

Cessna[®]



ENGINE
AND PROPELLER LOG

N 34597

SERIAL NO. L-17521-36A

AIRCRAFT RADIO CORP.



BOONTON, NEW JERSEY

RADIO TRANSMITTER FREQUENCY VERIFICATION

TRANSMITTER TYPE

RT-328A

SERIAL NO.

2754

AIRCRAFT TYPE

RADIO CALL

FREQ (MC)	DEV (KC)	DEV (KC)	DEV (KC)	FREQ (MC)	DEV (KC)	DEV (KC)	DEV (KC)
116.0	—			135.05	+1.8		
117.0	—			135.10	+1.2		
118.0	+1.5			135.15	+1.4		
119.0	+1.3			135.20	+0.7		
120.0	+1.4			135.25	+1.1		
121.0	+2.1			135.30	+1.4		
122.0	+0.7			135.35	+1.1		
123.0	+1.6			135.40	+1.9		
124.0	+1.8			135.45	+1.3		
125.0	+0.4			135.50	+1.2		
126.0	±0			135.55	+1.2		
127.0	+2.1			135.60	+1.0		
128.0	+1.1			135.65	+1.2		
129.0	+1.2			135.70	+1.4		
130.0	+1.9			135.75	+1.9		
131.0	+2.6			135.80	+1.4		
132.0	+0.5			135.85	+0.7		
133.0	+1.1			135.90	+0.7		
134.0	+1.4			135.95	+1.2		
135.0	+0.3						
136.0	—						
137.0	—						

The Aircraft Radio Corporation Transmitter for which these frequency measurements apply makes use of a special "crystal-saver" circuit whereby the resulting carrier frequency is obtained by frequency addition of two separate crystal oscillators.

The measurements shown include a measurement of all crystals in the transmitter and therefore assure that the frequency of the transmitter is within tolerance for all of its 360 channels.

CERTIFICATION

This certifies that the frequencies measured as shown provide operation of this transmitter on all of its channels within the tolerances specified by applicable Federal Communications Commission rules and regulations. ¹⁻²⁵⁻⁷³

Ernest R. Minikus
AIRCRAFT RADIO CORPORATION

Signed _____ Date _____

FCC License Class & Number _____



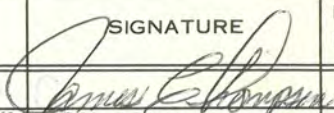
Engine and Propeller Log

Comprehensive Recording of Engine
and Propeller Records

ENGINE DESCRIPTION

Mfgr. <i>Lycorning</i>	Place	Date	
Type <i>H- opposed</i>	Model <i>O-360-A1F6D</i>	Serial No. <i>L-17521-36A</i>	
Rated H. P. <i>180</i>	Maximum H. P. <i>180</i>	Weight (Dry)	
Rated R. P. M. <i>2700</i>	Maximum R. P. M. <i>2700</i>	Oil Pressure	
Bore	Stroke	Displacement	Cu. In.
Compression Ratio	Supercharger Ratio	Gear Ratio	
Propeller <i>McCaulley</i>	Hub Design <i>B2D34C208</i>	Hub Serial No. <i>731191</i>	
Blade Design <i>82PA-6</i>	Blade Serial <i>K18301Y5</i>	Blade Serial <i>K18303Y5</i>	Blade Serial
Maximum Hub H. P.	Maximum Blade H. P.		
Pitch <i>H/ 12.1°</i> <i>H/ 26.0°</i>	Diameter <i>76"</i>	Length	
Owner's Name			
Address	City	State	

ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	10THS			
19 73						
2/23	1.4	1.4				
4-24		51.1		Propeller nuts removed	 NYSTROM AVIATION CORPORATION FAA APPROVED MAINTENANCE STATION #57 Edward A. Co. Jupp	
				5-18-73 I certify this engine has been inspected in accordance with a 100 hr inspection and found AIRWORTHY Aeroshell W The W. Lind Top 1492103		
				7-12-73 Tach 200 engine I certify this aircraft has been inspected in accordance with a 100 hr inspection and found AIRWORTHY		

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				<p>9-17-73 Tach 300</p> <p>I Certify this engine has been inspected in accordance with the 100 hr inspection and found airworthy</p> <p>Jane W. Smith A & P 1493803</p>		
				<p>I have inspected this <u>ENGINE</u> Changed oil & filter.</p> <p>in accordance with a <u>100hr.</u> Replaced eight spark.</p> <p>inspection and found it to be in an airworthy Comp. & Timing check good.</p> <p>condition.</p> <p>Tach. Reads <u>3666</u> Date <u>12-12-73</u></p> <p><u>GARY GRANTHAM</u></p> <p><u>ASP# 2215726</u></p>		

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				<p>I have inspected this <u>ENGINE</u> in accordance with a <u>ANNUAL</u> inspection and found it to be in an airworthy condition. Tach. reads <u>366</u> Date <u>12-12-73</u> <u>John L. Quinn</u> <u>IAA 165423</u></p>			
				<p>I have inspected this <u>Engine</u> in accordance with a <u>50 hr</u> inspection and found it to be in an airworthy condition. Tach reads <u>397</u> <u>1/29/74</u> <u>R. Meyer</u> <u>P 71406012</u></p>			

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							
					<p>I have inspected this <u>Engine</u> in accordance with a <u>100 Hr.</u> inspection and found it to be in an airworthy condition. Tach. Read <u>467.4</u> Date <u>4/16/74</u> John A. [Signature] <u>ADP 1001423</u></p> <p>Normal routine service accomplished 1) Repaired #3 pxhy stack 2) Replaced all exha gas jets 3) Repaired carb. heat dec</p>		

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					<p>I have inspected this <u>Engine</u> In accordance with a <u>100 Hr.</u> inspection and found it to be in an airworthy condition. Tach. Reads <u>557</u> Date <u>7/10/24</u> John J. [Signature] ADP # <u>1661423</u></p>	<p>1) Replaced all push-rod seals</p>	
					<p>I have inspected this engine in accordance with a 100 Hr. insp. and determine it to be in airworthy condition. 1) Repaired cracks in muffler 2) Repaired carb heat box 3) Replaced all spark plugs. John J. [Signature] ADP # <u>1661423</u></p>		

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						
1/2/75		748	00	I certify that this engine has been inspected in accordance with a 100 Hr. Annual inspection and determined to be in airworthy condition. John L. ...		
				5-8-75 TACH 850		
				Comp. CK #2- 72/80 #4 80 #1- 72/80 #3- 75/80		
				I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR- AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.		
				Orville E. Hoskins		
				Orville E. Hoskins A & P 1284635		

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						
6-26-75	TACH TIME	928.9		REPAIRED CARB. THIS DAYE. REPLACED NEEDLE VALVE AND VALVE SEAT.	<i>[Signature]</i>	A&P 5538413 50
				7/10/75 TACH 950.		
				I CERTIFY THAT THIS ENGINE # 1 - $\frac{77}{80}$		
				HAS BEEN INSPECTED IN # 2 - $\frac{75}{80}$		
				ACCORDANCE WITH A <u>100 HR.</u> # 3 - $\frac{76}{80}$		
				AND WAS DETERMINED TO # 4 - $\frac{78}{80}$		
				BE IN AIRWORTHY CONDITION.		
				<i>[Signature]</i>		
				Orville E. Hoskins		
				A & P 1284635		

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						
				I CERTIFY THAT THIS <u>Engine</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>ANNUAL</u> INSPECTION AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION.		
				S. <u>Orville E. Hoskins</u> Orville E. Hoskins		
				# <u>A & P 1284635</u> DATE <u>1-28-76</u>		
				TACH <u>1145</u> HOBBS _____		
<u>4-12-76</u>	<u>TACH</u>	<u>1239</u>	<u>HOURS</u>	<u>REPLACED NOS. 1 & 3 EXHAUST GASKETS. I CERTIFY THIS ENGINE WAS INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION & FOUND TO BE IN AN AIRWORTHY CONDITION. REPAIRED CAB HEAT SCOOP</u>	<u>Roger J. Wilson</u>	<u>A&E 13593</u>

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

ENGINE LOG

DATE 19 77	DURATION		ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
			HOURS	10THS			
NOV 4			1828	4	ENGINE OIL CHANGED - OIL FILTER REPLACED OIL - SHELL AERO 50W DETERGENT (COMPOUNDED)	<i>J. Sampaio</i>	1560506
NOV 4			1828	4	ALL NEW PLUGS INSTALLED comp #1-74 #2-77 #3-77 #4-76	<i>J. Sampaio</i>	1560506
1978 Feb 27			1880	8	Engine oil changed - oil filter replaced	<i>J. Sampaio</i>	1560506

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 2-23-79				REPLACED NEEDLE VALVE & SEAT IN CARB & SET FLOAT LEVER TO 19/64. ASSEMBLED WITH NEW GASKETS. DID NOT INSTALL ON ENG.		
					D. C. Hunter CD54715	
2-24-79				Installed Carb. New carb. gasket. Checked Carb heat, mixture control; fuel lines & valve.	J. S. L'Honnemedein A4P 108350	
3-12-79		2042	8	changed oil Shell 100-50wt. replaced filter	J. S. L'Honnemedein	1560506

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					<p>I CERTIFY THAT THIS <u>ENGINE</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A/AN <u>ANNUAL</u> INSPECTION AND HAS BEEN FOUND IN AN AIRWORTHY CONDITION. DATE <u>23 APR 1979</u> TOTAL TIME TACH TIME <u>2051.8</u> <u>Glenn E. Smith</u> IA 1462820- GLENN E. SMITH</p> <p>COMP CHK # 1-72 2-72 3-73 4-76</p>		
<u>8/8/79</u>			2100	4	<p>Changed oil Shell 100-50wt replaced filter</p>	<p>J.C. Sampson 15 A.P.T. Crumson 13</p>	<p>60506 57408</p>
<u>9/6/79</u>			2132	4	<p>Changed oil Shell 100-50 wt. replaced filter.</p>	<p>Day Fostabend</p>	

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				<p>I CERTIFY THAT THIS <u>ENGINE</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A/AN <u>ANNUAL</u> INSPECTION AND HAS BEEN FOUND IN AN AIRWORTHY CONDITION. DATE <u>1 JUNE 81</u> TOTAL TIME TACH TIME <u>2291.8</u></p> <p><u>Glenn E. Smith</u> IA 1462820 GLENN E. SMITH</p>		
10-9-81	Tach	2361.0		<p>Yw SE 81-22 by Removing and replacing the oil pump Impeller gears. New gears came in P/N LW18271 Replacement kit. <u>Impeller Assy H4P547495884</u></p>		
12-14 81	Tach	2391.0		oil & filter changed <u>Glenn E. Smith</u>		
04-20-82	Tach	2444.0		oil & filter changed <u>Glenn E. Smith</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			
19 82 04/20/81		2444.0		New Champion RHM 40E spark plugs installed Sohr inspection	<i>[Signature]</i>	
				I CERTIFY THAT THIS <u>ENGINE</u>		
				HAS BEEN INSPECTED IN ACCORDANCE		
				WITH <u>A/AN ANNUAL</u> INSPECTION AND		
				HAS BEEN FOUND IN AN AIRWORTHY		
				CONDITION.		
				DATE <u>JUN 2 1982</u>		
				TOTAL TIME		
				TACH TIME <u>2494.0</u>		
				<i>[Signature]</i>		
				IA 1462820		
				GLENN E. SMITH		
				COMP CHK 1-78 [#] 2-72 [#] 3-70 [#] 4-68 [#]		
				CHANGED OIL, OIL FILTER, REPAIRED CARB INTAKE BOX, REMOVED		
				CARB AIR BOX, WASHED DOWN ENG, CLEANED AIR FILTER		
				CLEANED & GAPPED PLUGS. DRESSED OUT PROP NICKS		

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	10THS			
10-15-82	Tech	2542.4		<p>Washed engine, ran & checked for oil leaks. Tightened the oil filter tube. Removed Mag to comply with applicable AD's. C/w AD's as follows: C/w AD 78-09-07 R2, Para(c) by inspecting the impulse coupling for wear per Bendix S.B. 599A-O.K. Next insp. due at 3042.4 Hrs. (every 500 Hrs.). C/w AD 82-11-05 by inspecting the distributor gears for loose fingers per Bendix S.B. 617A. Replaced both distributor gears due to loose fingers (No further action required). ID letter "X" stamped on the data plate. C/w AD 82-20-01 by inspecting the impulse coupling for metal hardness per Bendix S.B. 623-O.K. ID letter "F" stamped on the data plate. (No further action required.)</p> <p>Ran and checked operation - O.K.</p>	<i>[Signature]</i>	A+P2254730
11-29-83	TACH	2642.3		Changed oil & Filter - S-50 added		

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	10THS			
1983						
Nov 23				(1) REPLACED ALL SPARK PLUGS WITH NEW RHM 40 E'S		
				(2) CHANGED OIL, REPLACED FILTER, CK BATTERY		
				(3) CK'D FUEL SCREEN, CLEANED		
				(4) REMOVED AIR INDUCTION BOX FOR REPAIR & REPLACED		
				(5) INSPECTED ENGINE CONTROLS, LINES, HARDWARE, ETC		
					E. Wallace A/P 1478499	
				I CERTIFY THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR CK & IS CONSIDERED TO BE AIRWORTHY E. Wallace A/P 1478499		
				TACK 2767		
1984						
Mar 3				(1) CLEANED, RE GAPPED, ROTATED PLUGS E. Wallace A/P 1478499		

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						
				I CERTIFY THAT THIS <u>ENGINE</u>		
				HAS BEEN INSPECTED IN ACCORDANCE	<u>COMP. CHK</u>	<u>1-76/80 2-78/80</u>
				WITH <u>N/A</u> <u>ANNUAL</u> INSPECTION AND		<u>3-76/80, 4-78/80</u>
				HAS BEEN FOUND IN AN AIRWORTHY		
				CONDITION.		<u>OIL CHANGE</u>
				DATE <u>JUL 07 1984</u>		<u>OIL FILTER CHANGE</u>
				TOTAL TIME <u>2852.4</u> (<u>1107.0 T.S.O.</u>)		<u>CLEAN & GAP PLUGS</u>
				TACH TIME <u>2852.4</u>		<u>LUBE STARTER DRIVE</u>
				<u>Glenn E. Smith</u>	<u>IA 1462820</u>	<u>CLEAN AIR FILTER</u>
				<u>GLENN E. SMITH</u>		<u>WASH DOWN</u>
						<u>OPS CHK - OK</u>

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ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	10THS			
19				Comp. CK'd # 1-76 # 2-77 # 3-74 # 4-79 Oil AND FILTER CHANGED (FC 100 FILTER SHELL 15-50 OIL CLEANED AND GAPPED PLUGS. MAG SIN 714 001K AD 78-09-07R3 DUE 3042 TALL		
				I CERTIFY THAT THIS <u>ENGINE</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>ANNUAL</u> INSPECTION AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION.		
				SIG: <u>Orville E. Hoskins</u> <u>Orville E. Hoskins</u>		
				# <u>A & P 1284635</u> # DATE <u>8/3/85</u>		
				TACK <u>2903</u> HOBBS _____		
				<u>1158 SMOH Eng. Prop 1158 SMOH Gov 1158 SMOH.</u> <u>T.T. 2903</u>		

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ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	IOths			
1986 9/2	TAC TIME	2942.1				
				I certify that this aircraft <u>ENGINE</u> has been inspected in accordance with a <u>ANNUAL</u> inspection and was determined to be in airworthy condition. Total time to date <u>2942.1</u> A.D. and A.D. Summary checked til <u>9/2/86</u> . Signed <u>[Signature] ATP 1180120 JA</u>		
9/2	TAC TIME	2942.1		ENGINES MOH 1196.6 PROP. TIME SMOH 1196.6 PROP GOVERNOR SMOH 1196.6		
AD 78-09-07R2				<u>[Signature] ATP 1180120</u> MAGNITA IMPULSE 400.00 (DUE 3043.0 HRS) <u>[Signature] ATP 1180120</u> (every 500 HRS)		

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ENGINE LOG

DATE	DURATION		ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
			HOURS	10THS			
19					Date 12-10-88 Tac Time: <u>3010</u> I certify that this: <u>ENG</u> has been inspected in accordance with a <u>ANNUAL</u> inspection and determined to be in air worthy condition. <u>R. J. Carnathan</u> 1A1513901 A/C T. <u>3010</u> Eng. TSN or OH <u>1265</u>	<u>12-10-88</u> Comp TEST # # # # 1 2 3 4 $\frac{70}{80}$ $\frac{75}{80}$ $\frac{90}{80}$ $\frac{70}{80}$	
					TOTAL ENG TIME <u>3010</u>		
					PROP TIME SMOH <u>1265</u>		
					PROP GOVERNOR TIME SMOH <u>1265</u>		

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ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	10THS			
19						
6-12-90		3037.8		<p style="text-align: center;">CLEARED CARR HEAT CABLE</p> <p>100 Hr Engine flush clean MAG, P-scheduled MUFF INGR PROP CASHINE HAS 2 CHAMPS REPAIRED RAFFLE SEALS (ADP-04-06) & BORDOR FLUSH FUEL SYSTEM TEST MAX ENGINE 125% FOUND OK TO RETURN TO SERVICE.</p>	<p style="text-align: right;">J. D. Hill A & P 1. 5394</p>	
				<p>BROKE BINDINGS INSPECTED OK</p>		
				<p>all A.P. checked this 6-6-90</p>		
					<p>I certify that this <u>Engine</u> has been inspected in accordance with a qual <u>hour</u> inspection and was determined to be in airworthy condition. SMOA 1292 Date <u>6-13-90</u> Tach. <u>3037.1</u> <u>3037</u> <u>Hill L Hill</u> A & P 385602 JA</p>	

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ENGINE LOG

DATE	DURATION		ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER								
			HOURS	IOths											
19					<p>Date <u>07-01-91</u> Tac Time <u>3067.0</u></p> <p>I certify that this <u>ENGINE</u> has been inspected in accordance with a <u>ANNUAL</u> inspection and determined to be in air worthy condition</p> <p><u>Ref. Carnathan</u> 1A1513901</p> <p>A/C T. T. <u>3067.0</u> Eng. TSN</p> <p>or O H <u>1322.0</u></p> <p style="text-align: right;"><u>TOTAL ENG TIME 3067.0</u></p> <p><u>CYL LEAKAGE CK</u></p> <table style="margin-left: auto; margin-right: auto; border: none;"> <tr> <td style="padding: 5px;">#1</td> <td style="padding: 5px;">#2</td> <td style="padding: 5px;">#3</td> <td style="padding: 5px;">#4</td> </tr> <tr> <td style="padding: 5px;">$\frac{76}{80}$</td> <td style="padding: 5px;">$\frac{72}{80}$</td> <td style="padding: 5px;">$\frac{76}{80}$</td> <td style="padding: 5px;">$\frac{75}{80}$</td> </tr> </table>	#1	#2	#3	#4	$\frac{76}{80}$	$\frac{72}{80}$	$\frac{76}{80}$	$\frac{75}{80}$		
#1	#2	#3	#4												
$\frac{76}{80}$	$\frac{72}{80}$	$\frac{76}{80}$	$\frac{75}{80}$												

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ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	IOths			
19 <u>93</u>						
				Date <u>08-01-93</u> Tac Time <u>3113</u>		
				I certify that this <u>ENGINE</u> has		
				been inspected in accordance with a		
				<u>ANNUAL</u> inspection and		
				determined to be in air worthy condition		
				<u>R. J. Carmichael</u> 1A1513901		
				A/C.T.T. <u>3113</u> Eng. TSN		
				or O.H. <u>1368</u>		
				TOTAL ENG TIME <u>3113</u>		
				TOTAL PROP TIME <u>3113</u>		
				CYL LEAKAGE CK		
				#1 #2 #3 #4		
				$\frac{75}{80}$ $\frac{75}{80}$ $\frac{78}{80}$ $\frac{76}{80}$		
				MAG TO ENG TIMING CKED PER M.M 25° BTDC		
				INSTALLED 8 NEW RHM 38\$ CHAMPION SPARK PLUGS		
				OIL CHG'D AND FILTER CK'D FOR METAL <u>80</u> AERO SHELL Added		

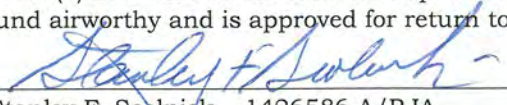
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ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	10THS			
19 93				ENGINE RAN UP AND THOROUGHLY GROUND TESTED. LEAK CK OK. R. F. Carnathan A+P 1513901		
8 OCT 1993	-			INSTALLED OVERHAULED PROP & GEAR THIS DATE TACH READS 3113.3. USED CESSNA 177 M/P FOR TORQUE & SETTING. GEAR RUN ENGINE & PROP FOR LEAKAGE & LIBERTY OK AT THIS TIME - OIL COOLER HOSE, LEAKING. NOTIFY OWNER & REMOVED FOR O/H. PRY 14340997 A&P. NOTE PROP & GEAR O/H BY VALLEY PROP SEC YELLOW TAGS.		

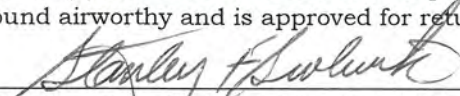
CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

ENGINE LOG

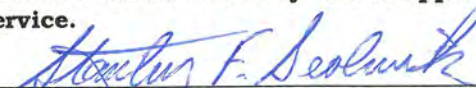
DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	10THS			
19						
				Date : <u>SEPT 01, 1994</u> Tach Time : <u>3145</u>		
				Performed Annual inspection of this engine. All engine controls and accessories checked for operational condition and security. Oil and filter changed. Checked for oil contamination, none found. Differential cylinder compression check performed and all cylinders within limits. Following AD's complied with: AD <u>87-20-03 R2</u> Next Due <u>3245</u> AD _____ Next Due _____		
				I certify this Engine has been inspected as required by FAR 91.409(a) IAW Part 43 for Annual inspection and has been found airworthy and is approved for return to service.		
				 _____ Stanley F. Scolnick 1426586 A/P IA		
				TTAF <u>3145</u> TSMOH <u>1400</u>		

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

PROPELLER INSPECTION & REPAIRS

INSPECTION			REPAIRS		
DATE	INSPECTED BY	CONDITION	DATE	REPAIRED BY	REPAIRS MADE
		ROUTINE INSP. OF ENG			Date: <u>OCT. 1, 1995</u> Tach Time: <u>3165.4</u>
		PER APPROV. INSP. CHECKLIST.			Performed Annual inspection of this engine. All engine controls and accessories checked for operational condition and security. Oil and filter changed. Checked for oil contamination, none found. Differential cylinder compression check performed and all cylinders within limits. Following AD's complied with: AD <u>87-20-03 R2</u> Next Due <u>3205</u> . AD _____ Next Due _____ I certify this Engine has been inspected as required by FAR 91.409(a) IAW Part 43 for Annual inspection and has been found airworthy and is approved for return to service. <div style="text-align: center;">  _____ Stanley F. Scolnick 1426586 A/P IA </div>
		REPLACED ALL FLEXIBLE FUEL			
		FUEL HOSES W/NEW MANIF. UNITS.			
		PRESS LEAK CHK'D O/K.			
		EXH. SYST. INSP O/K -			
		COMP EXCELLENT ALL CYLS.			TTAF <u>3165</u> TSMOH <u>1420</u>

PROPELLER INSPECTION & REPAIRS

INSPECTION			REPAIRS		
DATE	INSPECTED BY	CONDITION	DATE	REPAIRED BY	DEFECTS MADE
NOV. 15, 1996.					
ANNUAL INSP OF ENG. PER MAINT MAN CHKLST FOR THIS ENG INSTALLATION - NO DEFECTS FOUND COMP. TEST ALL CYLS FOUND WELL WITHIN LIMITS - ALL 70+				Date : <u>NOV 15, 1996</u> Tach Time : <u>3183</u>	
				Performed Annual inspection of this engine. All engine controls and accessories checked for operational condition and security. Oil and filter changed. Checked for oil contamination, none found. Differential cylinder compression check performed and all cylinders within limits. Following AD's complied with: AD <u>87-20-03 RZ RAILS</u> Next Due _____ AD _____ Next Due _____	
				I certify this Engine has been inspected as required by FAR 91.409(a) IAW Part 43 for Annual inspection and has been found airworthy and is approved for return to service.	
				 Stanley F. Scolnick 1426586 A/P IA	
				TTAF <u>3183</u> TSMOH <u>1437.6</u>	

MEMORANDA

Date	
10-9-81	C/W SE 81-22 Oil pump Impeller replacement.
10-15-87	C/W AD 78-09-07 R2 Para (c) by inspecting the impulse coupling for wear per Bendix S.B. 599A. OK Next insp. due at 3042.4 hrs. (every 500 Hrs.)
10-15-87	C/W AD 82-11-05 by inspecting the distributor gears for loose fingers per Bendix S.B. 617A. Replaced both distributor gears due to loose fingers. (No further action required). ID letter "X" stamped on the data plate.
10-15-87	C/W AD 82-20-01 by inspecting the impulse coupling for metal hardness per Bendix S.B. 623-OK. ID letter "F" stamped on the data plate. (No further action required.)
11-08-87	C/W 86-24-07 ENG CONTROLS, INSTALLED AN310 CASTELLATED NUTS + COTTER PINS R.F. Carnathan 1513901 ADP.
11-08-87	C/W 74-16-06 CHAFING OF OIL PRESS LINE, IN ACCORDANCE WITH CESSNA SERVICE LETTER S.E. 74-2 R.F. Carnathan 1513901 ADP

MEMORANDA

Date	
6/01/99	ANNUAL INSP OF THIS ENG. PER AC 43.13 1B APP. D GUIDE. -
TACH 3230	ALL ENGINE CONTROLS, ACCESSORIES BASIC ENG AND MOUNTS CNKD FOR PROPER OPERATION, CONDITION AND SECURITY.
	EXH. SYSTEM & FIREWALL INSP. O.K.
	C/W AD 78-09-07 R3 (96-12-07) IMPULSE COUPLING FLYWEIGHTS INSP - FOUND WITHIN LIMITS.
	I certify that this Aircraft/Eng. has been inspected as required by 91-169 <u>407</u> (d) IAW Part 43 for Annual 100 Hr. inspection and has been found airworthy.
	TTAF <u>3230</u> TSMOH <u>1484</u> AIP IA 1426586
	<i>Stanley E. Schenk</i>

CHAMPION RHM40E - [C] - KSA 10/13/84



"LOOK FOR THE RED AND BLUE
CESSNA PENNANTS FOR THAT
EXTRA SERVICE WHERE IT COUNTS
WHEN YOU NEED IT."

CESSNA AIRCRAFT COMPANY WICHITA, KANSAS