



The Standard

ENGINE LOG

ASA-SE-1

Custom Built For JACK HILL

ROTAX VL582 90

S.N. 3918278

MINIMUM FUEL CHEVRON 91

TIMING ± 0.76 BTDC.

SPARK PLUG GAP ± 0.018

OIL AMSOIL INTERCEPTOR OR QUICKSILVER PWC

TBO 450 HOURS @ 45 MPH 300 HRS. @ 55 MPH

Notes

repair

[illegible]

YEAR: 2014 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.)
10-21	ZERO SMOH			REBUILT CRANKSHAFT WITH DOUBLE
"	CAUTION "			SCOTTED RODS. ALL NEW FAG MAIN BEARINGS,
THIS ENGINE BY ITS				CRANK PINS, SEALS. TRUED TO LESS THAN .0015
DESIGN IS SUBJECT TO				ALL LOCATIONS. NEW CERAMIC TOP PISTON
SUDDEN STOPPAGE. DO				& RING KIT INSTALLED. ALL PARTS BEAD
NOT FLY IN A AREA				BLASTED, SS COATED AFTER COMPLETE
WHE RE A SAFE ENGINE				INSPECTION. CARBURETOR GONE THROUGH
OUT LANDING CANNOT				& NEW CARB BOOTS INSTALLED. CRINDER
BE MADE. DEATH A				& HEAD SURFACED. OIL FEED HOLES BORED
MAY RESULT."				DAM DRILLED. NEW SPARK PLUGS, CAPS,
				WIRES & BOWT INSTALLED. ENGINE TEST
				RAN 1 HOUR. OK FOR RETURN TO SERVICE

YE
DA

YEAR:
2015
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.)

08-22-2015
ENGINE S.M.O.H. "O" HRS.
Ground Run 1.5 HRS,
HOPS. 3.5 HRS.

THIS ENGINE INSTALLED IN PULSAR I
AIRCRAFT S/N 165 N 72BH. ENGINE GRAND
RUN 1.5 HRS ALL CHECKS NORMAL.

THE ENGINE & PROPELLER HAVE BEEN
INSPECTED IN ACCORDANCE WITH ANNUAL
CONDITION INSPECTION ACCORDING TO FAR PART
43 APPENDIX "D" HAS THIS BEEN FOUND TO BE
IN CONDITION FOR SAFE OPERATION.

THOMAS W. MATHMAN

YEAR:
2016
DATE

11-0
11-0
ENG

YEAR: 2016 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.)
11-06-2016				THIS ENGINE & PROPELLOR HAVE BEEN INSPECTED
11-06-2016				IN ACCORDANCE WITH AN ANNUAL CONDITION
ENG 5401H 4.3 HRS.				INSPECTION ACCORDING TO FAR PART 43 APPENDIX D AND HAS BEEN FOUND TO BE IN CONDITION FOR SAFE OPERATION.
				THOMAS W. DAHEMANN [Redacted]

CHECK LIST 582 & 670

1. Use Chevron or Bp premium gas. USE E-10 Do not use non ethanol gas unless it's sold at every gas station and you sure it's fresh. Many Rotax engines are damaged buy " Old style non ethanol gas by detonation "
2. Use Amsoil Interceptor oil @ 40 to 1 ratio. This is a must to protect your warranty. Quicksilver PWC oil can be used also.
If using oil injection you must add 3.2 ozs for each 5 gallons of gas to your aircrafts fuel tank.
3. Max water temp is 195 Deg's F on takeoff Max cruise water temp is 175 Deg's F
4. Maximum EGT's 1200 Degs F Best EGT's 950 to 1150 with 1050 perfect
5. Only use green antifreeze " Do not use orange Dexcool " If you have a head o ring leak into the combustion chamber it will cause crankshaft failure .
6. Warm engine as soon as it starts @ 2500 rpm for 2 minutes. Then @ 4500 rpm for 4 minutes, and finely 1 minute at 5000 rpm
THIS IS VERY IMPORTANT Your not just warming the water your expanding the cylinders. Try not to run engine below 4500 rpm after warm up is completed . Keep the cylinders expanded. The warm up time may need to be longer in cold temps.
7. Engines purchased have a 2 year warranty, Overhaul engines get a 1 year warranty. The stator on purchased engines have a warranty for 90 days.
8. Do not use gas over 2 months old .
9. Do not run ethanol gas in aircraft that have fiberglass fuel tanks. The polyester resin will break down and destroy the engine. You must use AV GAS 100 LL It can be mix 50 / 50 with non ethanol to lower cost. Other than that 100 LL is the best gas for your engine.
10. Your engine comes with the 1 hour run in completed. BUT for the next 5 hours you should only use full throttle until you clear the trees or whatever. If you have a long runway just use full throttle until airborne. Your pistons will size down in the next 5 hours. The clearance is on the tight side until this happens & you could scrape off the cross hatching.
ALSO Keep in mind . 90% of the engines that fail the damage that cause the failure happened while the engine was running at full throttle.

503 Checklist

All parts above for the 582 & 670 are the same except .

1. You may run the premix ratio 45 or 50 to 1
2. Max CHT is 400 deg's F N Most run between 275 & 350 deg's F



The Standard

ENGINE LOG

ASA-SE-1

Engine Record General Information

Manufacturer Rotax

Model 582-90 UL LC

Serial 3916278

Type Certificate _____

This engine is currently installed in aircraft N72BH

Minimum Octane Fuel 87 with oil mix

Oil Grade: Summer _____

Winter _____

Magneto Time _____

Point Setting _____

Firing Order 1, 2

Spark Plug Gap .20

Manufacturer recommended overhaul at 600

hours

Registered Owner Record

Name Jon Bon Hartline Address [REDACTED]

City Anna State IL From [REDACTED]

Name Carlos Gaudin Address [REDACTED]

City Chicago State IL From [REDACTED]

Name Darwin Fort Address [REDACTED]

City Okeechobee State FL From [REDACTED]

Name Victor Hensley Address [REDACTED]

City Evansville State IN From [REDACTED]

Name STEVE DAVIS Address [REDACTED]

City PLANT CITY State FL From [REDACTED]

Name _____ Address _____

City _____ State _____ From _____ To _____

Notes

logs withheld during Repo New logs started at 330.8 on Hobbs
Engine Rebuilt at 300 hrs

[illegible]

I CERTIFY THAT THIS (~~AIRCRAFT~~) OR (ENGINE) HAS BEEN INSPECTED IN ACCORDANCE WITH (A100HR) OR (~~AN ANNUAL CONDITION~~) INSPECTION PER APPENDIX D TO PART 43 IN THE SCOPE AND DETAIL AS APPLICABLE TO THE PARTICULAR AIRCRAFT AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.

SIGN

Jeffrey H. Kuharske



The Standard

AIRCRAFT LOG

ASA-SA-1

Aircraft Record General Information

Manufacturer Pulsar - Hartline Model Pulsar 1

Serial 1165 Registration Number N72BH

Date of Manufacture 7-18-90

Engine(s) currently installed:

Manufacturer Rotax Model 582UL L.C. Serial 3916278

Manufacturer _____ Model _____ Serial _____

Propeller(s) currently installed:

Manufacturer Warp Drive Model 2 blade Taper Tip

HUB Model _____ Serial _____ Serial _____

Blade Model _____ Serial _____ Serial _____ Serial _____

Blade Model _____ Serial _____ Serial _____ Serial _____

Anna IL.

Registered Owner Record

Name Jon Bon Hartline Address 

City Anna State IL. From

Name Carlos Gaudin Address 

City ~~Chicago~~ Chicago State IL From

Name Darwin Fort Address 

City Okeechobee State FL From

Name Victor Hensley Address 

City Evansville State IN From

Name STEVE DAVIS Address 

City PLANT city State FL From

Name _____ Address _____

City _____ State _____ From _____

To _____

Notes

Logs withheld during Reposection New Logs started at
330.8 ON Hobbs

[illegible]

[illegible]

YEAR: 2012
DATE: 11-1

[illegible]

[illegible]

YEAR: 2015	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.)
DATE				
08-22-2015				I CERTIFY THAT THIS AIRCRAFT HAS
HOBBS 3.5 HRS				BEEN INSPECTED AN ANNUAL GENERAL INSPECTION
A/CT 388.1 HRS.				ACCORDING TO FAR PART 43 APPENDIX D, AND IT'S
				BEEN FOUND TO BE IN A CONDITION FOR SAFE
				OPERATION.
				THOMAS W. DALLMAN

YEAR:
2016
DATE

11-06
HOBBS
A/CT

YEAR: 2016 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.)
11-06-2016				ECI TESTED IN ACCORDANCE WITH FAR 91.207
HOBBS 6.3				PART D INSPECTION INSTALLED GOOD UNTIL
A/C 390.9				CERTIFY THAT THIS AIRCRAFT HAS BEEN
				INSPECTED IN ACCORDANCE WITH AN ANNUAL
				CONDITION INSPECTION ACCORDING TO FAR PART 43
				APPENDIX 'D' AND HAS BEEN DETERMINED TO BE
				IN CONDITION FOR SAFE OPERATION. A
				[REDACTED]
				THOMAS W. DATHMAN [REDACTED]