

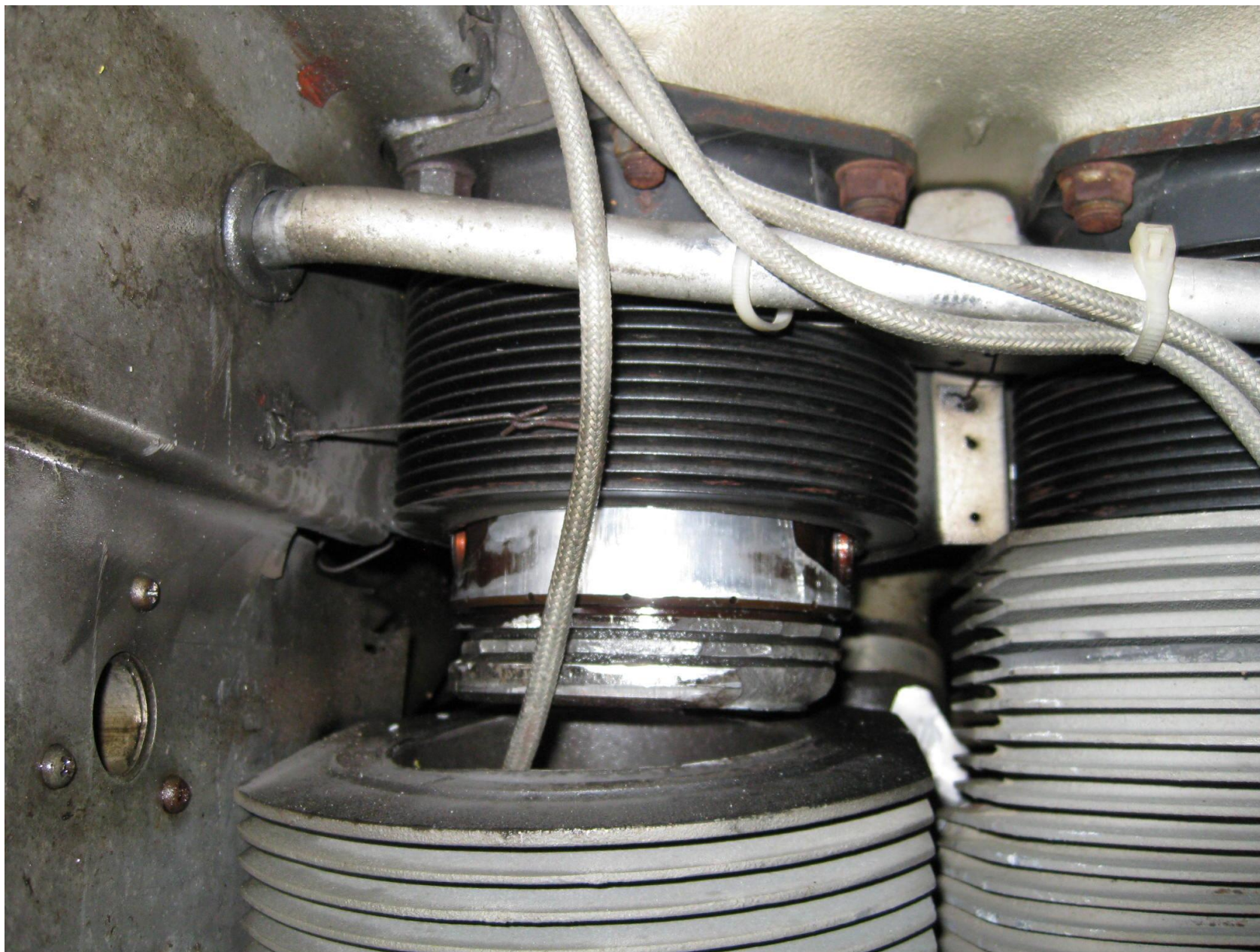


Photo 1 – View of #1 Cylinder separated between the cylinder head and barrel

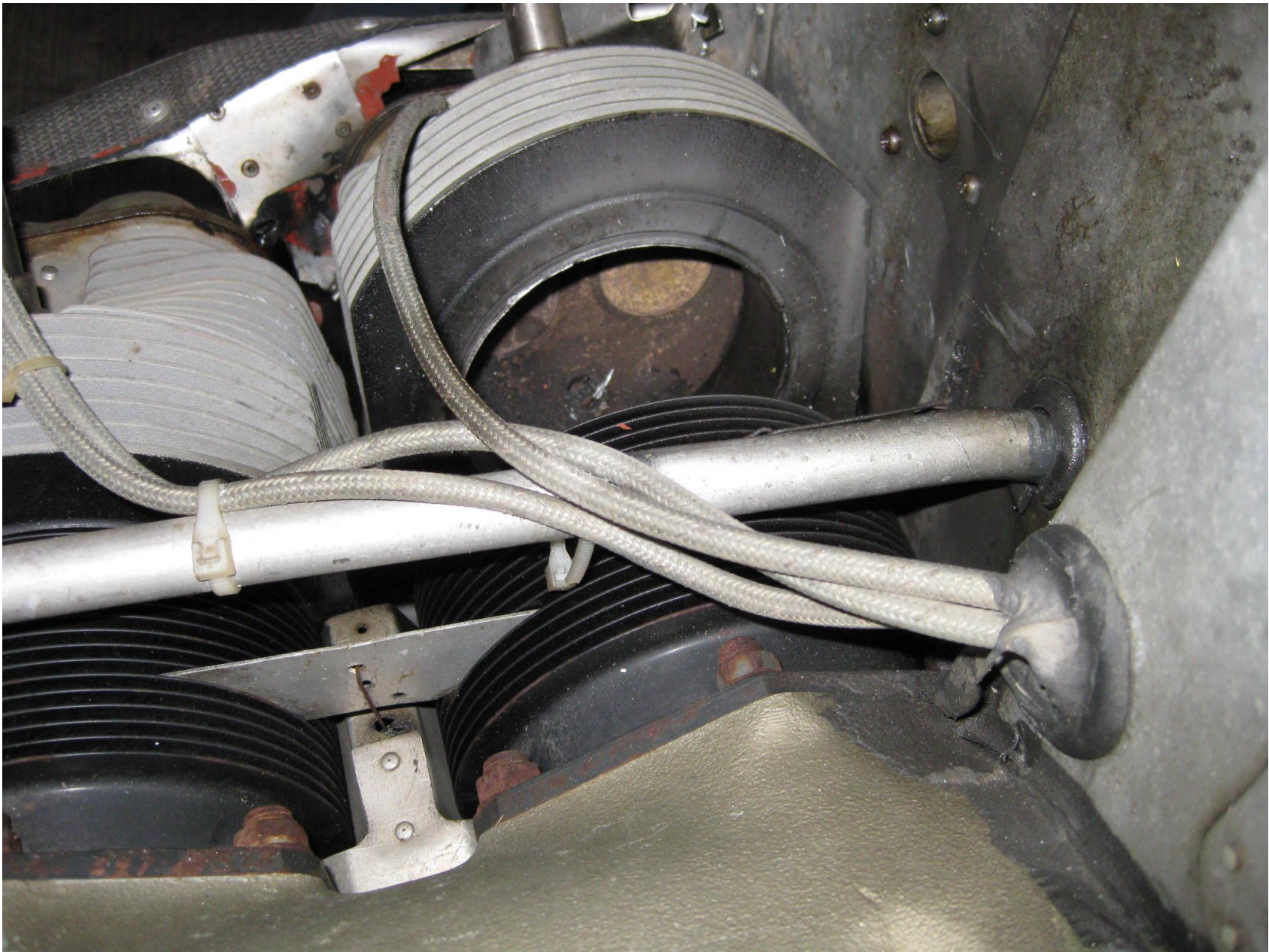


Photo 2 - View of #1 Cylinder separated between the cylinder head and barrel

ENGINE LOG						
YEAR		RECORDING TACH. READING	TIME THIS FLIGHT	TOTAL TIME	REMARKS	SIGNATURE
MO.	DAY					
Date		7/4/94			I CERTIFY THAT THIS ENGINE HAS BEEN OVERHAULED IN ACCORDANCE WITH CONT INENTAL OVERHAUL MANUAL X 30013	
					NEW STANDARD MAIN & CONN- ECTING 1200 BEARINGS WERE INSTALLED, NEW PISTONS RINGS 121ST PINS, INTAKE EXHAUST VALVE SEATS & GUIDES WERE INSTALLED	

CARRY TOTAL TIME TO TOP OF NEXT PAGE

Photo 3 – Engine logbook entry concerning the engine overhaul

ENGINE LOG		
YEAR		DESCRIPTION OF INSPECTIONS, REPAIRS AND ALTERATIONS Certificated mechanics or repair facilities must endorse all inspections and repairs with name, rating & Cert. No.
MO.	DAY	
		NEW ROCKER ARM SHAFTS, SPRIZINGS
		IGNITION HARNESS & SPARK PLUGS WERE
		INSTALLED. ENGINE WAS TEST RUN
		FOR COMPRESSION, OIL CONSUMPTION &
		OIL PRESSURE COMPRESSION CHECK
		#1 160 #2 160 #3 160 #4 160 #5 160
		CW AD 94-5-5-FAC 5-294 (D.M.)
		WE CERTIFY THAT THIS ENGINE MEETS THE
		REQUIREMENTS OF CONTINENTAL OVERHAUL
		MANUAL. X30013 & IS OK FOR RETURN
		TO SERVICE. St. Louis Engine & Grinding
		Service, St. Louis

Photo 4 – Logbook entry concerning the engine overhaul