

AIRCRAFT TECHNICAL LOGS

Section 3. ENGINE

ENGINE LOG

1. **Make** LYCOMING
2. **Model** 10-320-E1A
3. **Specification** _____
4. **Manufacturer's Serial Number** L-4946-55A
5. **Date of Manufacture** _____
6. **Aircraft Inspection Cycle** _____

DATE	TIME RUN		TIME SINCE OVERHAUL		INSTALLATIONS, INSPECTIONS, NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD →					
					ORIGINAL ENGINE LOG LOST. THIS JOURNAL LOG RECORDS OF A/C THIS ENGINE HAS BEEN INSTALLED FROM THE USA.
NOV 14/77			750	4	IMPORTED TO CANADA AS INSTALLED
APR 17/79			855	5	100 HR INSP C/O
SEPT 16/79			970	4	100 HR INSP C/O
21/4/80			1010	5	100 HR INSP C/O
26/7/81			1117	4	PROP STRIKE REPORTED (MINOR) CRANK DIAL
30/3/82			1117	4	100 HR INSP C/O
MAY 16/83			1130	7	100 HR INSP C/O
JULY 10/84			1192	6	100 HR INSP C/O
AUG 15/85			1252	4	100 HR INSP C/O
AUG 10/94			1244	8	100 HR INSP C/O
AUG 1/95			1250	3	ANNUAL INSP C/O
AUG 20/96			1280	9	ANNUAL INSP C/O
JAN 01/2000			1295	0	ENGINE REMOVED FROM A/C FOR FABRIC
JUNE 9/2002			1295	0	ENGINE INSTALLED ON A/C C-614S
NOV 6/03			1322	3	ANNUAL INSP. C/O IAW CAR 625 APP B & C
FEB 16/04			1333	0	300 RPM DROP. #4 LOWER PLUG REPLACED
JUNE 3/03	MISSED ENTRY				ANNUAL INSP C/O IAW CAR 625 APP B & C.
04-21-04			1349	7	25 HR INSP C/O OIL CHANGE
			1375	8	50 HR INSP C/O OIL CHANGE
OCT 3/04			1409	2	OIL CHANGE
CARRIED FORWARD					

TOTAL THIS PAGE		
TOTAL FROM PREVIOUS SUMMARY		
TOTAL SINCE MFG.		

REPAIRS, ADJUSTMENTS, MODIFICATIONS ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.	SIGNATURE	LICENCE NUMBER
LOG HAS BEEN CREATED USING AIRFRAME AND C-614S AMERICAN CHAMPION 8VCAB. WHITTAKER ON SINCE IMPORTATION INTO CANADA		
C-614S OLD US REG N8505.		
CHECKED AND FOUND IN LIMITS. CO2		
REPAIR - ANNUAL INSP. C/O IAW CAR 625 APP B & C		
ENG RUN C/O CHECKED SERV.		
CHECK		

MAXIMUM HOURS BETWEEN OVERHAULS _____ HOURS.

ENGINE SERVICE AND

MAINTENANCE RECORD

DATE	TIME RUN		TIME SINCE OVERHAUL		INSTALLATIONS, INSPECTIONS, NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD	→		1409	2	
			1470	6	
NOV 6/04			1412	0	ANNUAL INSP 1/0 IAW CAR 625
JUNE 21/05			1437	6	OIL CHANGE 1/0
26 APR/05			1470	6	OIL CHANGE 1/0
NOV 25/05			1491	3	ANNUAL INSP 1/0 OIL CHANGE
APR 17/07			1506	8	ANNUAL INSP 1/0 IAW CAR 625
SEPT 28/08			1535	2	ANNUAL INSP 1/0 IAW CAR 625
MAR 19/09			1549	7	TIME UPDATED
APR 15/11			1580	0	ANNUAL INSP 1/0 IAW CAR 625
MAR 17/12			1607	7	TIME UPDATED
1/6/2018			1607	7	ENGINE REPAIRED AT ATC
2018/10/18			1607	7	ENGINE INSTALLED ON CG1YS
2018/DEC/11			1607	7	ENGINE RUNS PER SIA270 NOTE: TECH LOG ENTRY OF L-4046-55A APPEARS TO BE
05/28/2020					
			1607	7	CARRIED FORWARD

TOTAL THIS PAGE		
TOTAL FROM PREVIOUS SUMMARY		
TOTAL SINCE MFG.		

REPAIRS, ADJUSTMENTS, MODIFICATIONS
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE LICENCE NUMBER

APP B & C OIL CHANGE & COMP CHECKED

& COMP CHECKED

APP B & C OIL CHANGED & COMP CHECKED

APP B & C OIL CHANGED & COMP CHECKED

APP B & C OIL CHANGED & COMP CHECKED

I CERTIFY THAT THE INFORMATION ABOVE IS TRUE AND ACCURATE TO MY BEST KNOWLEDGE BASED ON THE ~~THE~~ TECHNICAL RECORDS OF L-61YS AVAILABLE TO ME.

[Signature] M353187
A. JANIK.

FORM TRACKING # 5003

[Signature] 203108
[Signature] 203108
[Signature] 203108

OAK
JUNE 9, 2002, NOTES SIA4046-55A INSTALLED
A MISTRINT (BASED ON TIME & HISTORY & (0704))

[Signature] 203108

MAXIMUM HOURS BETWEEN OVERHAULS _____ HOURS.

ENGINE SERVICE AND

DATE	TIME RUN		TIME SINCE OVERHAUL		INSTALLATIONS, INSPECTIONS, NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD →			1607	7	
					ENTRIES COPIED FROM JOURNAL Log for 2018 ANNUAL INSPECTION
					41054

ENG. SER. L-4946-55A IO-320-E1A

DATE	TACH. TIME	THIS FLIGHT	TOTAL TIME	REMARKS	NC SIGNATURE AND CERTIFICATE NO.	DATE
MARCH 17, 2014				TACH. TIME: 1573.5, TOTAL TIME: 1573.5 REMOVED ENGINE, DISASSEMBLE, CLEAN, & MAJOR OVERHAUL TO NEW SPECIFICATIONS. POLISH CRANKSHAFT, MAPNAFLUX ALL STEEL PARTS, DYE PENETRANT ALUMINUM PARTS, INSTALL NEW CERMICROME CYLINDERS ASSEMBLIES, (PISTONS, RINGS, VALVES, SPRINGS, KEYS, ETC.) NEW STANDARD MAIN & ROD BEARINGS, TWO NEW VALVE LIFTERS/BODIES, NEW OIL PUMP, (AD 91-17-04-B2) (NEW AD 91-14-22) CRANKSHAFT GEAR, INSTALL NEW FUEL PUMP, NEW SPARK PLUGS, AND IGNITION HARNESS, INSTALL OIL PROPPER GASKETS (OIL BY PRECISION PROPPER CO.) REBUILD RIGHT AND LEFT MAGNETOS, (NEW AD 91-09-07) IMPULSER COUPLING, 94-01-03 YON COIL (ROTARY MAGNETO, 91-04-06) ENGINE OIL LINE FRACTURE, OIL FUEL INJECTOR DETRICTOR, CLEAN AND LUBRICATE STARTER MOTOR,		
FORWARD TOTALS TO TOP OF NEXT LEFT PAGE				NEXT 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
	INSTALL NEW ENGINE MOUNTS, INSTALL ALL NEW AIR DUCTING, CYLINDER ASSEMBLIES REPAIRED/REBUILT BY HOOPER AIR, INC. (CERMICROME) INCLUDE PISTONS, RINGS VALVES ASSEMBLIES, CONNECTING RODS ALSO REPAIRED/REBUILT BY HOOPER AIR, INC. ALL REPAIRS/OIL MADE LAW LYCOMING DIRECT DRIVE OVERHAUL MANUALS, AND CURRENT SERVICE BULLETINS FROM HOOPER ADP 2012014-

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

Engine was overhauled in 2014, reinspected in 2018, and installed in aircraft at aircraft total time: 1607.7 Tachometer reading: 1607.7

MAINTENANCE RECORD

REPAIRS, ADJUSTMENTS, MODIFICATIONS
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE
NUMBER

CGIYS, December 11, 2018. Annual inspection including installation of wings, horizontal stabilizer, flight control surfaces, engine and propeller. All engine and flight control inspected for travel, sense and safety. Note: this entry is to record the independent control checks, details of work performed are in the following entry.
I have conducted an inspection for conformance to the type of the FLIGHT and POWERPLANT controls that were affected by the work accomplished.

Wayne Hatch 104359

The maintenance described above has been carried out in accordance with the applicable standards of airworthiness.

Val Kyte

203108

CGIYS, December 11, 2018. EXCEPT FOR items: E-5 (battery box), F-22 (wing spar crack) and I-1 TO 1-5 (general) WHICH WERE NOT DONE, an annual inspection was carried out per Bellanca Decathlon Service Manual Section 3 Inspection form. Engine repaired at ATC per form tracking number 5003 and reinstalled with new 71032 engine support bushings and AN8-42A bolts. Elevator trim pullies at stabilizer aft spar R and I to clean and lubricate. Tail wheel pivot bolt tightened, and damper lubricated. Used serviceable RT-A400 extinguisher installed (CGRQW May 24, 2018). Throttle cable lubricated and adjusted. Brakes bled from wheels up to fill brake reservoir. Fuel tank connector hoses replaced with new 193-6. Fuel valve R and I to clean and lubricate, function check Ok. Tail flying wire terminals cleaned and coated. Door emergency release pins cleaned and lubricated. New 10399 park brake cable installed and adjusted. New knife connectors installed to connect left nav light wire. Rear seat phone jack wires reattached to jacks inside speaker cover. Passenger mike jack wires reattached. New 2395 pullies, 2399 guard and 2759 bushing installed at the trim pulley position on the elevator. Wheel pants reinstalled. Airspeed indicator static line reconnected and leak checked. Replacement shop made fuel tank vent line installed. Rust spots removed from left master cylinder rod. New 31471 pitot-static tube assembly installed and leak checked Ok. Carb heat cable rerouted and swivel moved to inner hole on door arm. Wing strut nut and washer combinations corrected AR to obtain safety of nuts. Two new 8842 exhaust hangars installed on the tail pipes, spreader bar shortened, drilled and attached to second hole in tailpipe clamp (to maintain original separation). Oil cooler and fuel lines replaced with shop made hoses fabricated with new 111 hose and retained ends. Fuel line moved to filtered port of fuel servo (was on pressure gauge port). Shop made cover of 2024T3 x 0.040 aluminum and stainless sheet (from C-FAUX) installed on aft end of governor box. Lockwire size 0.040 used to replace 0.032 wire as required on aileron turn barrels. New ACK E-04R ELT kit including antenna and remote switch installed along right aft lower windowsill per manual E04M rev 1.9. ELT mounting location reinforced with an angle of 2024-T3511 and 2024T3 x 0.063 attached to existing structure; 2024T3 x 0.040 used to mount the antenna and aluminum tape used to expand the ground plane. Tail wheel chains lengthened AR to ensure full rudder travel. Trim tab travel corrected. Engine ground runs carried out per Service Instruction 1427C. Wings installed with new bolts. One new AN150-22S barrel installed in the aileron system. Comm moved up, AT3000 encoder and AT50A transponder installed below the comm with a prebuilt harness form Atlantic Avionics (form track 54185 for harness and components). Hooker harness set installed per STC SA312CH and Dwg 2STC-II. Starter and alternator reconnected with shop made wiring. New 31699R and 31699L aileron spades installed, left aileron R and I. New SL72566 ring gear installed. LW-16266-25-38 and 75165 clamps installed on the propeller governor line. New 10-1050-1 alternator installed with 10-3099 mounting kit per dwg 10-3001 (form track 01-0611789 01). One new 10106 jury strut installed. Overhauled F-6-31 governor installed and rigged. Tach checked within 4%. Compass adjusted: 358, 025, 055, 085, 116, 145, 177, 209, 238, 270, 299, 328. AD CF90-03R2 checked Ok. NOTE: dual control checks are on a separate entry.
Subject to completion of the outstanding inspection items, Weight and Balance amendments for the installation of the ELT, transponder and encoder and functional testing of the altimeter, transponder and encoder, the maintenance described above has been carried out in accordance with the applicable standards of airworthiness.

Val Kyte

203108

Dec 11, 2018

MAXIMUM HOURS BETWEEN OVERHAULS _____ HOURS.

