

# 1



**ENGINE  
AND PROPELLER LCG**

N 8208x SERIAL NO. 24696-B-1-D

8/18/61-  
12/8/84

## ENGINE DESCRIPTION

Mfgr. <i>Continental</i>	Place	Date
Type <i>Hopposed</i>	Model <i>0-300-D</i>	Serial No. <i>24696-D-1-D</i>
Rated H.P. <i>145</i>	Maximum H.P. <i>145</i>	Weight (Dry)
Rated R.P.M. <i>2700</i>	Maximum R.P.M. <i>2700</i>	Oil Pressure
Bore	Stroke	Displacement
		Cu. In.
Compression Ratio	Supercharger Ratio	Gear Ratio

Propeller <i>McCaughey</i>	Hub Design <i>10172</i>	Hub Serial No. <i>74578</i>
Blade Design	Blade Serial No.	Blade Serial No.
Maximum Hub H.P.	Maximum Blade H.P.	
Pitch <i>53"</i>	Diameter <i>26"</i>	Length

Owners Name		
Address	City	State

# ENGINE LOG

SER NO	DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
			HOURS	10THS			
	11/4/83				<p>This engine was overhauled this day 11/4/83                      According to a major overhaul                      all steel parts mfg. Flat by Cutter Aviation                      case checked by Cutter (Lyglowco)</p> <ol style="list-style-type: none"> <li>1. all new bearings Rod &amp; main</li> <li>2. New Pistons &amp; Rings</li> <li>3. New EXV valves &amp; Intake.</li> <li>4. New Lifters &amp; cam Followers overhauled cam.</li> <li>5. all cylinders now standard</li> <li>6. all parts used are new parts spec.</li> <li>7. Run up checked for leaks Test good</li> </ol>		
	11/4/83	Tack 1819.6			<p>I certify that this <u>eng</u> has been                      inspected in accordance with a <u>100 hr.</u>                      inspection and was determined to be in                      airworthy condition.</p> <p>Ray Allen Sanchez                      A &amp; P # 525-88-2233</p>	<p>R. P. Sanchez                      525-88-2233</p>	

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

C E S S N A

172B

N 8208X



#2

# Engine Maintenance Log

12/8/84-

VALTERS AVIATION, INC., LAKE ELMO, MN 55042

PHONE: (651) 777-1399

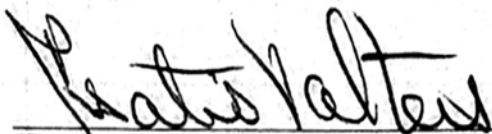
3-25-99 N8208X

TACH: 2762.19

SMOH: 943.19

TT: 2762.19

- DISASSEMBLED ENGINE DUE TO CORROSION ON CAM
- REPLACED ALL CYLINDERS W/ SUPERIOR MILLENNIUM P/N: SA10200-A20CK
- REPLACED MAIN BEARING SET W/ SUPERIOR P/N: SA36170-A1
- REPLACED CRANKSHAFT SEAL W/ SUPERIOR P/N SA530917 I/A/W M76-4
- REPLACED ALL THRU BOLT SEALS W/ MS 9021-011
- REPLACED #4 AND #5 EXHAUST PUSH RODS W/ SUPERIOR P/N: SA537870P30
- REPLACED ALL PISTON PINS W/ SUPERIOR P/N: SA530830
- REPLACED ALL LIFTER BODIES P/N: 530851 W/ PARTS OVERHAULED BY AIRCRAFT SPECIALTIES SERVICES REPAIR STATION #: DD2R764K W/O#: 102365
- REPLACED CAMSHAFT P/N: 530803 S/N #: RA4211-4 W/ PART OVERHAULED BY ROCK AVIATION REPAIR STATION #: RA7R115J
- REPLACED OIL SUMP GASKET W/ SUPERIOR P/N: SA530899
- REPLACED ACCESSORY CASE GASKET W/ SUPERIOR P/N: SA530011
- REPLACED LEFT AND RIGHT MAGNETOS AND IGNITION HARNESS PER SLICK SL1-91A AND STC SE1220GL MAGNETOS P/N: 6364 LEFT S/N:99021856 RIGHT S/N:99021868 HARNESS P/N: M2932 **SEE ATTACHED 337**
- C/W M72-17 ALL PISTONS WEIGHED WITHIN ½ OUNCE; ALL CONNECTING RODS WEIGHED WITHIN ½ OUNCE
- C/W M89-7 TEST RUN OF ENGINE ON AIRCRAFT
- C/W M90-17 INSPECTION OF CRANKCASE FOR CRACKS, NONE FOUND AT THIS TIME
- C/W M91-9 LUBRICATION OF CAM AT INSTALLATION BY INSTALLING "DOW CORNING MOLYKOTE G-n PASTE" ON CAM LOBES AND LIFTERS
- TORQUED ALL NUTS, BOLTS, SCREWS, AND STUDS I/A/W SB96-7



A&P 469523052 IA

GATIS VALTERS





*The Standard*

# ENGINE LOG

ASA-SEA

**Engine Record** General Information

Manufacturer CONTINENTAL Model O-300-D

Serial 24096-D-1-D Type Certificate \_\_\_\_\_

This engine is currently installed in aircraft \_\_\_\_\_

Minimum Octane Fuel \_\_\_\_\_ Oil Grade: Summer \_\_\_\_\_ Winter \_\_\_\_\_

Magneto Time \_\_\_\_\_ Point Setting \_\_\_\_\_ Firing Order \_\_\_\_\_

Spark Plug Gap \_\_\_\_\_

Manufacturer recommended overhaul at \_\_\_\_\_ hours

