



*"Dedicated to Preserving a Classic."*

# **AIRCRAFT MAINTENANCE LOG BOOK**

## Aircraft Paint Codes:

American Champion Aircraft

Date: 8/1/2023

Customer

Manufacturer

Brand Code: 912008

OEM Code: OKT609

Description:

Mixing Scheme: DELFLEET ESSENTIAL (ESSS SOLID)

Variant:

Revision Date:

Density: 9.24 lbs/gal(1107 g/L)

VOC Reg.LWLE: 2.81 lbs/gal(336 g/L)

VOC Act: 2.43 lbs/gal(291 g/L)

SDS (Color) ESSS1

Makes: 1 gal

Price Code E

Notes:

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Job No. 634-2023

Main Layer

Brand Code: 912008 Main Layer

SKU

Description

ESM112 SUNSTONE YELLOW

ESM113 TIGER EYE ORANGE

ESM126 DIAMOND WHITE

ESM111 GARNET RED

Makes 1 gal

Inc.(p) Cum.(p)

2566.3 2566.3

1502.0 4068.3

612.5 4680.8

46.8 4727.6

Comments

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American Champion Aircraft

Date: 8/1/2023

Customer

Manufacturer

Brand Code: 303120

OEM Code: 61510

Description: SILVER MET

Mixing Scheme: DELFLEET ESSENTIAL (ESSS MET/MICA)

Variant: PRIME

Revision Date: 2/23/2005

Density: 8.40 lbs/gal(1007 g/L)

VOC Reg.LWLE: 2.80 lbs/gal(335 g/L)

VOC Act: 2.10 lbs/gal(251 g/L)

SDS (Color) ESSS1

Makes: 1 gal

Price Code B

Notes:

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Job No. 634-2023

Main Layer

Brand Code: 303120 Main Layer

SKU

Description

ESM129 SPARKLE

ESM125 OPAL BLACK

ESM106 TOPAZ BLUE

ESM115 TANZANITE

ESM101 AMETHYST BLUE

Makes 1 gal

Inc.(p) Cum.(p)

2748.5 2748.5

1232.0 3980.5

129.8 4110.3

94.0 4204.3

93.9 4298.1

Comments ESSS BC MUST be clear coated. For Single  
Stage use ESSS SS SDS & label: For Basecoat

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PO Box 37  
32032 Washington Avenue – Hwy D  
Rochester, WI 53167  
www.americanchampionaircraft.com  
general information or technical support: 262.534.6315  
toll-free parts ordering line: 800.223.9381

# Aircraft Log & Maintenance Records

**Aircraft General Information:**  
 Manufacturer: American Cham

Manufacturer: American Champion Aircraft  
Date of Manufacture: 7/27/2023

Model: 8GCBCL Serial number: 634-2023

Date of Manufacture: 7/27/2023

Engine Currently Installed:  
Manufacturer: Isuzu

Engine Manufacturer: Lycoming Model: O-360-C1G Serial number: L-44113-36E

Manufacturer: \_\_\_\_\_ Model: \_\_\_\_\_ Serial number: \_\_\_\_\_

**Propeller Currently Installed:**  
11x17

Manufacturer: Hertzell Model: \_\_\_\_\_ Serial number: \_\_\_\_\_  
Model: HC-638B-1A Serial number: 1571033

Hub model: HC-C2YR-1N Serial number: N37103B

Blade model: NG8301-3 Serial: E0081 Serial: E0082 Serial: \_\_\_\_\_

**Registered Owner Record:**

Name: \_\_\_\_\_ Address \_\_\_\_\_  
State: \_\_\_\_\_ From: \_\_\_\_\_ To: \_\_\_\_\_

Name: \_\_\_\_\_ State: \_\_\_\_\_ From: \_\_\_\_\_ To: \_\_\_\_\_  
City: \_\_\_\_\_ Address: \_\_\_\_\_

City: \_\_\_\_\_ Address \_\_\_\_\_  
Name: \_\_\_\_\_

Name: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ From: \_\_\_\_\_ To: \_\_\_\_\_

City: \_\_\_\_\_  
Name: \_\_\_\_\_ Address \_\_\_\_\_  
State \_\_\_\_\_ Zip \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ From: \_\_\_\_\_ To: \_\_\_\_\_

Name: \_\_\_\_\_ Address \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ From: \_\_\_\_\_ To: \_\_\_\_\_

**Notes:**

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There is no handwriting or other markings on the paper.

## Airframe

D

I

# Aircraft Maintenance Log

[illegible]

# ENGINE LOG BOOK

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# Engine Log & Maintenance Record

LOG #: 1

RECORD OF American Champion 8GCBC 634-2023  
(MAKE) (MODEL) (SERIAL)

AIRCRAFT REGISTRATION NUMBER: N47VM

FROM July 2023 TO \_\_\_\_\_ 20\_\_\_\_

DETAILING TIME FROM 0.0 TO \_\_\_\_\_  
(HOURS) (HOURS)

If used on a multi-engine aircraft: \_\_\_\_Right \_\_\_\_Left \_\_\_\_Front \_\_\_\_Rear

## New Reciprocating Engine Certificate

This is to certify that the engine as described hereinafter has been manufactured and ground operation tested as prescribed by Lycoming specification and Federal Aviation Regulations. All applicable Federal Aviation Airworthiness Directives applicable Lycoming Service Publications have been complied with at time of manufacture. Refer to enclosed Form ET001 for applicable accessory part numbers and serial numbers.



Part Number ENPL-RT9499  
Serial Number L-44113-36E  
Engine Model O-360-C1G  
Work Order NF893362  
Total Time 0

Charles Hess 5/25/23  
Authorized Representative Date

Production Certificate #3

652 Oliver Street Williamsport, PA 17701 U.S.A.  
Lycoming Engines is a division of Avco Corporation

Form 777C Rev 05/13

## Serial #

[illegible]

**Total to Date:** \_\_\_\_\_

**Total**



**HARTZELL**

# PROPELLER LOGBOOK

PROPELLER MODEL HC-C24R-1N/NG8301-3

PROPELLER S/N NS7103B

LOGBOOK # 1

### PROPELLER MAINTENANCE RECORD

Position \_\_\_\_\_

Propeller Model HC-C2YR-1N

Propeller S/N N57103B

Blade Design NG8301-3

Blade S/N's

No. 1 E0081

No. 2 E0082

No. 3 \_\_\_\_\_

No. 4 \_\_\_\_\_

No. 5 \_\_\_\_\_

No. 6 \_\_\_\_\_

Spinner Assembly Part No. 836-52

#### PITCH RANGE

High/Feather 30.0

Start Lock —

Low 9.4

Reverse —

Aircraft Manufacturer American champion

Aircraft Model 8GCBC

S/N 634-2023

Registration N47VM

Date	Propeller		A/C Hrs	Description of all operations pertaining to Airworthiness Directives, Service Documents, Overhaul, Major or Minor Repair, and Inspections.
	TSN	TSO		

Date: 8/1/2023  
Tach Time: 0.0

This propeller model PC-C2YR-1BF/F7666A serial number NS7103B was installed on this aircraft s/n:634-2023, model 8GCBC this date.

for AMERICAN CHAMPION AIRCRAFT

PC333CE




US Department  
of Transportation  
Federal Aviation  
Administration

**MAJOR REPAIR AND ALTERATION**  
**(Airframe, Powerplant, Propeller, or Appliance)**

OMB No. 2120-0020  
Exp. 5/31/2018

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark <b>N47VM</b>	Serial No. <b>634-2023</b>	
	Make <b>American Champion Aircraft</b>	Model <b>8GCBC</b>	Series
2. Owner	Name (As shown on registration certificate) <b>Northwest Backcountry Aircraft</b>		Address (As shown on registration certificate)
			Address <b>4919 Aviation Way</b>
			City <b>Caldwell</b> State <b>ID</b>
			Zip <b>83607</b> Country <b>USA</b>

**3. For FAA Use Only**

The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in section 43.7.

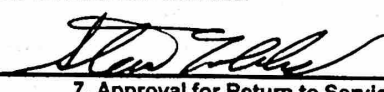
Signed **Dan L Frandson** Digitally signed by Dan L Frandson  
Date: 2023.09.27 17:15:49 -06'00'

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	<u>American Champion Aircraft</u>	(As described in Item 1 above)	<u>634-2023</u>
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

**6. Conformity Statement**

A. Agency's Name and Address		B. Kind of Agency	
Name <b>Steve Tubbs</b>	Address <b>4919 Aviation Way</b> City <b>Caldwell</b> State <b>ID</b> Zip <b>83605</b> Country <b>USA</b>	<input checked="" type="checkbox"/> U. S. Certified Mechanic	Manufacturer
		<input type="checkbox"/> Foreign Certified Mechanic	C. Certificate No.
		<input type="checkbox"/> Certified Repair Station	<b>3203986</b>
		<input type="checkbox"/> Certified Maintenance Organization	

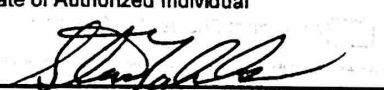
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual  <b>9-28-23</b>
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**7. Approval for Return to Service**

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ Approved ☐ Rejected

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)

Certificate or Designation No. <b>3203986</b>	Signature/Date of Authorized Individual  <b>9-28-23</b>
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# NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished (If more space is required, attach additional sheets.) Identify with aircraft nationality and registration mark and date work completed.)

N47VM

Nationality and Registration Mark

Date

9-28-23

A. Fabricated and installed airflow restrictor on the engine side of the oil cooler radiator to regulate airflow through the oil cooler to control the engine oil temperature. The restrictor operation is achieved by using an A-700 button lock (7/16-20 UNF-2A threads solid wire) push/pull cable attached inside the aircraft cabin below the right side of the instrument panel placarded:

"Oil Temperature

Push to Increase"

B. Fabricated restrictor plate out of .025 6061 T6 aluminum 3 3/38" X 5". Hinge fabricated using MS20001P3-3 material and fastened to the restrictor using AN426-4 rivets. Silicone chafe protection was attached between the baffling and the restrictor to prevent chaffing.

C. The above installed modification found not to interfere with any other system or equipment.

D. For Continued airworthiness and maintenance see attached Document: Oil Cooler Restrictors Maintenance Information Checklist, dated September 25th, 2023.

E. Weight Change negligible.

APPROPRIATE	<input type="checkbox"/>	<input type="checkbox"/>
PROPELLER	<input type="checkbox"/>	<input type="checkbox"/>
APPLIANCE	<input type="checkbox"/>	<input type="checkbox"/>

☐ Additional Sheets Are Attached

## Oil Cooler Restrictors Continued Maintenance

American Champion Aircraft

S/N: 634-2023 N47VM

September 25th, 2023

1. Introduction: The modification consists of one aluminum- hinged plate attached to the engine side of the engine baffling in front of the oil cooler opening. One push/pull cables is mounted inside the cabin under the instrument panel to operate the plate or restrictor.
2. Description: The Function of the modification is to regulate the airflow through the oil cooler radiator. The range of operation would be full closed (airflow blocked) to full open (no airflow restriction). This would aid in controlling engine oil temperature.
3. Control: The operation of the restrictor is one push/pull cable mounted inside the cabin below the instrument panel placarded:  
"Oil Temperature  
Push to Increase"
4. Servicing Information: oil hinge and lube cable.
5. Maintenance Instruction: Inspect oil hinge and lube cable at each 100 Hour/ Annual Inspection.
6. Trouble Shooting Information: A careful Inspection of the cable and hinge points should make any malfunction evident.
7. Removal and Replacement: Remove the "B" nut on the oil cooler door. Remove the oil cooler mounting bolts and oil cooler. Remove the aft cylinder baffling. Drill the AN426-4 Rivets attaching the hinge to the baffling.  
To Replace: Attach the hinge using AN426-4 Rivets. Install Engine Baffling. Install Oil cooler and mounting bolts. Install "B" nut.
8. Diagrams: None Required
9. Special Inspection Requirements: None Required
10. Application of Protective Treatments: None Required
11. Data: None Required
12. List of special tools: None Required
13. For Commuter Category: Not applicable
14. Recommended Overhaul Periods: No Overhaul time Periods
15. Airworthiness Limitations: No additional airworthiness limitations
16. Revision: Maintenance information is required to be acceptable to the FAA. As such, changes should be documented by submitting the revised maintenance information along with the original 337 to the Aircraft Registration Branch (AFS-750) in Oklahoma City, OK. An entry in the aircraft records should indicate the current revision.