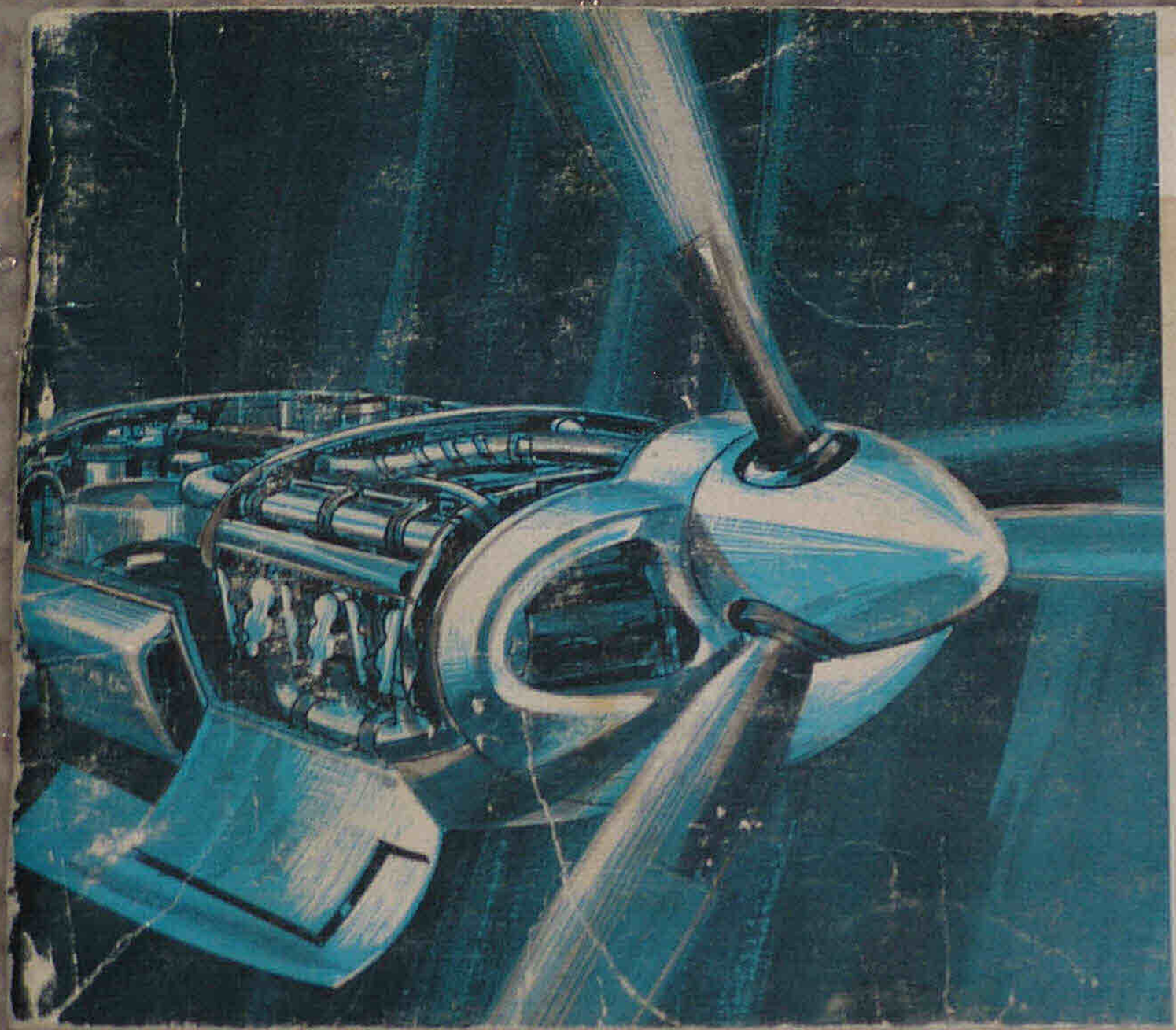

LEFT ENGINE

# FACTORY REBUILT ENGINE LOG

6

N 688AC

SERIAL NO. TE-262

TELEDYNE CONTINENTAL MOTORS

LEFT

This engine model IO520C7, serial No. 238978R, has been rebuilt by Teledyne Continental Motors. All applicable Federal Aviation Administration regulations and mandatory Teledyne Continental bulletins have been complied with. This log book shall indicate zero hours.

By [illegible]

Date 11-14-80

TELEDYNE CONTINENTAL MOTORS
Aircraft Products Division

# ENGINE DESCRIPTION

installed
3504 3/23/81

DATE _____ MODEL _____ SERIAL NO. _____

RATED H.P. _____ MAXIMUM H.P. _____

RATED R.P.M. _____ MAXIMUM R.P.M. _____ OIL PRESSURE _____

BORE _____ STROKE _____ DISPLACEMENT _____ CU. IN. _____

COMPRESSION RATIO _____ GEAR RATIO _____

PROPELLER _____ HUB DESIGN _____ HUB SERIAL NO. _____

BLADE DESIGN _____ BLADE SERIAL NO. _____ BLADE SERIAL NO. _____

MAXIMUM HUB H.P. _____ MAXIMUM BLADE H.P. _____

PITCH _____ DIAMETER _____ LENGTH _____

OWNERS NAME _____

ADDRESS _____ CITY _____ STATE _____

# ENGINE LOG

| DATE | R.P.M. | | TIME ON GROUND | | | TIME IN AIR | | | TOTAL TIME | | REPAIRS - ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Ground | Air | Hrs. | Min. | Total | Hrs. | Min. | Total | Hrs. | Min. | | | |
| 7/24/81 | | | | | | | | | | | Performed S & P Notes 72-22-01, 77-12-22 Changed oil | | |
| | | | | | | | | | | | filter, replaced oil filter, changed oil, Cleaned plugs | | |
| TACH | 3520 | | | | | | | | | | Compressions are | | |
| T.T. | 25.0 | | | | | | | | | | (1) 72/80 (2) 72/80 (3) 72/80 (4) 70/80 (5) 72/80 (6) 72/80 | | |
| | | | | | | | | | | | no metal found in filter | | |
| | | | | | | | | | | | T.T. 25 Hrs | | |
| | | | | | | | | | | | "I certify that this engine has been inspected in accordance with a 100 hr. inspection and was determined to be in airworthy condition" | | |
| | | | | | | | | | | | 7/24/81 Date | AIR METAL CO. FAA REPAIR STATION No. 705-55 BLDG. 407 OPA-LOCKA AIRPORT OPA-LOCKA, FLA. 33054 Ronald L. Clark, Pres | |
| BROUGHT FORWARD | | | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | | | |

# ENGINE LOG

| DATE | R.P.M. | | TIME ON GROUND | | | TIME IN AIR | | | TOTAL TIME | | REPAIRS - ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Ground | Air | Hrs. | Min. | Total | Hrs. | Min. | Total | Hrs. | Min. | | | |
| 08/18/82 | TOTAL | TIME | 37.8 | HOBBS | 35 | 32.8 | CHANGED OIL AND FILTER ADDED | | | | | | |
| | 12 QTS PHILLIPS 50WT - COMPRESSION CHECK #1 75/80, #2 75/80, #3 76/80, #4 76/80, #5 75/80, | | | | | | | | | | | | |
| | #6 75/80 CLEANED AND RECAPPED SPARK PLUGS | | | | | | | | | | | | |
| | | | | | | | | | | | I CERTIFY THAT THIS ENGINE | | |
| | | | | | | | | | | | HAS BEEN INSPECTED IN ACCORDANC | | |
| | | | | | | | | | | | WITH A 100 HOUR INSPECTION AND | | |
| | | | | | | | | | | | WAS DETERMINED TO BE IN | | |
| | | | | | | | | | | | AIRWORTHY CONDITION. | | |
| | | | | | | | | | | | DANIEL HINCHEE | | |
| | | | | | | | | | | | A & P 225-3846 | | |
| BROUGHT FORWARD | | | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | | | |

# ENGINE LOG

| DATE | R.P.M. | | TIME ON GROUND | | | TIME IN AIR | | | TOTAL TIME | | REPAIRS - ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1984 | Ground | Air | Hrs. | Min. | Total | Hrs. | Min. | Total | Hrs. | Min. | | | |
| Hobbs Meter | | | 3551.9 Hrs. | | | | | | | | | | |
| 12-8-84 | | | | | | | | | | | | | |
| | I certify that this Engine has been inspected in accordance with an ANNUAL inspection and determined to be in airworthy condition. Signature Dean Tillbrider License No. A&P 1365235A | | | | | | | | | | - Adjusted idle mixture<br>- Repaired EGT system<br>- Replaced crankcase breather tube<br>- Repaired outboard exhaust pipe<br>- Serviced with Aeroshell W 100 oil<br>END | | |
| BROUGHT FORWARD TOTALS | | | | | | | | | | | | | |

# ENGINE LOG

| DATE | R.P.M. | | TIME ON GROUND | | | TIME IN AIR | | | TOTAL TIME | | REPAIRS – ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Ground | Air | Hrs. | Min. | Total | Hrs. | Min. | Total | Hrs. | Min. | | | |
| | | | | | | | | | | | | | |
| Date 2-10-86 Total Time | | | | | | | | | | | | | |
| Hour Meter 3565.8 I certify that | | | | | | | | | | | HOUR METER/TACH TIME 3565.8 HOURS. | | |
| this ENGINE has been inspected | | | | | | | | | | | CHANGED OIL, REPLACED FILTER/~~CLEANED~~ | | |
| in accordance with a 100HR ANNUAL inspection | | | | | | | | | | | ~~SCREEN~~, SERVICED 12 QTS. AEROSHELL 5W30 | | |
| and was determined to be in an airworthy condition. | | | | | | | | | | | OIL ENGINE GROUND RUN AND LEAK | | |
| A. D. notes through issue 85-22-10 were | | | | | | | | | | | CHECKED O. K. DATE 2-10-86. | | |
| checked for applicability and compliance. Details | | | | | | | | | | | A & P # 263514409 | | |
| on file under work order 11000 | | | | | | | | | | | SIGNATURE [signature] | | |
| A & P No. 263514409 [signature] | | | | | | | | | | | | | |
| I A No. 263514409 [signature] | | | | | | | | | | | | | |
| COMPRESSION TEST | | | | | | | | | | | | | |
| 1-80/70, 2-80/70, 3-80/70 | | | | | | | | | | | | | |
| 4-80/70, 5-80/70, 6-80/78 | | | | | | | | | | | | | |
| BROUGHT FORWARD | | | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | | | |

# ENGINE LOG

| DATE | R.P.M. | | TIME ON GROUND | | | TIME IN AIR | | | TOTAL TIME | | REPAIRS - ADJUSTMENTS | SIGNATURE | LICEN NUM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Ground | Air | Hrs. | Min. | Total | Hrs. | Min. | Total | Hrs. | Min. | | | |
| 3-04-87 | | | CHANGED | | | OIL | | | REPLACE | | FILTER. REPLACE LOWER | | |
| | SPARKS | | PLUGS- | | | INSTALL | | | NEW (BLUE) | | COIL'S IN LE | | |
| AND | BIGHT | | MAGS | | | | | | | | | | |
| | HOUR | | METER | | 3594.8 | | | | | | TOTAL ENG 99.8 | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | 03-04-87 | | | | | | | | | PI 1413616 | |
| BROUGHT FORWARD | | | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | | | |

I certify that this ENGINE has been inspected in accordance with an 100 HRS - ANNUAL inspection and determined to be in airworthy condition.

# ENGINE LOG

| DATE | R.P.M. | | TIME ON GROUND | | | TIME IN AIR | | | TOTAL TIME | | REPAIRS - ADJUSTMENTS | | | | | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 05-25-88 | Ground | Air | Hrs. | Min. | Total | Hrs. | Min. | Total | Hrs. | Min. | | | | | | | |
| | | Hobbs | | 3671.5 | | | | | | | | | | | | | |
| | | | | | SMOH | | | 1365 | | | | | | | | | |
| | | | | | Compression | | | Check | | | | | | | | | |
| | Spark | plugs | Clean | Gap | | | | | | | 1 | 3 | 5 | 2 | 4 | | 6 |
| | and | Re-tip | & | Center | | | | | | | 80 | 80 | 80 | 80 | 80 | | 80 |
| | Oil | Inlet | screen | , | Check | | | | | | 77 | 80 | 80 | 73 | 80 | | 74 |
| | Flap | Motor | Remove | & | | | | | | | | | | | | | |
| | Repair | and | Reinstall, | | | | | | | | | | | | | | |
| | All | ground | Check | fault | | | | | | | | | | | | | |
| | ok | On | Return | to | Service | | | | | | | | | | | | |
| BROUGHT FORWARD | | | | | | | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | | | | | | | |

# ENGINE LOG

| DATE | R.P.M. | | TIME ON GROUND | | | TIME IN AIR | | | TOTAL TIME | | REPAIRS - ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Ground | Air | Hrs. | Min. | Total | Hrs. | Min. | Total | Hrs. | Min. | | | |
| | | | | | | | | | | | | | |
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| BROUGHT FORWARD | | | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | | | |

I certify that this ENGINE has been inspect ed in accordance with 100 HR. inspection and was determined to be in an airworthy condition.
A. D.s checked O.K. Date 05-25-88
Tach. Time 3631.5 total time 136.5
By [signature] A&P [illegible]

I certify that this Engine has been inspect ed in accordance with Annual inspection and was determined to be in an airworthy condition.
A. D.s checked CK Date 5/25/58
Tach. Time 38615 total time 136.5
By [signature] A&P 13502-41 I P

# ENGINE LOG

| DATE | R.P.M. | | TIME ON GROUND | | | TIME IN AIR | | | TOTAL TIME | | REPAIRS - ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Ground | Air | Hrs. | Min. | Total | Hrs. | Min. | Total | Hrs. | Min. | | | |
| 5/1/89 | 3681 | .4 | COMPLETED ANNUAL INSPECTION USING MANUFACTURES | | | | | | | | | | |
| | | | CHECKLIST. CHANGED OIL + FILTER ADDED 12 QTS 50WT | | | | | | | | | | |
| | | | MINERAL OIL. COMP CK RESULTS #1 75/80, #2 75/80 #3 75/80, #4 75/80 | | | | | | | | | | |
| | | | #5 75/80 #6 75/80. FLOW CK INJECTIONS. CLEANED OIL + FUEL | | | | | | | | | | |
| | | | SCREENS, TEST RUN ENGINES & SET IDLE + MIXTURES. Installed | | | | | | | | | | |
| | | | NEW BOOTS ON AIR BOX. "I CERTIFY THAT THIS ENGINE HAS | | | | | | | | | | |
| | | | BEEN INSPECT IN ACCORDANCE WITH AN ANNUAL INSPECTION | | | | | | | | | | |
| | | | AND WAS DETERMINED TO BE IN AIR CONDITION" | | | | | | | | | | |
| BROUGHT FORWARD | | | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | | | |

# ENGINE LOG

| DATE | R.P.M. Ground | R.P.M. Air | TIME ON GROUND Hrs. | TIME ON GROUND Min. | TIME ON GROUND Total | TIME IN AIR Hrs. | TIME IN AIR Min. | TIME IN AIR Total | TOTAL TIME Hrs. | TOTAL TIME Min. | REPAIRS - ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7/2/90 | 3729.7 | 2345 TSO | 46685 | | Completed annual inspection using manufacturer's | | | | | | | | |
| | | | | | checklist. Changed oil & filter added 12 qt | | | | | | | | |
| | | | | | so wt det oil Aeroshell. Comp ck results | | | | | | | | |
| | | | | | #1 $\frac{76}{80}$, #2 $\frac{76}{80}$, #3 $\frac{76}{80}$, #4 $\frac{76}{80}$, #5 $\frac{76}{80}$, #6 $\frac{76}{80}$ Test run | | | | | | | | |
| | | | | | engine & clear checked. | | | | | | | | |
| 7/2/90 | 3729.7 | 2340 TSO | | | "I certify that this engine has been | | | | | | | | |
| | | | | | inspected in accordance with an annual | | | | | | | | |
| | | | | | inspection and was determined to be in | | | | | | | | |
| | | | | | airworthy condition. | | | | | | | | |
| BROUGHT FORWARD TOTALS | | | | | | | | | | | | | |

# ENGINE LOG

| R.P.M. | | TIME ON GROUND | | | TIME IN AIR | | | TOTAL TIME | | REPAIRS – ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ground | Air | Hrs. | Min. | Total | Hrs. | Min. | Total | Hrs. | Min. | | | |
| | | Drained oil, Checked and replaced filter, Serviced Sump 12 qts. | | | | | | | | | | |
| | | A/S 100W. Compression check at 80 PSI: 1-65 3-65 5-78 | | | | | | | | | | |
| | | 2-72 4-65 6-72. Cleaned and resealed fuel nozzles. | | | | | | | | | | |
| | | Replaced oil cooler with O/H/C unit S/N- NSN. Replaced Spark | | | | | | | | | | |
| | | Plugs with new. Repaired Baffles and Replaced Baffle | | | | | | | | | | |
| | | Seals as needed. Sent L.H.B.P and OBD Rigs assy for | | | | | | | | | | |
| | | W/O rework, reinstalled with new gaskets and Hardware. | | | | | | | | | | |
| | | Replaced all Exhaust Risers and gaskets. Resealed P/R | | | | | | | | | | |
| | | Tubes on 3, 4, 5 and Replaced Rocker Cover Gaskets. | | | | | | | | | | |
| | | Resealed Tach adapter assy. Replaced oil Temp common | | | | | | | | | | |
| | | plug. Replaced Alternate air duct. Repaired coil & lap | | | | | | | | | | |
| | | wiring. Replaced L.H.B.P Shock mounts. Fabricated and | | | | | | | | | | |
| | | Replaced Jar. Pump Hand line. Replaced Gnd drain | | | | | | | | | | |
| | | hose. Replaced Prop unloadering hose. Replaced | | | | | | | | | | |
| | | Alt. Air limiting. Repaired Top firewall angle & | | | | | | | | | | |
| | | Replaced Cam Lockers on Air Scoop and Nose Cowlings | | | | | | | | | | |
| FORWARD | | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | | |

# ENGINE LOG

| DATE | R.P.M. | | TIME ON GROUND | | | TIME IN AIR | | | TOTAL TIME | | REPAIRS - ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Ground | Air | Hrs. | Min. | Total | Hrs. | Min. | Total | Hrs. | Min. | | | |
| | | | | | | | | | | | as needed. Fabricated and Replaced 5 fuel Hoses. Replaced Separator hose. Replaced air filter. Replaced broken rust plates on firewall. Dressed and Painted Prop. Replaced Air box to Servo Duct. Replaced Rocker gaskets on 1, 2, 6. Set Engine Parameters. Ground run and leak Check OK. Replaced induction Air filter. | | |
| | | | | | | | | | | | I certify this Engine has been inspected in accordance with an Annual inspection and was found to be in airworthy condition. A/C T.T. 3804.3 R. Eng. 608.3 L. Eng. 300.3 Hobbs 3804.3 Date 12/28/91 W.O. # 1835 Next Annual Due 12/92 Signed [illegible] For Brothers Aviation Inc. F.A.A. Approved Repair Station No. RX4R508M Ft. Lauderdale Executive Airport, Ft. Lauderdale, Fla. 305-491-2353 | | |
| BROUGHT FORWARD | | | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | | | |

# ENGINE LOG

| DATE | R.P.M. | | TIME ON GROUND | | | TIME IN AIR | | | TOTAL TIME | | REPAIRS - ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Ground | Air | Hrs. | Min. | Total | Hrs. | Min. | Total | Hrs. | Min. | | | |
| 7/19 | A/C TT 3912.7 | | Eng TO 313.7 | | | | | | | | Changed oil and filter. Cleaned Spark Plugs | | |
| | C/W AD 77-13-22 | | | | | | | | | | Crank Case Cracks no defects noted @ this time. The Engine | | |
| | Has Been Inverted Flown A 100 HR Airworthiness Inspection And Has Been Determined | | | | | | | | | | | | |
| | To Be In Airworthy Condition | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| 8/14 | A/C TT 3863.9 | | Engine TSO 359.90 | | | | | | | | Changed oil and filter. Cleaned Spark | | |
| | Plugs C/W AD 77-13-22 Inspection of Crankcase For Cracks No Defects | | | | | | | | | | | | |
| | noted @ this time C/W AD 94-01-02 Bendix Ign Coil C/W By Inspection | | | | | | | | | | | | |
| | C/W AD 94-06-09 Bendix Ign Capacitor C/W By Inspection See Yellow | | | | | | | | | | | | |
| | Tags / Workorder For Details. (Exec Acces). C/W AD 94-09-07 | | | | | | | | | | | | |
| | Inspection of Engine Mounts. No Defects Noted This Time. Replaced | | | | | | | | | | | | |
| | Missing Intake Pipe Bolt @ #4 cyl. C/W AD 93-16-15 Inspection And | | | | | | | | | | | | |
| | Replacement of Fuel Pump Torqueing | | | | | | | | | | | | |
| BROUGHT FORWARD | | | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | | | |

# ENGINE LOG

| DATE | R.P.M. Ground | R.P.M. Air | TIME ON GROUND Hrs. | TIME ON GROUND Min. | TIME ON GROUND Total | TIME IN AIR Hrs. | TIME IN AIR Min. | TIME IN AIR Total | TOTAL TIME Hrs. | TOTAL TIME Min. | REPAIRS - ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9/24/95 | | A/C II | 3863.9 | Eng | TSO | 359.90 | This | Engine | has | Been | Inspected | | |
| | | | | | | | Flown | a 100HR/Annual | Inspection | | and has Been Determined | | |
| | | | | | | | To Be | In Airworthy | Condition | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | HOBBS | | | | | | | | | | | |
| 12-22-95 | | ~~A/C II~~ | 3910.6 | Eng | TSO | 406.6 | Cleaned | & Gapped | Spark | plugs | Performed Compression | | |
| | | Check #1 | 77/80 | #2 | 77/80 | #3 | 74/80 | #4 | 79/80 | #5 | 79/80 #6 79/80 Changed Eng. Oil & | | |
| | | Filter. | Checked | MAG | Timing | & Points. | Replaced | Ignition | Harness | with | New | | |
| | | C/W AD 95-03-14 | Dye | checked | Eng. | Mounts | NEXT | DUE | AT | 4010.6 | AD 94-12-12L | | |
| | | N/A By Registration | | | | | Number | AD 9409-07 | Superseded | To | AD 95-03-14. AD | | |
| | | 93-10-02 | N/A | By | DATE | AD 91-19-03 | N/A | By | Date | Codes | AD 88-03-06 N/A By | | |
| | | Type | of | Filter | AD 87-23-08 | Due | AT | CRANK | SHAFT | Removal | FROM CRANKCASE. | | |
| | | AD 86-13-04R3 | N/A | By | DATE | AD 81-24-06 | N/A | By | Date | of | MFGR. AD 81-01-04 | | |
| | | N/A By | Date. | I | Certify | This | Engine | Has | Been | Inspected | In Accordance | | |
| | | with | A | 100HR/ANNUAL | | Inspection | And | Has | Been | Determined | To Be In | | |
| | | Airworthy | Condition | | | | | | | IA #27-11538 | | | |
| BROUGHT FORWARD | | | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | | | |

# ENGINE LOG

| DATE | R.P.M. | | TIME ON GROUND | | | TIME IN AIR | | | TOTAL TIME | | REPAIRS - ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Ground | Air | Hrs. | Min. | Total | Hrs. | Min. | Total | Hrs. | Min. | | | |
| 8-7-97 | ~~ACTT~~ | 3932.5 | ENG | TSO | 428.5 | - | | | | | Cleaned & Regapped Spark Plugs, Performed | | High |
| | HOBBS | | Tension | Lead | Check | on | Ignition | | | | Leads, Checked MAG Timing | | |
| | | | Performed | | Compression | | Check | #1 | 76/80 | #2 | 77/80 #3 76/80 #4 77/80 #5 77/80 | | |
| | | | #6 78/80 | | Replaced | | oil | Filter | P/N | CH | 48109, Changed Engine oil, Serviced | | |
| | | | with | 11 qts | Aeroshell | | W-100, | I certify | | | This Engine HAS Been Inspected | | |
| | | | In Accordance | | with | | An | Annual | | | Inspection and HAS Been Determined | | |
| | | | To Be In | | Airworthy | | Condition | | | | James F Mayberry IA 427111538 | | |
| 8-10-2000 | Hobbs | | 3946.6 | TSO | 442.6 | | Cleaned | AND | Gapped | | Spark Plugs, Performed High Tension | | |
| | | | Lead | Check, | Performed | | Compression | | Check | #1 | 77/80 #2 76/80 #3 76/80 #4 75/80 | | |
| | | | #5 76/80 | | #6 77/80, | | Replaced | oil | Fiter | P/N | CH 48109, Serviced Eng. with 11 qts | | |
| | | | Aeroshell | | W-100, | | Removed | AND | Replaced | | Left MAG P/N BL 349350-5 S/N ON | | |
| | | | JO5 | 8917 | FR, | | Removed | AND | Reinstalled | | Reprieed Right MAG P/N 10-349350-4 S/N A179308 | | |
| | | | Set | MAG | Timing, | | I | Certify | | | This Engine HAS Been Inspected In Accordance with An | | |
| | | | Annual | | Inspection | | AND | HAS | Been | | Determined To Be in Airworthy Condition. | | |
| | | | | | | | | | | | James F Mayberry IA 427111538 | | |
| BROUGHT FORWARD | | | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | | | |

| DATE | R.I | |
|---|---|---|
| | Ground | |

DATE 1-Oct N# 2001 688AC TACH 3960.8 ENG. TT 440

MODEL CONT. IO520 ENG.S/N 238978 R

**LEFT ENGINE**

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED I.A.W. C.F.R.TITLE 14 PART 43 (D) FOR A ANNUAL / 100 HR INSPECTION AND HAS BEEN FOUND TO BE IN AIRWORTHY CONDITION AT THIS TIME FOR RETURN TO SERVICE

| DESCRIPTION OF WORK | A.D`S | | DUE |
|---|---|---|---|
| changed oil and filter w/11 qts A/S 100 wt oil | 91-26-17 c | engine mounts | annual |
| checked mag to engine timing | | | |
| cleaned all fuel and oil screens | | | |
| R&R all fuel and oil hoses | | | |
| inspected engine mounts | | | |
| clean air intake filters | | | |
| clean and gap spark plugs | | | |
| C\W A.D. 91-26-17 by visual insp. | | | |

COMPRESSION TEST

| | |
|---|---|
| 1 | 75 \80 |
| 2 | 77 \80 |
| 3 | 74 \80 |
| 4 | 74 \80 |
| 5 | 70 \80 |
| 6 | 77 \80 |

BROUGHT FORW

TOTA

**SIGNED** Steve Tumlin **CERT.#** A-A 45813911 I.A.

| RE | LICENSE NUMBER |
|---|---|
| | |

# ENGINE LOG

| DATE | R.P.M. Ground | R.P.M. Air | TIME ON GROUND Hrs. | TIME ON GROUND Min. | TIME ON GROUND Total | TIME IN AIR Hrs. | TIME IN AIR Min. | TIME IN AIR Total | TOTAL TIME Hrs. | TOTAL TIME Min. | REPAIRS - ADJUSTMENTS (514) | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCT | 1st | 2002 | HOUR METER | | | 4009 | ENG | TOT | TIME | | ~~455~~ HRS. | | |
| | | | REPLACED | | | OIL | FILTER | | DRAINED | | OIL ADDED 11 QTS | | |
| | | | PHILLIPS | 20 | -50 | x/c | . | | RUN-up | | OK NO LEAKS. | | |
| | | | Warren K Rempel | | | | | A+P | 522742406 | | | | |
| | | | | | | | | | | | | | |
| DEC 3rd | | 2002 | HOUR METER | | | 4030.0 | T.T.E. | | 510.0 | | | | |
| | | | | | | GAMI-INJECTORS INSTALLED IN ACCORDANCE WITH | | | | | | | |
| | | | | | | STC - SE 01217SC. Compression /80 psi: | | | | | | | |
| | | | | | | | | | | | #1-65, #2-68, #3-65, #4-78 | | |
| | | | | | | | | | | | #5-78, #6-77. | | |
| | | | | | | MAG TO ENG TIMING ADJUSTED, SPARK PLUGS CLEANED, | | | | | | | |
| | | | | | | TESTED + GAPPED. TIGHTENED ALL CLAMPS + FITTINGS. | | | | | | | |
| | | | | | | I CERTIFY THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE | | | | | | | |
| | | | | | | WITH A 100-HR INSPECTION AND WAS DETERMINED TO BE | | | | | | | |
| | | | | | | IN AIRWORTHY CONDITION. Warren K Rempel A+P 522742406 | | | | | | | |
| BROUGHT FORWARD | | | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | | | |

# ENGINE LOG

| DATE | R.P.M. | | TIME ON GROUND | | | TIME IN AIR | | | TOTAL TIME | | REPAIRS - ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Ground | Air | Hrs. | Min. | Total | Hrs. | Min. | Total | Hrs. | Min. | | | |
| "I certify this Engine has been inspected in accordance with Annual Inspection and was determined to be in airworthy condition" Date 3 Dec 02 Tac Time 4030.0 Signature [illegible] A&P 2057200 KE | | | | | | | | | | | | | |
| JUNE 10th 2003 HOUR METER 4067.0 T.T.E. 51T.0 SFRM. OIL DRAINED REPLACED OIL FILTER ADDED 10-QTS PHILLIPS 20-50 X/C. [illegible] K Rempel A&P 522742426. | | | | | | | | | | | | | |
| BROUGHT FORWARD | | | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | | | |

# ENGINE LOG

| DATE | R.P.M. Ground | R.P.M. Air | TIME ON GROUND Hrs. | TIME ON GROUND Min. | TIME ON GROUND Total | TIME IN AIR Hrs. | TIME IN AIR Min. | TIME IN AIR Total | TOTAL TIME Hrs. | TOTAL TIME Min. | REPAIRS - ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SEPT. 18th 2003 HOUR METER 4118.0 ENGINE TOTAL TIME 598.0 SFRM | | | | | | | | | | | | | |
| ENGINE OIL DRAINED ADDED 10 QTS PHILLIPS 20-50X/C OIL FILTER REPLACED. | | | | | | | | | | | | | |
| Edward K Rempel A+P 522742426 | | | | | | | | | | | | | |
| DEC 17th 2003 HOUR METER 4148.0 TT. SFRM 628.0 HRS. | | | | | | | | | | | | | |
| COMPRESSION /80: #1-68 #2-62 #3-64 #4-78 #5-78 #6-78 | | | | | | | | | | | | | |
| PLUGS CLEANED, GAPPED, TESTED. MAG TO ENG TIMING CHECKED /ADJUSTED | | | | | | | | | | | | | |
| INTAKE AIR FILTER CLEANED. FUEL INLET SCREEN CLEANED. | | | | | | | | | | | | | |
| I CERTIFY THIS ENGINE WAS INSPECTED IN ACCORDANCE WITH A 100 HR | | | | | | | | | | | | | |
| INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. | | | | | | | | | | | | | |
| Edward K. Rempel A+P 522742426 | | | | | | | | | | | | | |
| BROUGHT FORWARD | | | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | | | |

# ENGINE LOG

"I certify this Engine has been inspected in accordance with Annual Inspection and was determined to be in airworthy condition"

Date 1 Jan 04 Tac Time 4118.0

Signature [signature]

A&P 2052200[illegible]

| DATE | R.P.M. | | TIME ON GROUND | | | TIME IN AIR | | | TOTAL TIME | | REPAIRS - ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Ground | Air | Hrs. | Min. | Total | Hrs. | Min. | Total | Hrs. | Min. | | | |
| JAN 19th 2004 | | | | | | | | | | | HOUR METER 4169.0 OIL CHANGE 10 QTS PHILLIPS 20-50 X/C REPLACED OIL FILTER NO LEAKS | [signature] K Rempel | A+P 522742426 |
| BROUGHT FORWARD | | | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | | | |

# ENGINE LOG

| DATE | R.P.M. Ground | R.P.M. Air | TIME ON GROUND Hrs. | TIME ON GROUND Min. | TIME ON GROUND Total | TIME IN AIR Hrs. | TIME IN AIR Min. | TIME IN AIR Total | TOTAL TIME Hrs. | TOTAL TIME Min. | REPAIRS - ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MAY 10th 2004 HOUR METER 4218.0 TOTAL TIME SFRM 698.0 | | | | | | | | | | | | | |
| OIL CHANGE 10-QTS PHILLIPS 20-50 X/C REPLACED OIL FILTER | | | | | | | | | | | | | |
| Warren K Rempel A+P 522742426 | | | | | | | | | | | | | |
| OCT 20th 2004 HOBBS 4271.5 TT SFRM 751.5 HOURS | | | | | | | | | | | | | |
| DRAINED OIL, REPLACED OIL FILTER, ADDED 10 QTS PHILLIPS 20-50 X/C. | | | | | | | | | | | | | |
| RUN-UP, CHECKED FOR LEAKS. Warren K Rempel A+P 522742426 | | | | | | | | | | | | | |
| 25 JANUARY 2005 HOBBS 4279.7 HRS TTSFRM 759.7 HRS | | | | | | | | | | | | | |
| CHECKED MAG TO ENGINE TIMING. CLEANED FUEL INJECTORS. REPLACED | | | | | | | | | | | | | |
| ALL SPARK PLUGS. CLEANED FUEL FILTER. BLEW OUT AIR/OIL | | | | | | | | | | | | | |
| SEPARATOR ENG RETURN LINE. COMPRESSION OVER 80 psi: | | | | | | | | | | | | | |
| #1-69 #2-75 #3-71 #4-63 #5-76 #6-67. | | | | | | | | | | | | | |
| I CERTIFY THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH | | | | | | | | | | | | | |
| A 100-HR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY | | | | | | | | | | | | | |
| CONDITION. Warren K Rempel A+P 522742426 | | | | | | | | | | | | | |
| BROUGHT FORWARD | | | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | | | |

# ENGINE LOG

| DATE | R.P.M. | | TIME ON GROUND | | | TIME IN AIR | | | TOTAL TIME | | REPAIRS – ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Ground | Air | Hrs. | Min. | Total | Hrs. | Min. | Total | Hrs. | Min. | | | |
| "I certify this Engine | | | | | | | | | | | | | |
| has been inspected in accordance | | | | | | | | | | | | | |
| with Annual Inspection and | | | | | | | | | | | | | |
| was determined to be in airworthy | | | | | | | | | | | | | |
| condition" | | | | | | | | | | | | | |
| Date 25 Jan 05 Tac Time 4279.7 | | | | | | | | | | | | | |
| Signature [illegible] | | | | | | | | | | | | | |
| A&P 2052200 AI | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | |
| BROUGHT FORWARD | | | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | | | |

# ENGINE LOG

| DATE | R.P.M. | | TIME ON GROUND | | | TIME IN AIR | | | TOTAL TIME | | REPAIRS – ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Ground | Air | Hrs. | Min. | Total | Hrs. | Min. | Total | Hrs. | Min. | | | |
| May 20th 2005 | | | | | | | | | | | HOBBS 4322.3 TSFRM 802.3 | | |
| | | | | | | | | | | | OIL CHANGED - ADDED 10 QTS PHILLIPS 20-50 x/c. | | |
| | | | | | | | | | | | FILTER REPLACED. RUN-UP OK. | | |
| | | | | | | | | | | | Warren R Rempel A+P 522742426 | | |
| OCT. 17th 2005 | | | | | | | | | | | HOBBS 4377.0 TTSFRM 857.0 HRS | | |
| | | | | | | | | | | | OIL CHANGED ADDED 10 QTS PHILLIPS 20-50 x/c. | | |
| | | | | | | | | | | | REPLACED FILTER #48109. RUN-up CHECKS OK NO LEAKS. | | |
| | | | | | | | | | | | Warren R Rempel A+P 522742426. | | |
| 14 February 2006 | | | | | | | | | | | Hobbs reads 4406.3 hours. Removed cylinder #2 S/N FF 3594-2 | | |
| | | | | | | | | | | | and reinstalled after repair by Firewall Forward Loveland CO, using new | | |
| | | | | | | | | | | | ring set and gaskets, due to low compression/leaking exhaust valve | | |
| | | | | | | | | | | | see maintenance release in the aircraft records, Run-up check | | |
| | | | | | | | | | | | leaks and systems found satisfactory. David Ky 525884251 IA | | |
| BROUGHT FORWARD | | | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | | | |

# ENGINE LOG

| DATE | R.P.M. | | TIME ON GROUND | | | TIME IN AIR | | | TOTAL TIME | | REPAIRS - ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Ground | Air | Hrs. | Min. | Total | Hrs. | Min. | Total | Hrs. | Min. | | | |
| 14th | FEB 2006 | | HOBBS 4406.8 | | | TTSFRM 886.8 | | | | | | | |
| | INSPECTED | | RIGHT AND | | | LEFT MAG IMPULSE COUPLINGS - CHECKED O.K. | | | | | | | |
| | | | AD 2005-12-06 (OLD-96-12-07) | | | | | | | | | | |
| | COMPRESSION | | PRIOR TO CYL #2 REPAIR / 80 : -COLD- | | | | | | | | | | |
| | #1 - 72 | | #2 - 27 | | | #3 - 78 | | #4 - 75 | #5 - 78 | | #6 - 73. | | |
| | PULLED | | FUEL SCREEN + CLEANED | | | CLEANED AND GAPPED PLUGS. | | | | | | | |
| | MAG TO ENG TIMING CHECKED & SET. FUEL INJECTORS CLEANED. | | | | | | | | | | | | |
| | I CERTIFY THIS ENGINE WAS INSPECTED IN ACCORDANCE WITH A 100 HR | | | | | | | | | | | | |
| | INSPECTION AND WAS FOUND TO BE IN AIRWORTHY CONDITION. | | | | | | | | | | | | |
| | Edward K Rempel | | | | | ATP 522742426 | | | | | | | |
| 14 Feb 2006 | | | THE READS 4406.8 - I CERTIFY THIS ENGINE WAS REC'D INSPECTED IN ACCORDANCE | | | | | | | | | | |
| | WITH AN ANNUAL INSPECTION & FOUND TO BE AIRWORTHY | | | | | | | | | | | ATP 20522203 AI | |
| 16 APRIL 2006 | | | HOBBS 4425.5 OIL CHANGED 10 QTS PHILLIPS 20-50 X/C ADDED REPLACED | | | | | | | | | | |
| | OIL FILTER RUN-UP SATISFACTORY NO LEAKS Edward K Rempel ATP 522742426 | | | | | | | | | | | | |
| BROUGHT FORWARD | | | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | | | |

# ENGINE LOG

| DATE | R.P.M. | | TIME ON GROUND | | | TIME IN AIR | | | TOTAL TIME | | REPAIRS - ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Ground | Air | Hrs. | Min. | Total | Hrs. | Min. | Total | Hrs. | Min. | | | |
| 20 September 2006 Hobbs reads 4476.8 hours. Installed JPI Fuel Flow transducer in accordance with STC SA00432SE and installation manual report no. 803. See form 337 this date in the aircraft records. Leak checks and initial operational checks found satisfactory. [illegible] 5238425IA | | | | | | | | | | | | | |
| 21 SEPT 2006 HOBBS 4476.8 DRAINED OIL - ADDED 10-QTS PHILLIPS 20-50 X/C. REPLACED OIL FILTER. LEAK CHECKED - OK [illegible] K Rempel A&P 520 A7A26 | | | | | | | | | | | | | |
| BROUGHT FORWARD | | | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | | | |

# ENGINE LOG

| DATE | R.P.M. Ground | R.P.M. Air | TIME ON GROUND Hrs. | TIME ON GROUND Min. | TIME ON GROUND Total | TIME IN AIR Hrs. | TIME IN AIR Min. | TIME IN AIR Total | TOTAL TIME Hrs. | TOTAL TIME Min. | REPAIRS - ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3 Feb 07 - Tac Reads 4514.4 - Tt Engine 994.4 - Compression Checks 67-73-60-76-60-75/80 | | | | | | | | | | | | | |
| Change oil, add Phillips 20W50 X.C - Installing CH48109-1 Filter - Old Filter | | | | | | | | | | | | | |
| Inspected ok - Clean & gap spark plugs - Check Mag Timing | | | | | | | | | | | | | |
| 3 FEB'07 Compression Check /80: | | | | | | | | | | | | | |
| #1-67 #2-73 #3-60 #4-76 #5-57 #6-75 | | | | | | | | | | | | | |
| CHECKED MAG TO ENG TIMING. CLEANED AND GAPPED | | | | | | | | | | | | | |
| PLUGS. REMOVED EXHAUST ON RIGHT SIDE AND REINSTALL | | | | | | | | | | | | | |
| AFTER WELDING REPAIR AND NEW EXHAUST GASKETS. | | | | | | | | | | | | | |
| FUEL FILTERS CHECKED, CLEANED. DRAINED OIL, ADDED | | | | | | | | | | | | | |
| 10-QTS PHILLIPS 20-50 X/C, INSTALLED OIL FILTER. | | | | | | | | | | | | | |
| I CERTIFY THIS ENGINE HAS BEEN INSPECTED IN | | | | | | | | | | | | | |
| ACCORDANCE WITH A 100-HR INSPECTION AND WAS | | | | | | | | | | | | | |
| DETERMINED TO BE IN AIRWORTHY CONDITION. | | | | | | | | | | | | | |
| Frank Rempel A+P 1785452 | | | | | | | | | | | | | |
| BROUGHT FORWARD | | | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | | | |

"I certify this Engine has been inspected in accordance with Annual Inspection and was determined to be in airworthy condition"

Date 3 Feb 07 Tac Time 4514.4

Signature [illegible]

A&P 2052200 A5

# ENGINE LOG

| DATE | R.P.M. Ground | R.P.M. Air | TIME ON GROUND Hrs. | TIME ON GROUND Min. | TIME ON GROUND Total | TIME IN AIR Hrs. | TIME IN AIR Min. | TIME IN AIR Total | TOTAL TIME Hrs. | TOTAL TIME Min. | REPAIRS - ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27th | MAY | 2007 | HOBBS | 4555.7 | T.T. | ENGINE | | | 1035.7 | | | | |
| | DRAINED | OIL - | REPLACED | FILTER | ADDED | 10-QTS | PHILLIPS | 20-50 | X/C. | | | | |
| | RUN-UP | - CHECKED | FOR | LEAKS. | Thomas | K Rempel | A+P | 1785452 | | | | | |
| 20th | SEPT | 2007 | HOBBS | 4598.3 | ENGINE | TTS FRM | 1078.3 | | | | | | |
| | DRAINED | OIL - | REPLACED | FILTER | ADDED | 10-QTS | PHILLIPS | 20-50 | X/C | | | | |
| | ADJUSTED | HIGH | RPM | STOP ON | GOVERNOR | RUN-UP | O.K - | NO | LEAKS. | | | | |
| | Thomas | K Rempel | A+P | 1785452. | | | | | | | | | |
| 9 FEB | '08 | HOBBS | 4631.0 | ENG-SFRM | | 1111 | HRS | | | | | | |
| | CHANGED | OIL | FILTER, | ADDED | 10-QTS | PHILLIPS | 20-50 | X/C. | | | | | |
| | REMOVED | PROP | ACCUMULATOR. | SEE | REVISED | WT & | BAL. | | | | | | |
| | ADJ. | PROP. | GOVERNOR | HIGH | RPM. | REPLACED | BRACKETT | | | | | | |
| | AIR | FILTER. | CHECKED | MAG-ENG. | TIMING. | | | | | | | | |
| | COMPRESSION/80: | #1- 75 | #2-77 | #3-71 | #4-74 | | | | | | | | |
| | #5-75 | #6-74. | PLUGS | CLEANED, | TESTED, | GAPPED. | | | | | | | |
| BROUGHT FORWARD | | | | | | | | | | | | | |
| TOTALS | CLEANED | FUEL | FILTER. | I CERTIFY | THIS | ENGINE | | | | | | | |
| | WAS | INSPECTED | I.A.W. | A 100-HR | INSPECTION | AND | | | | | | | |
| WAS DETERMINED TO BE IN AIRWORTHY CONDITION. W.R. Rempel A+P 1785452 | | | | | | | | | | | | | |

Supercycle AD's 2007-4-9 & Hartzell prop 2007-26-09 N/A

"I certify this Engine has been inspected in accordance with Annual Inspection and was determined to be in airworthy condition" TTEs 1111.0

Date 9 Feb 08 Tac Time 4631.0

Signature [illegible]

A&P 2052200 A1

# ENGINE LOG

| DATE | R.P.M. Ground | R.P.M. Air | TIME ON GROUND Hrs. | TIME ON GROUND Min. | TIME ON GROUND Total | TIME IN AIR Hrs. | TIME IN AIR Min. | TIME IN AIR Total | TOTAL TIME Hrs. | TOTAL TIME Min. | REPAIRS - ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 MAY '08 HOBBS 4680.0 SFRM 1160 HRS. REPLACED OIL FILTER ADDED 11 QTS PHILLIPS 20-50XIC. Warren K Rempel A+P 1785452 | | | | | | | | | | | | | |
| 19 DEC '08 HOBBS 4726.6 TTSFRM 1206.6 REPLACED OIL FILTER ADDED 10 QTS PHILLIPS 20-50/XC Run-up. OK. NO LEAKS. Warren K Rempel A+P 1785452 | | | | | | | | | | | | | |
| 2nd MARCH '09 HOBBS 4749.0 TTSFRM 1229.0 HRS. MAG-ENG TIMING CHECKED. PLUGS CLEANED, GAPPED, TESTED. EXHAUST GASKETS CYL #2, 4, 6 REPLACED. COMPRESSIONS /80 LB: #1-67 #2-77, #3-61 #4-77, #5-68 #6-72. FUEL FILTER SCREEN CLEANED, RE-SAFTIED. CLEANED FUEL INJECTORS. I CERTIFY THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A 100-HR INSPECTION AND DETERMINED TO BE IN AIRWORTHY CONDITION. Warren K Rempel A+P 1785452 | | | | | | | | | | | | | |
| BROUGHT FORWARD | | | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | | | |

# ENGINE LOG

| DATE | R.P.M. | | TIME ON GROUND | | | TIME IN AIR | | | TOTAL TIME | | REPAIRS - ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Ground | Air | Hrs. | Min. | Total | Hrs. | Min. | Total | Hrs. | Min. | | | |
| I certify this engine has been inspected in accordance with Annual inspection and was determined to be in airworthy condition. Date 2 MAY 09 Tac Time 4249.0 Signature [illegible] A&P 2052200AI | | | | | | | | | | | | | |
| 27 MAY 2009 | | | | | | | | | | | HOBBS 4792.0 TTSFRM 1252.0 REPLACED OIL FILTER, ADDED 10-QTS PHILLIPS 20-50X/C. RUN-UP CHECK. NO LEAKS. Warren K Rempel A+P 1785452 | | |
| BROUGHT FORWARD | | | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | | | |

# ENGINE LOG

| DATE | R.P.M. | | TIME ON GROUND | | | TIME IN AIR | | | TOTAL TIME | | REPAIRS - ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Ground | Air | Hrs. | Min. | Total | Hrs. | Min. | Total | Hrs. | Min. | | | |

23-AUG 2009 HOBBS 4811.5 T.T. SFRM 1291.5
DRAINED OIL, REPLACED OIL FILTER, ADDED 10-QTS PHILLIPS 20-50 xlc.
Run-up CHEK O.K. [signature] K Rempel A+P 1785452.

17-FEB 2010 HOBBS 4850.8 TT SFRM 1330.8 HRS
OIL DRAINED, REPLACED OIL FILTER, ADD 10-QTS PHILLIPS 20-50 xlc
Run-up CHECK FOR LEAKS — [signature] K Rempel A+P 1785452.

AD 2009.24-52 w/a pa on Date
AD 2009.19-7 EQ3 Cycles w/a pa on Date
AD 2009.16-3 Superior Cycles w/a [illegible]

"I certify this Engine
has been inspected in accordance
with Annual Inspection and
was determined to be in airworthy
condition"
TT SFRM 1366.1
Date 7 apr 10 Tac Time 4863.1
Signature [signature]
A&P 2052200 AI

BROUGHT FORWARD

TOTALS

# ENGINE LOG

| DATE | R.P.M. | | TIME ON GROUND | | | TIME IN AIR | | | TOTAL TIME | | REPAIRS – ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Ground | Air | Hrs. | Min. | Total | Hrs. | Min. | Total | Hrs. | Min. | | | |
| 7th | APRIL 2010 | | HOBBS 4863.1 | | | TT | | SFRM | | | 1366.1 | | |
| | COMPRESSION CYLINDERS / 80 PSI : #1-77 #2-77 #3-74 #4-78 | | | | | | | | | | | | |
| | #5-77 #6-90. MAG ENG. TIMING CHECKED. ALL NEW SPARK PLUGS | | | | | | | | | | | | |
| | INSTALLED. FUEL FILTER INSPECTED-OK + CLEANED. OIL TEMP VERNATHERM | | | | | | | | | | | | |
| | CLEANED + REINSTALLED. I CERTIFY THIS ENGINE WAS INSPECTED IN | | | | | | | | | | | | |
| | ACCORDANCE WITH A 100-HR INSPECTION AND WAS DETERMINED TO BE IN | | | | | | | | | | | | |
| | AIRWORTHY CONDITION. James K Rempel A+P 1785452 | | | | | | | | | | | | |
| 23 SEPT 2010 | | | HOBBS 4899.3 | | | TTSFRM | | | 1402.3 | | OIL CHANGE WITH NEW OIL FILTER. | | |
| | ADDED 10-QTS PHILLIPS 20-50 X/C. RUN-UP -OK- NO LEAKS. | | | | | | | | | | | | |
| | James K Rempel A+P 1785452 | | | | | | | | | | | | |
| 21 MARCH 2011 | | | HOBBS 4936.8 | | | TTSFRM | | | 1439.8 | | CHANGE OIL 9-QTS PHILLIPS 20-50 X/C | | |
| | REPLACED FILTER RUN-UP CHECK | | | | | | | | | | | | |
| | James K Rempel A+P 1785452 | | | | | | | | | | | | |
| BROUGHT FORWARD | | | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | | | |

# ENGINE LOG

| DATE | R.P.M. Ground | R.P.M. Air | TIME ON GROUND Hrs. | TIME ON GROUND Min. | TIME ON GROUND Total | TIME IN AIR Hrs. | TIME IN AIR Min. | TIME IN AIR Total | TOTAL TIME Hrs. | TOTAL TIME Min. | REPAIRS - ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10th | MAY | 2011 | HOBBS | 4949.8 | TTS | FRM | 1452.8 | HRS. | | | | | |
| | MAG TO ENG. TIMING CHECKED, PLUGS CLEANED, GAPPED, & TESTED. | | | | | | | | | | | | |
| | ENG FUEL + AIR FILTERS INSPECTED, CLEANED. | | | | | | | | | | | | |
| | CYL COMPRESSION CHECKED OVER 80/: | | | | | | | | | | | | |
| | #1-76, #2-73, #3-66, #4-74, #5-76, #6-63. | | | | | | | | | | | | |
| | I CERTIFY THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A 100-HOUR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. Warren K Rempel A+P 1785452 | | | | | | | | | | | | |
| | 19-APRIL 2012 HOBBS 4978.6 TTSFRM 1481.6 HR DRAINED OIL REPLACED FILTER ADDED 10-QTS PHILLIPS 20-50XK. RUN-UP CHECK FOR LEAKS- Warren K Rempel A+P 1785452 | | | | | | | | | | | | |
| BROUGHT FORWARD TOTALS | | | | | | | | | | | | | |

"I certify that Engine has been inspected in accordance with Annual Inspection and was determined to be in airworthy condition"
Date 10 May 11 Tac Time 4949.8
Signature [illegible]
A&P 2052200AI

# ENGINE LOG

| DATE | R.P.M. Ground | R.P.M. Air | TIME ON GROUND Hrs. | TIME ON GROUND Min. | TIME ON GROUND Total | TIME IN AIR Hrs. | TIME IN AIR Min. | TIME IN AIR Total | TOTAL TIME Hrs. | TOTAL TIME Min. | REPAIRS – ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 2nd JUNE 2012 | | | | | HOBBS 4979.1 TTSFRM 1482.1 | | |
| | | | | | | CYL. COMPRESSION OVER 80: #1-61 #2-70 #3-50 | | | | | | | |
| | | | | | | #4-74 #5-74 #6-77 TIMING CHECKED. | | | | | | | |
| | | | | | | FUEL STRAINER CLEANED - CHECKS GOOD. PLUGS | | | | | | | |
| | | | | | | CLEANED. I CERTIFY THIS ENGINE WAS INSPECTED | | | | | | | |
| | | | | | | IN ACCORDANCE WITH A 100-HR INSPECTION AND WAS | | | | | | | |
| | | | | | | DETERMINED TO BE IN AIRWORTHY CONDITION | | | | | | | |
| | | | | | | Johnny K Kempel A&P 1785420 | | | | | | | |
| BROUGHT FORWARD | | | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | | | |

"I certify this Engine has been inspected in accordance with Annual Inspection and was determined to be in airworthy condition"

Date 2 June 12 Tac Time 4979.1

Signature [illegible]

A&P 2052200 AI

AD 2012-26 Austin Fuel Damper IVA Not Installed

## MEMORANDA

| DATE | |
|---|---|
| 09/01/83 | AD 82-20-01 INSP OF BENDIX MAG IMPULSE COUPLING C/W D. Hunter |
| 03/14/87 | AD 86-13-4 = N/A = ENG = RZ. ASD2253846 |