O-200-A

1476-5.M.I.O.

Cessna

# ENGINE
## AND PROPELLER LOG

N 6912G SERIAL NO. 69966-8-A

| | | | |
|---|---|---|---|
| Mfgr. CONTINENTAL | Place | | Date |
| Type CAGED | Model O-200-A | Serial No. 69866-8-A | |
| Rated H. P. | Maximum H. P. | Weight (Dry) | |
| Rated R. P. M. | Maximum R. P. M. | Oil Pressure | |
| Bore | Stroke | Displacement | Cu. In. |
| Compression Ratio | Supercharger Ratio | Gear Ratio | |
| | | | |
| Propeller | Hub Design | Hub Serial No. | |
| Blade Design | Blade Serial | Blade Serial | Blade Serial |
| Maximum Hub H. P. | Maximum Blade H. P. | | |
| Pitch | Diameter | Length | |
| | | | |
| Owner's Name | | | |
| Address | City | State | |

# ENGINE LOG

| DATE 19 | DURATION | | ACCUMULATED TOTAL TIME HOURS | ACCUMULATED TOTAL TIME 10THS | REPAIRS — ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|
| 2-18 | 3D | Tow Cereal Trail | 2700. | OHRS | V. Gibb, ASPIRATOR | | |

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

# ENGINE LOG

| DATE 19 80 | DURATION | ACCUMULATED TOTAL TIME HOURS | TOTAL TIME TENTHS | REPAIRS --- ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|
| 2-12 | Engine | Major Overhauled - Certified Aerotron Exchanged | | | | |
| | Hobbs Aft | Aviation Inc. San Antonio, Texas Cert Eight | | | | |
| | Brand | etc + Cowlight Reground by Aircraft Engine | | | | |
| | & Accessory | Co. Dallas, Texas, Straightening Flange | | | | |
| | Cylinder | Aviation, El Reno, Okla. all Studs Not Cut- | | | | |
| | Shaft & | Magneto Inspected by Aircraft Engine Ser- | | | | |
| | Prop Case | Zurich Propeller by A.F.I. Following Parts Listed Were | | | | |
| | Installed | Time. All other Parts Inspected & Found Serviceable | | | | |
| 1 | ea | 50-485-02 Gear Set | 1 ea | 53049 Cone | | |
| 1 | ea | 635937 Gear | 8 ea | 63769 Plunger | | |
| 1 | ea | 3660 Gear | 8 ea | 53051 Body | | |
| 1 | ea | 63446 Bearing | 4 ea | 63911 Rings | | |
| 4 | ea | 530348 Valve | 4 ea | 3466 Rings | | |
| 4 | ea | 641393 Valves | 8 ea | 3466 Rings | | |
| 4 | ea | 629464 Valves | 8 ea | 625958 Rings | | |
| 1 | ea | 53458 Main Bearing Set | 8 ea | 3439 Rings | | |
| 8 | ea | 35594 Main Bearings | 8 ea | 2431 Springs | | |

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

# ENGINE LOG

| DATE 19 | DURATION | ACCUMULATED TOTAL TIME HOURS | ACCUMULATED TOTAL TIME 10THS | REPAIRS --- ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|
| 3/24/80 | | | | Engine Case & Cylinders Primed & Painted Continental Gold. All Work Accomplished in accordance with Certified Maintenance & Overhaul Manual, Form X-30010. | G.R. Gilley | A&P 1507245 |
| 3/24/80 | | | | This Engine installed on Cessna 152, N6913G. | G.R. Gilley | A&P 1507245 |

Date 3/24/80 TACH 590.7

"I certify that this ENG. has been inspected in accordance with a 100 HR. inspection and was determined in airworthy condition." Total Time 2760.0 HRS

G.R. Gilley

A&P 1507245

Key W/S # 2041 in aircraft file for work performed.

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

# ENGINE LOG

| DATE | DURATION | ACCUMULATED TOTAL TIME HOURS/TENTHS | REPAIRS — ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|
| | | | Cuclays Aero Repair [redacted] AIRPORT [redacted] | | |
| | | | 3/17/81 I certify that this [redacted] has been inspected and is [redacted] with [redacted] and was determined to be in an airworthy condition. Virgil A. Cuclay | | |
| | | | Dyn-6941 [redacted] | | |
| | | | INSP PER CESSNA SERVICE MANUAL [redacted] | | |

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

## ENGINE LOG

| DATE 19 | DURATION | ACCUMULATED TOTAL TIME HOURS | 10THS | REPAIRS --- ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|
| 3-19-82 | TACH READS 738 HRS, TT 2847 HRS, SMOH 147.3 HRS CHANGED OIL & CHECKED SCREEN OK, ADDED 6 QTS 40 WT AERO SHELL. CLEANED & GAPPED & CHECKED SPARK PLUGS. CHECKED TIMING & COMP. #1 74/80, #2 64/80, #3 74/80 #4 64/80. C/W AD 77-13-03 "RETIMING MAGS" BY RETIMING TO 24°. NO FURTHER ACTION. C/W AD 81-16-05 "CRACKED COILS", BY REPLACING COILS NO FOTHER ACTION. Mark J. Lobba A&P 38154542 FOR GEN. AVIA. CORP. | | | | | |
| 3-19-82 | TACH READS 738 HRS, TT 2847 HRS, SMOH 147.3 HRS PERFORMED ROUTINE MAINTENENCE & LUBRICATION AS PER CONT SERVICE MANUAL SEE REAR OF AIRCRAFT LOG FOR AD LISTING. | | | I certify that this ENGINE has been inspected in accordance with ANNUAL inspection and found to be in an airworthy condition. GENERAL AVIATION CORPORATION | | |

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

AF 2156 227

| DATE 19 | DURATION | | ACCUMULATED TOTAL TIME HOURS | ACCUMULATED TOTAL TIME IOTHS | REPAIRS --- ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|
| 9-16 | -82 | | | | Replaced O/H Cylinder ASSY #2 Cyl. Per | | |
| I.T. | 798.0 | | | | Cessna Manual Test Run OK. O/H Bx | | |
| | | | | | Universal Airmotive LTD | | |
| | | | | | A+P 3644037 D. L. Wilde | | |

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

# ENGINE LOG

| DATE IN 82 | DURATION | | ACCUMULATED TOTAL TIME HOURS | TENTHS | REPAIRS AND ADJUSTMENTS | SIGNATURE | I.D. EYE NUMBER |
|---|---|---|---|---|---|---|---|
| 9-25 | 82 | | Removed #1 cylinder, chipped Universal Circuiting for cracks as per Avco Lyc. Mfr. 1049. Reinstalled new engine mounts, rings, plate, and gaskets. | | | | |
| | | | TACH READ. 8200 | | Richard Eckhoff | | |
| | | | TOTAL TIME 2911 | | A P 12566612 | | |
| 10-6 | 82 | | Lock. 2387 Changed oil & checked screen, added 5 qts oil | | | | |
| | | | Edward Armstrell. Comp. 78/80 65/80 64/80 65/80 Cleaned & gapped plugs | | | | |
| | | | checked timing 25° | | | | |
| | | | I certify that this engine has been inspected IN ACCORDANCE WITH AN 100 HOUR inspection & was determined to be in an airworthy condition. | | | | |
| | | | | | Daniel A Wallbo A+P 36156212 | | |

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

3472 SMOH

# ENGINE LOG

| DATE 1983 | DURATION | ACCUMULATED TOTAL TIME HOURS | ACCUMULATED TOTAL TIME 10THS | REPAIRS --- ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|
| | 1-26-83 | | | Oil change, clean & gap plugs, routine cleaning & | | |
| TACH | 9379 | | | maintenance. | | |
| | | | | I certify that this engine has been inspected in | | |
| | | | | accordance with an ANNUAL inspection and was determined | | |
| | | | | to be in airworthy condition. | | |
| | | | | Richard G. Boyd | | |
| | | | | AP 1256088 IA | | |

# ENGINE LOG

| DATE 1983 | DURATION | ACCUMULATED TOTAL TIME HOURS | ACCUMULATED TOTAL TIME TENTHS | REPAIRS — ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|
| 10-27-83 | Tach 989.7 340 SMOH 299 TT | | | Change Oil and Clean Screen 6 qts 20W50 Phillips Replace Shimmy Dampener "O" Rings and Serviced With MIL-H-5606 Daniel J Swanson A&P 364544684 | | |
| 11-25-83 | Tach 1021 SMOH 4503 3130 TT | | | Replace Ext muffler and Shroud Pns 647-001, 653207 Check Compression #1 75 #2 76 #3 78 #4 75 Rm-17 CS Daniel J Swanson A&P 364544684 | | |
| 12-16-83 | Install new muffler & Gasket on right side | | | Tx-mile Tach Time 3749 | | |

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

# ENGINE LOG

| DATE 19 8( | DURATION | ACCUMULATED TOTAL TIME HOURS | TOTAL TIME TENTHS | REPAIRS — ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|
| 2/9/84 | Tach [illegible] Sh - 57 Mon ##2 - check + clean screen - change oil - Inspected - Replace all spark plugs with new SPR - all routine service items performed you will be charged | | | | | |

I certify this Eng has been inspected in accordance with a Annual Inspection and was determined to be in airworthy condition. 2/9/84

CARDINAL AIRCRAFT SERVICE
BURLINGTON AIRPORT
BURLINGTON, WISCONSIN 53105
PH. 414-763-9509

I certify this Eng has been inspected in accordance with a Annual Inspection and was determined to be in airworthy condition. 2-9-84

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

# ENGINE LOG

| DATE 19 85 | DURATION | ACCUMULATED TOTAL TIME HOURS | ACCUMULATED TOTAL TIME TENTHS | REPAIRS — ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|
| 5-8 | 1090 | 5 | | Recalibrated tachometer, installed new seal on fuel pump per SD 84-26-03. Cleaned & tested speed sensor. Adjusted compression idle mag timing per Changes oil & filter. Lubricated throttle & choke linkage, Operational checked satisfactory. | | |
| 9/16/85 | | | | 100 HR INSP | | |
| | | | | CHECKED ALL CABLES PULLEYS BELLCRANK HARNESS | | |
| | | | | CHECKED CARB ALL TO ENGINE TIMING ADJUSTED | | |
| | | | | OIL AND GAS SCREENS CLEANED. | | |
| | | | | ALL A.D.'S 85-16 | | |

Tach Time Rec'd ____ Total Time ____

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE 1275.8

# ENGINE LOG

| DATE 19 | DURATION | ACCUMULATED TOTAL TIME HOURS | ACCUMULATED TOTAL TIME 10THS | REPAIRS — ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|
| 1-9-86 | | | | Changed oil & filter & added 50 | | |
| ENG. TIME | | 6775 | | Worked checked for leaks | | |
| TACH Time | | 1268.2 | | Replaced Vac Pump - Ant Sprayed | | |

The aircraft and/or component identified hereon 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. 1086

Date 1-9-86

Signed: [signature]

For: Superior Aviation, Inc.
Ford Airport
Iron Mountain, MI
Repair Station #CG8-8

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

# ENGINE LOG Tack Time 1295.6

| DATE 19 | DURATION | | ACCUMULATED TOTAL TIME HOURS | 10THS | REPAIRS — ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|
| 5/27/86 | | | | | ANNUAL INSP. | | |
| | | | | | Compression Check All Cyls. | | |
| | | | | | 70over 80. Mags. Checked + Timing | | |
| | | | | | Cleaned Oil + Gas Screens. | | |
| | | | | | Changed Oil. Checked Both | | |
| | | | | | Mufflers + Exhaust Pipes. | | |
| | | | | | Eng Runup OK. | | |
| | | | | | Joseph S Donbrowski | | |
| | | | | | A&P 363-38-3547 | | |
| | | | | | [illegible] in | | |
| | | | | | [illegible] and was | | |
| | | | | | [illegible] Be in A.I. [illegible] Location. | | |
| | | | | | Tack Time 1295.6 [illegible] | | |
| | | | | | I. A. - 737019 | | |

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

# ENGINE LOG

| DATE | DURATION | | ACCUMULATED TOTAL TIME HOURS | TENTHS | REPAIRS — ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|
| 11-17-86 | Tach = | | 1302. | 8 | Replaced Vacuum Pump with Allec-S e'ors ck Vac System | | |
| | | | | | END - [illegible] | | |
| Date: | 1/21/87 | | | | Inspected IAW 50hr inspection | | |
| Tach: | 1360. | 6 | | | Serviced w/ 6qts Aeroshell 50W | | |
| SMOH: | 769. | 9 | | | A. Rudd: | | |
| w/o: | 114 | | | | A&P 551419637 | | |
| Hobbs: | | | | | | | |
| Date | 5/7/87 | | | | Inspected IAW a 100hr inspection. Compressions #1 76/80 #2 80/80 #3 77/80 #4 78/80 | | |
| Tach | 1409.7 | | | | Drained oil, checked screen, serviced w/ 6 qts Aeroshell W100 | | |
| SMOH | 819.0 | | | | Checked all fuel, oil, induction, exhaust, electrical, ignition | | |
| w/o | 127 | | | | systems and mag timing. Checked engine controls. | | |
| | | | | | Accomplished the following: | | |
| | | | | | - Complied with AD 86-24-07 by installation of drilled bolt, | | AN310 |
| | | | | | nut and cotter pin on throttle cable rod end. | | |
| | | | | | - Removed cyl #2 and found top compression ring broken. | | Replaced |

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

(cont'd)

# ENGINE LOG

| DATE 19 | DURATION | | ACCUMULATED TOTAL TIME HOURS | IOTHS | REPAIRS --- ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|
| (cont) | | | | | the following parts: 628939P005 (top ring), 628948P005 (2nd ring), 628940P005 (3rd ring), 627836P005 (oil control ring), 81427 (cyl base packing), 22260 (induction gasket), 2ea of 402151B00 3 exhaust stud and 22022 exhaust nut, 627429 No. 5 & 6 exhaust gasket. Lapped exhaust valves. Reinstalled cyl on aircraft -Installed new P/N 530162 Rocker box cover gasket on cyls # 2 & 4. Installed new induction gasket P/N 22250 on cyl #3 -Retimed left mag to 24° BTDC. -Dressed and painted prop. -Induction Air filter due for replacement | | |
| | | | | | I certify that this engine/aircraft has been inspected to be airworthy. A&P Rabbi ACP5514 9537 | IAW AC 43.13-2A | $ 1590.50 I.A.W. |
| Date | 5-7-87 | | | | I certify that this engine has been inspected on an | | |
| Tach | 1409.7 | | | | annual inspection and was determined to be in airworthy condition. Ruben Olmos IA 1854 2571 | | |

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

# ENGINE LOG

| DATE | DURATION | ACCUMULATED TOTAL TIME | | REPAIRS — ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|
| | | HOURS | TENTHS | | | |
| Date | 9/1987 | | | Installed Bowdett Air Filter Assembly P/N 55736 (Cub) | IA & TC 5477 | |
| Tach | 1498.3 | | | Elements due for replacement @ 1553.5 (Cub) | | |
| Hobbs | 7012 | | | M. Pelt A&P 551493537 | | |
| Date | 10/1987 | | | Inspection IAW a 100hr inspection. Compression #1 80/80 #2 75/80 #3 80/80 #4 80/80 | | |
| Tach | 1511.3 | | | Removed oil drain screen. Removed oil light Bendix with oil | | |
| Hobbs | 7025.0 | | | Inspected fuel & exhaust system electrical and ignition | | |
| TTE | 1511.3 | | | systems. Engine controls. Removed left mag to | | |
| Hobbs | 7025.0 | | | Bill & Tom. | | |
| | | | | I certify that this engine has been inspected IAW a | | |
| | | | | 100hr inspection and found to be in airworthy condition. | | |
| | | | | M. Pelt A&P 551493537 | | |
| Date | 11/1987 | | | Changed oil. Installed Left Bendix Mag P/N 10-Channel screen | | |
| Tach | 1561 | | | M. Pelt A&P 551493537 | | |
| Hobbs | 7077 | | | Aero Services, Inc | | |

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

# ENGINE LOG

| DATE 19 | DURATION | ACCUMULATED TOTAL TIME HOURS | ACCUMULATED TOTAL TIME 10THS | REPAIRS --- ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|
| Date | 4/1/88 | | | - Replaced all Parker bar cover gaskets w/ P/N 530182 | | |
| Tach | 1605.1 | | | - Replaced Nose Seal w/ P/N 530019 | | |
| SMOH | 1014.4 | | | - Installed new Gill G-25 Battery | | |
| TE | 3714.4 | | | M. Rall A&P 551419537 | | |
| w/o | 8017 | | | AERIAL SERVICES, INC.<br>ROUTE 9, BOX 410<br>JOHNSON CITY, TN 37601<br>615 928 8558 | | |
| Date | 4/27/88 | | | Inspected IAW a 100hr inspection. Compression #1 @ 80/82 lbs #2 @ 80/82 lbs | | |
| Tach | 1610.6 | | | Drained oil, checked screen, serviced w/ 6 qts Aeroshell W120 oil | | |
| SMOH | 1019.9 | | | Inspected fuel screen. Inspected fuel, oil, exhaust, induction, electrical | | |
| TE | 3719.9 | | | and ignition systems. Inspected engine controls. | | |
| W/O | 8029 | | | I certify that this engine has been inspected IAW a | AERIAL SERVICES, INC. | |
| | | | | 100hr inspection & found to be airworthy | ROUTE 9, BOX 410 | |
| | | | | M. Rall A&P 551419537 | JOHNSON CITY, TN 37601 | |
| | | | | | 615 928 8558 | |

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

# ENGINE LOG

| DATE 19 88 | DURATION | ACCUMULATED TOTAL TIME HOURS | 10THS | REPAIRS --- ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|
| May 88 | Ferry time | | | removed and replaced shaft Seal Refrigeration pump drive | Ranseng | |
| 12th | 1648.6 | | | No leaks noted | James E Hyde | |
| SMOH | 1057.7 | | | | A&P | 4148462 75 |
| TTE | 3757.1 | | | | | |
| | | | | | | |
| | | | | 1667.1 Hobbs 438.1 | | |
| 22 June 88 | Ferry time | | | Serviced engine grabbed 5 qts | | |
| | Drained oil and removed oil screen cleaned | | | | | |
| Re-filled | w/ 100 oil removed Ranseng no leaks noted | | | | | |
| and reinstalled | | | | | James E Hyde | |
| | | | | | A&P | 4148402 75 |

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

# ENGINE LOG

| DATE 1988 | DURATION | ACCUMULATED TOTAL TIME HOURS | 10THS | REPAIRS — ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|
| 24 Aug | Tach Time | 1681.9 | | Hobbs 478.0 | | |
| Total time | | 1683.9 | | 100 hr insp Cw at this time. | | |
| drained oil and serviced with 6 qts Aeroshell w100 oil | | | | | | |
| Cleaned oil screen. Installed 2 washers in oil pressure | | | | | | |
| regulator. Cleaned fuel screen replaced carb air filter | | | | | | |
| Cleaned and gapped spark plugs Compression check | | | | | | |
| #1 64/80 | #2 68/80 | #3 64/80 | #4 68/80 | | | |
| Replaced Rocker cover gaskets. Eng test run | | | | | | |
| Checked OK. I certify that this eng has been inspected | | | | | | |
| IAW FARs and found to be in airworthy condition | | | | | | |
| at this time. | | | | James E Hoyle | | |
| | | | | A+P 414 84 0275 | | |

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

# ENGINE LOG

| DATE | DURATION | ACCUMULATED TOTAL TIME HOURS | ACCUMULATED TOTAL TIME TENTHS | REPAIRS — ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|
| Date 8/28/88 | | | | I certify that this ~~aircraft~~ Engine has been inspected IAW an Annual inspection and was determined to be in airworthy condition. | | |
| Tach 1687.9 | | | | Andrew Dinges IA 4854237 | | |
| | | | | | | |
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CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

# ENGINE LOG

| DATE 19 | DURATION | | ACCUMULATED TOTAL TIME HOURS | IOTHS | REPAIRS --- ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|---|
| 328-90 | Tach | = | 1718. | 1 | Changed Oil & INSPECTED Oil SCREEN - CK COMPRESSION #1 64/80 | | |
| | TOTAL | = | 7670. | 1 | #2 68/80 #3 70/80 #4 68/80 - INSPECTED ENGINE, MOUNTS, LINES, FITTINGS | | |
| | | | | | AND ELECTRICAL WIRING - INSPECTED PROP CONDITION - I CERTIFY THAT | | |
| | | | | | THIS ENGINE HAS BEEN INSPECTED IAW AN ANNUAL INSPECTION | | |
| | | | | | AND FOUND TO BE IN AN UNAIRWORTHY CONDITION DUE TO THE | | |
| | | | | | Following 1. #4 Plug Lead CIGARETTE BROKEN | | |
| | | | | | 2. #4 cyl Baffling CRACKED | | |
| | | | | | 3. ALT Baffle BROKEN IN VARIOUS PLACES | | |
| | | | | | 4. VARIOUS INTER cyl Baffles BROKEN | | |
| | | | | | 5. Oil Leak AT NOSE CASE | | |
| | | | | | 6. Oil Leak AT REAR Backbone AREA | | |
| | | | | | 7 Oil Leak AT BASE OF #4 cyl | | |
| | | | | | 8 All Plugs WORN TO LIMITS | | |
| | | | | | 9. RT MAGNETO REQUIRES CONTACTS AND RETAINING | | |
| | | | | | 10. LT MAGNETO NEEDS O.H. OR REPLACEMENT | SN 8120270 | |
| | | | | | 11. LOWER ENGINE MOUNTS Bad | | |
| | | | | | 12 ALTERNATOR FIELD HAS BROKEN SHIELD WIRING | | |

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE CONT NEXT PAGE

# ENGINE LOG

| DATE | DURATION | ACCUMULATED TOTAL TIME HOURS | 10THS | REPAIRS --- ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|
| 18 | Tach = | 1718. | 1 | 13 # 2 Induction Tube Loose | | |
| 3-28-90 | | → | | 14 Lt Heate Muff support bracket has Broken Welds | | |
| | Cust | | | 15 Hardware on left Muffler badly Rusted | | |
| | Total = | 1720. | 1 | 16 Carburator heat door shaft weld and tension arm missing | | |
| | | | | 17 Air Filter Housing has wrong screen - No STC or 337 - | | |
| | | | | 18 #3 cyl Exhaust Basket Leaking | | |
| | | | | See Also Aircraft Logbook - These items must Be Repaired | | |
| | | | | Prior To Return To Service - Listing Supplied To Owner Operator | | |
| | | | | END | | |
| | | | | Mark C. Hill | | |
| | | | | JAY, IA 51649 | | |
| | | | | 3-28-90 | | |

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

# ENGINE LOG

| DATE | DURATION | ACCUMULATED TOTAL TIME HOURS | 10THS | REPAIRS --- ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|
| 2-5-90 | Tach | 1718. | 1 | (1) Replace # 4 Cyl Plug Lead Cigarette | | |
| | Total | 7620. | 1 | (2) Replaced Prop Shaft & Gr-Loc Seal | | |
| | | | | (3) Retorqued Gear case and accessories at rear of Eng. | | |
| | | | | (4) Retorqued All Cylinder flange nuts. | | |
| | | | | (5) Replace points in rt mag. Timed, internally re-installed on engine and timed Mag to Eng | | |
| | | | | (6) Replaced Lt mag SN 8120270 with New Mag SN 9004035 Time mag to Eng | | |
| | | | | (7) Replaced All eng mounts. | | |
| | | | | (8) Repaired Wire to Alternator Field Wire Shield. | | |
| | | | | (9) Tightened #2 Cyl induction Tube Clamps | | |
| | | | | (10) Repaired Lt Muffler support bracket | | |
| | | | | (11) Replaced Lt muffler Hardware | | |

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

# ENGINE LOG

| DATE 19 | DURATION | ACCUMULATED TOTAL TIME HOURS | 10THS | REPAIRS --- ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|
| 25-90 | Tach | 1718. | 1 | (12) Inspected Air filter Housing and found Correct Screen to be Installed. Obtained | | |
| | Total | 7670 | 1 | Copy of STC. | | |
| | | | | (13) Replaced #3 cyl exhaust GASKET | | |
| | | | | (14) Inspected Brackett Air filter IAW AD 81-15-03 found Screen to be Steel. No further action required. | | |
| | | | | [redacted] | | |
| | | | | (15) Replaced Rt Magneto distributor block and Condensor End | | |
| | | | | James E Shupe | | |
| | | | | FAA 84 0275 | | |

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

# ENGINE LOG

| DATE | DURATION | ACCUMULATED TOTAL TIME HOURS | TOTAL TIME TENTHS | REPAIRS — ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|
| 10-7-90 | Tach Total | 0670 | 1 | Items listed in Annual Insp on previous pages in Total Write-up Numbers 2, 3, 4, 6 have been determined not to affect the airworthiness of this Aircraft. Aircraft returned to Service as airworthy at this time. Eng [illegible] | | |
| 3/1/91 | Hobbs | 538.3 | T-T | Checked Mag on this AC this date | | |
| | Tach | 17243 | | Comp Checked as follows #1 [illegible] #2 [illegible] #3 64/80 #4 [illegible] Eng [illegible] | | |

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

# ENGINE LOG

| DATE | DURATION | ACCUMULATED TOTAL TIME HOURS | 10THS | REPAIRS --- ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|
| 8-12-91 | | | | | | |
| | Tach | 1733.2 | | C/W a 100 hr. Inspection. Drained oil | | |
| | Hobbs | 0551.0 | | cleaned screens, Serviced with 6 Qts. | | |
| | SMOH | 1142.5 | | Aeroshell W 100 oil. Replaced 8 spark plugs | | |
| | | | | Compression test #(1) 69/80 (2) 68/80 (3) 72/80 (4) 78/80. | | |
| | | | | checked Mag. timing. Replaced Eng. cooling | | |
| | | | | baffle seal front of sump. wash down Eng. leak check OK. | | |
| | | | | Replaced Air filter. c/w AD's. | | |
| | | | | I CERTIFY THAT THIS Engine HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 hr. INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. J.S. Stockton A&P #11901598 | | |
| 08-12-91 | | | | | | |
| Tach | 1733.2 | | | I CERTIFY THAT THIS Engine HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. Andrew L. Hayes IA 48542371 | | |
| Hobbs | 0551.0 | | | | | |

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

# ENGINE LOG

| DATE 1992 | DURATION | ACCUMULATED TOTAL TIME HOURS | 10THS | REPAIRS — ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|
| 8-28-92 | Tach | 1877. | 6 | C/W A 100hr Inspection. Changed O.L | | |
| | Hobbs | 0745. | 1 | Cleaned screen, serviced with 6 Qts. | | |
| | | | | acreshell W100 15/2. Cleaned & gapped | | |
| | | | | plugs. Compression test (1) 78 (2) 80 (3) 80 (4) 80. | | |
| | | | | Check timing. Replaced prop spinner and backing Plate. | | |
| | | | | Leak test Eng. and returned to service. Checked ADS. | | |
| | | | | Replaced both Main Tires and Brakes. | | |
| | | | | I CERTIFY THAT THIS Engine HAS BEEN | | |
| | | | | INSPECTED IN ACCORDANCE WITH A 100 HR. | | |
| | | | | INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY | | |
| | | | | CONDITION T. J. Stockton A&P 1129 1588 | | |
| | | | | | | |
| 09-28-92 | Tach | 1877. | 6 | | | |
| | Hobbs | 0745. | 1 | I CERTIFY THAT THIS Engine HAS BEEN | | |
| | | | | INSPECTED IN ACCORDANCE WITH A Annual | | |
| TT | 580.7 | 1387. | | INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY | | |
| | | | | CONDITION. Andrew D Hyzer IA 485423?? | | |

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

# ENGINE LOG

| DATE 1993 | DURATION | ACCUMULATED TOTAL TIME HOURS | ACCUMULATED TOTAL TIME 10THS | REPAIRS --- ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|
| Feb | | 1927 | | Tach 6 qts Aeroshell 15 w 50<br>50 hr oil change | J M Curtis | 228906342 |

I CERTIFY THAT THIS _____ HAS BEEN
INSPECTED IN ACCORDANCE WITH A
INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY
CONDITION.

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

## ENGINE LOG

| DATE 19 93 | DURATION | ACCUMULATED TOTAL TIME HOURS | ACCUMULATED TOTAL TIME TENTHS | REPAIRS — ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|
| Tach 19665 | | | | CW 100hr Removed Oil Screen no contamination | | |
| Hobbs 850.1 | | | | Oil 6 QTS Aeroshell W100 Checked/Gasket plugs | | |
| 9/A/93 | | | | Replace Gear Blast Tube CK mag Timings | | |
| [redacted] | | | | Compression test 80/80 80/80 80/80 no leakage in holes | | |
| SMOH 1476.0 | | | | AD 93-11-03 N/A by SN | | |
| | | | | I Certify that this ENGINE has been INSpected in Accordance with a 100 hr INSpection and was determined to be in a Airworthy Condition Bon Tuckey A/P 4970335 | | |
| 9-6-93 TTSMOH 1476.0 | | | | I Certify This ENGINE WAS Inspected for A ANNUAL As per Cessna 150 S/M And Cont O200 Otherwise Found To Be in Airworthy Condition. Billy C Dunlap A/P 4085070 IA | | |

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

# ENGINE LOG

| DATE 19 94 | DURATION | ACCUMULATED TOTAL TIME HOURS | TENTHS | REPAIRS — ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|
| TACH Time | | 1996.0 | | TOT SMOH 1996.0 | | |
| 11-4 | AD 93-19-04 | | | Complied with by inspection of Carburetor Floats. Mild floats installed Not 10-91 M Stamped on Data Plate | | |
| | | | | R C McFarland 2743085 64 G.P. I.A. | | |
| TACH | TIME | 1995.0 | | TOT SMOH "0" 1996.0 | | |
| 11-4 | AD | 72-06-05 | | Throttle Stop inspected, found in Compliance | | |
| | | | | R C McFarland 2743085 64 I.A. | | |
| TACH | TIME | 1995.0 | | TOT SMOH "0" | | |
| 11-9 | AD | 63-22-03 | | Complied with by removal of 2 piece Venturi and installation of 1 piece. "V" Stamped on Carb Data Plate. | | |
| | | | | R C McFarland 2743085 64 I.A. | | |
| TACH | TIME | 1995.0 | | Engine Removed for Tear down and | | |
| 11-9 | overhaul. | | | Prop removed. | | |

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

# ENGINE LOG

| DATE 1994 | DURATION | ACCUMULATED TOTAL TIME HOURS | TENTHS | REPAIRS --- ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|
| TACH Time | | 1995.0 | | TT SMOH 1476.0 | | |
| 11-9 | | | | Engine Mayen overhauled - Crank Case NDI inspected and certified. Rods were inspected and certified. New factory Crankshaft and cylinders were installed per the manufacturers instructions. AD 94-05-05 Cylinder Rocker Shaft bosses were complied with and new cylinders (4). Cylinders were supplied by A.E.R.O Aviation on W.O.# 29428 (SUPPLY OF AIR PARTS) Crankshaft P.O. C53012 dated 9/29/94 was installed. Camshaft Part # 632608 from AFA Aircraft Engine Accessory Co were installed. S/B dated 7/6/82. Cylinders SA10200 series Millennium™ were installed per Service Letter 93-0004 and Engine was timed per STC SE86755SW awarded to Superior Air Parts Inc. at 28° TDC IN Lieu of 24° TDC. Crank case Modification per Tebedyne Continental Service Bulletin # M86-9 was applied. All new bearings, Rings Pistons and Seals were installed. Engine was Assembled IAW Manufacturers instructions. → | | |

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

Cont'

# ENGINE LOG

| DATE 19 94 | DURATION | ACCUMULATED TOTAL TIME HOURS | 10THS | REPAIRS --- ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|
| | | | | Service Letter 92-001 (Superior Air Parts Inc.) was complied | | |
| | | | | with on Lycoming SA 10200-A1, cylinder stud assembly | | |
| | | | | and SA 10200 A-20 Cylinder / Valve assembly. (All 4 Assembled.) | | |
| | | | | Parts installed were: | | |
| | | | | SA 10205 NS-Resist Exhaust Guide | | |
| | | | | SA 10209 Intake Guide | | |
| | | | | SA 2106 Exhaust Seat | | |
| | | | | SA 21284 Push Rod Tubes | | |
| | | | | SA 22949 Rocker Shaft Bushings | | |
| | | | | SA 401870 Intake Studs | | |
| | | | | SA 520112 Helical Coil Inserts. | | |
| | | | | SA 629518-1H Plug | | |
| | | | | SA 641729 3 39° Intake Seats. | | |
| | | | | All work was done Per Manufacturers Instructions. | | |
| | | | | The Engine was installed in Cessna 150, N6912G | | |
| | | | | Test Run, RPS Checked, & PROP Reinstalled. | | |
| | | | | Robert C. McFarland A&P 274 30858 I.A. | | |

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

# ENGINE LOG

| DATE | DURATION | ACCUMULATED TOTAL TIME HOURS | ACCUMULATED TOTAL TIME 10THS | REPAIRS --- ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|
| 1-9 | Tach time | 1995.0 | | TSMOH "0" | | |
| | I certify that this Engine has been inspected per current Inspection requirements and has been determined to be Airworthy. | | | Robert McFarland A&P 27430 8584 | | |
| 1-30 | Tach Time | 1995.0 | | TSMOH "0" | | |
| | STC # SE 7559 SW applied to TC E-252 Teledyne Conti Engine Ser # 699 06-8-A. Installation was done per STC Instructions Rev. #1 dated April 30 1992. Filter # CH 48108 was installed. OPS Mech Checked OK. Form 337 submitted to FAA this Date. | | | Robert McFarland A&P 27430858 I.A. | | |

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

# ENGINE LOG

| DATE 19 | DURATION | ACCUMULATED TOTAL TIME HOURS | IOTHS | REPAIRS --- ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|
| TACH 2079.8 | | | | PERFORM 100 HR INSPECTION CK LIST | | |
| 2004.0 | | | | CLEO REPLACE AIR FILTER | | |
| TSMO | | | | @ ALL AD'S CW AT OH 9 HOURS AGO | | |
| | 9.0 | | | RUN ENG PERFORMANCE SATISFACTORY | | |
| | | | | I CERTIFY THIS ENG AND PROP | | |
| | | | | HAS BEEN INSPECTED IAW ANNUAL | | |
| | | | | INSPECTION AND FOUND TO BE IN | | |
| | | | | AIRWORTHY CONDITION. | | |
| | | | | | IA 252023033 | |
| | | | | | Larry Bennett | |

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

# ENGINE LOG

| DATE 19 | DURATION | ACCUMULATED TOTAL TIME HOURS | ACCUMULATED TOTAL TIME 10THS | REPAIRS --- ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|
| 5-21-97 | | | | PERFORM 100 HR INSPECTION CERTIFIED | | |
| HOBBS 0977 | | | | A/C COMP 78/80 DRAIN OIL CHANGE FILTER | | |
| TACH 2029.8 | | | | REPLACE FUEL LINE. RIG UP CK PERFORMANCE | | |
| TOTAL 9031.8 | | | | GOOD. ALL AD'S CW AT 0/H I CERTIFY | | |
| | | | | THIS ENG HAS BEEN INSPECTED IAW. | | |
| | | | | ANNUAL INSPECTION AND FOUND IT TO BE | | |
| | | | | IN AIRWORTHY CONDITION. | | |
| | | | | IA 262023033 | | |
| | | | | | | |
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CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

# ENGINE LOG

| DATE 19 | DURATION | ACCUMULATED TOTAL TIME HOURS | ACCUMULATED TOTAL TIME 10THS | REPAIRS --- ADJUSTMENTS | SIGNATURE | LICENSE NUMBER |
|---|---|---|---|---|---|---|
| 6-1-98 | | | | PERFORM 100 HR INSPECTION | CK LIST USED | |
| | | | | COMP. ALL 76/80 AND ABOVE. | | |
| TACH | | | | DRAIN OIL CHANGE FILTER. INSTALL NEW | | |
| 2092.6 | | | | QUICK DRAIN, REPLENISH WITH 4 QTS W100 | | |
| | | | | AERO SHELL. RUN UP CK PERFORMANCE GOOD | | |
| | | | | NO LEAKS NOTED. RE GREASE ENG COMPT. | | |
| | | | | I CERTIFY THIS ENG AND PROPELLER | | |
| | | | | HAS BEEN INSPECTED IAW ANNUAL | | |
| | | | | INSPECTION AND FOUND IT TO BE | | |
| | | | | IN AIRWORTHY CONDITION. | | |
| | | | | | JA 252-02303 | |

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

DATE

DE

AIR SERVICES, INC.
400 REGIONAL AIRPORT RD
CARROLLTON, GA 30117

TL. (770) 836-9002
FAX. (770) 836-6999

LICENS
NUMBE

Engine Log book Entry
N6912G

09/01/99
TACH: 2104.9
HOBBS: 1026.5

Perform 100 hr/Annual inspection check list used. Comp all 76/80 and above. Replace Air Filter BA 4108. Run up check performance good. No leaks noted. Check Ad's thru 99-19 Issue. See AD list for AD's P.C.W. . 98-17-11 N.A. crankshaft not O.H. by Nelson. I certify this engine has been inspected I.A.W. an Annual/100 hr inspection and found it to be in Airworthy condition.

I.A. 252023033
Sammy Bereznak

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

| DATE | DURAT |
|---|---|
| | |

AIR SERVICES,INC
400 REGIONAL AIRPORT RD
CARROLLTON, GA 30117
FAA Certified Repair Station Z4AR547Y

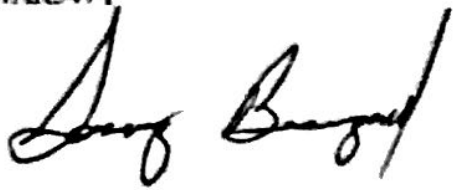
TL. (770) 836-9002
FAX (770) 836-6999

Engine and Propeller Log book entry
N6912G
HOBBS: 1049.3

11/5/00
TACH: 2122.4
T.S.M.O. 127.4

Perform 100 hr/Annual Inspection checklist used. Comp all 75/80 and above. Drain oil; change filter. Replenish with 4 qts W-100 Aeroshell. Check AD's thru Issue 2000-22. C.W. 93-22-05 by inspection of carb air valve. See AD list in rear of Airframe Log Book II for P.C.W. AD's Run up check performance good, no leaks noted. I certify this engine and propeller has been inspected and repaired in accordance with current Federal Regulations and found it airworthy for return to service. Details on file under W.O. 2070.

Repair Station NO. Z4AR547Y
Sammy Bereznak



CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

## PROPELLER INSPECTION & REPAIRS

| INSPECTION | | | REPAIRS | | |
|---|---|---|---|---|---|
| DATE | INSPECTED BY | CONDITION | DATE | REPAIRED BY | REPAIRS MADE |
| 12/02/01 | | | | | |

N6912G TACH: 2162.5

HOBBS: 1098.1 SMOH: 167.5

Performed ~~100 Hour~~ (Annual) Inspection on this engine. Compression: 1) 78/80, 2) 78/80, 3) 78/80, 4) 78/80. I certify that this aircraft has been inspected in accordance with an annual inspection and is approved for return to service.

William H. Dankers, A&P 622725 IA William H. Dankers

## PROPELLER INSPECTION & REPAIRS

| INSPECTION | | | REPAIRS | | |
|---|---|---|---|---|---|
| DATE | INSPECTED BY | CONDITION | DATE | REPAIRED BY | REPAIRS MADE |
| 24 Jun 82 | Tach 2215.0 | TSMOH 210.0 | | | Replaced engine air filter. Changed oil and oil filter. Serviced with Aeroshell 100W/ Cleaned and gapped plugs. Compression Test #1 78 #2 79 #3 77 #4 78. Engine washed, run, and leak checked. I certify this engine has been inspected in accordance with a 100 hr inspection and was determined to be in an airworthy condition. Ronald Scrough A&P 442568788. |
| 12 Aug 82 | Tach 2234.0 | | | | Replaced Carburetor. Installed Marvel Schebler EM 6-3M Ser# CE-1-7712 Overhauled unit one piece venturi. See engine Inspection 12 Aug 82. Ops Ck good. Ronald Scrough A&P 442568788. |

# PROPELLER INSPECTION & REPAIRS

| INSPECTION | | | REPAIRS | | |
|---|---|---|---|---|---|
| DATE | INSPECTED BY | CONDITION | DATE | REPAIRED BY | REPAIRS MADE |
| 6 Sep 88 | Tach 2256.0 | Changed oil & filter. Serviced with AS 100wt | | | |
| | | Ronald Dorough A&P 442568788 | | | |
| 24 Feb 88 | Tach 2306.0 | TSNOH 311.0 Changed oil & filter. Serviced with AS 80wt | | | |
| | | Replaced air filter. Compression Test #1 75 #2 77 #3 77 #4 78. | | | |
| | | Replaced Spinner and front backplate. | | | |
| | | I certify this engine has been inspected in accordance with an | | | |
| | | annual inspection and was determined to be in an airworthy condition. | | | |
| | | Ronald Dorough A&P 442568788 IA. | | | |
| 29 Jun 88 | Tach 2356.0 | TSNOH 361.0 Changed oil and filter. Serviced with AS100wt. | | | |
| | | Cleaned and gapped plugs. Compression Test #1 79 #2 78 #3 79 #4 79. Replaced | | | |
| | | air filter. Cleaned fuel filter and gascolator. | | | |
| | | I certify this engine has been inspected IAW a 100 hr inspection and | | | |
| | | was determined to be in an airworthy condition. Ronald Dorough A&P 442568788. | | | |

## PROPELLER INSPECTION & REPAIRS

| INSPECTION | | | REPAIRS | | |
|---|---|---|---|---|---|
| DATE | INSPECTED BY | CONDITION | DATE | REPAIRED BY | REPAIRS MADE |
| 1-3-04 | Tach 2495.5 Ronald Darough A&P 442568988 | | | | Changed oil and filter. Serviced with Aeroshell 80W. |
| 3-27-04 | Tach 2417.5 | | | Ronald Darough A&P 442568988 | Replaced Key Start Clutch with Niagra PN 641500-20 SN04-093-7 and gasket. |

"LOOK FOR THE RED AND BLUE CESSNA PENNANTS FOR THAT EXTRA SERVICE WHERE IT COUNTS WHEN YOU NEED IT."

CESSNA AIRCRAFT COMPANY WICHITA, KANSAS