

June 69 - Aug 71 (2)



ERCOUPE N93985

ENGINE LOG

ENG. SER.	ENGINE LOG		NC
DESCRIPTION			
ENGINE MFG.	CONTINENTAL		MOD. C 75-12 SER. 1182-6-12
RPM		BPH	MANIFOLD PRESS.
NORMAL	2075	NORMAL	
MAX.	2350	MAX.	
OIL		FUEL	IGNITION
CAP. GALLONS	1	OCTANE MIN.	73
GRADE SUMMER	30-40	OCTANE MAX.	90
GRADE WINTER	20	OCTANE REC'D	80
		MAGNETO TIME	
		MAG. POINT GAP	
		SPARK PLUG GAP	
		FIRING ORDER	

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ENGINE LOG

DATE	INSPECTIONS, ADJUSTMENTS, REPLACEMENTS, REPAIRS AND/OR ALTERATIONS
1969	EVERY REPAIR AND EVERY INSPECTION MUST BE ENDORSED BY A CERTIFICATED MECHANIC OR REPAIR FACILITY WITH NAME, RATING AND CERTIFICATE NUMBER
6 July	<p>Engine total time 856:45, tach time 5.7 hours, time since top overhaul 161:45. Inspected LH & RH Eisenman magnetos in accordance with AD 69-9-1. Both coils are acceptable in accordance with paragraph (d)(2).</p> <p>I certify that this engine has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.</p> <p style="text-align: right;">Donald E. Deerson IA 1593540</p>

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

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
18 Oct 70	<p>Engine total time 910 Hours tach 60. STOH 215 Hours</p> <p>I certify that this engine has been inspected in accordance with an annual inspection and was determined to be airworthy.</p> <p style="text-align: right;">Donald E. Deerson IA 1593540</p>
4/5/71	<p>Oil Changed Gulf 20-40 AD TAC 87.0</p> <p style="text-align: right;">W Shank CP 2013596</p>
8/3/71	<p>Oil Changer Esso 100 W</p> <p style="text-align: right;">TAC 110.3 W Shank CP 2013596</p>

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

ENG. SER.

NC

DATE
2011

TACH.
TIME

THIS
FLIGHT

TOTAL TIME

REMARKS

SIGNATURE AND
CERTIFICATE NO.

TACH
628.0

Log entries on this and the next page removed upon the discovery that another log beyond this one exists. New logbook # 4 created and overhauled.

Randy Thompson
A&P 512699304

FORWARD TOTALS TO
TOP OF NEXT LEFT PAGE