

THE
adlogTM

AIRCRAFT
MAINTENANCE
RECORDKEEPING
SYSTEM

**ENGINE
MAINTENANCE
RECORDS**

The subject aircraft was involved in an incident / accident on **1/1/1900 10:08:25 AM** rendering it a Constructive Total Loss as not repairable within its insured value. For further details refer to insurance claim: **4865113742US**.

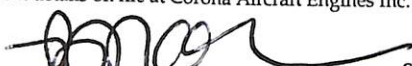
Signed: ***Underwriters Salvage Company***

Date: **10/31/2025**

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

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page
10/4/21		456.32		Oil + filter change added 8 quarts Aeroshell 100W Jost Daily JDS
3-28-22		474.9		
Engine Experimental Lycoming O-360 3/28/22				
Checked timing and Compressions #1: 78/80 #2: 78/80 #3: 78/80 #4: 86/80. Drained oil, checked oil filter no debris found. Checked fuel screens no debris found. Ran engine to check function. Added 8 qts Aeroshell 100W.				
I certify that this engine has been inspected in accordance with the scope and detail of 14 CFR 43 appendix D, and has been determined to be in a condition for safe operation this date				
				Cert #3437448 Jost Daily
5/29/22		498.6		Changed oil Aeroshell 100W
8/3/22		523.8		Changed oil + filter Aeroshell 100W added 8 qts JDS
3/30/23		578.5		checked compression #1 78/80 #2 74/77 #3 78/80 #4 78/80. Drained oil checked filter cleaned fuel screens. Ran engine to check function no discrepancies found. Added 8 qts 100W plus Aeroshell, cleaned and gapped plugs. Checked timing. I certify that this engine has been inspected IAW the scope & detail of 14 CFR 43 appendix D and found to be in condition for safe operation this date 3/30/23 Jost Daily JDS
				ATP 3212518
				SUB-TOTALS this page
				TOTALS-Carry forward to next page

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				TOTALS brought forward from previous page
Date 7-23-23 Tach Time 616.3 Dynamic prop balance w/DynaVibe Initial Run .72 IPS @ 61 degrees Final balance .04 IPS @ 258 degrees 2180 RPM Weight Added 23g @ 240° 9g @ 270° .07 AVG.				
All components of spinner positioning, spinner backing plate, Flywheel bolts, prop attaching hardware must remain in the present positions.				
Jeffery T. Burns A&P2061966 IA JTB				
6/26/23		607.3		Oil + filter change Jost Daily JDS
9/4/23		634.4		Oil + filter change added 7 quarts 100W Aeroshell Jost Daily JDS
2/24/24		665.30		oil + filter change added 7.5 qts JDS
3/30/24		670.1		Checked Compression. #1: 78/80 #2: 78/80 #3: 78/80 #4: 79/80. Drained oil, checked filter, no discrepancies noted. cleaned and gapped spark plugs. I certify that this engine has been inspected IAW Scope & Detail of 14 CFR 43 Appendix D, and found to be in a condition for safe flight/operation. 03/20/24 Jost Daily AP4635417 Jordan Gerecke
6/10/24		703.4		Oil change + new filter added 7 1/2 qts of 100W Aeroshell oil JDS
6/21/24				Replaced spark plugs w/new tempest urem 37 by plugs gapped + honed .019 JDS
9/4/24		733		oil change + new filter Tempest 48108-2 added 7 1/2 qts of 100W plus Aeroshell oil JDS
				SUB-TOTALS this page
				TOTALS-Carry forward to next page

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				TOTALS brought forward from previous page																																							
				EXPERIMENTAL IO-360-1021 S/n CAMLU-F093 0 HOURS SINCE MAJOR OVERHAUL Disassembled, cleaned, and inspected this engine for a major overhaul under work order F093. The ECI crankshaft S/n 51618-1 was cleaned, Magnaflux, visually and dimensionally inspected and certified STD mains and rods. The crankcase S/n 26 was overhauled to new limits by CSI under work order 23961. The connecting rods were cleaned, Magnafluxed, re-bushed, line-bored and certified. The rocker arms were cleaned, Magnafluxed, re-bushed and certified. The camshaft was replaced with a new limit reconditioned unit by Aircraft Specialties under work order 227766. The lifter bodies were replaced with new Superior Air-parts units. The cylinders were overhauled to fresh plus 0.010 ported and polished, seats were cut in three degree angle. The engine was reassembled in accordance with Corona Aircraft Engines, Inc. FAA Approved Procedures. The following parts were replaced at overhaul. <table border="0"> <tr> <td>8ea. SL13521A STD Connecting Rod Bearing</td> <td>2ea. 18A26093 STD Front Main Bearing</td> <td>1ea. SLSTD2213 Crank Bolt</td> </tr> <tr> <td>8ea. LW12186 Connecting Rod Nut</td> <td>4ea. SL11020 STD Main Bearing</td> <td>1ea. SL61084 Relief Spring</td> </tr> <tr> <td>8ea. 74644 Connecting Rod Bolt</td> <td>1ea. 76097 Overhauled Camshaft</td> <td>1ea. STD-1028B Ball</td> </tr> <tr> <td>8ea. SL12892 Thrust Button</td> <td>3ea. SL31H-0.88 Idler Bolt</td> <td>4ea. SL69603 Hose</td> </tr> <tr> <td>8ea. SL72877 New Lifter Body</td> <td>1ea. STD-2168 Idler Nut</td> <td>4ea. SLSTD-1821 Hose</td> </tr> <tr> <td>8ea. 74637 Rocker Bushing</td> <td>4ea. AEL14077-1 Piston Pin</td> <td>4ea. LW13923 Rod Bushing</td> </tr> <tr> <td>8ea. SL11795 Valve Spring</td> <td>1ea. SL18109A-S Oil Pump Kit</td> <td>1ea. SL75439-1 Gasket Kit</td> </tr> <tr> <td>8ea. SL11800 Valve Spring</td> <td>4ea. SL19001A Exhaust Valve</td> <td>4ea. SL3601-SCP10 Rings</td> </tr> <tr> <td>8ea. 17C21191 Exhaust Keeper</td> <td>4ea. ASC1021 P10 Piston</td> <td>4ea. SLR75906 Gasket</td> </tr> <tr> <td>8ea. 60009 Intake Keeper</td> <td>4ea. 73938 Intake Valve</td> <td>4ea. 74230 P05 Guide</td> </tr> <tr> <td>8ea. 6506 Breeze Clamp</td> <td>1ea. SL53E19600 Vernathern</td> <td>1ea. 78531 Oil Pump</td> </tr> <tr> <td>8ea. Q5200-32H Breeze Clamp</td> <td>1ea. 76121 Tachometer Shaft</td> <td>4ea. SL13790 Rocker Shaft</td> </tr> <tr> <td>4ea. Overhauled Experimental Cylinder Assembly</td> <td></td> <td></td> </tr> </table> THIS ENGINE WAS OVERHAULED TO 0 Hours Since Major Overhaul -All pertinent details on file at Corona Aircraft Engines Inc. under WORK ORDER F093 Signed  September 10, 2015 FAA REPAIR STATION O9VR726Y Corona Aircraft Engines, Inc. 1965 Aviation Drive Corona, CA 92880 	8ea. SL13521A STD Connecting Rod Bearing	2ea. 18A26093 STD Front Main Bearing	1ea. SLSTD2213 Crank Bolt	8ea. LW12186 Connecting Rod Nut	4ea. SL11020 STD Main Bearing	1ea. SL61084 Relief Spring	8ea. 74644 Connecting Rod Bolt	1ea. 76097 Overhauled Camshaft	1ea. STD-1028B Ball	8ea. SL12892 Thrust Button	3ea. SL31H-0.88 Idler Bolt	4ea. SL69603 Hose	8ea. SL72877 New Lifter Body	1ea. STD-2168 Idler Nut	4ea. SLSTD-1821 Hose	8ea. 74637 Rocker Bushing	4ea. AEL14077-1 Piston Pin	4ea. LW13923 Rod Bushing	8ea. SL11795 Valve Spring	1ea. SL18109A-S Oil Pump Kit	1ea. SL75439-1 Gasket Kit	8ea. SL11800 Valve Spring	4ea. SL19001A Exhaust Valve	4ea. SL3601-SCP10 Rings	8ea. 17C21191 Exhaust Keeper	4ea. ASC1021 P10 Piston	4ea. SLR75906 Gasket	8ea. 60009 Intake Keeper	4ea. 73938 Intake Valve	4ea. 74230 P05 Guide	8ea. 6506 Breeze Clamp	1ea. SL53E19600 Vernathern	1ea. 78531 Oil Pump	8ea. Q5200-32H Breeze Clamp	1ea. 76121 Tachometer Shaft	4ea. SL13790 Rocker Shaft	4ea. Overhauled Experimental Cylinder Assembly		
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N240SM 9-28-2015 Tach 213.5 SMOH 0.0 IO-360-1021 SN CAMLV-F093 Experimental Engine

Removed engine for overhaul, Installed overhauled engine, IO-360-1021 SN CAMLV-F093, Flushed inverted oil system of old oil, Flushed oil lines and fuel lines, Reinstalled Baffling and cowling, Replaced alternator with BC unit PN SD8 SN 1AA50E7V48. Installed new oil filter PN Ch48109-1, Serviced with 8 qts. of Aeroshell 100 mineral oil. Re Installed propeller. Checked ignition timing. Ground ran engine, No oil or fuel leaks. Aircraft ready for test flight
M Kellogg AP/IA 2698724 *M* Benjamin
End.

DATE	1/13/2016	<u>N#</u>	<u>N240SM</u>	<u>Eng SMOH</u>	<u>14.08</u>
MODEL	IO-360-1021 EXP	<u>Eng S/N</u>	<u>CAMLV-F093</u>	<u>TACH</u>	<u>227.58</u>
ANNUAL DUE	Jan-17				

This Engine has been inspected in accordance with a ANNUAL inspection as per Title 14 C.F.R PART 43 APPENDIX (D) in scope and detail and has been found to be in airworthy condition at this time for return to service

DESCRIPTION OF WORK

WORK		COMPRESSION TEST			
Changed oil, Sericed with 8 qts of aeroshell 100 mineral oil.	CYL #1	78 /80	CYL #2	78 /80	
Inspected filter and screen no metal found, Replaced gennerator	CYL#3	78 /80	CYL#4	78 /80	
Inspected spark plugs, did not need gapping, Reinstalled. Test ran, no leaks					
CW AD 2011-26-04 IAW PAR (h,i) no defects found in the fuel injection system. Next due 327.58					
SIGNED Benjamin M Kellogg		CERT # AP, IA 2698724			

DATE	1/13/2016	N#	<u>N240SM</u>	Prop TT	227.58
MODEL		Prop S/N		TACH	<u>227.58</u>
ANNUAL DUE		Jan-17			

This Propeller has been inspected in accordance with a ANNUAL inspection as per Title 14 C.F.R PART 43 APPENDIX (D) in scope and detail and has been found to be in airworthy condition at this time for return to service

DESCRIPTION OF WORK

Inspected propeller
SIGNED Benjamin M Kellogg

CERT # AP, IA 2698724

[illegible]

Ray's Aviation PO Box 887 Santa Paula, CA 93061 805.525.4352
Reg#: N240SM Make: LYCOMING Model: O-360 S/N:
Date: 8/3/2017 Tach/Hobbs: 310.2

Changed oil and filter. Filter inspected and no metal was found. Serviced engine with 8 qt Aeroshell 100 W PLUS. Cleaned and gapped all spark plugs. Magneto timing was inspected and was found to be correct. Exhaust system was inspected and no discrepancies were found. C/W A.D. 2015-19-07 effective november 3, 2015 and supersedes A.D. 2011-26-04. This A.D. is recurring each 110 hours or when fuel line maintenance is done. Complied with inspection of fuel lines and clamps per Lycoming MSB 342G, & supplement 1 and Compression as follows #1 75 #2 75 #3 70 #4 75. Repaired engine baffles right and left side. I certify that this engine has been inspected in accordance with a periodic condition inspection within the scope and detail of F.A.R. 43 appendix "D" and found to be in a condition for safe operation. Ray Maxon A&P 3379501 IA

3379501 IA

SUB-TOTALS this page

TOTALS-Carry forward to next page

ENGINE MAINTENANCE RECORDS

Log No. _____

Aircraft Registration No. _____

Engine Manufacturer Lycoming / EXP

Model IO-360-1021

Serial No. CAM LV - F093

Date installed on aircraft _____

Time Between Overhauls (TBO) 2000 Hours

If used on multi-engine aircraft:

- | | |
|--------------------------------|-------------------------------|
| ☐ Right | ☐ Left |
| ☐ Front | ☐ Rear |

(All applicable information must be filled in)



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(631) 765-9375

1-800-235-6444

FAX: (631) 765-9359

The Standard



ENGINE LOG

[illegible]

DATE 2-13 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.)
5/13	9858			CHANGED OIL & FILTER WITH AS 100 AND FILTER 48109-1 <i>W</i>

N240SM

January 2, 2014

Tach:122 TSMOH:122

Cylinder compression checked at 80 psi.; 1.)78, 2.)78, 3.)78, 4.)78. Changed oil and oil filter. Serviced engine with 8 quarts of Aeroshell 100w. Replaced starter with new, pn:149-nl. Replace flywheel assembly with new light weight unit provided by owner. Checked left and right magneto timing. Cleaned and gapped the spark plugs and installed with new washers. I certify this aircraft has been inspected in scope and detail of FAR 43 Appendix D and was found to be in a condition for safe operation and returned to service.

ORION
AVIATION
Maintenance

Patrick Williams
Patrick Williams 3034829IA

DATE 2014 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.)
1/3/15	122.01	180.34		CYLINDER COMPRESSION 78, 78, 79, 78. CHANGE OIL FILTER, OIL,
	TSMOH	180.34		MAGNETO & CUEX SYSTEM, LUBRICATE RACE, INSPECT COMPRESSOR PUMP,
				ABRAKE PADS, CHECK TUNING, CHECK SPARK PLUGS, INSPECT MAGNETO
				SYSTEM. I CERTIFY THAT THIS AIRCRAFT/ENGINE HAS BEEN
				INSPECTED WITH SCOPE & DETAIL OF APPENDIX D PART 43 AND
				WAS FOUND TO BE IN SAFE CONDITION FOR SAFE OPERATION.
				<i>End</i> <i>203073862</i>
				Log Book Closed 9-28-2015 Tach 213.5
				Engine overhauled - New SN Assigned CAMLU-F083
				<i>AP2698724</i>

DATE <u>29/12</u>	RECORDING TACH TIME	TODAYS FLIGHT <u>SMON</u>	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.)
<u>03/02/2012</u>	79.3	3.8		I certify that this engine has been inspected on 3/2/2012 in accordance with Scope and Detail of Appendix D of Part 43 and found to be in condition for safe flight. D.A., ARP 3477594 <i>[Signature]</i>
<u>1-22-13</u>	80.13			Replaced fuel pump w/ Tempost pump Mod CW15473 serial # 01E105 checked cam timing, mag timing, valve clearance. compression #1 79/80 #2 79/80 #3 99/80 #4 80/80

DATE <u>2013</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.)
<u>1/22/2013</u>	80.13			I certify that this engine has been inspected in accordance with Scope & Detail of Appendix D part 43 and has been found to be in a condition for safe flight operation. to test ARP, DA 3477594 <i>[Signature]</i>
<u>2/4/2013</u>	87.0			CHANGED OIL WITH AEROSHELL 100 + OIL FILTER 98109-1 <i>[Signature]</i>

DATE 2010 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.)
MAY 5 th 2010				TAC: 78.03 hrs TSMOT: 2.56 hrs No oil change @ this time. Services plug, Compression test 10/80 37/80 37/80 37/80. CHECKED all Engine Controls for proper operation, all hoses for Security and Leakage, Checked 100 hr and Annual inspection items as appropriate per 14CFR 43.17 Appendix B. I Certify that I have inspected this engine in accordance with a 100 hr inspection and determined it to be in an Airworthy Condition this date Robert L. (Pugh) A.P. 567869828

DATE 2012 2-1	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.)
2-1-12	79.2		3.7	Changed oil w/ Aero Shell 100, 8qt. changed oil Filter Champion 48109-1 James L. McCabe 1762915
2-20-12	79.3		3.8	Replaced overhauled fuel servo SN 20217302 adjusted idle mixture. James L. McCabe 1762915
2-20-12	79.3		3.9	performed cold compression check #1 80/80 #2 78/80 #3 79/80 #4 80/80 James L. McCabe 1762915

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.)
2-24	10.3			oil changed, no leaks, 1 qt added during initial break-in period, oil sent for analysis, completely within normal range for chromed engine J. L. McElwee
7-3-86	30.8		30.8	Oil changed, 1 qt. added between 10 hrs and 30 hrs, plate covering covering tach governor leaking oil; tightened and seemed to stop leak, oil sample sent for analysis, changed to detergent oil J. L. McElwee

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.)
3-22	52.58		52.58	changed oil, 8 qts amoshell 100 added