

The Standard



ENGINE LOG

The subject aircraft was involved in an incident /
accident on 12/21/2024 rendering it a Constructive
Total Loss as not repairable within its insured value. For
further details refer to insurance claim: 4588034368US.

Signed: ***Underwriters Salvage Company***

Date: **2/14/2025**

AIG Aerospace Adjustment Services Inc
3500 Lenox Road, Suite 1100

[illegible]

Aeronca 7CCM Conv. N83056 S/N 7AC-1712
10/28/2024 Tach: 879.01 Lycoming O-235L2C
S/N L-23692-15 TTENG 6391.71 SOH: 60.42

LIVING AGENCY.

Inspected this date for a 100HR Inspection. Compressions as follows: 1) 74/80 2) 76/80 3) 72/80 4) 68 /80. Drained oil serviced with 6 qts Phillips X/C 20W50. Replaced oil filter with CH48110-1 Cleaned inspected tested and gapped plugs. Ground run operational checks good. Washed Engine Compartment, Returned to service this date. AD's checked through 2024-20. No new or recurring AD's due at this time. I certify that this ENGINE has been inspected in accordance with an 100HR inspection and was determined to be in an airworthy condition at this time. -----

~~END~~

Mike Hardin 3226151A&P

DATE	A. D. NUMBER	TOTAL TIME IN SERVICE	AIRWORTHINESS DIRECTIVES	
19__			CHRONOLOGICAL LISTING OF COMPLIANCE AND METHOD OF COMPLIANCE	
			Bighorn Airways Inc.	
			N83056	
			Date: 3/12/2022	
Engine Logbook				
AERONCA	7DC	S/N: 7AC-1712	Tach: 835.6	ACTT: UNK
Engine:	Lycoming	O-235-L2C	S/N: L-23692-15	TSO: UNK
1) Removed top spark plugs and performed a cylinder compression test #1=77, #2=78, #3=79, #4=78. Checked magneto timing found to be 1.5* advanced. No action required at this time. Pulled lower spark plugs. Found #1 lower plug fouled, Cleaned and tested all engine spark plugs, Found #1 top plug to be weak and miss firing. Replaced bad spark, and reinstalled all spark plugs. Reconnected all ignition leads. Inspected inside engine compartment and closed all engine cowlings. Performed engine ground power. Check fuel air mixture and found to be on the rich side, no action required at this time. Check magnetos at low RPM tested good, Checked magnetos at 1500RPM 90/90 drop. leaned to field/temp elevation and performed full power run, static rpm 2300/2350. REF. Lycoming O-235-L2C overhaul manual sec 4 pages 4-1 and 4-5. See Bighorn Airways Inc. Work Order 220040 for details of work performed. The aircraft, engine, propeller and/or appliance identified above was repaired and/or inspected in accordance with current regulations of the FAA and in respect to the work performed is approved for return to service IAW FAR 43.9 & FAR 43.11, as applicable.				
Justin Olson			Bighorn Airways Inc.	
			CRS BGR467C	

Aeronca 7DC N83056 S/N 7AC-1712
Lycoming O-235-L2C S/N L-23692-15
05/02/2022 Tach: 848.45 TTAF: 6361.15

~~Mike Hardin 3226151A&P~~

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
7/2/2022	N83056	TACH 826.15	ETT 6338.85	TSMOH 6.7
Completed 100 hour inspection this date IAW CFR 14 FAR43 appendix D.				
Compressions 1)80/80 2)80/80 3)80/80 4)80/80				
Mineral oil use is continued for proper engine break in				
I certify this engine has been inspected IAW a 100 hr inspection and has been found to be airworthy at this time.				
Eathen Nichols 3217001 IA <i>Eath A. Nichols</i>				

DATE 19 <u>87</u>	A. D. NUMBER	TOTAL TIME IN SERVICE	AIRWORTHINESS DIRECTIVES CHRONOLOGICAL LISTING OF COMPLIANCE AND METHOD OF COMPLIANCE.
4-1-87	87-03-08	TACH 391.76	HOBBS 177.5 INSTALLED OIL
			PRESSURE LINE ASSEMBLY IN ACCORDANCE
			WITH AD 87-03-08.
			Joseph L. Wentz III AP 4343/6091
			END

DA1

19_

7/2/2018 N83056 TACH 819.45 ETT 6332.15 TSMOH 0.0

**ALTERATIONS
FICATE NUMBER OF
SPECIFIC ENTRIES.)**

Completed 100 hour inspection this date IAW CFR 14 FAR43 appendix D.

Compressions 1)80/80 2)80/80 3)80/80 4)80/80

Complete major overhaul and inspection replacing all bearings, cam, cylinder assemblies pistons and rings and serviced with mineral oil. Operational and leak check satisfactory.

I certify this engine has been inspected IAW a 100 hr inspection and has been found to be airworthy at this time.

Eathen Nichols 3217001 IA

Eath A. Dink

DA

19_

6/2/2020 N83056 TACH 823.60 ETT 6346.30 TSMOH 14.15

ALTERATIONS
DATE NUMBER OF
SPECIFIC ENTRIES.)

Completed 100 hour inspection this date IAW CFR 14 FAR43 appendix D.

Compressions 1)77/80 2)76/80 3)79/80 4)76/80

I certify this engine has been inspected IAW a 100 hr inspection and has been found to be airworthy at this time.

Eathen Nichols 3217001 IA

DATE <u>2008</u>	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
4-25	799.40	—	799.40	Replaced Right Mag neto with slick model #4370, ser # 07120935. Installation done using supplied instructions - timed at 25° BTCL Testran Engine - OK - returned Engine Back to service as air worthy - Wayne A Howard - 20 years - AP538527799 (Aircraft Inc)
				The subject aircraft was involved in an incident/accident at <u>Elk River, ID</u> on <u>6/21/08</u> rendering it a total loss as not repairable within its insured value. For further information refer to file <u>H08236846</u> Signed <u>[Signature]</u> Date <u>10/2/08</u> Phoenix Aviation Managers, Inc. 5826 N. Hill Haven Pl. Star, ID 83669

DAT 03-18-14 Total time: 818.59, Tack time: 818.59, SMOH: 0. An Annual inspection was
 19_ completed on this date in accordance with FAR 43 app (d). All compressions taken at
 80psi 1. 76, 2. 76, 3. 75, 4. 78, Cleaned and gaped plugs, checked timing, Checked all
 controls, screens, hoses, and fittings, AD 2004-10-14 Crank gear due at teardown, AD
 2005-12-06 impulse coupling next due Tack: 1318.59, all ADs complied with at this time
 see compliance report with records. Run-up opps good no leaks noted at this time. I find
 this engine in airworthy condition and return to service.

William W. McLain

William W. McLain

AP3529633IA

DNS
 ABER OF
 ENTRIES.)

DATE 2007	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
12-26-2007	757	/	757	Changed Oil & Filter (Aeroshell 15W50) repaired cracked baffeling. Philip & Dan A&P 3016022
1/12/08	791.5		791.5	Compression check this date #1 69/80 #2 73/80, #3 67/80, #4 67/80. Oil changed, no metal found in filter, installed CH48110-1 filter, serviced engine with 6 qts. Aeroshell 15/50. Removal engine, disassembled accessory case, oil pump and carburetor. Removal oil pump assembly to comply with AD 96-09-10 Oil Pump. Installed AEL 78531 Oil Pump Body, AEL 181093 Impeller, 61174 Oil Pump Shaft. Installed one piece venturi in

DATE 2008	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
1/12	791.5		791.5	Continued from previous page carburetor to comply with AD 98-01-06. Cleaned oil pump. Reassembled engine and carburetor. Installed engine and prop on airframe (N83056, Aeromaster 7PC) Engine test run, no leaks found, all ops normal, oil pressure 90 lbs. at 1700 RPM. Mag timing checked. AD search performed using Avantext issue 2008-04, see compliance report with aircraft records. This engine has been inspected in accordance with an Annual inspection per the FAR Part 43, Appendix D checklist and is found to be in an airworthy condition. AeroMasters LLC by [Signature], its member A&P 55558877H

DATE 19-99	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
5-23	622.4			ENGINE INSPECTED IN ACCORDANCE WITH MAINT CHECK LIST TO PERFORM ANNUAL INSPECTION. IGN. TIMING CHECKED TO SPEC., COMPRESSION 1-76/80, 2-77/80, 3-75/80, 4-73/80. SPARK PLUGS CLEANED, INSPECTED AND REINSTALLED. FUEL STRAINER REMOVED, INSPECTED & CLEANED. OIL SCREEN INSPECTED, FOUND CLEAR, CLEANED REPLACED W/NEW GASKET. OIL FILTER, MOUNT, HOSES INSTALLED. FILLED 6 QTS. AEROSHELL W 100 OIL. AD'S CHECKED. NEW ALTERNATOR BELT INSTALLED. PROP INSPECTED TORQUED TO SPEC. & SAFETIED. CLEANED ENGINE →

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
			→	RUN-UP FOR PERFORMANCE TEST. ALL TEMPS. PRESSURES, RPM ALL TO SPEC. ENGINE CHECKED FOR FLUID LEAKS. ALL BOLTS, NUTS, CABLES CHECKED FOR TORQUE & SAFETIES. EXHAUST PIPES & FLANGES INSPECTED FOR LEAKS. CARB. AIR BOX MOUNTING BRACKET MOUNTING HOLE FOUND WORN, REPAIRED. NEW BRACKETT AIR FILTER. INSTALLED. I CERTIFY THIS ENGINE HAS BEEN INSPECTED FOR AN ANNUAL INSPECTION AND FOUND TO BE IN AIRWORTHY CONDITION. <i>John B. Spence</i> # 463-33-0717 23 May 99

DATE 19 <u>97</u>	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
12/1/97	583.1		583.1	USING MFG CHECKLIST, PERFORM ANNUAL INSPECTION. COMPRESSION #1 75/80 #2 78/80 #3 73/80 #4 68/80. OIL SCREEN INSPECTED AND FOUND CLEAR, 5 QTS AEROSHELL 15-50 OIL ADDED AD'S CHECKED THRU ATP 97-24M. ALL APPLICABLE AD'S COMPLIED WITH, SEE REAR OF LOG. AD 93-19-04C COMPLIED WITH BUY INSTALLATION OF NEW FLOAT, YELLOW TAG. REAR OF LOG. PER AD 96-09-06, BRACKET BA4106 DUE FOR REPLACEMENT AT 608 HOURS TOTAL TIME. (CONTINUED NEXT PAGE)

DATE 19 <u>97</u>	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
				(CONTINUED FROM PREVIOUS PAGE)
				LEFT EXHAUST STACK REPAIRED AT FLANGE CRACK, ENGINE RUN UP FOR PERFORMANCE TEST. TEMPS, PRESSURES, STATIC RPM ALL SATISFACTORY. ENGINE CHECKED FOR FLUID LEAKS, I CERTIFY THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH ANNUAL INSPECTION AND FOUND TO BE IN AIRWORTHY CONDITION.
				<i>Robert M. Hurlburt</i> ASP 274308584 IA

DATE 19 <u>90</u>	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
3/19	510			I CERTIFY THAT THIS <u>ENGINE</u> HAS BEEN INSPECTED IN ACCORDANCE WITH AN <u>ANNUAL</u> <u>ANNUAL INSPECTION</u> INSPECTION AND WAS DETERMINED TO BE IN <u>AS PER T CRAFT SERVICE</u> <u>AIRWORTHY</u> CONDITION. DATE <u>3/19/90</u> <u>MANUAL & LYC MANUAL</u> SIGNED <u>CA [Signature]</u> <u>CHANGE OIL & CLEAN SCREEN</u> NO. <u>A 1676338</u> <u>CLEAN & GAP SPARK PLUGS</u> 510 <u>COMPRESSION READINGS</u> <u>#1 $\frac{75}{80}$ #2 $\frac{75}{80}$ #3 $\frac{70}{80}$ #4 $\frac{70}{80}$</u> <u>LUB ALL ENGINE</u> <u>CONTROLS</u>

DATE 19 <u>96</u>	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
	575.60		575.60	<u>Changed oil pull & inspected screens</u> <u>Cleaned gapped plugs</u> <u>check comp #1 $\frac{75}{80}$ #2 $\frac{75}{80}$ #3 $\frac{76}{80}$ #4 $\frac{77}{80}$</u> <u>Cleaned Air Filter element</u> <u>check engine control</u> <u>soaps</u> <u>AD's checked, complied</u> <u>Checked Mags</u>
	578.60		578.60	<u>I CERTIFY THAT THIS ENGINE HAS BEEN</u> <u>INSPECTED</u> <u>IN ACCORDANCE WITH AN ANNUAL</u> <u>INSPECTION AND WAS DETERMINED TO BE IN</u> <u>AN AIRWORTHY CONDITION AT THIS TIME.</u> <u>10/22/96</u> <u>V. J. [Signature]</u> <u>APP 13340691</u>

DATE 1987	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
7/4/87				PERFORMED A 100 HR INSPECTION. AS PER
TACH	462.	0		SERVICE MANUAL INSPECTION FORM.
HOBBS	280.	7		DRAINED OIL, REMOVED OIL SCREEN, INSPECTED,
				CLEANED, AND REINSTALLED. SERVICED WITH
				6 QTS OF AEROSHELL W 100 OIL SAE 50 WT
				AND 6 OZ'S OF LYCOMING LW16702 OIL ADDITIVE
				PERFORMED COMPRESSION CHECK AS FOLLOWS:
				CYL #1 $\frac{76}{80}$, CYL #2 $\frac{76}{80}$, CYL #3 $\frac{76}{80}$, CYL #4 $\frac{76}{80}$.
				REMOVED BOTH EXHAUST ASSEMBLIES LH + RH
				SENT LH OUT FOR REPAIRS. PREVIOUS TO THIS DATE
				RECEIVED SAME, REINSTALLED WITH NEW GASKETS
				INSPECTED ALL ENGINE CONTROLS FOR

CONTINUED ON NEXT PAGE →

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
				← CONTINUED FROM PREVIOUS PAGE
				SECURITY AND PROPER OPERATION
				CHECKED ALL AD'S
				I certify that this aircraft engine has been inspected
				in accordance with a 100 HR inspection and was
				determined to be in an airworthy condition at this
				time
				Date 7/4/87 AIP 43842156

DATE 1987	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
4/13/87	TACH	0399.55	HOBBS 0189.5	Completed 25hr Inspection in Accordance with FAGER Aviation Checklist. Drained oil, Replaced with 6qt Aeroshell AND ONE BOTTLE Aero-Lycameng oil Additive. Cleaned Screens. Cleaned, Gapped, Rotated Plugs. Checked GENERAL Condition of ENGINE. Ground Run-up, NO LEAKS Detected. Joseph V. Weitz ADP ADP 434316091
07 MAY 1987				PERFORMED 25 HR SERVICE CHECK IN WEAGER TACH Time 423.0 AVIATION CHECKLIST & DETERMINED THIS HOBBS Time 222.7 ENGINE TO BE IN AN AIRWORTHY CON- DITION AT THIS TIME. ADP ADP 419888674

DATE 1987	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
6-3-87				PERFORMED 75 HR INSPECTION AS PER FAGER AVIATION TACH 451.02 HOBBS 263.7 DRAINED OIL, REMOVED OIL SCREEN, CLEANED, INSPECTED, AND REINSTALLED. SERVICED WITH 6 QTS OF AEROSHELL W100 - 50WT OIL AND 1 602 BOTTLE OF LYCOMENG LW6702 OIL ADDITIVE. INSPECTED GENERAL CONDITION OF ENGINE COMPARTMENT REMOVED, CLEANED, ROTATED, AND REINSTALLED. SPARK PLUGS. Dale Falgout ADP 438431580

DATE 19 <u>86</u>	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
11 MAR	373.9			C/W 100 hr inspection per Taylorcraft Service
	HOBBS 147.6			manul, inspection form & TAP HAR 91-167(F)(2)
				Replaced Engine oil & Cleaned oil screen.
				Serviced Engine w/ 7 qts of w-100 Aeroshell.
				Cleaned & gapped spark plugs, checked mags.
				Performed Compression Ch #1 ⁸⁰ / ₇₃ #2 ⁸⁰ / ₇₂ #3 ⁷² / ₈₀ #4 ⁸⁰ / ₇₅
				Checked & lub'd Engine Controls. For further details
				of inspection Refer to Copy Avion W.O.#M1794
DATE <u>Apr 11, 1986</u>	T.Y. IN SERVICE <u>373.9</u>			
AV'S CHECKED THRU: <u>86-14-06</u>				I CERTIFY THAT
THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE				
WITH A <u>100 hr</u> INSPECTION AND WAS DETERMINED				
TO BE IN <u>LOWWAY</u> CONDITION.				
SIGNED: <u>R. L. Quinn</u>				
NUMBER: <u>I.D. 422546486</u>				

NOTES

11 MARCH 1987 PERFORMED SERVICE CHECK AS FOL-

TACH TIME 387.3 LOWS: DRAINED & REPLENISHED OIL

HOBBS TIME 170.3 WITH 6 QTS AEROSHELL W100. RE-

TOTAL TIME 387.3 MOVED & INSPECTED OIL STRAINER.

CHECKED GENERAL CONDITION OF

ALL HOSES, WIRING & ACCESSORIES. WASHED & GROUND

RAN ENGINE - NO LEAKS NOTED. THIS ENGINE HAS BEEN

DETERMINED TO BE IN AN AIRWORTHY CONDITION AT

THIS TIME. Chris C. McQuinn

AEP 419888674

DATE 19 <u>86</u>	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
10 JUNE 1986				C/W 50 INSPECTION AS REQUESTED. DRAINED
TACH TIME	324.5			OIL & SERVICE WITH 6 QTS AEROSHELL W100
HOBBS TIME	75.2			IEA BOTTLE LW 16702 OIL ADDITIVE. REMOVED,
				INSPECTED, CLEANED & REINSTALLED STRAINER.
				CLEANED & ROTATED PLUGS. REPLACED #3 CYL.
				EXHAUST GASKET. TIGHTENED ROCKER BOX
				COVERS. CHECKED GENERAL CONDITION OF ALL
				HOSES, WIRING, & SEALS. WASHED & GROUND
				RAN. NO LEAKS NOTED.
				Charles F. Simons
				<i>[Signature]</i>
				REP 435687590

DATE 19 <u>86</u>	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
11 JULY 1986				Complied with 25 HR inspection.
TACH Time	347.4	4 HRS		DRAINED oil, Removed AND cleaned oil screen
HOBBS Time	111.0	HRS		Reinstalled oil screen, AND Filled with 6 qts
				OF Aeroshell W100 ENGINE oil AND 1 oz.
				Bottle of Lycoming oil Additive
				Removed, cleaned, gaped, ^{Rotated} AND Reinstalled spark
				plugs. Checked General condition of engine
				checks ok ✓ Ground Run up Engine
				No Leaks Noted.
				Dale Falgout 438921580 AIP

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
(CONT)				OIL COOLER OUTLET FITTING, CLEANED ENGINE, GROUND RUN & LEAK CHK OK.
				Total Aircraft Tach Time 1603 Hrs., Date 9/5/85
				I certify that this Aircraft/Engine has been
				Inspected in Accordance with <u>Annual</u>
				and was Determined to be in Airworthy condition
				<u>AP Furber</u> ACP 363929131 TA
				KX AVIATION PERTINENT DETAILS ARE ON FILE
				KERRVILLE TX UNDER WORK ORDER NO. 2169

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
2-8-86	185.0			DRAINED OIL, CLEANED SCREEN, CLEANED SPARK PLUGS, <u>RDCO</u> ATP 1907551
3-8-86	225.6			DRAINED OIL, CLEANED SPARK PLUGS, AEROSHELL 50 WT <u>RDCO</u> ATP 1907551

DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS
 ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF
 MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)

DATE 19 <u>84</u>	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	
AUG. 18, 1984	TACH	TIME:	142.78	DRAINED OIL & CLEANED OIL SCREEN.
	THEN	ADDED	6 QTS.	AEROSHELL 100 SAE 50 ASHLESS DISP. OIL.
	RUN UP	- O.K.		Angory A. MacKay A+P 294449435
5 SEPT 85	TACH	160.3		DRAINED OIL & CLEANED SCREENS, CLEANED AND ROTATED SPARK PLUGS, REPLACED BOTTOM PLUGS ON #1 & #2 PLUGS. COMPRESSION CHECK SHOWS ALL CYLS OVER 75. REPLACED PLUG WIRE NUTS (CRACKED) ON TOP #1 & #2 PLUG WIRES. RIVETED CABLE CLAMP TO CARB AIR BOX, RESEALED (CONT)

ENGINE RECORD — GENERAL INFORMATION

MANUFACTURER Lycoming MODEL O-235-L2C
SERIAL L-23692-15 TYPE CERTIFICATE 223
THIS ENGINE IS CURRENTLY INSTALLED IN AIRCRAFT ~~TAYLORCRAFT~~ ~~SN F-1504 F-21-A~~
~~N-2006-W~~ Aerona 7CCM CONV Ser # 7AC1712
MINIMUM OCTANE FUEL 100-100LL OIL GRADE SUMMER _____ WINTER _____
MAGNETO TIME _____ POINT SETTING _____ FIRING ORDER _____
SPARK PLUG GAP _____ HOURS.
MFG. RECOMMENDED OVERHAUL AT _____

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ENGINE LOG