



The Standard

ENGINE LOG

ASA-8E-1

YEAR
20
DATE

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Date: 08/13/2025 Reg. #: N7177L Ser. #: AA5-0677
H/M: N/A Tach: 2719.86 T.T.: 2719.86
Engine s/n L-39370-27A TSN: 2719.86 TSO: 650.16

1. C/W Annual inspection I/A/W FAR43 appendix D. and AA-5 M/M.
2. Compressions as follows: #1 70/80, #2 70/80, #3 70/80, #4 68/80.
3. Changed oil and filter, inspected filter, no contamination found, serviced with XC20W50.

4. Replaced All spark plugs P/N UREM38E.
5. Replaced oil drain P/N P5000.

6. installed new L/H AFT baffle bolt installed several loose rivets.

I certify that this engine has been inspected in accordance with an Annual inspection and was determined to be in an airworthy condition.


Michael Kuehn A&P 3728472 IA


ician or

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
10/5	2770			Drained oil and replaced with 20w50 (6)gts and replaced oil filter 48110-1 and replaced safety wire. Engine tested run no leaks found noted owner pilot license # 3100419
12/1	2820			Drained oil and replaced with 20w50(6)gts and replaced oil filter 48110-1 and replaced safety wire. Engine tested run no leaks found noted owner pilot license # 3100419

YEAR 20 <u>24</u> DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
8-8				Drained oil and replaced with 20w50 6qts and replaced oil filter 48110-1 and replaced safety wire. Engine test run no leaks found or noted. Owner, Pilot license #3100219.
10-8				Drained oil and replaced with 20w50 6qts and replaced oil filter 48110-1 and replaced safety wire. Engine test run no leaks found or noted. Owner, Pilot license #3100419.

YEAR 20 <u>25</u> DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
1/25				Drained oil and replaced with 20w50 6qts and replaced oil filter 48110-1 and replaced safety wire. Engine test run no leaks found or noted. Owner, Pilot license #3100419.
4/15				Drained oil and replaced with 20w50 6qts and replaced oil filter 48110-1 and replaced safety wire. Engine test run no leaks found or noted. Owner, Pilot replaced license #3100419.

YEAR 20____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or
				<p style="text-align: center;"><i>Innovative</i> *** TURBINE AIRCRAFT SOLUTIONS</p> <p>Date: 02/16/2023 Reg. #: N7177L Ser. #: AA5-0677 H/M: 1875.0 Tach: 2487.32 T.T.: 2487.32 Engine s/n L-39370-27A TSN: 2487.32 TSO: 417.62</p> <ol style="list-style-type: none"> C/W annual inspections I/A/W FAR 43 appendix D. Compressions as follows: #1 68/80, #2 69/80, #3 70/80, #4 68/80. Changed oil and filter, inspected filter, no contamination found, serviced with Aeroshell W100 oil. Replaced all spark plugs with new p/n UREM38E. Replaced prop shaft seal with new p/n 76940. <p>I certify that this engine has been inspected in accordance with an annual inspection and was determined to be in an airworthy condition.</p> <p> Rick Heimbuck A&P 3966916 IA</p>

YEAR 20____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or
				<p style="text-align: center;"><i>Innovative</i> *** TURBINE AIRCRAFT SOLUTIONS</p> <p>Date: 05/14/2024 Reg. #: N7177L Ser. #: AA5-0677 H/M: 1958.3 Tach: 2550.5 T.T.: 2550.5 Engine s/n L-39370-27A TSN: 2550.5 TSO: 480.8</p> <ol style="list-style-type: none"> C/W annual inspections I/A/W FAR 43 appendix D. Compressions as follows: #1 71/80, #2 69/80, #3 67/80, #4 70/80. Changed oil and filter, inspected filter, no contamination found, serviced with Aeroshell W100 oil. <p>I certify that this engine has been inspected in accordance with an annual inspection and was determined to be in an airworthy condition.</p> <p> Rick Heimbuck A&P 3966916 IA</p>


YEAR 20 DATE



Date: 12/10/2021 Reg. #: N7177L Ser. #: AA5-0677
 H/M: N/A Tach: 2352.09 T.T.: 2352.09
 Engine s/n L-39370-27A TSN: 2352.09 TSO: 282.39

1. C/W annual inspections I/A/W FAR 43 appendix D.
2. Compressions as follows: #1 75/80, #2 76/80, #3 76/80, #4 77/80.
3. Changed oil and filter, inspected filter, no contamination found, serviced with Aeroshell W100 oil.
4. Replaced both magneto's with new left p/n 4371, s/n 21101012, right p/n 4370, s/n 21090322, using new gaskets, timed I/A/W Lycoming O-320 M/M.

I certify that this engine has been inspected in accordance with an annual inspection and was determined to be in an airworthy condition.


 Rick Heimbeck A&P 3966916 IA

chnician or

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
3/24/22	2403			Drained oil and replaced with 20W50 6 qts and replaced oil filter 48110-1 and safety wire. Engine test-run no leaks noted. Owner, pilot license # 3100419.
8/16/22	2451.5			Drained oil and replaced with 6 qts of 20W50 also replaced oil filter with 48110-1 and safety wire. Engine test-run no leaks noted. Owner, Pilot license # 3100419.

N7177L

GRUMMAN  **AMERICAN AVIATION**
CORPORATION

318 BISHOP ROAD, CLEVELAND, OHIO 44143

216 449-2200

TELEX NO. 980-245

ENGINE LOG

ENG. SER.

ENG. SER.				NC	
DATE 19__	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.

DATE - 10/1/2020 ENG TT- 2298.5 TSO- 228.8 TACH 2298.5

Completed 100 hour inspection of engine in accordance with FAR 43 Appendix D. Inspection done using instructions contained in FAA AC43.13-1B, the current Grumman AA-5 Maintenance Manual Annual /100Hr Inspection Procedure in chapter 5-2-1 and Textron Lycoming Direct Drive Overhaul Manual. Compression Check #1 77/80 #2 75/80 #3 78/80 #4 78/80. AD's Checked thru 2020-19. Washed engine. Ran engine and checked for operation and leaks. All checks were good -END-

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A
---100 hour--- INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION

A&P 3692968

Richard Gepford



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ENG. SER.

DATE 19__	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	NC SIGNATURE AND CERTIFICATE NO.
DATE - 8/8/2018	ENG TT- 2273.6	TSO- 203.9	TACH 2273.6		

Completed 100 hour inspection of engine in accordance with FAR 43 Appendix D. Inspection done using instructions contained in FAA AC43.13-1B, the current Grumman AA-5 Maintenance Manual Annual /100Hr Inspection Procedure in chapter 5-2-1 and Textron Lycoming Direct Drive Overhaul Manual. Compression Check #1 76/80 #2 77/80 #3 75/80 #4 77/80. Oil drained and filter removed and checked for metal. Filter check was normal. Installed new CH48110-1 Oil filter and serviced engine with 8 quarts Aeroshell 100W. Replaced 4 spark plugs with new Tempest UREM38E. The new plugs were installed in the bottom position. Checked AD 2017-16-11 dated August 15, 2017 for applicability. AD was found N/A due to no affected Rod ends or rod end bushings per Lycoming MSB 632B being installed after November 18, 2015. AD's Checked thru 2018-16. Washed engine. Ran engine and checked for operation and leaks. All checks were good --END--

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A
 --100 hour-- INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION

A&P 3692968

Richard Gepford



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ENGINE LOG

DATE 19__	INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY WITH NAME, RATING AND CERTIFICATE NUMBER
DATE - 9/18/2019	ENG TT- 2293.0 TSO- 223.3 TACH 2293.0

Completed 100 hour inspection of engine in accordance with FAR 43 Appendix D. Inspection done using instructions contained in FAA AC43.13-1B, the current Grumman AA-5 Maintenance Manual Annual /100Hr Inspection Procedure in chapter 5-2-1 and Textron Lycoming Direct Drive Overhaul Manual. Compression Check #1 76/80 #2 76/80 #3 77/80 #4 77/80. Reset left mag to engine timing to 25° BTC. Replaced induction air filter element. AD's Checked thru 2019-18. Washed engine. Ran engine and checked for operation and leaks. All checks were good --END--

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A
 --100 hour-- INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION

A&P 3692968

Richard Gepford



DATE - 6/3/2016 ENG TT- 2156.3 TSO- 86.6 TACH 2156.3

Completed 100 hour inspection of engine in accordance with FAR 43 Appendix D. Inspection done using instructions contained in FAA AC43.13-1B, the current Grumman AA-5 Maintenance Manual Annual or 100Hr Inspection Procedure in chapter 5-2-1 and Textron Lycoming Direct Drive Overhaul Manual. Compression Check #1 77/80 #2 78/80 #3 76/80 #4 77/80. Oil drained and filter removed and checked for metal. Filter check was normal. Installed new CH48110-1 Oil filter and serviced engine with 8 quarts Aeroshell 100W Complied with AD 98-01-06 dated 2/13/98 by visual inspection of the venturi for looseness per para. (a)(2). Checks good this inspection. Next due by 2256.3 or 6/30/2017. AD's Checked thru 2016-11. Washed engine. Ran engine and checked for operation and leaks. All checks were good --END--

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A
--100 hour-- INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION

A&P 3692968 Richard Gepford *[Signature]*

March 13, 2017 N7177L Lycoming O-320-E2G S/N: L-39370-27A
Tach: 2238.86 Removed carbureter and installed overhauled carbureter MA-4SPA, P/N: 10-5009, S/N: MSD50205 (see Form 8130-3). Test run OK.

[Signature]
3021961A&P

DATE - 6/16/2017 ENG TT- 2257.3 TSO- 187.6 TACH 2257.3

Completed 100 hour inspection of engine in accordance with FAR 43 Appendix D. Inspection done using instructions contained in FAA AC43.13-1B, the current Grumman AA-5 Maintenance Manual Annual /100Hr Inspection Procedure in chapter 5-2-1 and Textron Lycoming Direct Drive Overhaul Manual. Compression Check #1 77/80 #2 78/80 #3 76/80 #4 77/80. Oil drained and filter removed and checked for metal. Filter check was normal. Installed new CH48110-1 Oil filter and serviced engine with 8 quarts Aeroshell 100W. AD 98-01-06 dated 2/13/98 visual inspection of the venturi for looseness per para. (a)(2) is no longer required due to the installation of a carburetor with a one piece venturi. AD's Checked thru 2017-12. Washed engine. Ran engine and checked for operation and leaks. All checks were good --END--

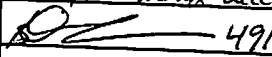

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A
--100 hour-- INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION

A&P 3692968 Richard Gepford *[Signature]*

ENG. SER.

AIRWORTHINESS DIRECTIVES

NC

DATE 19__	DIRECTIVE NUMBER	GIVE A BRIEF DESCRIPTION OF COMPLIANCE	SIGNATURE AND CERTIFICATE NO. OF MECHANIC OR REPAIR FACILITY
October 29, 2001	Tech 2035.94 AO 96-09-10 and SL-18110A	Removed accessories and accessory case and oil pan to facilitate installation of new oil pump gears P/N: SL-18109A and SL-18110A, reinstalled accessory case, oil pan, accessories w/ new hoses, gaskets and seals.  491665414 A & P	
November 1, 2001	Tech 2035.94	Checked mag timing, performed compression check. 73/71/72/75 aer 80, cleared	
Eng TSN 2035.94	gapped & treated plugs, installed	I CERTIFY THIS engine HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE APPROVED FOR RETURN TO SERVICE.	
Eng SMOA 1037.84	Lycoming oil filter adaptor & filter		
Prop TSN 937.94	changed oil, secured hoses & lines, dressel	491665414 A & P / IA	
Prop SPOA 937.94	propeller and washed engine - end -		

ATE -

5/16/2015

ENG TT-

2069.7

TSO-

0.0

TACH

2069.7

Completed 100 hour inspection of engine in accordance with FAR 43 Appendix D. Inspection done using instructions contained in FAA C43.13-1B, the current Grumman AA-5 Maintenance Manual Annual or 100Hr Inspection Procedure in chapter 5-2-1 and Textron Lycoming Direct Drive Overhaul Manual. Compression Check #1 76/80 #2 74/80 #3 69/80 #4 76/80. Engine was removed from Grumman AA-5 N7177L due to metal found in the oil filter. Pitting was found on intake cam followers on No. 3 and 4 cylinders and cam lobe was worn. Completed engine overhaul this date. Engine was disassembled, cleaned and inspected. All steel parts were sent to Aircraft Specialties Services, Inc. for magnetic particle inspection. (See 8130-3's) Crankcase and Accessory case were repaired by Divco Inc. (see 8130-3) Crankshaft was inspected and polished .003" under on main and rod journals by Aircraft Specialties Services, Inc. (See 8130-3) Engine was converted to High Compression in accordance with Precision Engine STC SE682NE. (See 337). Engine was assembled in accordance with the Current Lycoming Direct Drive Overhaul Manual and the Current SSP1776 Service Table of Limits using the following new parts: 4 ea. Lycoming 05K21100 High compression cylinder kits, 8 ea. SL78027 Rod bolts, 8 ea. SL12186 Rod Nuts, 8 ea. SL61662A M03 R-N rod bearings, 8 ea. SL68763A M03 R-M main bearings, 1 ea. SL-STD-2213 Crankshaft gear bolt, 1 ea. SL76121 tach drive, 1 ea. LW18840 Camshaft, 1 ea. AEL61544 Fuel pump plunger, 8 ea. MS90725-12 case bolts, 1 ea. SL61084 Spring, 1 ea. SL1028-B ball, 3 ea. LW18840 Camshaft, 1 ea. AEL61544 Fuel pump plunger, 8 ea. MS90725-12 case bolts, 1 ea. SL61084 Spring, 1 ea. SL1028-B ball, 3 ea. 15F19957-14 push rods, 4 ea. LW-13790 Rocker Shaft, 8 ea. LW12892 Thrust button, SL69371-1 (SPL) overhaul gasket set, 1 ea. AF15472 Fuel pump S/N 0E1EF13. The following repaired parts from Aircraft specialties were reinstalled (See 8130-3's): 4 ea. 78030 Connecting Rod, 8 ea. 72877 lifters, 8 ea. 78290 Overhauled Hyd. Units, 8 ea. Rocker arms, 1 ea. 61155 crankshaft gear reworked to requirements of Lycoming SB475C. Oil Pump gears P/N SL18109A and SL18110A have 33.8 hours TSN and were inspected and found within limits allowed by SSP1776. Engine meets the requirements of Lycoming MSB 240W for the Mandatory parts replacement during overhaul. Existing Carburetor, Magnetos, Ignition Harness were inspected and re-installed. Engine was then re-installed onto Grumman AA-5 N7177L using new P/N J-7402-24 engine isolator mounts. Installed new CH48110-1 Oil filter and serviced engine with 8 quart Aeroshell 100 Mineral oil. The following AD Notes were Compiled with at this time: 2004-10-14 dated 6/5/2004 by replacement of crankshaft gear retaining bolt and lock plate with new. Next due in the event of a prop strike or sudden stop. 98-01-06 dated 2/13/98 by visual inspection of the venturi for looseness per para. (a)(2). Checks good this inspection. Next due by 2169.7 or 5/31/2016. AD's Checked thru 2015-09. Washed engine. Ran engine per run in schedule table 9-2 of the Lycoming Direct Drive Overhaul Manual. All temperature and pressures were in limits and no leaks were noted. AD's checked thru 2015-09. -END-

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A
-100 hour- INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION

A&P 3692968

Richard Gepford

ENG. SER.

DATE	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	NC SIGNATURE AND CERTIFICATE NO.
MAY 8 1992	1800.0			OIL CHANGED 7QT3 SHELL 15/50W ADDED, SCREENS INSPECTED. SPIRIT PLUGS CLEANED & TESTED. COMPRESSION CHECKED 76, 74, 72, 74/80 - INST NEW EXH GASKETS	
				I CERTIFY THIS ENGINE & PROPRIETOR HAVE BEEN INSPECTED 11/11/92 & 100HR/ANNUAL 11/30/92 + 100HR DETERMINED TO BE IN AIRWORTHY CONDITION. PER GRUMMAN 100HR CHLIST.	
				Richard Cole/Compuh #1597688 IA	
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MANDATORY SERVICE BULLETINS

NC

ENG. SER.

DATE	TOTAL TIME	GIVE A BRIEF DESCRIPTION OF COMPLIANCE	SIGNATURE AND CERTIFICATE NO. OF MECHANIC OR REPAIR FACILITY
SEPT. 3 1993		TACH READING 1877.35 DRAINED OIL - INSP & CLEANED OIL SCREEN - SERVICED ENGINE WITH 8 QTS. SHELL 15/50 W. - INSTALLED NEW EXHAUST GASKETS - NEW WESTACK DUAL TEMP EGT/CHT GAGE TSO# C438 INSTALLED THIS DATE AS PER MANUFACTURES INSTRUCTIONS.	
		AD 92-12-05 DOES NOT APPLY AS PER ENG. MODEL & S/N / AD 76-07-12 9/W	
		DATE 09-03-93 TOTAL TIME 1877.35 TACH READING 1877.35 I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.	
		BY: THOMSON NO. A#0 333440668 IA	

ENG. SER.

DATE 1990	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	NC
					SIGNATURE AND CERTIFICATE NO.
JAN 2	1714.0			OIL CHANGED ADDED 7 QTS ARMO SHELL 15W/50 OIL, INSPECTED SUCTION + FILTER SCREENS, & REINSTALLED COMPRESSIONS ON ENG (COLD) ALL CYLS 70/80 OR GREATER. SPARK PLUGS CLEANED, GAPPED, TESTED + REINSTALLED WITH NEW COPPER GASKETS. INSPECTED MAGNETOS CLEANED AS NECESSARY + RETIMED TO ENG REPLACED ALL EXH GASKETS WITH COPPER TYPE L ^{PL} 9296. REPLACED AN ROCKER COVER GASKETS, RETORQUED ALL PAX, REARUSE + PARTING LIKE NUTS + BOLTS. NOTE AD 81-18-4-R2 OIL PUMP GEARS - DUE AT 2,000 HRS ENG + PROP INSPECTED + SERVICED 1/10W GRUMMAN CHECK- LIST AND SERVICE MANUAL.	
FORWARD TOTALS TO TOP OF NEXT LEFT PAGE					CONT

ENGINE LOG

DATE 1990	INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS	
	EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY WITH NAME, RATING AND CERTIFICATE NUMBER	
JAN 2	I CERTIFY THIS ENGINE AND PROPELLER HAVE BEEN INSPECTED 1/10W 100HR/ANNUAL INSPECTION AND DETERMINED TO BE IN AIRWORTHY CONDITION. ENG TOTAL TIME 1714.0 TSMO# 715.9 PROP TT: S. NEW 616.0 Richard C W Campbell AP1597658 I#	
MAR 1 1991	TAC 1742.0 OIL CHANGED 7 QTS SHELL 15W/50 OIL ADDED. SCREENS INSPECTED FOR CONTAMINATION. COMPRESSIONS '75/80, '74/80, '20/80, '76/80 ENG. INSPECTED + SERVICED PER 100HR CHECKLIST + GRUMMAN SUG. MANUAL. I CERTIFY THIS ENGINE + PROPELLER HAVE BEEN INSPECTED 1/10W A 100HR/ANNUAL INSPECTION AND WERE DETERMINED TO BE IN AIRWORTHY CONDITION. Richard C W Campbell AP1597658 I# REPL. EXH. GASKETS	

SEE PERTINENT FAR 91.161, 91.163, 91.165, 91.167, 91.169, 91.173, AND 91.175

ENG. SER.

DATE 19__	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	NC SIGNATURE AND CERTIFICATE NO.
				MAUSER AVIATION Rio Linda Airport Calif	
				*I CERTIFY THAT THIS PLANE ^{ENGINE} HAS BEEN INSPECTED IN ACCORDANCE WITH 100hr/Annual	
				DETERMINED TO BE IN AIRWORTHY CONDITION	
				DATE 9/12/85 BY <i>[Signature]</i> AP1425564 IA	
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ENGINE LOG

DATE 1987	INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY WITH NAME, RATING AND CERTIFICATE NUMBER
4/15/87	Tach 1653.74 Oil Changed (50W100) Screens Checked & Cleaned. Compression Checked #1 70/80 #2 65/80 #3 67/80 #4 71/80. Plugs Cleaned Gapped tested & rotated. Replaced #3 Bottom Plug Lead B.NUT. Dressed & Painted Propeller. Steam Cleaned - GND RUA Leak Check Satisfactory. MAUSER AVIATION INC. <i>[Signature]</i> AP 563049124
	MAUSER AVIATION Rio Linda Airport Calif. *I certify that this Aircraft/Engine has been inspected in accordance with 100hr/Annual inspection and was determined to be in airworthy condition. T.A.C. 1653.74 Date 4/15/87 By <i>[Signature]</i> AP1425564 IA

ENG. SER.

DATE 19__	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
				<p>MAUSER AVIATION Rio Linda Airport Calif.</p> <p>"I CERTIFY THAT THIS ENGINE ^{ENGINE} HAS BEEN INSPECTED IN ACCORDANCE WITH 100hr Annual INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION." TAC 1688/13 DATE 8/11/83 BY <u>[Signature]</u> 1425564JA</p>	
9/1/84	1602	01		<p>Oil Changed (50W100) Screens Checked & Cleaned. Compression checked all 80/28. Plugs cleaned capped tested & rotated. Resealed Oil filler tube Resealed 2 Prop Bolts.</p>	
				<p>MAUSER AVIATION INC. FAA RPR STN 412-40</p> <p>FORWARD TOTALS TO TOP OF NEXT LEFT PAGE</p>	<p><u>[Signature]</u> AP 559393207</p>

NC

ENGINE LOG

DATE 19__	INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY WITH NAME, RATING AND CERTIFICATE NUMBER
	<p>MAUSER AVIATION Rio Linda Airport Calif.</p> <p>"I CERTIFY THAT THIS ENGINE ^{ENGINE} HAS BEEN INSPECTED IN ACCORDANCE WITH 100hr Annual INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION." T.T. 1602/01 DATE 9/1/84 BY <u>[Signature]</u> AP 1425564JA</p>
9/12/85	<p>Tach 1616.69 Oil Changed Screens Checked & Cleaned. 50W100 ADDED. Compression checked # 76/80 # 79/80 # 74/80 # 73/80 Plugs cleaned capped tested & rotated. Retimed Both Magnets to 25° BT. Retorqued Sump Bolts Dressed & Painted Propeller. Stern cleaned and lun Sat.</p>
	<p>MAUSER AVIATION INC. FAA RPR STN 412-40</p>

[Signature] AP 570945042

ENG. SER.

DATE	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	NC SIGNATURE AND CERTIFICATE NO.
1982					
2/24	1565.4			Add 1 qt. Aero Shell 50 dipstick registers 6 1/2	
ANGLE FLYING SERVICE					
Date	10-15-82	Tach. Reading	1574.0	7 plugs inspected, both mags replaced ignition harness revised engine comp as necessary due to intake fire. replaced all flexible fluid lines, replaced fuel pump, replaced lower engine mount rubbers, replaced all intake gaskets & hoses, replaced carb heat 8 valve bushings, replaced all scat ducts, replaced alternator noise filter, overhauled carb. & CW SB by	
<p>I certify that this engine has been serviced and inspected in accordance with a 100hr. inspection and was determined to be in airworthy condition</p> <p><u>R Sampson</u> A+P 546761697AI</p> <p>PHOENIX FIELD FAIR OAKS, CALIF. 95628 957-7701</p>					
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ENGINE LOG

DATE	INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS
19	EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY WITH NAME, RATING AND CERTIFICATE NUMBER
	installation of improved nozzle Assy PN LW-13761, installed new float in carb. engine run up & leak check good R Sampson A+P 546761697AI
8/11/83	Tach 1588.1 Oil Changed (Sowidoo Added) Screens Checked & Cleaned. Compression Checked All 80/76. Plugs Cleaned Gapped. Tested & Rotated. Decorroded & Painted Engine Mount. Steam Cleaned Carb Run Satisfactory
	MAUSER AVIATION INC. FAA PPR STN 412-40
	(over)

ENG. SER.

NC

DATE 1981	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
9-04-81	100 Hr			Inspection completed this date. Compression checked #1-72/80 #2-72/80 #3-70/80 #4-75/80 Installed new slick magneto R.H. side Ser. no 1020-228 R-Model no 42510 Reman date 2-5-81. Installed overhauled starter w/o # 9062 Replaced rocker box gasket #3 cyl. Cleaned Gapped & Lamin tested spark plug. Cleaned Oil Screen. Changed Oil Installed 8.9tz Shell #50 wt. Cleaned Carb Finger, Strainer, & Vent Fuel Pump Filler. Installed new Muffler Shroud Filled Nicks from Propeller and Painted. Filled battery with water. Installed new Carb heat box Central Valve Assy. Refer AD note 77-07-04. Replaced Cold Air Intake hose.	

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77-07-04

ENGINE LOG

DATE
1981

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS
EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

Installed new carburetor throttle shaft Assy.
Jack 1506.0

9-04-81 I certify that this
Engine has been inspected in
accordance with annual in-
spection and is found to be in
worthy condition. Laverne Tegland
FA/1593357 LAVERNE TEGLAND

ENG. SER.

DATE 19 <u>80</u>	TACH. TIME	THIS FLIGHT	TOTAL TIME	NC	
				REMARKS	SIGNATURE AND CERTIFICATE NO.
7/23	1391.45		1391.45	SMOH 1391.45	
				Comp. Check #1 70/80 #2 75/80 #3 75/80 #4 75/80. Cleaned out gapped plugs. Tight Nags to 25° BTDC. Replaced oil rocker arm cover gaskets, left mag gasket, oil return hose. Repaired carb heat box. checked ignition harness. Changed oil w/changed 50. Cleaned gascolator, carb finger screen and oil screen. Installed 1 RM 406 sparkplugs. AD 7707-04 c/w per Sig 1, Paragraph A. Replaced muffler and tail pipe assembly w/ MSG replacement parts. Installed	

FORWARD TOTALS TO
TOP OF NEXT LEFT PAGE

ENGINE LOG

DATE 19 <u>80</u>	INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS	
	EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY WITH NAME, RATING AND CERTIFICATE NUMBER	
	Now generator belt. Ray D. Gilbert ATP 550-24-4239	
7-23-80	<div style="border: 1px solid black; padding: 5px;"> <p>I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN <u>ANNUAL</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION TACH. READS <u>1391.45</u> BY: <u>Gene Gilbert</u> GENE GILBERT - ATP 14353280 Sacramento, Calif</p> </div>	

ENGINE LOG

DATE
19 78

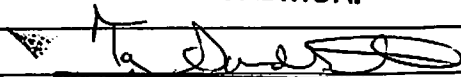
INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS
EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

4-24 CLEANED + GAPPED SPARKPLUGS, TIMING CHECK
O.K. 25° RIGHT 25° LEFT, OIL CHANGE USING 8 QRTS
AEROSHELL (50W) OIL SCREEN CHECKED AND CLEANED
COMPRESSION TEST #1 $\frac{75}{80}$ #2 $\frac{75}{80}$ #3 $\frac{76}{80}$ #4 $\frac{74}{80}$

DATE 4-24-78 TACH TIME 1249.40

TOTAL TIME: 1249.40

I CERTIFY THAT THIS ENGINE HAS
BEEN INSPECTED ACCORDING TO 100 HRC
INSPECTION AND IS FOUND TO BE IN
AN AIRWORTHY CONDITION.



AD 556-08-7665

ENG. SER.

NC

DATE	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.	
1976				Oil Changed, screens checked Acoshell 50W		
				Date <u>6-25-76</u> 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 an air- worthy condition Tach. <u>89348</u> T.T. <u>89348</u> <u>Dale Taunter A/R 436885174</u>		
				<u>6/25/76</u> Replaced old <u>5116</u> oil pump Drive with New <u>5116</u> oil pump Drive shaft and impeller in accordance with ADI 75-08-09. <u>Stephen P. 585267491</u>		

FORWARD TOTALS TO
TOP OF NEXT LEFT PAGE

ENGINE LOG

DATE	INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY WITH NAME, RATING AND CERTIFICATE NUMBER
1976	Installed rebuilt mags S/N's LH 6060395 Rt. 6060459 tach time 1961 7-20-76 Dale Taunter 436885174
10-1	Removed this engine from A/C N71776 after propeller strike ground. Disassembled engine and found crank shaft flange to be out of run-out tolerance. Crank and connecting rods were inspected and repaired as necessary by repair station 4620. Installed new main bearings (std) and new rod bearings (std). Honed cylinders and installed new rings (std). Ground valves and seats (all cylinders). Installed new piston pin plugs (8). All other parts were inspected

SEE PERTINENT FAR 91.161, 91.163, 91.165, 91.167, 91.169, 91.173, AND 91.175

ENG. SER.

DATE 19__	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	NC	SIGNATURE AND CERTIFICATE NO.
				Date <u>8/12/75</u> I certify that this <u>ENG</u> has been inspected in accordance with a <u>50</u> inspection, and was determined to be in an air- worthy condition Tach. <u>450</u> T.T. <u>450</u>		<u>James S. Puckett</u> <u>NBP2065577</u>
				Date <u>9/19/75</u> I certify that this <u>ENG</u> has been inspected in accordance with a <u>100HR</u> inspection, and was determined to be in an air- worthy condition Tach. <u>500.00</u> T.T. <u>500.00</u>		<u>James S. Puckett</u> <u>NBP2065517</u>

FORWARD TOTALS TO
TOP OF NEXT LEFT PAGE

ENGINE LOG

DATE 19__	INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY WITH NAME, RATING AND CERTIFICATE NUMBER
	Date <u>11/23/75</u> I certify that this <u>ENG</u> has been inspected in accordance with a <u>ANNUAL</u> inspection, and was determined to be in an air- worthy condition Tach. <u>600</u> T.T. <u>600</u>
	<u>James S. Puckett</u> <u>NBP2065517 IA</u> ELT BAT Replacement date <u>JULY 1976</u>

ENG. SER.

AIRWORTHINESS DIRECTIVES

NC

DATE 19	DIRECTIVE NUMBER	GIVE A BRIEF DESCRIPTION OF COMPLIANCE	SIGNATURE AND CERTIFICATE NO. OF MECHANIC OR REPAIR FACILITY
		Date <u>4/15/25</u> I certify that this <u>ENG</u> has been inspected in accordance with a <u>100HR</u> inspection, and was determined to be in an air- worthy condition Tach. <u>200.0</u> T.T. <u>200.0</u> James S. Puckett 2065517 A&P	
		Date <u>4/19/25</u> I certify that this <u>ENG.</u> has been inspected in accordance with a <u>50hr</u> inspection, and was determined to be in an air- worthy condition Tach. <u>271.30</u> T.T. <u>271.30</u> Fred P. Otter 209561452	

ENGINE LOG

DATE
19

INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS
EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY
WITH NAME, RATING AND CERTIFICATE NUMBER

Date 5/29/25 I certify that this Engine
has been inspected in accordance with a 100hr
inspection, and was determined to be in an air-
worthy condition Tach. 299.89 T.T. 299.89
James S. Puckett
A&P 2065517

SEE PERTINENT FAR 91.161, 91.163, 91.165, 91.167, 91.169, 91.173, AND 91.175

ENG. SER.

NC

DATE 1974	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE AND CERTIFICATE NO.
11-5			2.14	Prod. J Lt - Sect	J. Wolfe
				Date <u>1/2/75</u> I certify that this <u>ENGINE</u>	
				has been inspected in accordance with a <u>50-HR</u>	
				inspection, and was determined to be in an air-	
				worthy condition Tach. <u>55.29</u> T.T. <u>55.29</u>	
				<u>James S. Puckett, 2065517 A&P</u>	
				<u>Frank E. J A&P #2004993</u>	
<u>2/3/75</u>				I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN	
				ACCORDANCE WITH A 100 HR INSPECTION, AND WAS	
				DETERMINED TO BE IN AN AIRWORTHY CONDITION.	
				TACH AND T.T. <u>102.02</u> <u>Frank E. J A&P #2004993</u>	
FORWARD TOTALS TO TOP OF NEXT LEFT PAGE					

ENG. SER.

MANDATORY SERVICE BULLETINS

NC

DATE 1975	TOTAL TIME	GIVE A BRIEF DESCRIPTION OF COMPLIANCE	SIGNATURE AND CERTIFICATE NO. OF MECHANIC OR REPAIR FACILITY
<u>3/16/75</u>	<u>T.T. 151.8</u>	<u>R&R PROP. - REMOVED - E16775</u>	
		<u>INSTALLED E-1733 &</u>	
		<u>James S. Puckett,</u>	
		<u>A&P 2065517.</u>	
		Date <u>3/16/75</u> I certify that this <u>ENG</u>	
		has been inspected in accordance with a <u>SONM</u>	
		inspection, and was determined to be in an air-	
		worthy condition Tach. <u>152.6</u> T.T. <u>152.6</u>	
		<u>James S. Puckett, 2065517 A&P</u>	
		<u>James S. Puckett</u>	

ENG. SER.

ENGINE LOG

NC N 7177L

DESCRIPTION

ENGINE MFG.

Lycoming

MOD.

0-320-E2G-SER. L-39370-27A

RPM

BPH

MANIFOLD PRESS.

NORMAL

2700

NORMAL

150

NORMAL

MAX.

MAX.

MAX.

OIL

FUEL

IGNITION

CAP. GALLONS

2.0

OCTANE MIN.

80/87

MAGNETO TIME

25°

GRADE SUMMER

SAE 40

OCTANE MAX.

100LL

MAG. POINT GAP

.012

GRADE WINTER

SAE 30

OCTANE REC'D

SPARK PLUG GAP

.018

FIRING ORDER

1-3-2-4

GRUMMAN AMERICAN AVIATION CORPORATION

318 BISHOP ROAD, CLEVELAND, OHIO 44143
216 449-2200 TELEX NO 980-245