

The Standard



ENGINE LOG

ENGINE RECORD — GENERAL INFORMATION

MANUFACTURER CONT MODEL F-185 205
SERIAL 6136-D-5-9 TYPE CERTIFICATE _____
THIS ENGINE IS CURRENTLY INSTALLED IN AIRCRAFT NAVION 43871C
MINIMUM OCTANE FUEL 80 OIL GRADE SUMMER 50W WINTER 15W50
MAGNETO TIME _____ POINT SETTING _____ FIRING ORDER _____
SPARK PLUG GAP 18
MFG. RECOMMENDED OVERHAUL AT 1500 HOURS.

Eng overhaul

The Standard



ENGINE LOG

DATE 1979	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
10-2-79	1658.10	-		CHANGE Engine oil & FILTER (FRAM) With 40W Shell oil.
1-26-80	1675.53			SPARK plug changed # 4 cyl Left Bomb repair sect. (OIL LEAK) was NOT SPARK plug
2-11-80	1690.10			OIL CHANGE 20W40 NO FILTER OIL COOLER replaced (Eddy) Suesef AD out FOR CHECK OVER Cloned Gear linkage + struts Small cd leak at prop area. Loub's like cross seal.

Cont.

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21-80	170025			add fuel to H/d. system 1/4 pt. small ad leak from Centu Borrow P. Bomb (Case to Borrow seal) leaky. green linboge #3 Cley. Clean Engine Compartment wax Oregos vent tube for vacuum pump (Present) leaking oil. New pump ordered 0-23
23-80	170413			retorque #3 Cley. Borrow to Case. next replace pal nut. (Broken) 10' clep position

[illegible]

N4387K
6136-D-5-9

AL TYPE	EXTERNAL FILTER
AS 15 W 50 AD	FRAM

Fe = Iron Cr = Chromium Si = Silicon Ag = Silver Ni = Nickel
Al = Aluminum Cu = Copper Pb = Lead Mg = Magnesium Sn = Tin

1. ☒ Silicon content is: ☒ Normal ☐ High. Check air inlet/filter system and/or change oil more often.
2. ☒ Wear rate appears to be normal for the reported hours on oil and amount of make-up oil added.
3. ☐ An underlined element indicates wear slightly above normal. Resample in _____ hours to determine trend.
4. ☐ Comments:

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4-18-80			①	install drain on fuel tank accumulator install flush windows " new speakers 40hm. " " rock " " rollers " " Headliners " " felt seat replace filter ex Hyd reservoir clean container replace valve o-ring on Emergency shut off valve.

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10/3/80	1872		2814	Replaced OIL FILTER CHANGED oil, Shell 15W50 10 Speed filter for particulates OK Sent oil sample to SPECTRO Attached Report OK
3/14/83	190950			Change oil (NOT FILTER) lube gear.
SMITH	242.425			

[illegible]

The above is a reproduction of your engine record maintained in our files. The elements analyzed are shown in parts per million (PPM) by weight in oil. The magnitude of the readings reflect the wear rate of components built from materials containing these elements. Si - Silicon indicates the amount of foreign abrasive in your oil. A dash indicates items not analyzed:

Fe = Iron

Cr = Chromium

Si = Silicon

Ag = Silver

Ni = Nickel

Al = Aluminum

Cu = Copper

Pb = Lead

Mg = Magnesium

$$S_n = T_n$$

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4. ☒ Comments:

Copper is usually a valve guide or rocker arm, pin bushing. From your comments it looks like a rocker bushing. Recommend valve covers be removed for a good inspection.

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$$S_n \approx T_n$$

- Looks reasonable for one new cylinder. Wear seems a bit high for having added a quart every two hours.

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
				Date: 4 OCT. 63 I certify that this (ENGINE) has been inspected in accordance with an (ANNUAL) inspection and was determined to be in airworthy condition. Total Time Service 863 SMON. Total Time Tach 1231.58 IA&P 2056714 Signed <u>Richard F. [Signature]</u> CLEANED FILTERS AND SCREEN, CLEANED AND GAPPED SPARK PLUGS, CHECKED MAG TIMING. WASHED ENGINE. COMPRESSION #1 $\frac{24}{30}$ #2 $\frac{23}{30}$ #3 $\frac{20}{30}$ #4 $\frac{28}{30}$ #5 $\frac{26}{30}$ #6 $\frac{66}{80}$

11/10/62
 014
 1068
 1955
 ENG. [Signature]
 [Signature]

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11/1/64	1940			Change OIL Shell 15W 50 (NO FILTER) OIL ANALYSES ATTACHED
7/25/64	1957.0			Changed OIL Shell 15W 50 NO FILTER LUBE & CHECK ALL COMPONENTS VISUAL

DATE
 19__
 6/10/

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY: (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
				Date: <u>6 JUN. 85</u> I certify that this (<u>ENGINE</u>) <u>CLEANED AND REGAPPED</u> has been inspected in accordance with an (<u>ANNUAL</u>) inspection and <u>SPARK PLUGS, CHECKED</u> was determined to be in airworthy <u>POINTS AND MAG</u> <u>condition.</u> Total Time Service <u>029 SMH.</u> <u>TIMING, CHANGED</u> Total Time Tach <u>1267</u> <u>OIL ADDED 15.50</u> <u>2 A & P 2038714</u> Signed <u>[Signature]</u> <u>SHELL, CHANGED OIL</u> <u>FILTER</u> COMPRESSION #1 <u>23</u> #2 <u>24</u> #3 <u>65</u> #4 <u>75</u> #5 <u>74</u> #6 <u>65</u> <u>FO</u> <u>FO</u> <u>FO</u> <u>FO</u> <u>FO</u> <u>FO</u>
6/10/85	1967			Change OIL & FILTER Shell 15W 50 Lube all Gear & 160 LPS 3 LINKAGE

[illegible]

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				08 AUG. 1 1986
				I certify that this (ENGINE) has been inspected in accordance with an (ANNUAL) inspection and was determined to be in airworthy condition.
				Total Time Service <u>240 SMOH.</u>
				Total Time Tach <u>2000.5</u>
				<u>FAA # 1420714</u>
				Signed <u>Richard E. Fugate</u>
				CHANGED OIL AND CLEANED SCREENS, CLEANED AND GAPPED SPARK PLUGS, CHECKED POINTS AND MAG TIMING.
				CHANGED OVER 15W-50 SHELL OIL.
				COMPRESSION #1 76 #2 76 #3 66 #4 70 #5 75 #6 75 #7 70 #8 70 #9 70 #10 70 #11 70 #12 70

8/1/86 2008.50

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				08 AUG. 1 1986
6-12-87	2008.50	160	240	Annual inspection completed this date. CHANGED oil and checked screen. Added 15W50 Aeroshell. Cleaned, gapped, and tested spark plugs. Cylinder compression 4 7/8 5 7/8 3 1/2 #4 7/8 #5 7/8 #6 7/8. All systems checked and laced as required. ROUTINE MAINTENANCE (GATORING) THEREBY CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>ANNUAL</u> INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION THIS DATE. <u>John D. Lewis</u> <u>FAA 14207169</u>

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9-2-87	2088	CW AD		85-14-1082- HARTZELL BLADE CLAMPS - SEE YELLOW TAG For DETAILS - MUST BE INSPECTED (CLAMPS) AT 2185 Hrs TACH.
				John W. Seem AP2197169
10/26/87	2117.0			Changed oil and filter cleaned screens 9 qts 10-50 shell
11/21/87	TACH 2148.77			Removed Lt. mag. & replaced Coul. P/M 10-357164-1. INTERNALLY TIMED mag & reinstalled. Timed to Eng. ops test - Good. - END
				David J. Dilek AP029526749 FA

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1-7-88	2164			Changed oil, filter, cleaned screens 9 qts 50 W shell
-5-88	2180	TACH		Removal & replaced left mag. with
	3024	TOTAL AIR		TCON overhauled mag removed &
	2820	TOTAL ENG		re timed pt. mag ground run up good Timery AP9744800

DATE 19__	RECOR TA TH
9/6/93	224

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17-88	2164	changed oil		Filter, cleaned screens & gts saw shell
5-88	2182	tach		Removed & replaced left mag. with
	3024	TOTAL AVIONIC		overhauled mag removed &
	2820	total eng		Re timed 12 mag ground run up
				good Timmy AD9744802

[illegible][illegible]

9/24/93 certify that this engine has been inspected in accordance with an Annual Inspection and was determined to be in an airworthy condition. Idemille J. Gellert
A4P 942801361A.

[illegible]