

N832P

ENGINE LOG

The subject aircraft was involved in an incident / accident on 1/7/2023 rendering it a Constructive Total Loss as not repairable within its insured value. For further details refer to insurance claim: 2274189603L

Signed: ***Underwriters Salvage Company***

Date: **11/19/2024**

ALG Aerospace Adjustment Services Inc
3500 Lenox Road, Suite 1100
Atlanta, GA 30326

N 832P

8-29-2022 TACH;1386

.REMOVED engine and accessory cover to remove broken starter gear. Found all broken parts of starter gear. Removed pull start cable assembly and old Delco Remy starter. Modified engine per STC SE10076SC and installed new SKY-TEC starter MOD. NO. C12ST2, S/N HWO62821. Installed push button for starting per STC SA10077SC .Reinstalled engine. I certify this aircraft has been inspected in accordance with an Annual Inspection and found to be in an airworthy condition. The aircraft or component identified above was inspected and/ or repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service for the work performed.

SIGNED

GREGORY A CYRUL 2636813 I.A.

N 832P	8-29-2022	Changed OIL
15W50 Aeroshell	Checked Screen	NO
METAL FOUND	TACH 1386-0	
Gregory A Cyrul	2636813 A+P	

N 832P

12-2-2022 TACH: 1395.9 TTA: 1395.9

Completed ANNUAL INSPECTION; cleaned inspected and lubricated controls, pulleys, and cables; Inspected battery, replaced Brackett air filter P/N 4108 , greased landing gear Replaced all scat tubes under engine cowl and made repairs to tail pipe hangers . Inspected wheel bearings. Complied with AD 51-10-02 and AD 55-24-01 by inspection . ELT inspected IAW FAR 91.207(d); ELT battery due Feb. 2024; AD's checked thru 2022-24 I certify this aircraft has been inspected in accordance with an ANNUAL INSPECTION and found to be in airworthy condition. The Aircraft or component identified was inspected and/ or repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service for the work performed.

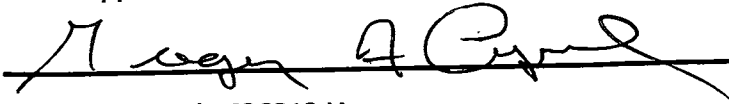
Gregory A Cyrul 2636813IA

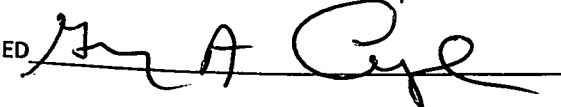
DATE	TOTALS CARRIED FORWARD			SIGNATURE	CERTIFICATE NUMBER	RATING
	Ground	Air	Total Time			

N 832P

10-5-2020 TACH 1339.4 TTE; 1339.4 TSMOH; 428.4

Completed ANNUAL INSPECTION, changed oil, checked, screen no metal found. Serviced with 5 quarts of Aeroshell. 15w50. Cleaned and gapped plugs, checked magneto timing; Checked cylinder compression #1 72/80; #2 75/80; #3 70/80; #4 74/80; Complied W/AD's. Performed run-up to check for performance and oil leaks; I certify this ENGINE has been inspected in accordance with an ANNUAL INSPECTION and found to be in an airworthy condition. The aircraft or component identified above was inspected and/or repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service for the work performed.


Gregory A Cyrul 2636813 IA

DATE	REMARKS
8/2/21	TACH 1363.9 OIL CHANGE 4QTS 20W50 <i>Ted Kopynski</i> 3421365
N 832P	
11-1-2021	TACH: 1372.3 TSMOH; 461.3 TTE; 1372.3
Completed ANNUAL INSPECTION;; Checked screen no metal found. Cleaned and gapped and tested spark plugs; checked magneto to engine timing; solvent washed engine; checked cylinder compression; #1 76 /80; #2 75 /80; #3 69 /80 ; #4 72 /80 ; Complied with AD's. Performed run-up to check for performance and oil leaks; I certify that this ENGINE has been inspected in accordance with an ANNUAL INSPECTION and found to be in an airworthy condition. The aircraft or component identified above was inspected and/or repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service for the work performed.	
SIGNED	
GREGORY A CYRUL 2636813 I.A.	

N832P

8-25-2017 TACH: 1262.8 TT:

Completed ANNUAL INSPECTION: changed oil ; checked screen; no metal found; serviced with 5 quarts of Aeroshell 15W50 ; cleaned and gapped spark plugs; checked magneto to engine timing; solvent washed engine; checked cylinder compression: #1 76 /80; #2 76 /80; #3 75 /80; #4 72 /80; Complied w/AD's performed run-up to check for performance and oil leaks; I certify that this ENGINE has been inspected in accordance with an ANNUAL INSPECTION and found to be in an airworthy condition. The aircraft or component identified above was inspected and/or repaired in accordance with current regulations of the Federal aviation Administration and is approved for return to service for the work performed.

SIGNED

Greg Cyril 2636813 IA

N832P

9-16-2018 TACH: 1282.8 TT: 1282.8 TSMOH; 371.8

Completed ANNUAL INSPECTION: changed oil ; cut filter; no metal found; serviced with 5 quarts of Aeroshell 15 W 50; cleaned and gapped spark plugs; checked magneto to engine timing; solvent washed engine; checked cylinder compression: #1 75 /80; #2 76 /80; #3 76 /80; #4 74 /80; Complied w/AD's performed run-up to check for performance and oil leaks; I certify that this ENGINE has been inspected in accordance with an ANNUAL INSPECTION and found to be in an airworthy condition. The aircraft or component identified above was inspected and/or repaired in accordance with current regulations of the Federal aviation Administration and is approved for return to service for the work performed.

SIGNED

Greg Cyril 2636813 IA

N832P

9-13-2019 TACH: 1297.4 TT: 1297.4 TSMOH: 386.4

Completed ANNUAL INSPECTION: changed checked screen; no metal found; serviced with 5quarts of Aeroshell 15W50 ; cleaned and gapped spark plugs; checked magneto to engine timing; checked cylinder compression: #1 75 /80; #2 74 /80; #3 73 /80; #4 75 /80; Complied w/AD's performed run-up to check for performance and oil leaks; I certify that this ENGINE has been inspected in accordance with an ANNUAL INSPECTION and found to be in an airworthy condition. The aircraft or component identified above was inspected and/or repaired in accordance with current regulations of the Federal aviation Administration and is approved for return to service for the work performed.

SIGNED

Greg Cyril 2636813 IA

N832P

4-21-2020

TACH: 1306.6

TSMOH: 395.6

Removed #2 cylinder due to running rough. Took cylinder assy. over to Poplar Grove Airmotive to be repaired, tested, and inspected. Other than carbon build up and a stuck exhaust valve, they found all parts serviceable. See Yellow Tag Dated 4-15-20, for work accomplishment. Reinstalled cylinder assembly IAW Continental 'C' Series overhaul manual. Ran engine, checked performance and oil leaks. The aircraft or component identified above was inspected and/or repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service for the work performed.

Gary Grimmonpre 2621508 IA

7/11/20 TACH 13022.5 OIL CHANGE 4QTS. 20W50 *Ed Kozzinski* 3421365
8/1/20 TACH 1329.5 -AIR FILTER *Ed Kozzinski* 3421365

N832P
5-24-14 TACH: 1136.2 TT: 1136.2

Completed ANNUAL INSPECTION: changed oil ; checked screen ; no metal found; serviced with 5 quarts of Aeroshell 15W 50; cleaned and gapped spark plugs; checked magneto to engine timing; solvent washed engine; checked cylinder compression: #1 77 /80; #2 76 /80; #3 77 /80; #4 77 /80; Complied w/AD's performed run-up to check for performance and oil leaks; I certify that this ENGINE has been inspected in accordance with an ANNUAL INSPECTION and found to be in an airworthy condition. The aircraft or component identified above was inspected and/or repaired in accordance with current regulations of the Federal aviation Administration and is approved for return to service for the work performed.

SIGNED

Greg Cyril 2636813 IA

N832P
6-1-2015 TACH: 1178.0 TT: 1178.0

Completed ANNUAL INSPECTION: changed oil ; check screen, no metal found; serviced with 5 quarts of Aeroshell 15 W 50; cleaned and gapped spark plugs; checked magneto to engine timing; solvent washed engine; checked cylinder compression: #1 73 /80; #2 76 /80; #3 73 /80; #4 76 /80; Complied w/AD's performed run-up to check for performance and oil leaks; I certify that this ENGINE has been inspected in accordance with an ANNUAL INSPECTION and found to be in an airworthy condition. The aircraft or component identified above was inspected and/or repaired in accordance with current regulations of the Federal aviation Administration and is approved for return to service for the work performed.

SIGNED

Greg Cyril 2636813 IA

NG

N832P
7-1-2016 TACH: 1220.50 TT: 1220.50

Completed ANNUAL INSPECTION: changed oil ; cut filter; no metal found; serviced with 4 quarts of Phillips 20w50 ; cleaned and gapped spark plugs; checked magneto to engine timing; solvent washed engine; checked cylinder compression: #1 77 /80; #2 79 /80; #3 77 /80; #4 76 /80; Complied w/AD's performed run-up to check for performance and oil leaks; I certify that this ENGINE has been inspected in accordance with an ANNUAL INSPECTION and found to be in an airworthy condition. The aircraft or component identified above was inspected and/or repaired in accordance with current regulations of the Federal aviation Administration and is approved for return to service for the work performed.

SIGNED

Greg Cyril 2636813 IA

N832P
6-9-16 TACH: 1215.0

Removed and reinstalled left and right magnetos after repairs by RLB Accessory Services. The aircraft or component identified above was inspected and/or repaired in accordance with current regulations of the Federal aviation Administration and is approved for return to service for the work performed.

SIGNED

Greg Cyril 2636813 IA

Midwest Flight Check

DA

NC832P

5-1-11 TACH: 1092 TT: 1092

Completed ANNUAL INSPECTION: changed oil ; cut filter; no metal found; serviced with 5 quarts of Aeroshell W100M ; cleaned and gapped spark plugs; checked magneto to engine timing; solvent washed engine; checked cylinder compression: #1 78 /80; #2 77 /80; #3 74 /80; #4 78 /80; ; Complied w/AD's , performed run-up to check for performance and oil leaks; I certify that this ENGINE has been inspected in accordance with an ANNUAL INSPECTION and found to be in an airworthy condition. The aircraft or component identified above was inspected and/or repaired in accordance with current regulations of the Federal aviation Administration and is approved for return to service for the work performed. Pertinent details of the repair are on file at this repair station under WO# 3079.

SIGNED

Greg Cyrul 2636813 IA

Midwest Flight Check

N832P

2-10-12 TACH: 1104.5 TT: 1104.5

Completed ANNUAL INSPECTION: changed oil ; checked screen; no metal found; serviced with 6 quarts of Aeroshell 15 W 50; cleaned and gapped spark plugs; checked magneto to engine timing; solvent washed engine; checked cylinder compression: #1 77 /80; #2 73 /80; #3 73 /80; #4 74 /80; Complied w/AD's Replaced Generator and voltage regulator with Plane Power alternator and voltage controller per STC, SA10921SC. Performed run-up to check for performance and oil leaks; I certify that this ENGINE has been inspected in accordance with an ANNUAL INSPECTION and found to be in an airworthy condition. The aircraft or component identified above was inspected and/or repaired in accordance with current regulations of the Federal aviation Administration and is approved for return to service for the work performed. Pertinent details of the repair are on file at this repair station under WO# 3146.

SIGNED

Greg Cyrul 2636813 IA

Midwest Flight Check

NC832P

4-1-13 TACH: 1116.9 TT: 1116.9

Completed ANNUAL INSPECTION: changed oil ; checked screen ; no metal found; serviced with 6 quarts of Aeroshell 15 W 50; cleaned and gapped spark plugs; checked magneto to engine timing; solvent washed engine; checked cylinder compression: #1 74 /80; #2 77 /80; #3 72 /80; #4 77 /80; Complied w/AD's performed run-up to check for performance and oil leaks; I certify that this ENGINE has been inspected in accordance with an ANNUAL INSPECTION and found to be in an airworthy condition. The aircraft or component identified above was inspected and/or repaired in accordance with current regulations of the Federal aviation Administration and is approved for return to service for the work performed.

SIGNED

Greg Cyrul 2636813 IA

Midwest Flight Check

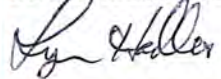
DATE	TOTALS CARRIED FORWARD			SIGNATURE	CERTIFICATE NUMBER	RATING
	Ground	Air	Total Time			
	.	.	.			
	.	.	.			

MOTIVE SERVICES CO.
 8411 PYOTT ROAD
 LAKE IN THE HILLS, ILLINOIS 60156
 HANGAR P-62 LAKE IN THE HILLS AIRPORT

APRIL 15, 2010 NC832P 1082.2 TACH TIME

TROUBLE SHOT ENGINE FOR LOW POWER. FOUND EXHAUST VALVE STUCK ON #1 CYLINDER. FOUND STICKING EXHAUST VALVE ON CYLINDER # 4. REMOVED CYLINDERS FOR REPAIR BY POPLAR GROVE AIRMOTIVE. MAINTENANCE RELEASE TAGS ATTACHED TO THIS LOG PAGE. REINSTALLED CYLINDERS WITH NEW GASKETS AND SEALS. CHANGED ENGINE OIL AND CLEANED SCREEN. NO DEBRIS FOUND IN SCREEN. SERVICED ENGINE WITH 5 QUARTS PHILLIPS 20W50 TYPE M ENGINE OIL. REINSTALLED SCREEN WITH A NEW CRUSH GASKET. FOUND CARBURETOR RUNNING TOO LEAN ABOVE 1000 RPM. REMOVED CARBURETOR FOR REPAIR BY VOLARE CARBURETORS. REINSTALLED CARBURETOR AND RAN ENGINE. ADJUSTED IDLE MIXTURE TO SPECS. ENGINE RUN UP, LEAK CHECKS O.K. END.

LYNN HADLER A&P 1736940

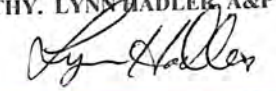


MOTIVE SERVICES CO.
 8411 PYOTT ROAD
 LAKE IN THE HILLS, ILLINOIS 60156
 HANGAR P-62 LAKE IN THE HILLS AIRPORT

MAY 27, 2010 NC832P CONTINENTAL C90-12F S/N 42685-0-12
 1085.3 TACH AND TOTAL TIME 174.3 TSMOH

PERFORMED ANNUAL INSPECTION IN ACCORDANCE WITH COMPANY ANNUAL INSPECTION CHECKLIST. PERFORMED ROUTINE SERVICING. COMPRESSION CHECK: #1-76/80, #2-75/80, #3-71/80, #4-75/80. OIL WAS RECENTLY CHANGED. REMOVED AND CLEANED SCREENS. NO DEBRIS FOUND. AD's CHECKED THROUGH 2010-10 ISSUE. AN AD STATUS/COMPLIANCE REPORT WAS COMPILED, DOCUMENTED, AND PLACED WITH THE AIRCRAFT RECORDS. ENGINE RUN UP, LEAK CHECKS O.K. END.

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS FOUND TO BE AIRWORTHY. LYNN HADLER A&P 1736940 IA



DATE	TOTALS CARRIED FORWARD			SIGNATURE	CERTIFICATE NUMBER	RATING
	Ground	Air	Total Time			
:	:	:	:	2-4-05 Tach 1050.0		
:	:	:	:	Eng Total Time 1050.0		
:	:	:	:	S.M.O.H. 139.0		
I CERTIFY that this	Engine has been			Changed oil, Checked		
Inspected in accordance with a	Annual			Screen. No defects noted.		
Inspection and was determined to be in Airworthy Condition				Compression test as follows:		
MECHANIC	L. A. R. R. R.			#1 $7\frac{1}{2}$ / ₈₀ , #2 $7\frac{1}{2}$ / ₈₀ , #3 $7\frac{1}{2}$ / ₈₀		
A & F	323641876			#4 $7\frac{1}{2}$ / ₈₀ . Checked Timing.		
	MICHIGAN AVIATION CO.			Cleaned & Rotated PLUGS.		
OAKLAND COUNTY INT'L AIRPORT - WATERFORD, MICHIGAN				Serviced with Shell 100W		
CRS NO. KL2R956K				OIL. Installed new		
Time in Service	Tach 1050.0 SMOH 139.0			Airfilter Element. Run up		
Date of Inspection	2-5-05			& Leak Check OKAY		
:	:	:	:			
:	:	:	:			

Annual Inspection Engine: 03 April 2006, Aircraft and engine total time and tach time 1056.4 hours. Engine SMOH 145.4 hours. Completed annual inspection using annual inspection form as a guide. Inspected AD notes through bi-weekly 2006-05.

Compression test hot: 1-60/80, 2-63/80, 3-64/80, 4-64/80.

Drained oil, filled sump with 5 qts 100W Aeroshell oil. Removed oil screen, inspected and found no contamination, cleaned, reinstalled and saftied.

Performed all routine and preventative maintenance. Performed engine run-up and checked all systems OK at this time.

I certify that this engine has been inspected in accordance with a Annual inspection and was determined to be in airworthy condition. Pertinant details available at this repair station on work order 8520.

Inspector: William R. R. R. For: CRS KL2R956
Michigan Aviation Company 6150 Highland Road Waterford, MI 48327 248-666-3990

21 March 2003 Aircraft & engine total time and tach time 1036.5 hours. Engine since major overhaul 125.5 hours.

Completed Annual inspection to engine using company inspection form as a guide. Complied with AD Note 96-09-06 installing new Brackett air filter p/n BA-4106 per paragraphs B & C ending repetitive inspection requirements of this AD. Compression test hot, 1-70/80, 2-68/80, 3-72/80, 4-72/80. Inspected oil screen, found no contamination. Filled sump with 5 qts. 100W Aeroshell oil. Cleaned rust from dip stick, painted oil cap and installed new cap seal. NOTE: Dip stick reads 1/2 quart lower than actual oil quantity. Removed Carburetor and disassembled as necessary to adjust float level to 13/32 inch, reassembled and installed. Installed new scat hoses from cowl to LH & RH heat mufflers and RH heat muff to carburetor air box. Adjusted engine idle speed and mixture. Performed all routine and preventative maintenance. Ground run engine and checked engine systems, found engine airworthy for return for service at this time. I Certify that this engine has been inspected in accordance with a **Annual inspection** and was determined to be in Airworthy Condition. Details of this inspection can be found under Work Order 6493 dated 21 March 2003.

MECHANIC William R. P. Jor A & P# 1744416 FOR:
MICHIGAN AVIATION COMPANY CRS NO. KL2R956K
Oakland Pontiac Int. Airport 6150 Highland Road Waterford, MI 48327 248-666-3440

ANNUAL INSPECTION 26 March 2004 Engine total time and tach time 1039.6 hours.

Engine since major overhaul 128.6 hours. Completed annual inspection using company inspection form as a guide. Checked AD Notes through 2004-03. Compression test hot 1-72/80, 2-69/80, 3-71/80, 4-70/80. Drained oil and inspected oil screen, OK. Filled sump with 5 qts. 100W Aeroshell oil. Installed overhauled Marvel-Schebler carburetor p/n 10-5082, s/n 75041805, from Precision Airmotive Corp. Installed new throttle control and mixture control cables. Fabricated new fuel line using all new parts and installed new carburetor and fuel screen fittings. Installed new oil pressure line connector hose and clamps. Fabricated and installed RH exhaust muffler aft support. Installed rubber chafe pad on oil sump to protect it from LH exhaust muffler. Installed new Brackett engine air filter. Replaced tinnerman nuts on RH and LH exhaust mufflers. Installed new gaskets on number 2 and 4 cylinders. Adjusted idle speed and mixture. Performed all routine and preventative maintenance, necessary cleaning and lubrication and repair of minor discrepancies as discovered. Aircraft run-up, systems checked and found OK for return for service at this time.

I certify that this engine has been inspected in accordance with a **Annual inspection** and was determined to be in airworthy condition. Pertinent details of the inspection are on file under work order 7202.

Signed: William R. P. Jor for: Michigan Aviation Co. CRS KL2R956K
6150 Highland Road Waterford, MI 48327 248-666-3440

5 July 2002, Aircraft tach time, aircraft total time and engine total time 1026.5 hours. Engine since major overhaul 115.5 hours. Completed annual inspection using company annual inspection form as a guide. Compression test hot: 1-71/80, 2-65/80, 3- 69/80, 4-70/80. Oil screen inspected and found no contamination. Filled sump with 100W Aeoshell oil. C/W AD 96-09-06 see airframe entry. Fuel filter OK. Carburetor screen OK. Drained carburetor bowl. Filled brake reservoir. Cleaned gapped and tested spark plugs. Removed rust from exterior of spark plugs and painted. Installed new engine mounts due to # 4 cylinder exhaust hitting cowl. Installed electrical terminal boot on 2 generator terminals and starter terminal. Replaced fuel hose from fuel filter bowl to Carburetor. Installed large area washers where air filter attaches to air box. Adjusted idle speed. Performed all routine maintenance. Engine run-up and all systems checked OK. Engine found airworthy for return for service at this time.

I CERTIFY that this ENGINE has been

inspected in accordance with a ANNUAL

inspection, and was determined to be in

Airworthy Condition.

MECHANIC William R. P. Jr.

A & P 1744416

MICHIGAN AVIATION COMPANY
OAKLAND/PONTIAC AIRPORT, WATERFORD, MICH.
CRS NO. KL2R956K

Time In Service 1026.5 HOURS

Date of Inspection 5 July 2002

DATE

REMARKS

MAINTENANCE RELEASE

19 JULY 02 TACH TIME 1029.0

REMOVED SPINNER, PROP, COWL, AND

CARBURETOR. DISASSEMBLED CARB

AND INSPECTED. INSTALLED SERVICEABLE

BOWL, NEW PIN 2523017 NEEDLE

AND NEW GASKET & SEAL KIT.

ADJUSTED FLOAT LEVEL, PAINTED

AND ASSEMBLED CARB. INSTALLED

CARBURETOR, COWL AND PROPELLER.

RUN-UP, ADJUSTED IDLE SPEED AND MIXTURE

The Aircraft and/or Component identified herein was Repaired and Inspected in accordance with current Federal Air Regulations and was found Airworthy for return to service.

Pertinent details of the repair are on file at this Agency, under Work Order No. 6004

Date 19 JULY 02

Signed William R. P. Jr. AP1744416
[Signature of Authorized Individual]

for
MICHIGAN AVIATION CO. - CRS No. KL2R956K
OAKLAND/PONTIAC AIRPORT, WATERFORD, MICHIGAN

DATE	TOTALS CARRIED FORWARD			SIGNATURE	CERTIFICATE NUMBER	RATING
	Ground	Air	Total Time			
I CERTIFY that this <u>ENGINE</u> has been				PERFORMED INSPECTION 1/14		
inspected in accordance with a <u>ANNUAL</u>				COMPANY GUIDE. PERFORMED		
inspection, and was determined to be in				ROUTINE MAINTENANCE &		
Airworthy Condition.				SERVING. CHANGED OIL (AEROSHELL		
MECHANIC <u>Rubel D. Linder</u>				100 W) CHECKED SCREEN, CLEANED		
A & P <u>376686202</u>				+ GAPPED PLUGS. RUN-UP		
MICHIGAN AVIATION COMPANY				+ LEAK CHECK GOOD.		
OAKLAND/PONTIAC AIRPORT, WATERFORD, MICH.				COMPRESSION 1) 72/80 2) 70/80		
CRS NO. KL2R956K SMOH = 89.1				3) 69/80 4) 70/80		
Time In Service <u>TACH 1000.1</u>				END		
Date of Inspection <u>5-1-79</u>						

DATE	REMARKS
I CERTIFY that this <u>ENGINE</u> ^{NES 0304}	PERFORMED INSPECTION 1/14
inspected in accordance with a <u>100 HR/ANNUAL</u>	COMPANY GUIDE. PERFORMED
inspection, and was determined to be in	ROUTINE MAINTENANCE &
Airworthy Condition.	SERVICE. CHANGED OIL (AEROSHELL
MECHANIC <u>R. Linder</u>	W100) + CLEANED SCREEN. CLEANED
A & P <u>376686202</u>	+ GAPPED PLUGS. RUN-UP +
MICHIGAN AVIATION COMPANY	LEAK CHECK GOOD. A.D. 98-17-11
OAKLAND/PONTIAC AIRPORT, WATERFORD, MICH.	(CRANKSHAFT CRACKS) NA. SEE
CRS NO. KL2R956K SMOH 109.7	W.O. # 5011 FOR DETAILS
Time In Service <u>TACH 1020.7</u>	COMPRESSION 1) 75/80 2) 72/80
Date of Inspection <u>5-16-01</u>	3) 75/80 4) 70/80
	END

March 13, 1997

Tach 972

RATING

Changed oil & cleaned screen, serviced with Aeroshell 80W, cleaned & gaped plugs, checked mag timing, removed #4 cyl. for low comp. Repaired & reinstalled with all new gaskets & seals. (1) 67/80 (2) 73/80 (3) 69/80 (4) 57/80. Replaced gasket on carb. All routine Maintenance. 61.0 S.M.O.H.

DATE

REMARKS

I CERTIFY that this Engine has been inspected in accordance with a Annual inspection, and was determined to be in Airworthy Condition.

MECHANIC

A & P

Harold W. Howells

KL2R9564

MICHIGAN AVIATION COMPANY

OAKLAND/PONTIAC AIRPORT, WATERFORD, MICH.

CRS NO. KL2R956K

Time in Service Tach 977.4

Date of Inspection

changed oil & cleaned screen serviced with 5 Q's Aeroshell 40 W oil
Comp Test 73/80 74/80 75/80 76/80
checked mag timing & plugs
checked belt system
all routine maint Acft
Ran on Ground for leaks
O.K. at this time End

4-27-98

DATE	TOTALS CARRIED FORWARD			SIGNATURE	CERTIFICATE NUMBER	RATING
	Ground	Air	Total Time			
I CERTIFY that this <u>Engine</u> has been				<u>Changed oil. Checked screen</u> <u>No Defects Found. Serviced with</u> <u>Shell 50 W oil. Cleaned</u> <u>Plugs. Compression test as follows;</u> <u>#1 $\frac{80}{50}$, #2 $\frac{78}{50}$, #3 $\frac{76}{50}$, #4 $\frac{76}{50}$.</u> <u>Run up + operational checks</u> <u>OKay — End</u>		
Inspected in accordance with a <u>Annual</u>						
inspection, and was determined to be in						
Airworthy Condition.						
MECHANIC <u>Lionel R. Rulter</u>						
A & P <u>B73 641876</u>						
MICHIGAN AVIATION COMPANY						
OAKLAND/PONTIAC AIRPORT, WATERFORD, MICH.						
CRS NO. KL2R956K						
Time In Service <u>Tach. 956.2</u>						
Date of Inspection <u>5-16-94</u>						
<u>S.M.O.I.T. 45.2</u>						

DATE	REMARKS
I CERTIFY that this <u>Engine</u> has been	<u>changed o.l., cleaned</u> <u>screen serviced with</u> <u>Shell 50 W o.l.</u> <u>① $\frac{79}{50}$ ② $\frac{79}{50}$ ③ $\frac{79}{50}$ ④ $\frac{65}{80}$</u> <u>cleaned + Gaped plugs</u> <u>Replaced Air Filter</u> <u>All routine maint</u> <u>Ground Run for leaks</u> <u>OK AT THIS TIME</u>
inspected in accordance with a <u>Annual</u>	
inspection, and was determined to be in	
Airworthy Condition.	
MECHANIC <u>Robert L. Howell</u>	
A & P <u>172 323248</u>	
MICHIGAN AVIATION COMPANY	
OAKLAND/PONTIAC AIRPORT, WATERFORD, MICH.	
CRS NO. KL2R956K	
Time In Service <u>Tach 968.2</u>	
Date of Inspection <u>6-15-95</u>	
<u>S.M.O.I.T. 57.2 57.2</u>	

DATE	TOTALS CARRIED FORWARD			SIGNATURE	CERTIFICATE NUMBER	RATING
	Ground	Air	Total Time			
I CERTIFY that this <u>Eng</u> has been				<u>Changed oil, Checked screen</u> <u>No Defects found. Serviced with</u> <u>Shell 100w oil Comp test as</u> <u>follows; #1 $\frac{75}{80}$, #2 $\frac{75}{80}$, #3 $\frac{76}{80}$,</u> <u>#4 $\frac{74}{80}$. Cleaned + Rotated Plugs.</u> <u>Run up & operational checks</u> <u>okay — End —</u>		
inspected in accordance with a <u>Annual</u>						
inspection, and was determined to be in						
Airworthy Condition.						
MECHANIC <u>Frank Ruben</u>						
A & P <u>373641876</u>						
MICHIGAN AVIATION COMPANY						
OAKLAND/PONTIAC AIRPORT, WATERFORD, MICH.						
CRS NO. KL2R956K						
Time In Service <u>Tach 950.2 SMOH 39.2</u>						
Date of Inspection <u>5-1-92</u>						

DATE	REMARKS
I CERTIFY that this <u>Engine</u> has been	<u>Changed oil Checked screen</u> <u>no defects found. Serviced with</u> <u>Shell 50w oil. Comp test</u> <u>as follows: #1 $\frac{78}{80}$, #2 $\frac{76}{80}$,</u> <u>#3 $\frac{79}{80}$, #4 $\frac{74}{80}$. Run up & operational</u> <u>checks okay — End —</u>
inspected in accordance with a <u>Annual</u>	
inspection, and was determined to be in	
Airworthy Condition.	
MECHANIC <u>Frank Ruben</u>	
A & P <u>373641876</u>	
MICHIGAN AVIATION COMPANY	
OAKLAND/PONTIAC AIRPORT, WATERFORD, MICH.	
CRS NO. KL2R956K	
Time In Service <u>Tach 953.6</u>	
Date of Inspection <u>4-22-93</u>	
<u>SMOH 42.6</u>	

[illegible]

DATE	REMARKS
I CERTIFY	Eng
Inspected in accordance with a	Annual
Inspection, and was determined to be in	Changed oil checked screen
Airworthy Condition.	Serviced with shell 100w oil
MECHANIC	Cleaned & rotated plugs. Removed
A & P	Mags to C/w AD 82-20-01 Insp
MICHIGAN AVIATION COMPANY	for soft impulse pawls. No defects
OAKLAND/PONTIAC AIRPORT, WATERFORD, MICH.	Noted. No further action required.
CRS NO. KL2R956K	Installed new air filter. Comp
Time in Service	Test as follows #1 ⁷² / ₉₀ #2 ⁷³ / ₉₀
Date of Inspection	#3 ⁷⁴ / ₉₀ #4 ⁷⁵ / ₉₀ . Performed Routine
	Run up & Visual checks all
	OKay — End —

DATE

REMARKS

Aug 23, 1988 TACK 911 Engine complete Overhaul this date
the following new parts installed 8 ea 530851 lifters;
1 ea M2007 harness; 1 ea 637083 spring; 16 ea SA639292 springs;
1 ea SA2000-A2 ring set; 8 ea SA24804 Nut; 8 ea SA530213
bolt; 1 ea SA530019 seal; 1 ea SA530058-A4 brg set; 8 ea SA
639640 brg; 4 ea SA629404 valves; 4 ea SA530348 pistons;
1 ea SA24290-A5 Gasket set; 4 ea 2107 Guide; 1 ea 704 & 307
exch. mags; 4 ea 530830 wrist pins; 1 ea 35016 crankshaft gear.
all parts magnetized by H&S; camshaft ON by Aircraft spec: Starter,
Gen, carb installed as removed; A.D 49-50-1 C/W/P; A.D 81-07-06
DNA. Eng run up & returned to service.

ENGINE LOG

TYPE E-5

Make Continental

Model C-90-12F

Serial Number 42685-0-12

Horse Power _____

ENGINE LOG

[illegible]

ENGINE LOG

[illegible]

ENGINE LOG

[illegible]

ENGINE LOG

[illegible]

ENGINE LOG

DATE	R. P. M.		TIME ON GROUND		TIME IN AIR		TOTAL TIME		REPAIRS — ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
	Ground	Air	Hours	Min.	Hours	Min.	Hours	Min.			
2-14-57							785.0		Battery Rebuilt By Red Diamond		
									Max R. Cheek		
									AXE 303041		
26 July 57.									Oil Changed. Screens		
									Cleaned Spark plugs		
									replaced. Max R. Cheek		
									AXE 303041		
31 OCT 1957							838.0		838 hr on meter. Oil Changed		
									Periodic 100 hr insp completed		
									Fuel oil air screens Cleaned		
									Mags disassembled bearings		
BROUGHT FORWARD											
TOTALS											

ENGINE LOG

DATE	R. P. M.		TIME ON GROUND		TIME IN AIR		TOTAL TIME		REPAIRS — ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
	Ground	Air	Hours	Min.	Hours	Min.	Hours	Min.			
10-31-57									leaf points & Cond replaced		
									Spark plugs replaced.		
									No ADS apply to this engine		
									It is certified that this		
									Engine has been thoroughly		
									inspected according to CAP		
									\$16.00 insp sheet. and found		
									to be airworthy.		
									Max R. Cheek		
									AXE 303041		
BROUGHT FORWARD											
TOTALS											

I certify this Engine has
been inspected in accordance
with a Periodic inspection
and was determined to be in
airworthy condition.

L. M. Fash
L. M. FASH 122700 I. A.

[illegible][illegible]

SILVAIRE

THE ALL-METAL

AMERICA'S FIRST ALL-METAL PERSONAL AIRPLANE

LUSCOMBE AIRPLANE CORPORATION
DALLAS, TEXAS

PROPELLER INSPECTION AND REPAIRS

[illegible]

ENGINE LOG

1954 DATE	R. P. M.		TIME ON GROUND		TIME IN AIR		TOTAL TIME		REPAIRS — ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
	Ground	Air	Hours	Min.	Hours	Min.	Hours	Min.			
11/5					1	00	1	00	10-16-54	100 hr	
11/7					1	30	2	30	Inspection for		
11/10					2	55	2	55	Reg. Certification. Meter		
11/12					4	5	3	40	Blending 636.4 hours.		
11/14					2	15	5	55	Lewis O. Wood A+E 699335		
10-17-55									100 hrs insp Comp for relicence cleaned & gapped spark plugs - cleaned oil screen & checked engine - all O/D's thru 55-20 C/W - Eng is a priority		
7/6									7/6 to 7/16 Y. Lee A+E 6273616		
BROUGHT FORWARD							6	12 30			
TOTALS							7	16 00	total to date		

PROPELLER INSPECTION AND REPAIRS

[illegible]

ENGINE LOG

1953 DATE	R. P. M.		TIME ON GROUND		TIME IN AIR		TOTAL TIME		REPAIRS — ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
	Ground	Air	Hours	Min.	Hours	Min.	Hours	Min.			
3-22					1	10	1	10			
3-29						30	1	40			
4-5					1	00	2	40			
4-18						45	3	25			
4-21					3	30	6	55			
4-21					1	30	8	25			
4-28					6	00	14	25			
10-21					2	15	16	40			
10-24					1	00	17	40			
10-25					3	05	20	45			
10-28					1	00	21	45			
BROUGHT FORWARD							579	45			
TOTALS							601	30			

ENGINE LOG

DATE	R. P. M.		TIME ON GROUND		TIME IN AIR		TOTAL TIME		REPAIRS — ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
	Ground	Air	Hours	Min.	Hours	Min.	Hours	Min.			
10-10-53									Cleaned Carb. generator, pump.		
									Changed oil.	NH Kinsinger Ad # 295688	
10-31					2	20	2	20			
11-2						45	3	05			
11-5						40	3	45			
1954											
10-17					1	50	5	35			
10-19					1	00	6	35			
10-20					1	00	7	35			
10-24					1	50	9	25			
10-31					1	35	11	00			
BROUGHT FORWARD							601	30			
TOTALS							612	30			

ENGINE LOG

DATE	R. P. M.		TIME ON GROUND		TIME IN AIR		TOTAL TIME		REPAIRS — ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
	Ground	Air	Hours	Min.	Hours	Min.	Hours	Min.			
10-26					3	15	3	15			
11-3					1	00	4	15			
11-10					5	40	9	55			
11-28					8	30	18	25			
Dec 8, 1952	100 hr inspection over from ACA 319 for Re-Certification - Meter Reading 566.7 hours. It is certified that this aircraft has been thoroughly inspected as required by C.A.R., and found to be airworthy. Lewie D. Wood ATE 699 335.										
12-17					1	55	36	20			
12-27					1	10	37	30			
BROUGHT FORWARD							523	50			
TOTALS							561	20			

ENGINE LOG

DATE	R. P. M.		TIME ON GROUND		TIME IN AIR		TOTAL TIME		REPAIRS — ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
	Ground	Air	Hours	Min.	Hours	Min.	Hours	Min.			
1-3						30		30			
1-4						50		1 20			
1-11						5 55		7 15			
1-13						1 00		8 15			
1-18						1 00		9 15			
1-29						1 45		11 00			
2-2						1 30		12 30			
2-7						55		13 25			
2-8						1 20		14 45			
2-14						2 35		17 20			
2-15						1 05		18 25			
BROUGHT FORWARD							561	20			
TOTALS							579	45			

ENGINE LOG

1952 DATE	R. P. M.		TIME ON GROUND		TIME IN AIR		TOTAL TIME		REPAIRS — ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
	Ground	Air	Hours	Min.	Hours	Min.	Hours	Min.			
9-4					2	30	2	30			
9-6					2	10	4	40			
9-7					3	25	8	05			
9-9						20	8	25			
9-10					1	00					
9-11					1	10	10	35			
9-12					1	20	11	55			
9-16					2	15	14	10			
9-21					1	30	15	40			
9-23						35	16	15			
9-23					1	15	17	30			
BROUGHT FORWARD							47	43.5			
TOTALS							49	20.5			

ENGINE LOG

1952 DATE	R. P. M.		TIME ON GROUND		TIME IN AIR		TOTAL TIME		REPAIRS — ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
	Ground	Air	Hours	Min.	Hours	Min.	Hours	Min.			
9-24					1	00	1	00			
9-26						30	1	30			
9-30					1	00	2	30			
10-6						45	3	15	10-16-52	100 hr.	
10-9					1	00	4	15	Inspection as per		
10-11					9	00	13	15	from ACA 319		
10-12					6	00	19	15	Lewis O. W. and		
10-20					8	50	28	05	A+E 699335		
10-22					1	25	2	930			
10-23						20	30	00			
10-25					1	45	31	45			
BROUGHT FORWARD							49	20.5			
TOTALS							52	350			

ENGINE LOG

DATE	R. P. M.		TIME ON GROUND		TIME IN AIR		TOTAL TIME		REPAIRS — ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
	Ground	Air	Hours	Min.	Hours	Min.	Hours	Min.			
7-12					1 20		1 20				
7-13					2 25		3 45				
7-14					3 00		6 45		7-21-52	100 hr.	
7-15					1 00		7 45		Periscope Inspection.		
7-16					1 25		9 10		Meter 411.1 hours.		
7-17					1 00		10 10		Periscope O. Wood A+E 699335		
7-22					1 00						
7-23					45						
7-24					2 30		14 25				
7-25					1 15		15 40				
7-26					3 45		19 25				
BROUGHT FORWARD							411	25			
TOTALS							430	50			

ENGINE LOG

DATE	R. P. M.		TIME ON GROUND		TIME IN AIR		TOTAL TIME		REPAIRS — ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
	Ground	Air	Hours	Min.	Hours	Min.	Hours	Min.			
7-27					7 30		7 30				
7-28					9 15		16 45				
8-5					35		17 20				
8-7					1 00		18 20				
8-9					2 45		21 05				
8-10					3 00		24 05				
8-13					1 15		25 20				
8-22					1 05		26 25				
8-23					1 00		27 25				
9-2					15 20						
9-3					1 00		43 45				
BROUGHT FORWARD							430	50			
TOTALS							474	35			

ENGINE LOG

1950 DATE	R. P. M.		TIME ON GROUND		TIME IN AIR		TOTAL TIME		REPAIRS — ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
	Ground	Air	Hours	Min.	Hours	Min.	Hours	Min.			
5-24					3	05	3	05			
5-31					4	35	7	40			
6-1						45	8	25			
6-12					15	00	23	25			
6-13					2	00	25	25			
6-19					1	15	26	40			
6-21					1	00	27	40			
6-22					3	50	31	30			
6-23						55	32	25			
6-24					2	25	34	50			
6-25						40	35	30			
BROUGHT FORWARD							347	35			
TOTALS							383	05			

ENGINE LOG

1950 DATE	R. P. M.		TIME ON GROUND		TIME IN AIR		TOTAL TIME		REPAIRS — ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
	Ground	Air	Hours	Min.	Hours	Min.	Hours	Min.			
6-16					4	00	4	00			
6-27					2	40	6	40			
6-28					3	25	10	05			
6-29						50	10	55			
6-30					2	35	13	30			
7-1						45	14	15			
7-5					1	10	15	25			
7-6					4	25	19	50			
7-7					2	35	22	25			
7-10					1	00	23	25			
7-11					4	55	28	20			
BROUGHT FORWARD							383	05			
TOTALS							411	25			

ENGINE LOG

DATE	R. P. M.		TIME ON GROUND		TIME IN AIR		TOTAL TIME		REPAIRS — ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
	Ground	Air	Hours	Min.	Hours	Min.	Hours	Min.			
Jan 27					3	00	3	00			
1-28					2	45	5	45	25 hr check 9/1		
1-29					4	30	10	15			
1-30					4	15	14	30			
Feb. 9					4	50	19	20			
2-12					1	30	20	50			
2-16					3	10	24	00			
2-25						50	24	50			
3-1					3	20	28	10			
3-15					1	20	29	30			
3-28					2	20	31	50			
BROUGHT FORWARD							281	00			
TOTALS							312	50			

ENGINE LOG

DATE	R. P. M.		TIME ON GROUND		TIME IN AIR		TOTAL TIME		REPAIRS — ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
	Ground	Air	Hours	Min.	Hours	Min.	Hours	Min.			
1952											
Apr 7					4	45	4	45			
16					3	30	8	15			
18					1	15	9	30			
25					4	55	14	25			
26					4	15	18	40			
27					1	20	20	00			
28						40	20	40			
May 18					3	00	23	40			
20					2	30	26	10			
29					7	35	33	45			
30					1	00	34	45			
BROUGHT FORWARD							312	50			
TOTALS							347	35			

May 3, 1952 100 hr.
 P. Dischi Inspection
 Dennis O. Wood A+E
 699 330

ENGINE LOG

DATE	R. P. M.		TIME ON GROUND		TIME IN AIR		TOTAL TIME		REPAIRS — ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
	Ground	Air	Hours	Min.	Hours	Min.	Hours	Min.			
1951											
12-15				58		50		50			
12-23					3	35	4	25			
12-24					1	55	6	20			
12-29					3	10	9	30			
12-31					1	30	11	00			
1-5-52					6	05	17	05			
1-7						50	17	55			
1-10					11	25	29	20			
1-12					3	35	32	55			
1-18						45	33	40			
1-20					1	00	34	40			
BROUGHT FORWARD							246	20			
TOTALS							281	00			

ENGINE LOG

DATE	R. P. M.		TIME ON GROUND		TIME IN AIR		TOTAL TIME		REPAIRS — ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
	Ground	Air	Hours	Min.	Hours	Min.	Hours	Min.			
1951					2	35	2	35			
11-26					3	55	6	30			
11-27					1	10	7	40			
11-28					1	15	8	55			
11-29					2	00	10	55			
12-1					2	45	13	40	12/1/51 - 100 hrs insp. Plug, carb and gapped. 1 new plug installed. Oil change - oil screen changed - Carb screen changed, engine washed down. Carb. heat hose along flight Eng mt. touchd up with zinc chromate.		
12-2					2	30	16	10			
12-4					1	20	17	30			
12-5					1	45	19	15			
12-8					1	00	20	15			
12-9					2	40	22	55			
12-13											
BROUGHT FORWARD							22	32			
TOTALS							24	62			

Albert W. Albright
A & E 1069544

ENGINE LOG										REPAIRS — ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
DATE	R. P. M.		TIME ON GROUND		TIME IN AIR		TOTAL TIME					
	Ground	Air	Hours	Min.	Hours	Min.	Hours	Min.				
11-5					2	15	2	15				
11-10					6	25	8	40				
11-11					2	20	11	00				
11-15					2	20	13	20				
11-16					1	00	14	20				
11-17					1	00	15	20				
11-19					2	25	17	45	11/10/51 - 25 hr			
11-20					3	10	20	55	ing. Oil changed.			
11-21					1	05	22	00	3rd oil filter in -			
11-23					1	30	23	30	Oil screen changed.			
11-24					4	45	28	15	Albert W. Allitt			
BROUGHT FORWARD							195	10	acc 1069504			
TOTALS							223	25				

[illegible]

ENGINE LOG

DATE	R. P. M.		TIME ON GROUND		TIME IN AIR		TOTAL TIME		REPAIRS — ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
	Ground	Air	Hours	Min.	Hours	Min.	Hours	Min.			
9-9			1	05	1	05	1	05			
9-12					1	40	2	45			
9-13					1	50	4	35			
9-14					1	45	6	20			
9-15					5	55	12	15			
9-16					2	00	14	15			
9-17					1	45	16	00			
9-18					4	15	20	15			
9-19					1	05	21	20			
9-20					1	00	22	20			
9-21						30	22	50			
BROUGHT FORWARD							137	46			
TOTALS							160	35			

ENGINE LOG

DATE	R. P. M.		TIME ON GROUND		TIME IN AIR		TOTAL TIME		REPAIRS — ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
	Ground	Air	Hours	Min.	Hours	Min.	Hours	Min.			
9-22					1	30	1	30	10/27/51 - no hr insp. Changed		
9-23						40	2	10	oil - cleaned oil screen - Re-		
9-24						35	2	45	moved plug - checked, gapped & replaced.		
9-30					6	00	8	45	Checked carb. screen - removed		
10-27					1	00	9	45	+ cleaned & rediment bowl & replaced.		
10-28					3	20	13	05	Checked exhaust stacks for		
10-29					5	30	18	35	cracks & security. Tightened		
10-30					6	00	19	35	head plug wire. Checked carb		
10-31					7	00	26	35	for security. Checked engine		
11-1					2	50	29	25	controls for freedom of movement		
11-4					5	10	34	35			
BROUGHT FORWARD							160	35			
TOTALS							25	10			

Albert W. Blalock
AEE. 1068584

ENGINE LOG

DATE	R. P. M.		TIME ON GROUND		TIME IN AIR		TOTAL TIME		REPAIRS — ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
	Ground	Air	Hours	Min.	Hours	Min.	Hours	Min.			
For month of July —			43 00		Charles R. Burwood		121474				CFI
For month of August —			64 25		Charles R. Burwood		121474				CFI
8/22					8/23/51 25 hr. rec'd				109.3-100 hr. time completed		
									oil changed, plugs dec. & gapped		
									Screens & band. Engine checked		
									for condition.		
									Albert W. Albott Jr.		
									QXC 1069584		
BROUGHT FORWARD			9 50								
TOTALS			116 15								

As taken from records of 3 years
 operation of Charles R. Burwood
 121474 CFI

ENGINE LOG

DATE	R. P. M.		TIME ON GROUND		TIME IN AIR		TOTAL TIME		REPAIRS — ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
	Ground	Air	Hours	Min.	Hours	Min.	Hours	Min.			
1951											
9-1					10		10				
Sept. 2, 1951					time verified with recording				tachometer at 125:00 by		
									Charles R. Burwood		
									121474 CFI		
9-2-51							125 00				
9-3					1 30		126 30				
9-4					2 36		129 00				
9-5					2 20		131 20				
9-7					4 00		135 20				
9-8					2 25		137 45				
BROUGHT FORWARD											
TOTALS							137 45				

9/19/51 25 hr. check comp. - Oil
 changed - engine washed - Screens
 changed.
 Albert W. Albott QXC 1069584

Mfgr.	CONTINENTAL Motors Corp.		Place	Muskegon, Mich.	Date
Type	H. O.	Model	C 90-12 F	Serial No.	42685-0-12
Rated H. P.	90	Maximum H. P.	95-5 min	Weight (Dry)	188
Rated R. P. M.	2475	Maximum R. P. M.	2625	Oil Pressure	35 to 40
Bore	4.062	Stroke	3.875	Displacement	201 Cu. In.
Compression Ratio	7:1	Supercharger Ratio	—	Gear Ratio	—
Propeller	Mc CAULEY	Hub Design	1 B 90	Hub Serial No.	18820
Blade Design		Blade Serial No.		Blade Serial No.	
Maximum Hub H. P.	90	Maximum Blade H. P.			
Pitch	54	Diameter	71	Length	71
Owners Name				City	
Address				State	

[illegible]