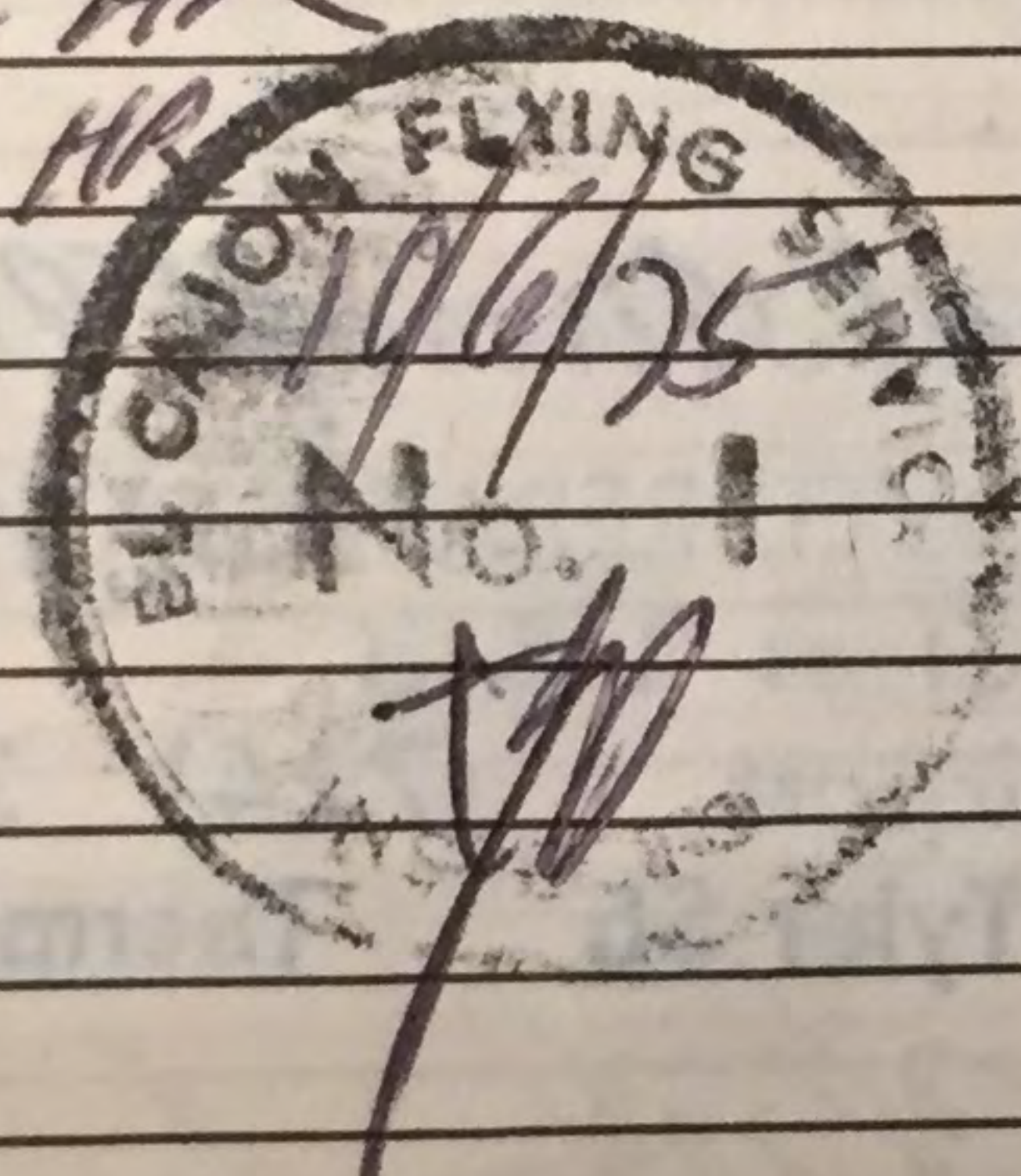
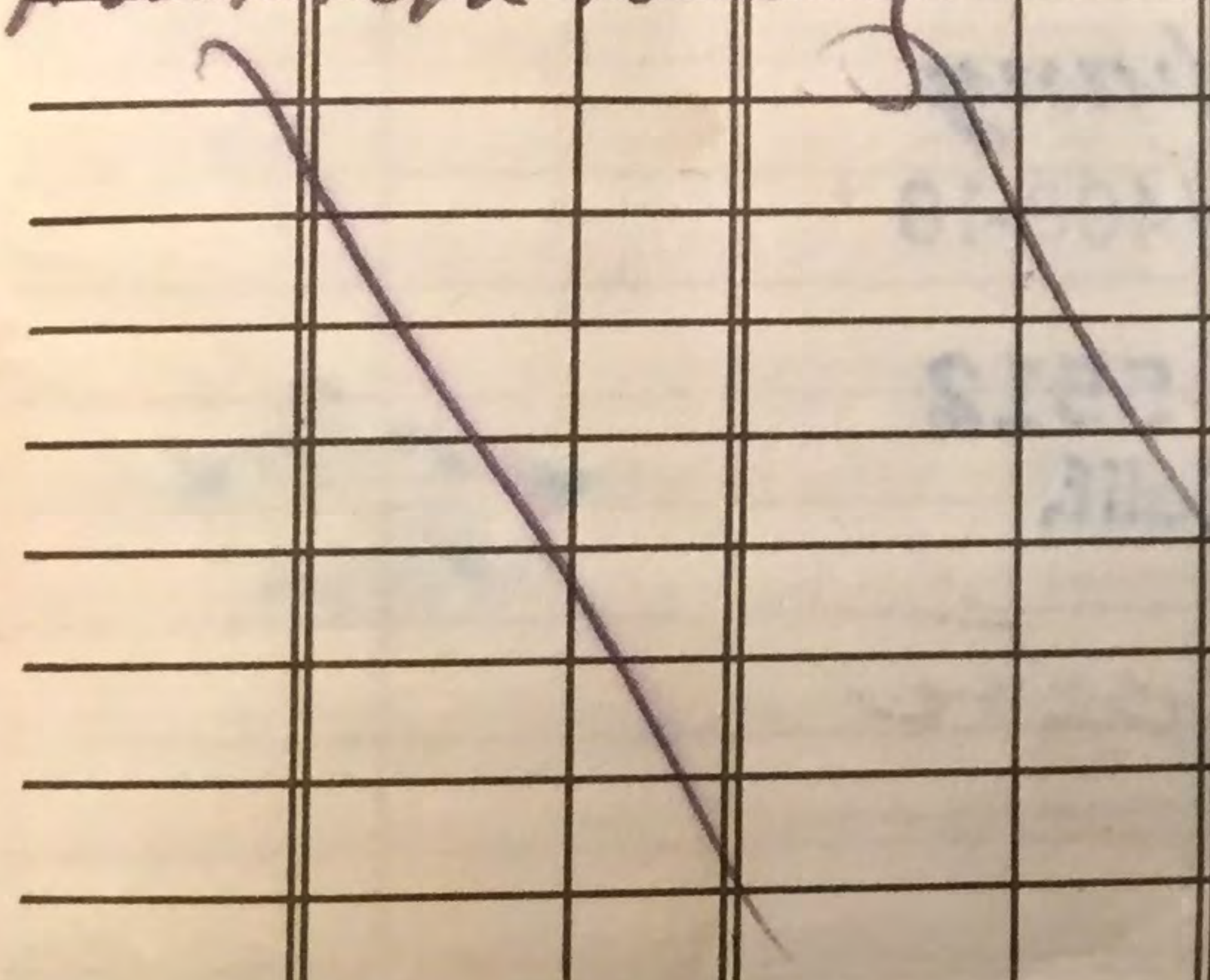
DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	10THS			
19						
Aug 15, 1995				Tach Reads 0399.5 Change oil this date. Parts ordered for AD 75-08-09, Ser No # 2859		
<p>I CERTIFY THIS <u>Engine</u></p> <p>HAS BEEN INSPECTED IN ACCORDANCE</p> <p>WITH A <u>100 hr</u> INSPECTION</p> <p>AND DETERMINED TO BE IN A</p> <p><u> satisfactory </u> CONDITION</p>				<p style="text-align: center;"><i>Thermal Aircraft Company</i></p> <p>FAA APPROVED REPAIR STATION #408-18</p> <p>Airframe Class 1 B.</p> <p>Thermal Airport (714) 399 5512</p> <p>56-850 Tyler St Thermal, Calif.</p> <p style="text-align: center;"><i>[Signature]</i> Chief Inspector</p>		

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

DATE
19
<i>Call</i>
<i>sp</i>
<i>NP</i>
<i>flight</i>
<i>fuel</i>
<i>...</i>
<i>tail</i>
<i>Newt</i>

ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	IOths			
19				All routine maintenance completed in per M.O. 3032, Replaced spark plugs, Push. Replaced by A+P propeller trap & angle & balance. AD 75-07-15 Bendix blow by thru in gasket CIW, AD 75-07-02 air filter gasket CIW, AD 75-08-09, oil pump gear & pipes CIW, cleaned fuel nozzle, Replaced spark plugs, & oil filter. Serviced engine with 1 qt of 30W oil.		
				Tail replaced at 475 HR North City Reading 00 HR		



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

Thomas J. Helman
 FAA APPROVED REPAIR STATION #4752

El Cajon Flying Service
 GILLESPIE FIELD, SANTEE, CALIF.
 (714) 448-8000

Date 10/6/75 AFS Total Time 475
 Task Reading 475

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	10THS			
19						
28 April 77				Tach Time 424 Total Time 917 hrs. Changed Oil. Cleaned screen, Cleaned and gapped Replaced spark plugs. Checked compression. Readings 1. $\frac{78}{80}$ 2. $\frac{78}{80}$ 3. $\frac{78}{80}$ 4. $\frac{78}{80}$ all Routine Maintenance accomplished. I Certify this engine has been inspected & A.W. a 100 hr. Inspection and found to be airworthy.		
8 June 1977				Tach time 476 hrs Completed 50 hour inspection, changed oil, cleaned, gapped & tested all plugs, replaced faulty fuel line from flow divider to preball, replaced inop cylinder temp probe.		
				Maynard R. Danna A&P 543646557		
				George F. Lewis A&P 1570284IA		

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	10THS			
19 July 28, 1977				TACH: 545.9 HOBBS 653.7 Filter, cleaned & tested all spark plugs, checked compression 1 75/80 2 75/80 3 75/80 4 75/80, Replaced alternator belt, all routine maintenance & inspection accomplished. I certify this engine has been inspected IAW 100 HR Inspection and found to be in an airworthy condition! Stephen M. Taylor AP# 1996982		
13 Sept 1977				tach time 603. Changed oil + filter, cleaned, gapped + tested all plugs, all routine maintenance accomplished. 50 hour inspection completed. George F. Purs AP# 10241A		

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

DATE
19
2
Nov 12
665-10
1-18
Ta

ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	10THS			
19 27 Oct 1977				tach time 630 hours total time 1123 hours. Changed oil + filter, cleaned gapped + tested all plugs. All routine maintenance accomplished. I certify this engine has been inspected IAW and approved inspection and found to be airworthy. George H. Swires		AP 15702847
Nov 22 77				Installed New Bendix Magneto P/N 10-382555-11. Retimed and Test run. Mag. drop 50 RPM. Right and Left.		
Obs. Tech.				Jerry Jay		A.P. 554581053
				End		
1-18-78	Changed Oil and filter, run engine and check for leaks					
	Tach Time 695			Total Time 1178	Jerry Jay	A.P. 554581053

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	10THS			
19 9 March 1978				tach time 740 hours, total time 1233 hours. Changed oil + cleaned screen, cleaned gapped & tested all plugs, checked compression, all cylinders 7/80 psi better. Repaired prop gov cable mount bracket, all routine maintenance accomplished. I certify this engine has been inspected, IAW a 100 hour inspection & found to be airworthy. George Sears A/P 570284 IA.		
4/18/78	Retach	778	2	oil changed filter changed. Used H+ probe installed. R.A. Freeman A/P 584784 aew 50W		
		+ 475	0			
	Total Time	1253	2	OKing		
1 AUG '78	TACH	794.0		Oil filter, prop. spinner, bulbhead replaced, new engine mounts installed, one new ignition lead, plugs serviced. R.H. Vanbeek A & P 2230759		

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

DATE
19 78

ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	10THS			
19 <u>78</u>				VAN AIR REDLANDS, CA		
DATE: <u>1 Aug 78</u>				I certify that this aircraft/engine has been inspected in accordance with an <u>Annual</u> inspection and was determined to be in airworthy condition.	Compression #1-76/80, 2-78/80 3-76/80, 4-78/80 - AD's OK'd thru 78-44 and are noted in repair books - End	
TACH: <u>294.0</u>						
L.T.: <u>1269.4</u>						
SMOH: <u>New -</u>						
				Signature: <u>Robert T. Gilman</u>		
				A. & P. # <u>1943929</u>		
				A. I. # <u>1943929</u>		
 1 Aug 78 TACH 294.0 Magneto (D-2000) D4LN-2021 SN 743164 Overhauled by Bendix factory AD's 78-09/07 78-18-04 79-18-06 SN 						
					<u>R. H. Wambell</u> <u>REP 22/30759</u>	

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	10THS			
1978						
Nov 25				Changed Oil & filter - oil analysis sent in TACH = 0977.4		
				R. Vanbeek A & P 2230759		
1979 June 6				Oil changed, filter changed - oil analysis sent in TACH 831.6	R. Vanbeek	

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENS NUMBER
		HOURS	IOths			
19 7 Jan, '80				TACH 844.6 Controls lubed Oil & filter changed. Magneto overhauled by Bendix factory Compression @ 77, 78, 78, 78 Magneto AD ¹⁴ include 78-09-07, 78-18-04, 79-18-06 by factory overhaul. <div style="text-align: right; margin-top: 10px;"> R. Hanbeck AOP 2230959 </div>		

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	IOths			
19 <u>79</u>				VANAIR		
				REDLANDS, CA		
DATE: <u>7/11/80</u>				I certify that this aircraft/engine	<i>AD's checked thru 79-26 and are as noted - and</i>	
TACH: <u>844.6</u>				has been inspected in accordance		
T. T.: <u>13 19.6</u>				with a <u>Annual</u>		
SMOH: <u>13 19.6</u>				inspection and was determined to		
				be in airworthy condition.		
				Signature: <u><i>[Signature]</i></u>		
				A. & P. # _____		
				A. L. # <u>1943929</u>		

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

DATE

19

ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICEN NUMB																								
		HOURS	IOTHS																											
19				<p>Date <u>20 Nov 80</u> Total Time in Service <u>1404 hrs</u> Tach time <u>930 hrs</u></p> <p>I certify this <u>engine</u> has been inspected in accordance with a <u>100 hour</u> inspection and was found to be airworthy. For details of work see company Work Order No. <u>1043</u></p> <p>Authorized Signature <u>Daniel O'Neil</u> Title <u>Inspector</u></p> <p>Oil: Type <u>Phillips</u> Weight <u>20W-50</u> Amount <u>8 quarts</u></p> <p style="text-align: center;">SOUTHWEST AIR CENTER 15000 N. Airport Drive Scottsdale, Arizona 85260 F.A.A. APPROVED REPAIR STATION #4890</p>																										
				<div style="border: 2px solid red; padding: 10px; margin: 0 auto; width: 80%;"> <p style="text-align: center; color: red; font-weight: bold;">COMPRESSION CHECK CYLINDERS</p> <table style="width: 100%; text-align: center; border-collapse: collapse;"> <tr> <td style="border-bottom: 1px solid black;">1</td> <td style="border-bottom: 1px solid black;">2</td> <td style="border-bottom: 1px solid black;">3</td> <td style="border-bottom: 1px solid black;">4</td> <td style="border-bottom: 1px solid black;">5</td> <td style="border-bottom: 1px solid black;">6</td> <td style="border-bottom: 1px solid black;">7</td> <td style="border-bottom: 1px solid black;">8</td> </tr> <tr> <td style="border-bottom: 1px solid black;"><u>78</u></td> <td style="border-bottom: 1px solid black;"><u>75</u></td> <td style="border-bottom: 1px solid black;"><u>78</u></td> <td style="border-bottom: 1px solid black;"><u>78</u></td> <td style="border-bottom: 1px solid black;"><u>ON</u></td> <td style="border-bottom: 1px solid black;"></td> <td style="border-bottom: 1px solid black;"></td> <td style="border-bottom: 1px solid black;"></td> </tr> <tr> <td style="border-bottom: 1px solid black;">80</td> <td style="border-bottom: 1px solid black;">80</td> <td style="border-bottom: 1px solid black;">80</td> <td style="border-bottom: 1px solid black;">80</td> <td style="border-bottom: 1px solid black;">80</td> <td style="border-bottom: 1px solid black;">80</td> <td style="border-bottom: 1px solid black;">80</td> <td style="border-bottom: 1px solid black;">80</td> </tr> </table> </div>	1	2	3	4	5	6	7	8	<u>78</u>	<u>75</u>	<u>78</u>	<u>78</u>	<u>ON</u>				80	80	80	80	80	80	80	80		
1	2	3	4	5	6	7	8																							
<u>78</u>	<u>75</u>	<u>78</u>	<u>78</u>	<u>ON</u>																										
80	80	80	80	80	80	80	80																							

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ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	IO THS			
1987				July 14-1981 Total 1151.2 hours Installed new Vee Pump Ground Run Engine Wg Sells R/34890 Snap		
10/14		1241	32	Retorqued Oil Sump Bolts	<i>[Signature]</i>	40802960
2-9-82		TACH TIME : 1262.52 - TOTAL TIME : 1737.52 - T.S.M.O.H. - O.H.S.		ENGINE COMPLETELY DISASSEMBLED & CLEANED & INSPECTED. ALL STEEL PARTS WERE MAGNAFLUXED & ALLOY PARTS ZYGLOWED. ENGINE MAJOR O/H AT THIS TIME & THE FOLLOWING NEW PARTS INSTALLED UPON RE-ASSEMBLY; CRANK CHECK BUSHINGS; COUNTERWEIGHT PINS, PLATES & SNAP RINGS; ROD BUSHINGS, BOLTS, NUTS; BRGS; ONE PISTON COOLING NOZZLE; ALL MAIN BRGS; LIFTER BODIES; ROCKER BUSHINGS; CRANK GEAR BOLTS; OIL PRESSURE RELIEF VALVE SPRING & BALL; ONE LW 10286 IDLER GEAR; OIL PUMP BODY & BOTH GEARS; FUEL PUMP; OIL FILTER & BENDIX HARNESS; MAG DR. BUSHINGS; ENGINE QUICK DRAIN; TACH SHIRT SNAP		

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

ENGINE LOG

TE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	IOths			
3				RING; OIL FILTER BY-PASS SPRING, HOUSING, VALVE BLOCK & SNAP RING; MAJOR O/H GASKET SET & OIL DRAIN BACK HOSES USED IN RE-ASSEMBLY OF ENGINE. COUNTERWEIGHTS REBUSHED & CAMSHAFT REGROUND & YELLOW TAGS ISSUED ON THESE ITEMS FROM VENDOR. CYLS. WERE CHROMED TO NEW LIMITS & THE FOLLOWING NEW PARTS INSTALLED; ALL EX. VALVES & GUIDES; INT VALVES; EX. STUDS; INNER & OUTER VALVE SPRINGS; KEEPERS & CAPS; PISTONS, PINS, PLUGS & RINGS. MAINTENANCE RELEASES ISSUED FOR CYL. CHROMING BY VENDOR. A.D.'s $\frac{1}{w}$: 75-08-09 $\frac{1}{w}$ BY INSPECTION OF OIL PUMP DRIVE; 81-18-04 $\frac{1}{w}$ BY REPLACING OIL PUMP GEARS USING 60746 DRIVE GEAR & LN13775 DRIVEN GEAR. NO OTHER A.D.'s APPLICABLE THRU B/W 82-02. BENDIX MAG O/H AT THIS TIME USING THE FOLLOWING NEW PARTS: BRGS., FELTS, PLUG, BRUSHES, KEYS, WASHERS, COTTER PIN, RETAINER & SLINGER. A.D. STATUS ON MAG; 78-09-07 $\frac{1}{w}$ BY INSPECTION OF IMPULSE COUPLING; 78-18-04 $\frac{1}{w}$ BY INSPECTION OF COIL RE- TAINING DEVICES; 79-12-07 $\frac{1}{w}$ BY APPLICATION; 79-18-06 PREVIOUSLY $\frac{1}{w}$: 80-17-14 PREVIOUSLY $\frac{1}{w}$: NO OTHER A.D.'s APPLICABLE THRU B/W 82-02. ALTERNATOR O/H AT THIS TIME USING THE FOLLOWING NEW PARTS; RETAINERS, BRGS., THRU BOLTS & BRUSH KIT. NO A.D.'s APPLICABLE THRU B/W 82-02. STARTER WAS EXCHANGED & MAINTENANCE RELEASE ISSUED BY VENDOR. PROPELLOR & GOVERNOR O/H AT THIS TIME & MAINTENANCE RELEASE		

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

DATE
19 82
2-9

ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME	REMARKS - ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
19 8-2					

LYCOMING ENGINE Model: IO-360-A1B6D Serial No. L-11359-51A

SCENERIO OF EVENTS:

Engine was reported as running hot. Oil temperature would red-line and stay there soon after takeoff unless power was reduced and the climb discontinued. The oil temp. gage was checked and found to be reading correctly. Engine beffles and baffel seals were repaired. Engine case and thru bolts were retorqued. Engine still ran hot. CHT gage was checked and found to be reading low. A decision was made to replace #3 barrel seal which was leaking. The cylinder appeared glazed and rocker area looked overheated (black). Cylinder, piston with rings, piston pins and rocker arms were sent to Nicksons Machine Shop for evaluation. The rings were found to have lost their temper and the cylinder was glazed. Cylinders # 1, 2 and 4 were removed and sent to Nicksons Machine Shop for inspection and recertification. Cylinders were repaired and recertified. A Lycoming rep. recommended that the lower cylinder oilers be checked. Found # 2 & 4 not torqued, # 1 & 3 overtorqued and broke off in the case when removal was attempted. Connecting rods showed evidence of high temperature. Due to the evidence of over heating the

DATE	DURATION	ACCUMULATED TOTAL TIME	REMARKS - ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
19					
7-27					

Engine still running. A decision was made to replace #3 barrel seal which reading low. The cylinder appeared glazed and rocker area looked was leaking. The cylinder appeared glazed and rocker area looked overheated (black). Cylinder, piston with rings, piston pins and rocker arms were sent to Nicksons Machine Shop for evaluation. The rings were found to have lost their temper and the cylinder was glazed. Cylinders # 1, 2 and 4 were removed and sent to Nicksons Machine Shop for inspection and recertification. Cylinders were repaired and recertified. A Lycoming rep. recommended that the lower cylinder oilers be checked. Found # 2 & 4 not torqued, # 1 & 3 overtorqued and broke off in the case when removal was attempted. Connecting rods showed evidence of high temperature. Due to the evidence of over heating the engine was removed and delivered to Renown Aviation for disassembly and overhaul as required. Other discrepancies found and corrected:

1. Alternate air door & hinge broken. Item replaced.
2. Muffler bracket broken at sump and left rear muffler attach point. Welded and realigned.
3. Fuel servo leaking fuel after shut down. Overhauled.
4. Prop. backing plate indexed to timing gear one bolt set CCW. Reindexed.
5. Magneto timed to engine at 30° BTDC. Retimed.
6. CHT gage reading approximately 90° low. Max deflection was 3/4 scale. Gage adjusted.
7. Carb. air filter worn beyond limits. Replaced.
8. EGT wires frayed (3 strands broken). Replaced.
9. No small washers under engine mount bolt nuts. Installed.
10. Magneto cap screws over torqued. Magneto replaced due to case warpage.
11. # 1 & 4 exhaust cracked at flange welds. Repaired.
12. Left muffler bracket cracked. Repaired by welding.
13. Oil cooler bypass valve seating incorrectly in assy.

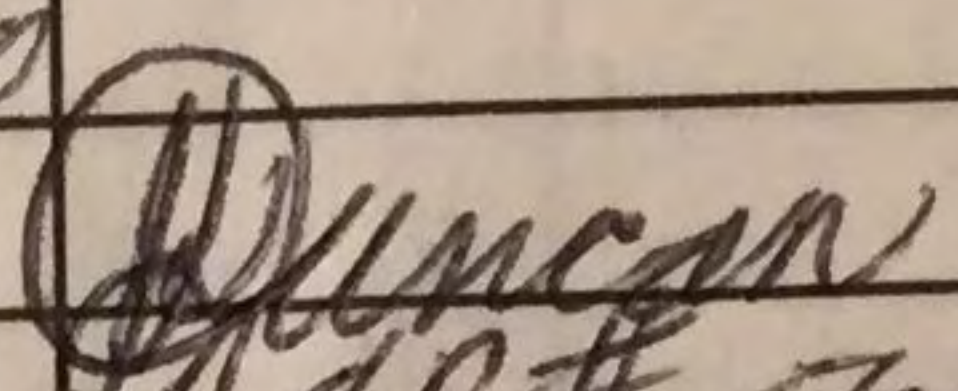
was gazed. Cylinders # 1 & 2
Nicksons Machine Shop for inspection and recertification.
Cylinders were repaired and recertified. A Lycoming rep.
recommended that the lower cylinder oilers be checked. Found
2 & 4 not torqued, # 1 & 3 overtorqued and broke off in the
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of high temperature. Due to the evidence of over heating the
engine was removed and delivered to Renown Aviation for
dissassembly and overhaul as required. Other discrepancies
found and corrected:

1. Alternate air door & hinge broken. Item replaced.
2. Muffler bracket broken at sump and left rear muffler
attach point. Welded and realigned.
3. Fuel servo leaking fuel after shut down. Overhauled.
4. Prop. backing plate indexed to timing gear one bolt set
CCW. Reindexed.
5. Magneto timed to engine at 30° BTDC. Retimed.
6. CHT gage reading approximately 90° low. Max deflection
was 3/4 scale. Gage adjusted.
7. Carb. air filter worn beyond limits. Replaced.
8. EGT wires frayed (3strands broken). Replaced.
9. No small washers under engine mount bolt nuts. Installed.
10. Magneto cap screws over torqued. Magneto replaced due
to case warpage.
11. # 1 & 4 exhaust craked at flange welds. Repaired.
12. Left muffler bracket cracked. Repaired by welding.
13. Oil cooler bypass valve seating incorrectly in assy.
case. Unit replaced.

Joseph Helmstetter

Joseph Helmstetter
A & P 2217777

ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	IOths			
19						
7-27	CONTINUED			CRANK CASE MACHINED BY NICKSON MACHINE SHOP & LINE BORED - ASSEMBLED ENG WITH STANDARD PART TO MANUFACTURED SPECS - ENGINE WAS NOT PRE-OILED OR RUN AT THIS TIME. ENGINE WAS PICKED UP FOR INSULATION AT A LATER DATE. SEE W/O # 2325 & ATTACHED PAPER WORK FOR WORK PERFORMED.	 W. Duncan App # 564337387	
					Signature _____ W.O.# 2325	
					Date <u>8-3-82</u> Tach Time _____ Total Time _____	
					RENOWN AVIATION, INC. 3940 Mitchell Road Santa Maria, CA 93455 F.A.A. Approved Repair Station #401-152	

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ENGINE LOG

ACCUMULATED

REPAIRS - ADJUSTMENTS

SIGNATURE

ENGINE
NUMBER

LYCOMING ENGINE Model: IO-360-A1B6D Serial No. L-11359-51A
Engine assembled by Renown Aviation. Engine installed in
aircraft IAW Cessna Service manual, Bulletins and letters.
Engine pre-oiled 3 times (O.P. 60 psig). Installed prop.,
installed magneto, Installed bottom plugs. Engine run (leak
checked) one minute. Aircraft flown for $\frac{1}{2}$ hour @ 2700 RPM
and full throttle. Reduced 2"Hg for $\frac{1}{2}$ hour. Engine checked
after flight. Aircraft released for flight. Tach. 1321.51
Total time 1796.52 Date 7 August, 1982.

Joseph Helmstetter
Joseph Helmstetter
A & P 2217777

ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	10THS			
19 82						
8 OCT				AD-20-01 N/A by SERIAL #	R.A. Dennis	
3 DEC				AD-27-02 AMNDT 39-4521 N/A by SERIAL #	R.A. Dennis	
1983						
5 February 83				I certify this engine has been inspected in accordance with an Annual Inspection and found to be in an airworthy condition.		
	TACH	1411.75				
	T/H	1411.75				
	TSMOH	67.95		AD ^s thru 83-4 C/W		
				Clifford J. Sully AF 374425774IA		
				Oil & Filter changed		
				Spark Plugs changed		
2/20/83	TACH.	1415.99		AD 82-27-02 R1 NA By serial No.	R.A. Dennis	
4/5/83	TACH	1433.		OIL & FILTER CHANGE SLICK 50	R.A. Dennis	

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ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	10THS			
19 4/2/85				1. Replaced Prop Seal P/N LW-13792 & Prop O-Ring MS23775-228. 2. Cleaned & Gapped Plugs (3). Differential Compression Checks #1 $7\frac{1}{80}$, #2 $7\frac{1}{80}$, #3 $7\frac{1}{80}$, #4 $7\frac{1}{80}$. Charged Oil AND Oil Filter P/N CFO-100 4. Replaced Cylinder Head temp Sensor 4. Repaired Crossover Heat Baffle 5. Replaced Oil Hose Between Engine AND Oil Cooler top Side.		
				CERTIFY THAT THIS <u>TOP ENGINE</u> HAS BEEN INSPECTED IN ACCORDANCE WITH AN <u>ENGINE</u> INSPECTION PROGRAM AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.		
				WORK ORDER NO. _____ DATED <u>4-2-85</u> April 2 '85 TOTAL TIME: <u>236.7</u> TACH TIME: <u>1580.5</u>		
				<i>Larry Schubert 1911556 A. 1.</i>		
4-4-86	165/13			Comp. Ck. 1 $7\frac{1}{80}$ 3 $7\frac{1}{80}$ 2 $7\frac{1}{80}$ 4 $7\frac{1}{80}$		
				<i>Larry Schubert 1911556 ATP</i>		

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

DATE
1986
4-4-86

ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE
		HOURS	10THS		
19 87					
6-30-87	1777 TACH 143 HOBBS			OIL CHANGE - 7QT AEROSHELL 100 50WT ONE QT SLICK 50 AND NEW OIL FILTER	
5-28-88	TACH 1834.7			COMPRESS 1 7/80 2 7/80 3 7/80 4 7/80	
				I CERTIFY THAT THIS _____ HAS BEEN INSPECTED IN ACCORDANCE WITH AN _____ INSPECTION PROCEDURE AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.	
				WORK ORDER NO. _____ DATED 5-28-88 TOTAL TIME 490.9 TACH TIME 1834.7	
	SMOKE			<i>Richard A. Deenst - pilot</i>	
				<i>IA 191155624T</i>	
1-11-89	1886 TACH 87.6 HOBBS			OIL CHANGE - 7QT AEROSHELL 100-50WT OIL FILTER CHANGE <i>Richard A. Deenst - pilot</i> (PREVIOUS OIL CHANGES NOTED IN ACFT LOG-BOOK 1)	

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	10THS			
19						
Tach Time <u>1918</u> Total Time <u>1918</u> Date <u>15 June 89</u> I certify that this <u>Engine</u> has been inspected in accordance with a <u>Annual</u> inspection and was determined to be in <u>good</u> condition. Inspected by <u>AP 5171204369 JA</u> License Number <u>AP 5171204369 JA</u>				Compression ① 75 ② 76 ③ 76 ④ 75. Replaced Sea Sparkplugs. Serviced remaining. Changed oil and oil filter. Replaced Thermostat Assy P/N 53E19600. A.D. 78-9-7R3 9/10 by inspection. -End-		
SERVICE DRIVE A 93455				IN ACCORDANCE WITH F.A.R. 43.13 HAS BEEN DYNAMICALLY BALANCED. ALL WORK DONE I CERTIFY THAT THIS PROPELLER ENGINE ASSEMBLY DATE: _____ TACH: _____ TOTAL TIME: _____		
12-7-89	1945			OIL CHANGE FILTER CHANGE (BEND 100 SOWT) CHANGE BRACKET AIR	DAVID H. MILNER A & B SIGNATURE: _____	

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ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	IOTHS			
5/14/90	2000.99	TACH	227.0	HOBBS REPLACED ALL SPARK PLUGS WITH RHM-38E'S & WIRE LEAD ON MAG IMPULSE LEAD: ENGINE TEST RAN "OK" ALL INSTRUMENT IN THE GREEN, NO LEAKS @ JKY		AP9740665L

DATE: 5/18/90

I CERTIFY THAT THIS PROPELLER/ENG HAS BEEN DYNAMICALLY BALANCED. IN ACCORDANCE WITH F.A.R. 43.13

TACH: 2002.7 TOTAL TIME:

SIGNATURE: [Signature]
 DAVID H. MILNER A &

(TACH READS 25)

CARRY ACCUMULATED

REFERENCE

PT	RPM	SPD
A	2272	1

RUN DATA

MAG	PHAS
131	131

TRIM

PT	RPM	SPD
A	2269	1

DATA

MAG	PHAS
131	132

ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	10THS			
19						
<p style="color: red; font-size: small;">Tach Time <u>2020</u> Total Time <u>2020</u> Date <u>21 June 90</u></p> <p style="color: red; font-size: small;">I certify that this <u>Engine</u></p> <p style="color: red; font-size: small;">has been inspected in accordance with a <u>Annual</u> inspection and</p> <p style="color: red; font-size: small;">was determined to be in airworthy condition.</p> <p style="color: red; font-size: small;">Authorized Inspector <u>[Signature]</u></p> <p style="color: red; font-size: small;">State Number <u>APS 17604369IA</u></p> <p style="color: red; font-size: small;">Service <u>[Signature]</u></p> <p style="color: red; font-size: small;">Av Drive <u>[Signature]</u></p> <p style="color: red; font-size: small;">CA 93455</p>				<p>Changed oil and oil filter. Compression ① 76 ② 74 ③ 75 ④ 76. Serviced spark plugs. Replaced several SCAT type ductings. -End-</p>		
<p style="color: blue; font-size: small;">8/28/90 REMOVED GOVERNOR, O/H BY R\$4015 + REINSTALLED. Adjusted RPM [Signature]</p>				<p>AUTH. SIGNATURE <u>[Signature]</u></p> <p>LOMPOC AVIATION R.S. 461-93</p> <p>LOMPOC AIRPORT CALIF. 93438</p> <p>DATE <u>8/28/90</u> W.O. # <u>2430</u></p>		

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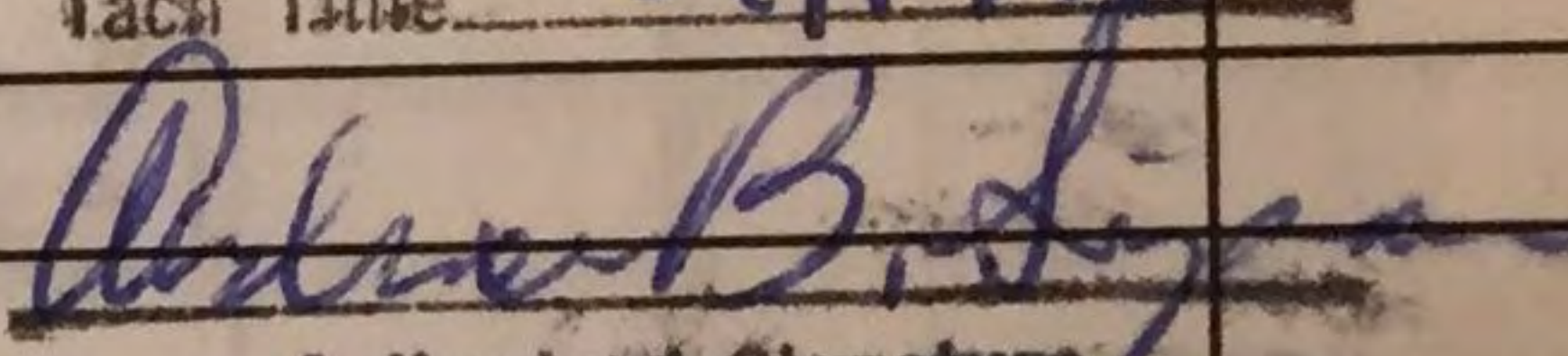
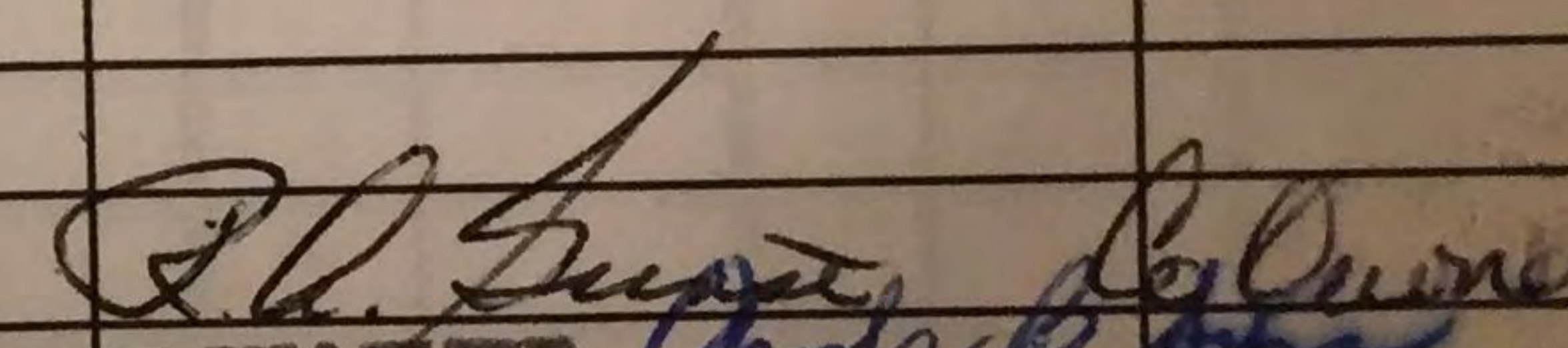
ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	10THS			
19 90 11-4		2077		Changed oil & filter (Amo 100, 50WT / ^{CFO-} Champ 100)	<i>P. C. Summit</i>	Owner
1991 2-21-91		2105		Change oil & filter (Amo 100, 50WT, 70TS / CFO 100)	<i>P. C. Summit</i>	Owner
5/3/91		2114		Removed magneto for overhaul, (yellow tag in bag) Reinstalled, fin med to engine ground run ^{check} good.	<i>Chris B. [Signature]</i> AUTH. SIGNATURE LOMPOC AVIATION R.S. 461-93 LOMPOC AIRPORT CALIF. 93438 DATE 5/8/91 W.O.# 2589	
5/7/91		2115		Adjusted idle speed + mixture, cleaned + gapped spark plugs Ground ran ok fuel strainer O-rings replaced no leaks	<i>Chris B. [Signature]</i> AUTH. SIGNATURE LOMPOC AVIATION R.S. 461-93 LOMPOC AIRPORT CALIF. 93438 DATE 5/7/91 W.O.# 2591	

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

DATE
19 6/11/
1991 7-19-91
2-26-91
4/3/91

ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	10THS			
19						
6/11/91				- Repaired left fuel muffler bracket attach by welding - Sanded propeller with 0.04/55 - Replaced two cabin heat ducts - Fabricated and installed one new oil cooler line - Replaced two fuel lines - into engine driven pump and out of - Replaced alt air box - replaced hinges - welded cracks Ground run no leaks.	Maintenance Release Lompoc Aviation, Inc. - Lompoc Airport - Lompoc, California FAA Approved Repair Station No. 461-93 Date <u>6/11/91</u> I certify that this <u>ENGINE</u> has been inspected in accordance with a <u>100ME</u> inspection and was determined to be in airworthy condition applicable A. D. notes through <u>91-11</u> checked or complied with. Pertinent details of this repair are on file at this agency under work order No. <u>2607</u> Total Time <u>2592</u> <u>8555MOH</u> Tach Time <u>2117.6</u>  Authorized Signature R.S. 461-93	
1992						
2-26-92		2200		OIL + FILTER CHANGED (FERO 100.50WT; CFO 100)		
4/3/92	2210			Exhaust welded. Replaced starter bendix drive. Starter worked good.	AUTH. SIGNATURE <u>Andrew B. Bishop</u> LOMPOC AVIATION R.S. DOOR #50 LOMPOC AIRPORT CALIF. 93436 DATE <u>4/3/92</u> W.O.# <u>2727</u>	

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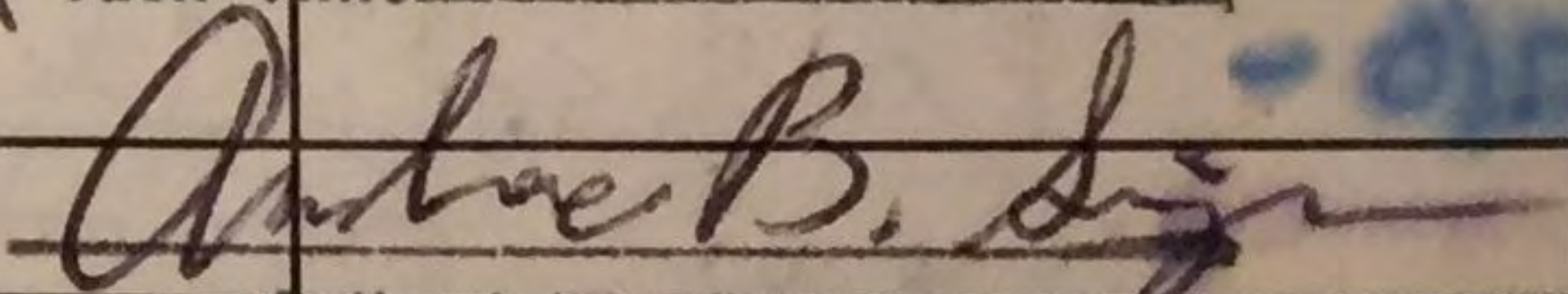
ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	10THS			
1992 7/1/92	TACH 2223.3			Changed oil + filter. Serviced with Aeroshell WY100. Took comp / ok 1) 74/80 2) 77/80 3) 78/80 4) 78/80		
				Inspected exhaust head muffs for leaks ok.		

Maintenance Release
 Lompoc Aviation, Inc. - Lompoc Airport - Lompoc, California
 FAA Approved Repair Station No. D00R145D

Date July 1, 1992
 I certify that this ENGINE has been inspected in accordance with a 100HR inspection and was determined to be in airworthy condition applicable A. D. notes through 92-11 checked or complied with. Pertinent details of this repair are on file at this agency under work order No. 2770.

Total Time 9605MOH Tech Time 2223.3


 Authorized Signature
 R.S. D00R145D

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