

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.)
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Propeller Log Entry N7941L Make Sensenich Model: M74DC-0-60 S/N B937

Date: 10 June 2015 TACH: 2171.0 PTT: 3142.0

Performed a 100 hour inspection on this propeller in accordance with Beechcraft Service Manual and Title 14 CFR Part 43 appendix D. I certify that this propeller was inspected per 100 hour inspection requirements and it is found to be airworthy at this time. This propeller is returned to service.

Charles Fisher A&P

5/16/2016

ENGINE RAN + NO OIL PRESSURE.
OIL ANALYSIS FOUND METAL IN THE
OIL. ENGINE FOUND TO BE IN
AN UNAIRWORTHY CONDITION.

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8/15/2016 N7941L Continental IO-346 S/N 100264-5-A TACH: 3142.0 Hrs. *AK* *Tach 2174.0* *2178.7* *2174.0*

The prior logbook entry concerning an unairworthy engine and metal in the oil was incorrect. Firstly, The oil pressure gage showing zero pressure is know to be a problem with this particular Continental engine. as per talks with Continental engine technical personnel. Their recommendation was to pull the pressure relief valve and check for debris proved to be correct. Secondly, After consultation with Spectro Oil Lab who performed the oil analysis, yes the test sample submitted showed all wear metals with higher than normal particles. That was not a large concern to them after explaining the engine had two new cylinders installed within 50 hours and an engine that had been setting and not run consistently. Their recommendation, after the oil pressure gage problem was resolved, is to operate the aircraft for another 10 or so hours and then take a clean sample and submit it for testing.

Removed the oil pressure relief valve, found debris under the seat that caused the oil pressure gage to read zero. Cleared the debris, re-installed the oil pressure relief valve with a new washers. Torqued valve and set pressure. Test run of the engine at low and high speeds produced no leaks and showed normal pressures at the oil pressure gage.

Doug Crumrine

A&P

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9/22/2016 N7941L Continental IO-346 S/N 100264-5-A Tach 2171.0 Total Time 2594.0 Hrs TSMO 190.3 Hrs

New Engine total time and TSMO time recalculated and corrected using identical tachometer times listed in the airframe and engine logbooks from 5/10/1999 until 8/15/2016.

Doug Crumrine

A&P

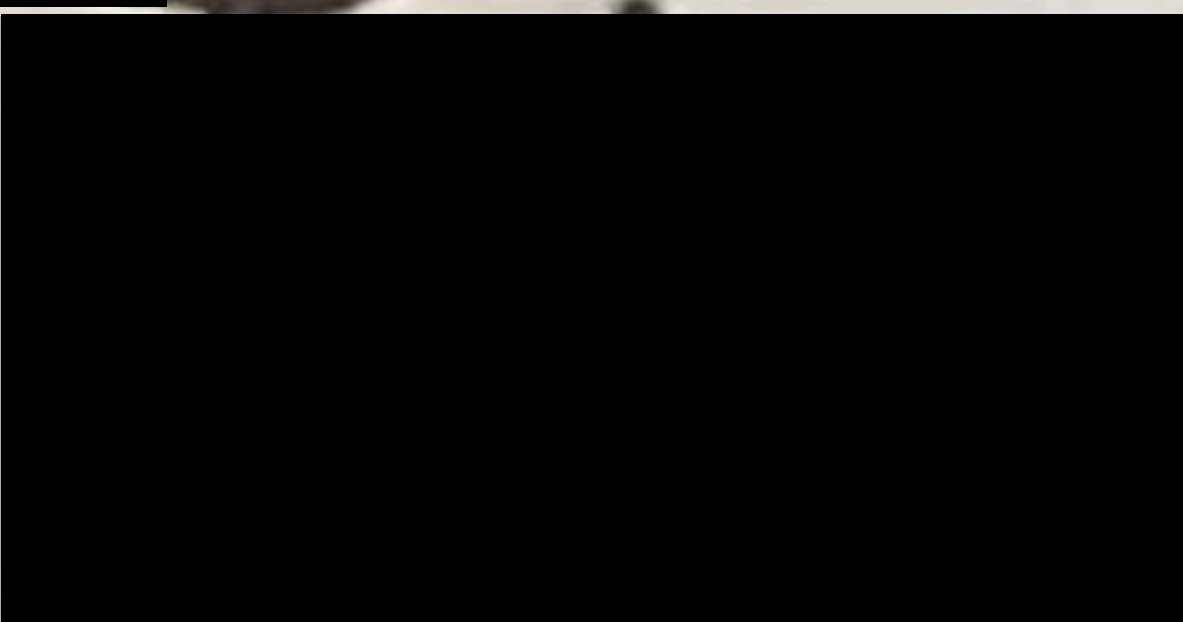
TOTAL
TIME IN
SERVICE

DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS
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MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)

1 Feb 2017 N7941L IO-346-A S/N: 10025-A Tach: 2179.1

TTAF: 3150.1 TTENG: 2602.1 TSMOH: 198.4

Performed 100 inspection in accordance with Beechcraft Service Manual and Part 43 appendix D. Compressions: #1 65/80, #2 72/80, #3 70/80 and #4 62/80. Inspected and changed oil and filter. Added 8 quarts Aeroshell mineral oil. Rotated, cleaned and gapped all sparkplugs. Installed new sparkplug washers. Cleaned Air filter. R & R Oil cooler for overhaul and Insp by Pacific Oil Cooler, PN: 8406R, SN: 9872. Test ran. I certify that this engine and propeller was inspected and current AD's checked (see separate AD listing) and was determined to be in airworthy condition.


Doug Crumrine, A&P 

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Date: 02/01/17
 Reg' stration: N7941L
 Tach Hours: 2.51

I certify I have inspected this aircraft/engine/propeller in
 accordance with an annual/100hr. inspection and found
 it to be in airworthy condition. - End-

Stephen A. Wilson

A&P / IA

2017

G-25 2208 Hobbs
3111

oil change Drained oil removed filter
 Installed new Tempest AA48108-2
 and 7 QTS. of Aero Shell 100+
 to engine. Test Run Engine, no oil
 leaks found. Checked good. Replaced
 missing Rocker Box Cover Screw in
 #1 cylinder. OK to Return to Service
 AP [redacted] IA

DATE 2018 19	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE Hobbs	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.)
2-27	2250		3598	Performed an Annual Inspection on this engine as per FAR 43(d) and checklist as a guide. Compressions as follows: #1-60, #2-73, #3-72, #4-50. Magneto timing checked good @ 24° BTDC. Drained oil Renewed filter, Installed new AA48108-2 filter and 7 Qts. Aeroshell 100+ to case. Removed, cleaned, gapped, and tested plugs, Replaced 1 spark plug with new Champion R/Hon 38E, removed and cleaned air filter, then Installed

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2-27	2250		359.8	and Safety wired wing nuts to Secure I Certify that this engine and propeller has been inspected IAW an Annual Inspection and was determined to be in a airworthy condition. [REDACTED] AF [REDACTED] I#
9-22	2278			Propeller had nick, blended nick out of surface OK to Return to Service. [REDACTED] AF [REDACTED] I#

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3-11	2295.2		411.9	Performed an Annual Inspection on this engine as per FAR 43(d) and checklist as a guide. Compressions as follows: #1-60, #2-72, #3-73, #4-50/80. Magneto Timing checked good @ 24° BTDC. Drained oil Removed filter, and Installed new AA 48-108-2 filter and 7 qts. Aeroshell 100+ to case. Removed cleaned, gapped, and Tested spark plugs. I Certify that this engine and propeller has been Inspected Ftu

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3-11	2295.2		411.9	on Annual Inspection and was determined to be in an Airworthy Condition. [Redacted] IA
6-3	2303.2		421.9	Removed Vacuum Pump part # 212CW, S/N # 107139, Installed same model 212CW, Serial # 183622 Repro. onto Engine, OK to Return to Service. [Redacted] IA
7/17	2322.6		443.7	Removed fuel injectors, and cleaned, Installed back into cylinders. Removed spark plugs cleaned, gapped, tested found 3-bad. Installed 8 new plugs (4) Tempest VR4M385

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7/17	2322.6		443.7	into the bottom of each cylinder, and (4) VORHM38E into the top of each cylinder. Test Run checked good, OK to return to service. [REDACTED] A [REDACTED] IA
9/24	2336.0		451.7	Drained oil, removed filter, Installed new oil filter Tempco AA48108-2 and 7 qts. Phillips 100 wt. to case. [REDACTED] A [REDACTED] IA

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11/1	2338.4		463.4	Removed oil pressure Relief Valve, cleaned & installed, and Safety wired unit. Removed oil temperature sensor, cleaned, installed and Safety wired unit. Removed Vernathorn, cleaned & installed and Safety wired unit. oil pressure steady now on indication. [REDACTED] [REDACTED] [REDACTED]
2020				
3/6	2359.2		483.2	Performed an annual Inspection on this engine as per FAR 43 (d) and checklist as a guide. Compressions as follows: #1-50, #2-65, #3-70, #4-72/80. Magnets

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3/6	2359.2		483.2	Timing checked good @ 24° BTDC. Removal cleaned, gapped, Tested plugs. Repaired Engine Baffling added 4 Dowstlers. Installed anti Chaff track to breather tube hole in Baffle. found two Baffle Seal Rivets missing, Replaced. Removed Alternator for overhaul Installed Alternator with new seal/gasket. I certify that this ^{propeller} engine has been inspected I am a propeller / annual inspection and was determined to be in an airworthy condition. [Redacted Signature] [Redacted Name]

DATE <u>2014</u>	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)
5/1	2362	8		changed oil & oil filter w/Ameskill Loose plus oil & Tempstat AA48108-L filter. Run engine and oil seals found [REDACTED] [REDACTED] out pilot / [REDACTED]
5/15	2364.8			Installed new EGT probe on #2 cylinder P/N 2870, Bleed Right Brake, added 5606, brake was mostly new firm. Started engine, Loosed oil pressure hose to gauge to bleed air from pin tightened fitting, OK to return

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1/20				to Service. [REDACTED] [REDACTED] [REDACTED]
1/2	23:48			Removed oil pressure relief valve Honed seat with tool provided from RPM in wave temp. Installed new Plunger Pist # 631618. Installed oil pressure Relief Valve, and Safety wrench. ok to Return to Service. [REDACTED] [REDACTED] [REDACTED]

YEAR 20 <u>19</u> DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
11/19	2342.4	466.4		Brakes weak, Replaced brake pads Rapco RA66-10599, Brakes Tested good [redacted] AP [redacted] IA
12/16	2353.9	477.9		Replaced battery Oct 1035-28, and Installed new bat 7035-28 Serial # 603055161. Checked good, [redacted] AP [redacted] IA
2020 3/6	2359.2	483.2		Performed an Annual Inspection on this aircraft as per FAR 43(k) and checklist as guide. Tested ELT IAW FAR.

YEAR or DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
3/6	2359.2		483.2	91.207 (1) ops check good, Battery next due April 2021. Complied with wing attach Bolt AD 13-20-07 R2, no defects noted, next due 3-2021. Complied with fuel Selector Valve AD 75-01-04 by operational Test, no defects noted, next due 3-2021. Complied with Stabilizer hinge assy. AD 87-02-08 by visual Inspection, no defects noted, next due 3-2021. Complied with Ignition Switch AD 76-07-12 by operational Test no defects noted next due 3-2021. Replaced Vacuum Regulator

