

ENGINE LOG

10-22-19

10-22-19

1/2 HOUR TAXI TIME.

- IDLES TOO RICH, MOST LEAN TO GET IT
TO RUN SMOOTHLY AT IDLE.

10-29-19

- MOVED ADJUSTMENT ON INJECTOR 1 FULL TURN
(TO SHORTEN INJECTION ROD) L.V.

3-18-17 CANOPY LATCHES

3-19-17 CANOPY

8-5-17 TAXI TEST: all temps & oil pressure
WITHIN NORMAL LIMITS. AIR TEMP 92°F

8-6-17 TAXI TEST: all temps & oil pressure
WITHIN NORMAL LIMITS. AIR TEMP 89°F

8-12-17 TAXI TEST: all temps & oil pressure W.D.L.
air temp 91°F.

8-19-17 FUEL FLOW TEST:

1 gal → 87 SECONDS. LEVEL ATTITUDE =

40.38 GALS/HR

1 GAL → 89 SECONDS climb ATTITUDE 40.45
GALS/HR

9-24-20 Shortened 10" MIX $\frac{1}{2}$ TURN

TRIM TRIMED ^{LINKAGE} 22" X 3" X $\frac{1}{4}$ "

TRIM TAA AT. W. X. T. A

HEIGHT: "R" 16N VERY RO-65

Added 40 EXHAUST FUEL

~ NO MAGNETOMETER Reading
1-2 HOURS, 2 LITERS

9-26-20 16N. SW. "L" TOP PLUGS

"R" BOTTOM PLUGS

10-3-20 Remove, check functions,
labeled WING TIP FUEL CABIN VALVES

- changed VINYL TUBING TO TYGON

- changed MAIN FUEL SUMP DRAIN
TO "CORTIS" DRAIN VALVE

- replace [↑] ~~at~~ OCT 2030

INSPECTION PER. MANUFACTURER

10-15-20 SILICONE RTV'd FIREWALL

AT CONTRAIL CABLE + IGNITION WIRES

- CLOSED GAS UNDER BELLY PAN.

IN FRONT + BEHIND WING.

9-17-20

added 2 QTS

Now Ready 10 QTS screws @ OWN

9-20-20 ~~long check~~ 1

Shortened DOWN TRIM

Call - Turnbuckle 5/8"

- Lubed c LITHIUM Grease

- LUBED UP TURNBUCKLE (CLEVIS'S)

WITH MOLY DRI-SLIDE -

- added .060 Fender washers
at TOP HORN HORN at rubber

to correct DOWN TRIM

SHORTAGE

9-21-20 RTV'd FIREWALL

around IGNITION COIL X 10"

and CABLES FOR T, MKX, PAF

- applied Heat shield

ADHESIVE MOUNT shield

RT COWL near EXHAUST

- JACKSTANDS: CYLED GEAR

OK; checked GEAR PAID 16.00

OK

9-22-20 IDLE IS RIGHT

4-24 ACCORDING TO MANUAL (Boudit)

SHORTEN LINKAGE (LEANS IDLE MIXTURE)

LENGTHENING LINKAGE ENRICHES I. MIX

10/24 END IS RIGHT HAND SENSITIVE