

Cessna[®]



ENGINE

AND PROPELLER LOG

N 11899

SERIAL NO. 251664-A-48



Engine and Propeller Log

Comprehensive Recording of Engine
and Propeller Records

Mfgr.	<i>Continental</i>		Place	Date	
Type	<i>H-Opposed</i>	Model	<i>0-200-A</i>	Serial No.	<i>251664-A-48</i>
Rated H. P.	<i>100</i>	Maximum H. P.	<i>100</i>	Weight (Dry)	
Rated R. P. M.	<i>2750</i>	Maximum R. P. M.	<i>2750</i>	Oil Pressure	
Bore		Stroke		Displacement	Cu. In.
Compression Ratio		Supercharger Ratio		Gear Ratio	
Propeller	<i>McCaughey</i>	Hub Design	<i>1A101/PCM</i>	Hub Serial No.	<i>G12934</i>
Blade Design		Blade Serial		Blade Serial	
Maximum Hub H. P.		Maximum Blade H. P.			
Pitch	<i>48°</i>	Diameter	<i>69"</i>	Length	
Owner's Name					
Address		City		State	

ENGINE LOG

DATE 19 74	DURATION		ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
			HOURS	IO THS			
3-8	1.0		1.0				
4-11	1 1		2 1				
	7 8		9 9				
5/14/74	Tach 50.3				Initial 50 hr inspection complete. This date IAW cessna initial inspection coupon. Drained oil, cleaned screen, Refilled with Sgts Aeroshell 30wt AD oil serviced battery, tires, brake fluid Kenneth C. McCune ATP 523664043		
May 30 1974	TT 100				Completed 100 hr inspection Cylinders checked #1-8 #2-16 #3-11 #4-6 cleaned All oil & fuel filters Refilled oil with 5 gts 30 wt Aeroshell Det		
I certify that this <u>Engine</u> has been inspected in accordance with a <u>100 hr</u> inspection and was determined to be in airworthy condition.							
Tach Time <u>100</u> Total Time <u>100</u> Engine SMOH <u>100</u> Propeller SMOH <u>100</u> Date <u>May 30 1974</u> Name <u>James E. Miller</u>							

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

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CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	IOTHS			
1974 10/29		312	06	100 hours portion completed this date. Drained and changed oil. Installed Ares shell #40, Paithed oil screen cleaned and gapped spark plugs. Accomplished compression test all ok checked engine controls.	I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A/C 804-1 INSPECTION AND HAS BEEN FOUND IN AN AIRWORTHY CONDITION. Patrick A. Grynko	441546761
				DATE: 10/29/74 TACH: 31200		

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ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE
		HOURS	10THS		
19 75					
4/17		414	1	I CERTIFY THAT THIS Engine HAS BEEN INSPECTED IN ACCORDANCE WITH A.100h	
				INSPECTION: [unclear] BEEN FOUND IN AN	
				AIRWORTHY CONDITION. <i>Patricia A. Reynolds</i> 4/17/84 #1896764	
				DATE: 4/17/85 TACH: 4141	
3/7/75		509	8	Engine has been [unclear] A.100h Install Sgt Anusello #1896764	
				INSPECTION: [unclear] BEEN FOUND IN AN	
				AIRWORTHY CONDITION. <i>Patricia A. Reynolds</i>	
				DATE: 3/7/75 TACH: 309.8 4/17/84 #1896764	
4/22/75		608	3	100 hr inspection completed this date	
				Changed oil, checked oil screen installed	
				6075 Anusello #40, Compression as follows	
				#1 3/80 #2 3/80 #3 3/80 #4 1/80	
				I CERTIFY THAT THIS Engine HAS BEEN	
				INSPECTED IN ACCORDANCE WITH A.100h	
				INSPECTION AND HAS BEEN FOUND IN AN	

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AIRWORTHY CONDITION: *Patricia A. Reynolds*
 DATE: 4/22/75 TACH: 608.3 4/17/84 #1896764

ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	10THS			
19 <u>70</u>				DATE <u>4/27/75</u> Tach <u>608.3 TT</u> I certify that this <u>ENGINE</u> has been inspected in accordance with a <u>100 HOUR</u> inspection and was determined to be in an airworthy condition. <u>M. L. Rees</u> M. L. Rees IA 1329578		
<u>6/5</u>		<u>712</u>	<u>5</u>	100hr Inspection completed this date. Cleaned and gapped spark plugs changed oil installed 6 qts Ameshell #50 checked oil screen. Compression as follows: #1 <u>1 1/80</u> #2 <u>1 1/80</u> #3 <u>1 1/80</u> #4 <u>1 1/80</u> Ditch prop <u>Dressed prop.</u> I CERTIFY THAT THIS <u>Engine</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100hr</u> INSPECTION AND HAS BEEN FOUND IN AN AIRWORTHY CONDITION. DATE: <u>6/5/75</u> TACH: <u>712.5</u>	<u>Patrick A. Reynolds</u>	<u>A&P.</u> <u>1876764</u>

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

DATE

DURATION

ACCUMULATED
TOTAL TIME

19

HOURS | 10THS

REPAIRS --- ADJUSTMENTS

SIGNATURE

I CERTIFY THAT THIS *ENGINE* HAS BEEN
INSPECTED IN ACCORDANCE WITH A 100
INSPECTION AND HAS BEEN FOUND IN AN
AIRWORTHY CONDITION.

DATE: 8-15-75 JACH: 7964

Drained and Refilled with 50 wt. Aeroshell

Civil	Complaints	#170/80	#379/80	#201/80	#472/80	#201/80	#280
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18	TAL	Time	8:06		Fabric B	Reynolds
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Drain Oil	Refilled with 50 wt. Aeroshell Rebuilt	Carb
Compressor Assemblies	#1 6/80 #2 3/4/80 #3 7/1/80 #4 3/4/80	

I CERTIFY THAT THIS Engine HAS BEEN
INSPECTED IN ACCORDANCE WITH A Deck

INSPECTION AND HAS BEEN FOUND IN AN
AIRWORTHY CONDITION. *Subscribed & sworn to* *Apr 14* *1966*

DATE: 10/19/75 TACH: 9/23

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DATE	19 76	DURATION	ACCUMULATED TOTAL TIME
		HOURS	10THS

SIGNATURE

LICENSE
NUMBER

1015	3
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West Flanders Saturday A. Reynolds

DATE: 2/17/76 TACH: 101573 A4P#1896764

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ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	10THS			
4-28-76				Drained Oil. Checked Screens, Checked Compressor		
#168/50	#205/50	#374/50	#475/50	INSTALLED NEW STARTER		
Switch.	CHECKED TIMING.	REFILLED WITH	410W	Meris Shell		
And Oil.	RAN ENGINE	CHECKED FOR LEAKS.	END			
CERTIFY THAT THIS <u>ENGINE</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100HR</u> INSPECTION AND HAS BEEN FOUND IN AN AIRWORTHY CONDITION.						
DATE <u>4-28-76</u>	TACH <u>1066.8</u>	<u>Robert A. Raymond</u> P 1586364 Inspected on <u>4/28/1976</u> Mon <u>1066.8</u> I certify that this <u>ENGINE</u> has been inspected in accordance with <u>100HR</u> inspection and was determined to be in an airworthy condition.				
<u>M. D. Rees</u> TA 1320579						

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ENGINE LOG

DATE 19 <u>76</u>	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	IO THS			
<u>7/2</u>		<u>1165</u>	<u>2</u>	100hr inspection completed this date. cleaned & gapped spark plugs, changed oil, checked oil screen installed 6 qts AeroShell #50 Checked fuel system. Top over hauled #2 cyl due to low compression. Installed New Rings, ground valves. Installed with all new gaskets & done in accordance with cert. overhaul manual. all other cyl comp. checked. I CERTIFY THAT THIS <u>Engine</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100hr</u> INSPECTION AND HAS BEEN FOUND IN AN AIRWORTHY CONDITION. <u>Patricia A. Reynolds</u> DATE: <u>7/2/76</u> TACH: <u>1165.2</u> <u>AP# 187644</u>		

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ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	IOths			
19 Sept. 23, 1976		1265	2	100 hour inspection completed this date. Drained and changed oil, checked oil screen and found NO CONTAMINATION. Installed 6 quarts Aero-shell #100/50 wt. Cleaned, gapped and tested spark-plugs. Checked fuel system and carburetor. Checked exhaust system and induction system. Compression Test as follows. #1 65/80, #2 70/80, #3 66/80, #4 75/80. This 100 Hour Inspection Completed this day was done IN ACCORDANCE with Cessna Manual No. D971-13 section 2 page 21. end		
I CERTIFY THAT THIS <u>Engine</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100 hr</u> INSPECTION AND HAS BEEN FOUND IN AN AIRWORTHY CONDITION. <u>Felix H. Ryals</u> AFR # 896765 DATE: <u>9/23/76</u> TACH: <u>1265.2</u> T.T.E. <u>1265.2</u>						

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ENGINE LOG

DATE 19 77	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	10THS			
JAN. 6. 1977				TACH 1365. TT 1365. 100HR INSP. COMPLETED THIS DATE. CHECKED COMPRESSION #1 74/80 #2 73/80 #3 74/80 #4 74/80 EXPANDED Cyls ON #2 DUE TO LOW COMPRESSION. INSTALLED REBUILT Cyl. ON #2 DUE TO CRACKS IN HEAD COMP. AFTER RUN IN 73/80. DRAINED OIL. CHECKED SCREENS, CLEARED ✓ GAPPED SPARK PLUGS. RAN ENGINE CHECKED FOR LEAKS ✓ TEST FLEW AIRPLANE CHECKS O.K. ✓		
I CERTIFY THAT THIS <u>ENGINE</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100 HR</u> INSPECTION AND HAS BEEN FOUND IN AN AIRWORTHY CONDITION. DATE: <u>1-6-77</u> TACH: <u>1365</u> Patrick A Reynolds ATP 1896769						

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ENGINE LOG

DATE 19 77	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	IOTHS			
MARCH 7	1977			TACH READS 1473 HRS. CHECKED COMPRESSION #1 62/80 #2 70/80 #3 62/80 #4 65/80. DRAINED OIL. CHECKED SCREENS FOR CONTAMINATION (FOUND NONE) CLEANED & GAPPED SPARK PLUGS. RAN ENGINE & TEST FLEW ALL ENGINE FUNCTION NORMAL. — END		
I CERTIFY THAT THIS <u>ENGINE</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100H</u> INSPECTION AND HAS BEEN FOUND IN AN AIRWORTHY CONDITION. DATE: <u>3-7-77</u> TACH: <u>1473</u> HRS <u>Patricia A. Reynolds</u> ATP 1896764						

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	10THS			
June 77		1632.9		Tech. changed oil and checked again found oil refilled with oil. Checked 110W. Temp. Canada 44° 1723503		

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ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICEN NUME
		HOURS	IOths			
19 77						
NOV. 18 1977				TACH 1670.3 MAJOR OVERHHAULED THIS ENGINE IN ACCORDANCE WITH CONT. SERVICE MANUAL X30010 INSTALLED 100 OCTA 30° VALVES, NEW SEATS, GUIDES, VALVES, PISTONS, RING ROD BEARINGS, MAIN BEARINGS, NEW HYDRAULIC LIFTERS ALL STEEL PARTS MAGNIFLUXED BY JIMMYER AVIATION GREELEY COLO. FILLED WITH 50W AEROSHELL M TYPE OIL. RAN IN 4 TEST FLEW. John Reynolds ADP 189674		
MAY 1 1978				TACH 1727 HAS. 100 HR INSP COMPLETED THIS DATE CHANGED OIL & INSP SCREEN. ENG SERVICED WITH 6 QTS AEROSHELL 100 W/COMP. CLEANED & CHANGED SPK PLUGS COMP TESTED ENG. #1 80/67 #2 80/67 #3 80/76 #4 80/76 CHECKED MAP TIMING INSP INTAKE & EX SYSTEMS REPLACED FUEL HOSE TO CARB. REPLACED SCAT DUCT HOSE. M. Webb 1A1800931		

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ENGINE LOG

DATE 19	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	10THS			
				I CERTIFY THAT THIS <u>ENGINE</u> HAS BEEN INSPECTED IN ACCORDANCE WITH <u>ANNUAL</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. TACH 1727 HRS DATED: <u>5-1-78</u> TOTAL TIME <u>57 HRS 840H</u> <u>Nicholas Vitale</u> 1A1800931 NICHOLAS VITALE (INSPECTION AUTHORIZATION)		

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DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE
		HOURS	10THS		
5-23-74	TRK	196	9.00	100% comp. test. See changes, some clean every 3000 ft. timing checked. Exhaust and fuel system checked for leaks. Winter checked and passed.	
CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH <u>1967.00</u> HRS WAS DETERMINED TO BE IN AIRWORTHY CONDITION. DATED <u>5/23/74</u> <u>Jeff Field</u> INSPECTION AUTHORIZATION NO. <u>403075</u>					
CARRY ACCUMULATED TOTAL TIME FORWARD TO 70					

SIGNATURE

nothing was completed. We changed rooms several
times. Found nothing checked. In fact and
could not obtain check for two
winter clothes refused.

STY THAT THIS AIRCRAFT HAS BEEN INSPECTED AND
WITH IN AIRWORTHY CONDITION. 1961. DC. HRS

CERTIFY WITH 2 BE IN AIR
ACCORDANCE TO TOTAL TIME 19
WAS DETERMINED 19 11 11 11
DATED 11/23/11 11/23/11
OPERATION NO. 403075

~~INSPECTION AUTHORIZATION NO. 2221~~

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DATE	DURATION	ACCUMULATED		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		TOTAL TIME	HOURS			
19						

2/1/80	IT	1835 - I certify that this engine has been inspected IAW A 100 hr FUSIO, and was found to be in an acceptable condition. Removed Charge Air Throttle Shaft - Removed 2 Spark Plugs - Compression Test Results - #1.70/80, #2.68/80, #3.68/80, #4.69/80 - by [signature]	DAJ0518445844
2/1/1980	IT	18350 & certify that this etc has been inspected in accordance with an annual inspection and found to be in an airworthy condition. 32078 by [signature] IA1250362	

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ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	10THS			
12-28-80		18.89	1	100 hr inspection Samuel Battery cleaned oil & cleaned Screen installed Phillips 24/50 Cleaned & greased plug Checked valves, timing timing harness, intake & exhaust system replaced and filter with Breco and filter BA-4106 Compressor #1 5/4/80 #2 7/1/80 #3 7/3/80 #4 7/6/80 Date 12-29-80 Tech Time 1889	I certify that this engine has been inspected in accordance with a 100 hr inspection and was determined satisfactory Paul Miller AEP537585165	

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[illegible]

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ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	IOths			
19 2/16/82		1966.5		Annual inspection & service. Drained oil, cleaned oil screen, & reinstalled. Added 6 qts Phillips XC 20-50 oil. Removed cleaned and gaped the spark plugs, checked the ignition harness. Complied with AD 77-13-03 (mag timing) Mags timed to 24° BTDC. Dye checked prop extension and inspected for possible cracks. Removed & inspected exhaust system. Replaced all exhaust gaskets. Adjusted carburetor idle mixture and speed. END.		
Date <u>2/16/82</u> I certify that this aircraft has been inspected in accordance with <u>Annual</u> inspection and was determined to be in airworthy condition. Total Time Aircraft Power Plant <u>1966.5 HRS</u> <u>Richard W. Boyert</u> CHIEF INSPECTOR Repair Station SO5-9 TRI-CITY AIRWAYS, INC. Bldg. 71 Pasco Airport Pasco, Wash. Richard W. Boyert						

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F.A.A. approved repair station S.O. #5-9

[illegible]

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ENGINE LOG

DATE 19 <i>89</i>	DURATION		ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
			HOURS	IOths			
<i>12/9/83</i>			<i>2040</i>	<i>00</i>	<i>Repair Sprag clutch on Starter. Removed Starter clutch. Inspected all parts for wear. All parts were worn beyond service limits. Replaced the sprag gear & drum, sprag, bearings, spacers, all retainer clips & springs. Reinst. Starter & tested its operation. END</i> <i>Richard W. Bogert A/P 533608761</i>		
					BOGERT AVIATION 1903A TERMINAL DRIVE RICHLAND, WA 99352		
<i>2/7/84</i>			<i>2040</i>	<i>00</i>	<i>100 HR Inspection - I certify that this engine was inspected in accordance with a 100 HR inspection and was found to be in airworthy condition. END R. W. Bogert Chief Inspector</i> <i>RS 566-32</i>		

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ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	IOths			
19 85 9/18/85				TTC 2078.0 I certify that this engine has been inspected & serviced in accordance with an Annual Inspection & was found to be Airworthy on this date. #1 72/ 80 #2 73/ 80 #3 74/ 80 #4 75/ 80 Service with 5 gal. App. oil James D. Miller JDM 312742771	WOT 3332	
5-17-86	Tach	2099.0		Filed Prop Nicks and Profile Jim C. Proffitt AR531706355		

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DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	10THS			
6-8-86				Stop & and Repairing 1st Tail, adjust Fuel sending unit stop Access oil leaks, Repairing wing tips		
6-15-86				Fasten 1st Airworthy Trim Tab and Pin, 500g lower case oil leak, install new O Ring New O- Ring 1st wing		
6-23-86				Change oil & Filter screen checked, plugs cleaned gaped & tested		

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ENGINE LOG

DATE	DURATION		ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
			HOURS	IOths			
19 86							
7-12-86			2152	3	Install serviceable starter @ 1600h Set curb up, Test Found OK	Assym, Install New Flange	
					<u>Jim @ Broughton AP 53126356</u>		
Aug 2 1986			2178	5	TTE 508.2 Performed 100HR inspection AS per Cessna Service Manual & Cessna Checklist. Compression test (1) 72/80 (2) 68/80 (3) 68/80 (4) 76/80 Changed oil filled with Aero Shell w/100 Ashless dispersant. Oil screen checked no metal found. Prop removed & visually inspected and replaced as per Cessna Service Manual by owner request. Heater intake hose repaired Carburetor Heatbox repaired. ENGINE IS AIR WORTHY		
					Maul A/P/AEP 305608962		
					END OF LOG BOOK # 1		

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