

AIRCRAFT MAINTENANCE RECORDS

N 17010

ENGINE LOG BOOK



AIRCRAFT

MAINTENANCE RECORDS

Owner _____

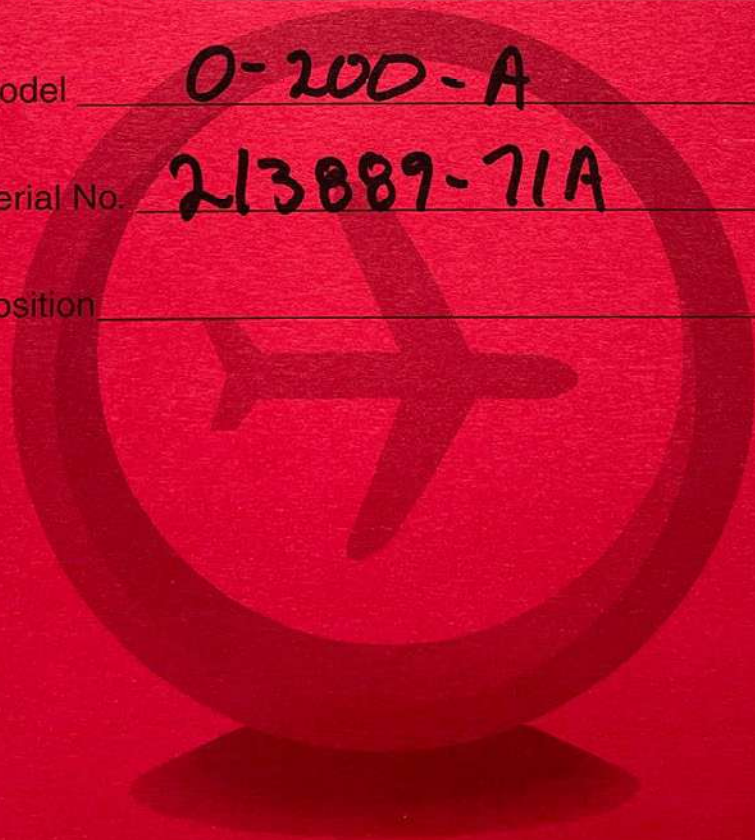
Aircraft Registration **N 1701Q**

Manufacturer **Continental**

Model **O-200-A**

Serial No. **213889-71A**

Position _____



Page No.

	DJS AVIATION LLC		Cleburne, Texas 76033			
	N#: N1701Q	Model: O-200-A	Tach: 3026.0	TTSN: 3026.0		
	Make: Continental	Serial: 213889-71A	SMOH: 1959.0	Log Type: Engine		

This engine was inspected and lubricated on this date in accordance with a 100-hour inspection in the scope and detail of 14 FAR Part 43 appendix D, the Cessna service manual 100-hour inspection checklist, and lubrication charts. The Continental Overhaul Manual was also consulted as needed for reference. The oil was drained through a 1000-micron screen per Continental CSB07-01A to check for debris, and none was noted. The oil suction screen was removed, inspected for debris, none was noted, reinstalled, and safetied. The oil filter was removed, cut open, and inspected for debris. None noted. A new filter was installed, safetied, and the crankcase was replenished with oil. Sparkplugs were removed, cleaned, gapped, and inspected for proper resistance, wear, and proper firing under pressure. A differential pressure check was conducted in accordance with Continental SB03-3 with the following results: #1-61/80, #2-72/80, #3-77/80, #4-73/80. Cylinders were bore scoped and all appeared as normal wear. Magneto timing was checked and set to engine specifications. Exhaust system shrouds were removed and the exhaust system was pressurized and checked for leaks with a soapy water solution. No leaks were noted. All engine hoses were inspected for condition, security, routing, and leaks. Engine control cables were checked for condition, freedom of movement, security, and proper travel. Engine wiring and p-leads were checked for condition, chaffing, and proper routing. Engine baffles were checked for condition, cracking, and proper sealing. Engine flexible ducts checked for condition, routing, and security. The carburetor bowl was drained and the carb fuel screen was removed, cleaned, inspected, and reinstalled. Starter checked for security, tight connections, and proper operation. The alternator was inspected, the brushes checked, and the mounting brackets checked for security and cracks. The engine was test run and an operational check was completed. All operation checks ok and no leaks or discrepancies were noted. Installed (6) P/N 08-05300 - Phillips 66 X/C 20W50, Installed P/N 08-01268 - TEMPEST AA48108-2 OIL FILTER, Installed P/N Blackstone - Blackstone oil sample kit.

With respect to the work performed, this engine is approved for return to service.

July 25, 2023 Amaro, Manuel Luna AP

TOTAL - CARRY FORWARD TO NEXT PAGE

AIRCRAFT MAINTENANCE RECORD

Page No. _____

Date	Total Time	DESCRIPTION OF WORK PERFORMED SIGNATURE & CERTIFICATE NUMBER OF PERSON PERFORMING WORK
CARRIED FORWARD →		

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N1701Q **Continental, O-200-A, S/N: 213889-71A** **January 25, 2024**
 HOBBS: 520.4 TACH: 3056.1 TTSN: 3056.1 SMOH: 1989.1

Student stated aircraft shows engine oil is over filed on dip stick. Removed 1/2 cup of excess oil. Marked at 6 quarts presently.

With respect to the work performed, this engine is approved for return to service.

Manuel Luna Amaro AP [REDACTED] [REDACTED]

wo: 8799 Engine · page 1 of 2


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N1701Q **Continental, O-200-A, S/N: 213889-71A** **April 09, 2024**
 HOBBS: 544.4 TACH: 3073.6 TTSN: 3073.6 SMOH: 2006.6

This engine was inspected on this date for a 50-hour inspection using the Cessna 50-Hour checklist for guidance. Spark plug leads were checked for condition, security, and proper routing. Spark plugs were removed, cleaned, gapped, tested, rotated, and reinstalled. Rocker box covers were checked for leaks. The air filter was inspected for condition. The Carb heat door was checked for proper operation. A visual check was performed on the exhaust system. The engine hoses and control cables were visually checked for condition, security, and proper routing. The brake reservoir was topped off with 5606A. Oil changed this date using the Continental engine overhaul manual for reference. Oil was drained through a 1000-micron strainer to catch any debris. No debris was noted. An oil sample was taken for oil analysis. The oil filter was removed, cut open, and inspected for debris. No debris was noted. New filter installed and safetied. The crankcase was replenished with oil. The engine was test ran and inspected for leaks and any other discrepancies. None noted. Installed (6) P/N Red Barrel Aeroshell 15w50 - Red Barrel Aeroshell 15w50, Installed P/N 08-01268 - TEMPEST AA48108-2 OIL FILTER, Installed P/N Blackstone - Blackstone oil sample kit, Installed (8) P/N 07-00877 - MS17840-1 COPPER SPARK PLUG GASKET M674.

wo: 8799 Engine · page 2 of 2


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With respect to the work performed, this engine is approved for return to service.

Manuel Luna Amaro AP [REDACTED] [REDACTED]

SUB-TOTAL THIS PAGE

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