



# R/H ENGINE LOG R/H

No 7170

ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
oil and filters		
oil 50 wt. Det. oil.		
(1) 73/PO (2) 75/80 (3) 75/80		
clean and gas manifold		
valve timing checked ok		
and Exhaust System		
accurate ok		
check ok, engine manifold		
and carb. float ok		
and fuel lines ok		
and No. 10 check work		
checked ok		
for look all ok none		
filters ok - Box ok		
engine See box of		
AD AD note		
and compliances		
and Fuel -		

DATE	R.P.M.		TIME ON GROUND			TIME IN AIR			TOTAL TIME		REPAIRS - ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
	Ground	Air	Hrs.	Min.	Total	Hrs.	Min.	Total	Hrs.	Min.			
10-11-88	Aircraft HM =		17	50	8	hrs.					accomplished 50 hr inspection changed oil and oil filter - used Shell 50 wt. Det oil - open bearing oil filter inspected for metal or wax found. wash engine - pressure checked fuel pump no leak and no oil leak engine accessory Exhaust intake and controls found ok. Run up checked ok. No suspect for oil leak none - re-crawl engine		
	Eng TSRB =		11	42	9	hrs.							
	FINAL INSPECTION WORK ORDER 7170												
	DATE 10-11-88												
	_____ Whitney T. Savary Authorized Inspector PAUL FOURNET AIR SERVICE, INC. REPAIR STATION NUMBER 2225 MUNICIPAL AIRPORT, LAFAYETTE, LA.												
BROUGHT FORWARD													
TOTALS													

P/A ENGINE LOG

DATE	R.P.M.		TIME ON GROUND			TIME IN AIR			TOTAL TIME		REPAIRS - ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
	Ground	Air	Hrs.	Min.	Total	Hrs.	Min.	Total	Hrs.	Min.			
88													
11-7-88											used shell 50 wt Det oil - oh none found - comp checked ① 73/80 ② 73/80 ③ 73/80 ④ 73/80 ⑤ 74/80 ⑥ 74/80 - clean and gap space plug - cleaned cigarettes checked magneto found ok, inspect the intake system ok, inspect the exhaust system Found ok engine hot mounts and engine mounts ok clean fuel tanks screen, inspect engine air filter ok by inspection - inspect the fuel and oil lines ok no leaks. Condition ok inspect all engine controls ok "continued on the next page"		
<p>I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100 hr</u> INSPECTION AND WAS DETERMINED TO BE IN AIR- WORTHY CONDITION. <u>aircraft HM = 1800 hr -</u> TOTAL TIME ENGINE <u>TSRB = 1193:1 hrs -</u> WORK ORDER <u>7235</u> DATE <u>11-7-88</u> <u>Whitney J. Savary</u> Authorized Signature PAUL FOURNET AIR SERVICE, INC. CERTIFICATE REPAIR STATION NUMBER <u>2225</u> BROUGHT FORWARD MONSIEUR AIRPORT, LAFAYETTE, LA.</p>													
TOTALS													

A+P 1452850

DATE	R.P.M.		TIME ON GROUND			REPAIRS - ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
	Ground	Air	Hrs.	Min.	Total			
88								
11-7-88								
<p><u>Microcraft Hawk II</u> <u>Engine TSRB</u> engine case c/w AD not re- separation as per the log checked the AD hole comp</p>								
12-16-88								
<p><u>Air Craft</u> <u>500</u> <u>check</u></p>								
TOTALS								



*PH engine*  
*DATE installed*  
*2-16-89*  
*HM-1900*

AAA FORM NO. 8

SERVICEABLE

**APPROVED AIRCRAFT ACCESSORIES, INC.**

**FAA APPROVED REPAIR STATION NO. 3772**

P.O. BOX 666 - TAYLOR, MICH. 48180

CUSTOMER PAUL FOURNET AIR SERVICE, INC.

MFG. BY C M C

PART NAME FUEL INJECTION PUMP

PART NO. 638154-17 MODEL \_\_\_\_\_

TYPE \_\_\_\_\_ SERIAL NO. E288010RB

REMARKS: OVERHAULED & TESTED

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

ALL APPLICABLE AD NOTES COMPLIED WITH

The accessory and/or component identified on opposite side was repaired and inspected in accordance with current Civil Air Regulations and was found AIR-WORTHY for return to service.

Pertinent details of the repair are on file at this agency under—

Repair Order No. 112,126

Signed *Paul Lee*

FOR 8/22/85

**APPROVED AIRCRAFT ACCESSORIES, INC.**

**FAA APPROVED REPAIR STATION NO. 3772**

**P.O. BOX 666 - TAYLOR, MICH. 48180**

**Phone: 946-9000**

R/4 ENGINE LOG

DATE	R.P.M.		TIME ON GROUND			TIME IN AIR			TOTAL TIME		REPAIRS - ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
	Ground	Air	Hrs.	Min.	Total	Hrs.	Min.	Total	Hrs.	Min.			
89													
2-21-89											Change oil and oil filter and Shell 50 wt. - Aut. oil - Comp checked @ 75/80 (1) 70/80 (3) 75/80 (4) 74/80 (5) 75/80 (6) 75/80 - installed New spark plugs - Mag timing Checked ok Intake System ok Inspect Exhaust System Replaced the inboard Exhaust Collector Pipes - P/N - 9910295-13 with new gaskets - Replaced engine driven Fuel Pump Installed P/N 638154-17 3/4" E288010RB and Adjust unmetalled Fuel Pressure - engine accessories ok controls ok - engine mounts ok - engine baffles ok " continued on the next page		
<p>I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100 hr annual</u> INSPECTION AND WAS DETERMINED TO BE IN AIR- WORTHY CONDITION. <u>Mc HM = 1900 hr</u></p> <p>TOTAL TIME _____ ENGINE <u>TSRB = 1292.01 hr.</u> WORK ORDER <u>7461</u> DATE <u>2-21-89</u></p> <p><u>Whitney J. Sawyer</u> Authorized Signature PAUL FOURNET AIR SERVICE, INC. CERTIFICATE REPAIR STATION NUMBER 2225 MUNICIPAL AIRPORT, LAFAYETTE, LA.</p>													
<p>BROUGHT FORWARD _____ TOTALS _____</p>													

Whitney J. Sawyer  
A111452800

DATE	R.P.M.		Hrs.
	Ground	Air	
89			
2-21-89			
<p>clean fuel tank all fuel lines inspected for engine baffles Discrepancy crack and internal fuel leak Book of</p>			
<p>BROUGHT FORWARD _____ TOTALS _____</p>			







R/4 ENGINE LOG

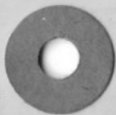
DATE	R.P.M.		TIME ON GROUND			TIME IN AIR			TOTAL TIME		REPAIRS - ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
	Ground	Air	Hrs.	Min.	Total	Hrs.	Min.	Total	Hrs.	Min.			
5-26-89											Changed oil and oil filter used Shell 50 wt. Put oil Comp checked (A) 75/80 (B) 75/80 (C) 73/80 (D) 76/80 (E) 73/80 (B) 71/80. Cleaned and gey spark plug - map timing ok. Removed #3 cylinder to replace a broken cylinder stud. But all ok Re installed cylinder with new cone and pistons. engine accessories and fuel and oil lines - pressure checked to be ok. checked all ok. engine mounts ok. Replace air filter to 2000 hrs. 86-76-02 and place at next at 2500 hrs. on the hour meter. Clean fuel tank, screen wash engine down and checked all See King Book for oil not conformed and change bleed		
<p>I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A 120 hr INSPECTION AND WAS DETERMINED TO BE IN AIR-WORTHY CONDITION. H/M = 2000.4</p>													
TOTAL TIME	<del>41245</del>												
ENGINE	TSRB =		1392.5										
WORK ORDER			7714										
DATE			5-26-89										
			Whitney J. Savoy										
			Authorized Signature										
			PAUL FOURNET AIR SERVICE, INC.										
BROOKHURST WARE REPAIR STATION NUMBER 2225													
MUNICIPAL AIRPORT, LAFAYETTE, LA.													

SIGNATURE  
 LICENSE NUMBER  
 oil  
 checked  
 7/80 (3) 70/80  
 1/80 closed  
 nozzles  
 mic  
 wing  
 wheel screen  
 Smith  
 2229

phy - map timing ok. Removed #3 cylinder to replace a broken cylinder stud. But all ok Re installed cylinder with new cone and pistons. engine accessories and fuel and oil lines - pressure checked to be ok. checked all ok. engine mounts ok. Replace air filter to 2000 hrs. 86-76-02 and place at next at 2500 hrs. on the hour meter. Clean fuel tank, screen wash engine down and checked all See King Book for oil not conformed and change bleed

Ed

DAB  
install  
7-12-89  
Hms: 2050



**AIRCRAFT EXHAUST SYSTEMS**

**KNISLEY WELDING, INC.**

FAA CERTIFICATED  
REPAIR STATION #412-15

3450 Swetzer Road  
Loomis, CA 95650  
(916) 652-5891

**SERVICEABLE**

Mfgr. Name Cessna

Component Name muffler

Model 310 R

PIN 0852597-1/K

The aircraft component identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at this repair station under Work Order No. 33889

Date 12-6-88

Signed C. Knisley

(Authorized Individual)







06 R

N3246C 231R

AIRWORTHINESS DIRECTIVE COMPLIANCE RECORD

R/H engs  
S/N 26606R

R/H Eng. 10-320-MB1 S/N-26606R-

SIGNATURE  
 No discrepancy dec 100h  
 higher engine and replace  
 by J. Sany ATP 1452858  
 all alternator bearing was  
 ok and whistling bearing was  
 ok and replaced  
 by inspection of paper air filter  
 by J. Sany ATP 1452858  
 why inspection ok cylinder  
 head ok none found  
 by J. Sany ATP 1452858  
 why inspection alternator  
 whistling J. Sany ATP 1452858  
 ok and replaced at 500 h interval  
 in air filter  
 by J. Sany ATP 1452858  
 ok and inspection by engine  
 by J. Sany ATP 1452858  
 why inspection found ok by  
 by J. Sany ATP 1452858  
 why inspection ok found ok  
 why inspection ok  
 whistling J. Sany ATP 1452858  
 why inspection ok  
 whistling J. Sany ATP 1452858  
 make to this alternator  
 by J. Sany ATP 1452858

A.D. NUMBER AND AMENDMENT NO.	METHOD OF COMPLIANCE	DATE OF COMPLIANCE	TOTAL TIME IN SERVICE		TYPE A.D. (X)		NEXT COMPLIANCE DUE-DATE/HOURS/OTHER	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER	REMARKS
			TT ENG	SMOH	ONE-TIME	RE-CURRING			
86-13-04R3 1 mod 39-5555	By inspection of cylinder for cracks or separation	2-21-89 HM=1900	TSRB 1292.1			X	When HM=2000 h or at TSRB or Engine of 1392.1 h	Whistling J. Sany ATP 1452858	due by insp at 100 h interval for cracked cylinder
84-26-02	By inspection of Engine air Filter	2-21-89 A/C HM=1900	TSRB=1292.1			X	When HM=2000 h or Eng TSRB=1392.1	Whistling J. Sany ATP 1452858	Paper air filter due insp at 100 h interval replace at 500 h.
84-26-02	Replaced eng. air filter	5-26-89 HM=2000.4	TSRB 1392.4			X	due replace at 400 h or 2500 h impact 2100.4	Whistling J. Sany ATP 1452858	Replace at 500 h interval and insert lock 100 h.
86-13-04R3 Amend 39-5555	By inspection of cylinder for cracks	5-26-89 HM=2000.4	TSRB 1392.4			X	due next at A/C HM of 3100.4 and TSRB of 1492.4	Whistling J. Sany ATP 1452858	due by inspection each 100 h found ok
86-13-04R3 Amend 39-5555	Cylinder for cracks and separation	11-15-89 MCHM=2198.3	Eng TSRB 1590.4			X	due next at Eng TSRB of 1690.4	Whistling J. Sany ATP 1452858	due 100 h interval 1/10 by inspection ok
84-26-02	By inspection Eng air Filter	11-15-89 HM=2198.3	Eng TSRB 1590.4			X	due at Eng TSRB of 1690.4	Whistling J. Sany ATP 1452858	why inspection found ok at the 100 h int.
76-02-07	By inspection alternator bearing	11-15-89 HM 2198.3	Eng TSRB 1590.4			X	No longer apply	Whistling J. Sany ATP 1452858	no longer apply last bearing





MEMORANDA

DATE	APP Note	SPEZ Form	REF	Hours meter	Factor 1		Compliance Method and Spreading
					TRIAL	TSR13	
11-12-86	76-02-07	X		1010	402	402	No large spreadable thru all rocks. No rain. Very heavy. Indentation or heavy 1405 3858
11-12-86	84-26-02		X	1010	402	402	Spreading factor 100% in road cycle by injection. 100% surface 0.5 sec. 1452 3858
1-12-87	P2-13-04		X	1062	454	454	Sp. by injection. Indentation pocket found. No spreading. Indentation 0.5 sec. time 50 ft. Indentation 100% in road. 1452 3858
1-12-87	P2-13-04		X	1062	454	454	Indentation 100% in road. 1452 3858
3-12-87	P2-13-04		X	110-0	502	502	Sp. by injection. Indentation 100% in road. 1452 3858
1-9-87	86-13-04		X	1210	602	602	Sp. by injection. Indentation 100% in road. 1452 3858
9-4-87	P2-13-04		X	1308-6	700-6	700-6	100% in road. Indentation 100% in road. 1452 3858
9-10-87	86-13-04		X	1308-6	700-6	700-6	Indentation 100% in road. 1452 3858
9-10-87	P2-13-04		X	1402-6	800-6	800-6	due 100% in road. Indentation 100% in road. 1452 3858
12-10-87	86-13-04		X	1402-6	800-6	800-6	Indentation 100% in road. 1452 3858