



YEAR: 2019	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 5/26			313.8	ENGINE experienced Vapor Lock AND LOSS OF POWER prompting AN OFF AIRPORT LANDING. ENGINE @ IDLE when prop struck the Ground during AIRCRAFT NOSE OVER.
6/15			313.8	ENGINE TEARDOWN INDICATES NO INTERNAL DAMAGE, HOWEVER ENGINE WILL BE Rebuilt, ELISON EFS-3A TBI WILL BE Replaced w/ MA3-SPA CARB PN: 10-4894
10/15			313.8	Cyl HEADS CLEANED, VALVES Removed & CLEANED, Valve SEATS LAPPED, ALL -

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				- PARTS INSPECTED + REINSTALLED. ALL VALVE SPRINGS TESTED + REINSTALLED @ 80-85 lbs
E 11/16				CAMSHAFT RUNOUT BAD - ORDERED New OT-10
				CRANKSHAFT MAGNAFLUXED GOOD, RUNOUT ON CRANK IS LESS THAN .0001, FIFTH BEARING RUNOUT IS .0003, SAFETY SHAFT RUNOUT WAS .0006. POLISHED CRANKSHAFT.
				ENGINE BLOCK HOT TANKED + BEAD BLASTED RINSED OIL PASSAGES TWICE IN CLEANING TANK.
11/18				PUSHROD TUBES CLEANED, RODDED TO REMOVE DENTS AND POWDER COATED.

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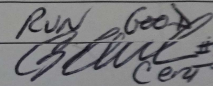
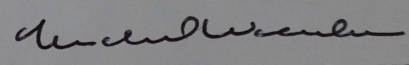
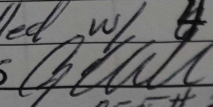
12/10/2019

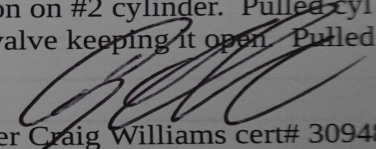
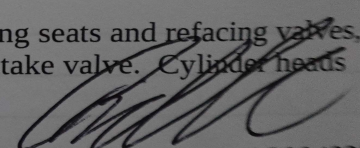
- The following parts and tasks were performed during the engine rebuild:

- Removed cylinder heads, cylinders and rear case. Block was split and cleaned. Installed new OT-10 cam, failsafe cam gear, thrust washer and wudruff key) (clarks #C8800, C5858, C784, C7737). Original +20 Crankshaft was magnafluxed, check for straightness and inspected. Installed camshaft and crankshaft per FLYSPA manual with Clarks rod bearings and main bearings (Clarks C5464R20, C6563M20) Installed new +60 full fin cylinders (clarks C12860F). Installed Clarks forged pistons, Hastings Chrome rings, preinstalled and balanced connecting rods. (Clarks #C3901+60, C7492+60, C9203) Installed 12 GM HL66 Lifters. Cylinder heads were disassembled and cleaned. Valve guide were check and found to be serviceable. Pushrods an pushrod tubes were cleaned and inspected and found to be serviceable. Valve springs were checked for spring tension and found to be within GM specifications. Cylinders were machined to correct a slight detonation deformation at the head gasket areas. Valves were reinstalled and lapped. Heads reinstalled and valve lash (3/4 turn) set as per SPA manual. Installed Roy's garage fifth bearing with new seal. Installed new crankshaft safety shaft. Installed new WW black prop hub. Cleaned and installed new seals on rear case. Installed new high volume oil pump (Clarks C3942). Installed oil cooler bypass plate and oil port/starter adapter plate. Installed top cover. Installed oil pickup tube and original high volume oil pan. Installed new WW dual ignition distributor and cap. Timed engine for first run per FLY SPA manual.

ENGINE NOW - 2775cc - 90HP - ENGINE IS RTS - *Clarks Williams*

CERT # 3094826

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7/20/20	668.2	Ø	Ø	INSTALLED ROTEC 3602F 34mm MK.II TBI. ADJ SAME. ENGINE RUN GOOD  Cert # 3094826
<p>Aug 1, 2022 Hobbs: 667.7 Engine run time since overhaul: 2.5</p> <p>Cylinder compressions checked by hand. Cylinders 5 and 6 read 70 over 80psi differential. Engine run and all operations checked satisfactorily. Manifold pressure gage placarded inop (not required). I certify this engine and propeller have been inspected in the scope and detail of FAR 43 Appendix D and found to be in a condition for safe operation.</p> <p style="text-align: right;">  Michael R Weeden A&P 2641597 </p>				
8/1/22	667.7	-	2.5	ENGINE BREAK-IN Complete. Changed OIL AND SIP ST-8 FILTER. Filled w/ 4 QTS ROTELLA 15W40 OIL. RTS  Cert # 3094826

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12/12/2022	681.5		13.8	<p>Installed new longer intake manifold to correct leaning issues. (Left side leans first). During ground run engine became rough. Compression checks revealed no compression on #2 cylinder. Pulled cyl head and found # 2 valve seat had dropped and was lodged behind the valve keeping it open. Pulled both heads for rebuild.</p> <p style="text-align: right;">  Owner Craig Williams cert# 3094826 </p>
12/28/2022	681.5		13.8	<p>Both cylinder heads rebuilt by removing all valves, testing springs, recutting seats and refacing valves. replaced #2 intake valve seat and #2 intake valve with Clarks # C3020P intake valve. Cylinder heads reinstalled with new hardware. Engine run good, RTS</p> <p style="text-align: right;">  Owner Craig Williams cert# 3094826 </p>

