

Engine Record General Information

Manufacturer *Continental*

Model *O-200-A48B*

Serial *281369-R*

Type Certificate

This engine is currently installed in aircraft: *N 714CW C150M SN 15079083*

Minimum Octane Fuel

Oil Grade Summer *50WT*

Winter *40WT*

Magneto Time *28° BTDC*

Point Setting

Firing Order *1-3-2-4*

Spark Plug Gap

Manufacturer's Recommended Overhaul at _____ hours

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DATE 19 <i>95</i>	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 Technician or Repair Facility. (See back pages for other specific entries.)
<i>10 MAY</i>	<i>6504.0</i>		<i>1767.6</i>	<i>'O'S MOH</i> <i>ENGINE OVERHAULED IN ACCORDANCE WITH</i> <i>CONTINENTAL OVERHAUL MANUAL X-30010 DATED JAN 1984</i> <i>CHANKASE INSPECTED, REPAIRED + CERTIFIED BY DIVCO, INC</i> <i>FAA CRS # DB2R762K, WO # 52184, 4/18/95</i> <i>FOLLOWING PARTS INSPECTED, REPAIRED + CERTIFIED BY RICK</i> <i>ROMANS, INC FAA CRS # BE2R713K, WO # 25877, 3/16/95</i> <i>8 - O200 TAPPET BODIES</i> <i>8 - O200 ROCKER ARMS</i> <i>4 - O200 CONNECTING RODS</i> <i>1 - CAMSHAFT PN 643067 SN R25877-2</i> <i>CHANKSHAFT + CAMSHAFT GEARS INSPECTED + MAGNA FLUXED</i> <i>BY BLYBACHER PROPULSER + ELECTRIC SERVICE, FAA CRS # RR4R502M.</i> <i>NEW PARTS INSTALLED,</i> <i>4 O-200 CYLINDER ASSY SA10200-A20</i> <i>4 PISTONS SA530348</i>

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(over)

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19 95				
				4 PISTON PINS SA 530830
				4 PISTON WING SETS SA 2000-5C
				4 ROCKER ARM SHAFT SA 21153
				1 OIL PUMP GEAR SA 23410
				1 OIL PUMP GEAR SA 22354
				1 OIL PUMP GEAR SA 22355
				8 CONNECTING ROD BEARINGS SA 639640
				1 MAIN BEARING SET SA 530058-A6
				8 VALVE LIFTERS SA 646846
				8 CONNECTING ROD BOLTS SA 530213
				8 CONNECTING ROD NUTS SA 24804
				8 CONNECTING ROD COTTER PINS 639292
				1 NEEDLE BEARING STARTER DRIVE SA 633609-8
				8 PUSH ROD CUP RETAINERS SA 530940

(OVER)

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19 95				
				1 OIL PRESSURE SPRING 637083
				1 FRONT OIL SEAL SA 530019
				16 PUSH ROD TUBE SEAL CHAMPS MS 39326-20
				4 CRANKSHAFT GEAR BOLTS SA 22532
				4 CAMSHAFT GEAR BOLTS SA 22534
				6 CAMSHAFT VACUUM GEAR BOLTS ANSO 2-10-8
				2 CRANKCASE THUMB BOLTS 630943
				1 OVERHAUL GASKET SET SA 44890-AS8
				4 CYLINDER GASKET SET SA 200-T1
				2 MAGNETOS SLICK MOD 4301
				1 IGNITION HARNESS SLICK M1780
				1 CARBURETOR (OVERHAULED) PN 10-4894 SN BE-2421803
				8 SPARK PLUGS REM 40E
				* AD93-18-03 CARBURETOR NO LONGER APPLIES ONE PIECE VENTURI INSTALLED.

(OVER)

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DATE 19 <u>95</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 Technician or Repair Facility. (See back pages for other specific entries.)
				ENGINE REASSEMBLED USING NEW NUTS, BOLTS, WASHERS & LOCK WASHERS IAW CONTINENTAL INSTRUCTIONS. ENGINE INSTALLED IN AIRCRAFT USING NEW ENGINE MOUNTS, BOLTS & NUTS. ENGINE WAS RUN-IN FOR 65 MINUTES USING RUN-IN INSTRUCTIONS IN CONTINENTAL manual X-30010, JAN 84 AND SERVICE BULLETIN M89-7 REV 1, 4 AUG 89 USING CALIBRATED INSTRUMENTS. MAX STATIC RPM WAS 2530. OIL CONSUMPTION WAS NEGLIGIBLE. COMPRESSION READINGS ON ALL FOUR CYLINDERS WAS 78/80 AT COMPLETION OF GROUND RUN-IN. MAG DROP WAS 100 RPM ON LEFT & 75 RPM ON RIGHT. OIL/SCREEN CHECKED. NO SIGNIFICANT (OVER)

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				AMOUNT OF METAL FOUND. TACH READING AT END OF GROUND RUN IN 6505.1 I CERTIFY THIS ENGINE HAS BEEN INSPECTED IAW A 100 HR INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION. AIRCRAFT RELEASED FOR TEST FLIGHT. [REDACTED] NOTE: IN ACCORDANCE WITH STC SE 867550 THIS ENGINE HAS BEEN TIMED TO 28° BTDC. SEE FAA FORM 337 DATED 10 MAY 95. NOTE: CARB HAS ONE PIECE VENTURI.

DATE 19 <u>95</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 Technician or Repair Facility. (See back pages for other specific entries.)
11 MAY	6509.1		1772.7	5.1 SMOH Aircraft test flown for 4 hours. Changed oil, cleaned screen, compression readings #1 $75/80$, #2 $78/80$, #3 $78/80$, #4 $78/80$ First 2 hours of test flights performed IAW Continental service bulletin M89-7 Rev 1, 4A4689. Inspected spark plugs checked timing, aircraft ready to be returned to [REDACTED]
June 28	6545.1			changed engine oil & filter - 50 Centennial Mineral oil. Runny oil [REDACTED]

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DATE 19 <u>95</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 Technician or Repair Facility. (See back pages for other specific entries.)
15 Sept	6587.1		1851.1	8 3.5 SMOH compression readings #1 $78/80$, #2 $78/80$, #3 $78/80$, #4 $75/80$ changed oil, cleaned screen, installed 4 new spark plugs in bottom position. serviced engine with 58TS A/S 50WT I certify this engine has been inspected IAW an annual inspection and was determined to be in an airworthy condition. [REDACTED]

DATE
19__

TOTAL
TIME IN
SERVICE

REFERENCE OF MAJOR REPAIRS AND MAJOR ALTERATIONS TO
FAA FORM ACA-337 BY DATE, OR TO THE WORK ORDER BY NUMBER AND THE APPROVING AGENCY.

Leesburg Executive Airport

CRS 2PJR099M

Date: 4/03/2013; Aircraft: N714CW; Type: 150M; S/N: 15079083; Hobbs: 1569.60; Tach: 8233.50
Shop Order #: BP1-100136

Disassembled nose wheel, removed old inner tube, installed new tube, PN:092-308-0, then reassembled wheel.
Inflated to 30 psi. Reinstalled NLG wheel on aircraft.

THE ARTICLE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT
FEDERAL AVIATION REGULATIONS AND CURRENT MANUFACTURERS MANUALS AND WAS APPROVED FOR
RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER
THE REFERENCED WORK ORDER.



Ocean Aviation Inc. ■ [REDACTED] Maryland, 21811
Make: CESSNA Model: 150M Reg. No.: N714CW
Order No.: 11617 Completed: 07/16/13 00:00
S/N: 15079083 Tach Time: 8249.40 TTAF:

Inspected rudder return spring and rudder pedal. No discrepancy noted.
Lubricated pulleys, sprockets, and chain, rudder pedals. Adjusted rudder trim
tab 20 degrees left.

Signed [REDACTED]

Ocean Aviation Inc. ■ [REDACTED] Ocean City, Maryland, 21811
Make: CESSNA Model: 150M Reg. No.: N714CW
Order No.: 11674 Completed: 07/21/13 00:00
S/N: 15079083 Tach Time: 8249.40 TTAF:

Removed upper and lower cowling, removed nose oleo strut, disassembled,
cleaned and inspected, reassembled with 2 new O-rings P/Ns MS28775-329
and MS28775-228, reinstalled on airplane and service with fresh MIL-H-5606
hydraulic fluid, replaced 1 worn nose gear torque link bolt with new P/N AN310-
15 bolt and nut P/N 310-3, greased nose gear with Aeroshell 5 and lubricated
linkage, removed and serviced shimmy dampener with fresh MIL-H-5606
hydraulic fluid.
Signed [REDACTED]

DATE

19

TOTAL
TIME IN
SERVICE

REFERENCE OF MAJOR REPAIRS AND MAJOR ALTERATIONS TO
FAA FORM ACA-337 BY DATE, OR TO THE WORK ORDER BY NUMBER AND THE APPROVING AGENCY.

Professional Service

VA 22604

9/6/2013 N714CW Tach: 8253.4 Hobbs:1590.5

Performed Annual Inspection I.A.W. approved checklist and FAR 43 Appendix (d). Removed panels, checked all controls for security and operation and lubed as required. Checked all lights for proper operation. Removed and replaced Landing light with Whelen LED supplied by customer. Removed and replaced wire terminals on landing and taxi light connections with approved terminals. Checked battery. Checked wheels and brake linings. Tested per FAR 91.207(d). Removed and replaced air filter BA 4108. Performed S/M repairs on R/H & L/H Gear leg fairings using 2024T3 x .025 thickness. C/W AD's 76-07-12, AD 11-10-09, AD 09-10-09, AD 80-11-04. CERTIFY THAT THIS A/C HAS BEEN INSPECTED I.A.W. AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

DATE

19__

A. D.
NUMBERTOTAL
TIME IN
SERVICE

AIRWORTHINESS DIRECTIVES

CHRONOLOGICAL LISTING OF COMPLIANCE AND METHOD OF COMPLIANCE.



CRS 2PJR099M

Leesburg, VA 20175

Reg. Number: N714CW
Make/Model: Cessna 150M
Ser. Number: 15079083

Date: 12/31/2013

Work Order: BP1-100454
Hobbs: 1620.3
Tach: 8281.5

- * Performed biennial transponder test required by FAR Part 91.413 and found system to meet requirements of FAR Part 43 Appendix F. Transponder ARC RT359A p/n 41420-1114 s/n 10741.

THE ARTICLE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT FEDERAL AVIATION REGULATIONS AND CURRENT MANUFACTURERS MANUALS AND WAS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER THE REFERENCED WORK ORDER.

1/13/14 8282.0 Hobbs 1620.9

CUSTOMER SQUAWKS OIL LEAKS ON ENGINE. FOUND EXTERNAL OIL FILTER HOUSING HAIRS SEEPING OIL. REMOVED SAM NUTS & RESEALURED AS REQUIRED. FOUND LOWER OIL HOSE FITTING LOOSE. RESEALURED & CLEANED ENGINE COMPARTMENT. RAN ENGINE NO LEAKS NOTED.

DATE

19__

A. D.
NUMBERTOTAL
TIME IN
SERVICE

AIRWORTHINESS DIRECTIVES CHRONOLOGICAL LISTING OF COMPLIANCE AND METHOD OF COMPLIANCE.

10/23/14	TACT	8288.4	110BBS: 1628-2
			OPENED ALL PANELS & CHECKED ALL CONTROLS FOR SECURITY & OPERATION & CORRECT AS REQUIRED.
			TESTED ELT PER FAR 91.207(d) O/S CK GOOD.
			Batteries DUE REPLACEMENT. REMOVED BATTERY & CLEANED CORROSION IN BATTERY BOX & REINSTALLED BATTERY & CHARGED. BLEW DEBRIS OUT OF PILOT LINE AS REQUIRED. ADJUSTED VACUUM REGULATOR TO 5 PSI & O/S CHECKED VACUUM SYSTEM & GAGES. C/W ADS 11-10-09 SEAT BELTS, 76-0712, 09-10-09 R2 RUDDER STOPS, 80-11-04 CRACKED NUTPLATES AD 86-24-07 Engine controls.
			INSTALLED NEW FLAP WEAR BUTTER S1093-1
			SERVICED NOSE STRUT W/ FLUID & AX.
			Pilot SQUAWKS #1 RADIO LOW TO TRANSMIT FOUND CORRODED ANTENNA CLEANED CORROSION & REINSTALLED. ALL ADS C/W THROUGH 2014-09
			I CERTIFY THAT THIS A/C HAS BEEN

DATE

19__

TOTAL
TIME IN
SERVICE**MANUFACTURERS MANDATORY SERVICE BULLETINS**
CHRONOLOGICAL LISTING OF COMPLIANCE AND METHOD OF COMPLIANCE.

Cycle Aviation [REDACTED] Leesburg, VA 20175
LOG ID# 2436 12-March-2015 WO# 2374/2 FORM M3 HOBBS 1628.7
N714CW S/N 15079083 CESSNA 150M TACH 8288.7

Pg 1 / 1

> Serviced nose strut with nitrogen IAW Cessna AMM 2-26.

The article identified above was repaired and inspected in accordance with current federal aviation regulations and current manufacturers manuals and is approved for return to service.
Pertinent details on file under above referenced work order.

3-12-15

Date