	AIRCRAFT RECORD -	GENERAL INFORMAT	ION		_
MANUFACTURER $FRCO$ -	Ercoope	MODEL 4/5	´- C	SERIAL	_
REGISTRATION NUMBER N 87	3 8 4	DATE MFG.		<del></del>	_
ENGINE(S) CURRENTLY INSTALLED.  MFG Continental	MODEL	s	ERIAL (U)	-1.47 1.22	
MFG					
PROPELLER(S) CURRENTLY INSTALLED.	·	_MODEL <u>1890</u>	CM_		
HUB WODEL	SERIAL	<u>3</u>	SERIAL		
BLADE MODEL	SERIAL	_ SERIAL		SERIAL	
BLADE MODEL	_ SERIAL	_ SERIAL	<u> </u>	_ SERIAL	
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The Standard

AIRCRAFT LOG

DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS AIRS AND ALTERATIONS DATE RECORDING TOTAL AND CERTIFICATE NUMBER OF N87384 FOR OTHER SPECIFIC ENTRIES.) 19\_\_\_ Tach Time: June 5, 2008 Date: Make: Engineering and Research TT: Model: 415C S/N: Performed 100 hour Inspection. Checked and lubricated controls. Serviced oleo-struts with DOT 3 and nitrogen. Serviced brake reservoir. Cleaned and repacked wheel bearings. Inspected E.L.T. in accordance with F.A.R. 91.207(d) and found satisfactory; inspect again June 2009 and replace battery by August 2009. Attitude indicator and Turn coordinator removed, repaired by Century Instruments Corp., and reinstalled (See Century 8130 dated4/11/2008 and 8130 dated 4/15/2008). Removed sliding side windows and replaced with new in accordance with Skyport Services Sliding Window Assembly. Instructions and drawings dated 4-5-1999. Removed and replaced nose wheel tire with Desser AeroTrainer part no. AD4D4 6 ply tire. All applicable airworthiness directives, service letters and bulletins have been checked for compliance through 2008-10. DLEFT AND
ICS AND
UST STACKS C/W AD 57-02-01 By inspection. Due again @ 1122.57 C/W AD 59-05-04 By inspection. Due again @ 1122.57 C/W AD 59-25-05 By inspection. Due again @ 1122.57 C/W AD 76-07-12 By inspection. Due again @ 1122.57 C/W AD 02-26-02 Accomplished June 2006. Due again June 2009. C/W AD 03-21-01 By inspection. Due again June 2009. I certify that this Aircraft has been inspected in accordance with a 100 hour inspection and was determined to be in airworthy condition. John M. Stutzman A&P 9 I certify that this Aircraft has been inspected in accordance with an Annual inspection and was determined to be in airworthy condition. John B. Spoor A&P

1022.57

1951.12

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DATE 200	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 MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
/27				INSPECTED E.L.T IN ACCORPANCE WITH
				F.A.R. 91.207 (d) AND FOUND SATISFACTORY.
	· ·			REPLACED BATTERIES. NEXT BATTERY INSTEL
				REPLACEMENT DUE AUGUST 2009.
				ALP CALL
				John M. STUTZMAN
			<u> </u>	
129	990.78			REMOVED AND REPLACED LEFT AND
	L			RIGHT EXHAUST STACKS AND
				CLAMPS WITH EXHAUST STACKS
				FROM AENO-FABRICATORS INC.
<u> </u>				Air Air
				JOHAM. STATZMAN
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DATE	RECORDING
19	
	Date: Ji Make: E Model: 4
	Performed 10 reservoir. Cle inspect again Instruments C replaced with Removed and All applicable
	C/ C/ C/ C/ C/ C/
	I certify that to condition:  John M. Stutz
	I certify that the condition.

John B. Spoor

CERTIFICATE NUMBER OF	RECORDING TACH TIME	TOTAL TODAYS TIME IN FLIGHT SERVICE	DESCRIPTION OF INSPECTIONS, ENTRIES MUST BE ENDORSED WITH NA MECHANIC OR REPAIR FACILITY. (SEE I	AME, RATING AND CERT	SIFICATE NUMBER OF
			N87384		- - -
Time: 898.60 Time: 1827.15	Date: Make: Model:	May 9, 2007 Engineering and Rese 415C	earch	Tach Time; TT: S/N:	.930.90 1859.45 557
OM. Installed at station 106"  Removed Weight & Balance	reservoi inspect reinstall	ir. Cleaned and repacked again August 2007 and re led. Replaced radio micro	Checked and lubricated controls. Serviced oleowheel bearings. Inspected E.L.T. in accordance eplace battery by August 2007. Clock removed, ophone with new Telex microphone. etives, service letters and bulletins have been checked.	with F.A.R. 91.207(d) and repaired by Century Instrur	found satisfactory; ments Corp., and
— i — — — — — — — — — — — — — — — — — —		C/W AD 57-02-01 C/W AD 59-05-04 C/W AD 59-25-05 C/W AD 76-07-12 C/W AD 02-26-02	By inspection. Due again @ 1030.10 Accomplished June 2006. Due again June 2009. By inspection. Due again May 2008.		- - श्
	I certify condition	that this Aircraft has bee	en inspected in accordance with a 100 hour inspe	ection and was determined t	to be in airworthy
		that this Aircraft has been	en inspected in accordance with an Annual inspe	ection and was determined to	o be in airworthy
		Spoor A&P	ju.		

Removed KX-170 Receiver. Removed KI-201 Indicator. Installed KLX135A GPS/COM. Installed  KTX 76 Transponder. Installed Ameri-King AK350 Encoder. Replaced Nav antenna at station 106"  with GPS antenna. Removed Delco – Remey Generator and installed Jasco Alternator. Removed  generator regulator and installed alternator regulator in same place. See related 337's. Weight & Balance	DATE 19	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTER ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIF	NUMBER OF		DATE	RECORDING TACH TIME
Removed KX-170 Receiver. Removed KI-201 Indicator. Installed KLX135A GPS/COM. Installed  KTX 76 Transponder. Installed Ameri-King AK350 Encoder. Replaced Nav antenna at station 106" with GPS antenna. Removed Delco—Remey Generator and installed Jasco Alternator. Removed generator regulator and installed alternator regulator in same place. See related 337's. Weight & Balance and Equipment List have been updated.  John M. Stutzman A&P					N87384	_			
KTX 76 Transponder. Installed Ameri-King AK350 Encoder. Replaced Nav antenna at station 106" with GPS antenna. Removed Delco –Remey Generator and installed Jasco Alternator. Removed generator regulator and installed alternator regulator in same place. See related 337's. Weight & Balance and Equipment List have been updated.  John M. Stutzman A&P  I certic conditions and the station 106"  Performance of the station 106" reserved to the station 106"		Date: 8 I	Dec, 2006				i		Date: Make Mode
John M. Stutzman A&P		KTX 76 Tr with GPS generator r	ransponde antenna. egulator a	er. Installed Removed D and installed	Ameri-King AK350 Encoder. Replaced Nav antenna at station 106 elco –Remey Generator and installed Jasco Alternator. Removed alternator regulator in same place. See related 337's. Weight & Ba				Perforeserving
John N		John M. St	utzman A	18,0			— . — :	· .	- All 4
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Performed reservoir. ( inspect aga reinstalled. All applical

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John M. Stu

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John B. Spo

DATE RECORDING TOTAL S AND ALTERATIONS DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS **TODAYS** D CERTIFICATE NUMBER OF TACH TIME IN ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF FLIGHT SERVICE MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) OTHER SPECIFIC ENTRIES.) 19\_\_\_ TIME TANK FOR J.A. AIR CENTER DuPage Airport • West Chicago, IL 60185 FAA Repair Station #NF2R029L AIRFRAME LOG ENTRY Description of work done: 12/1/06 DATE\_\_\_\_\_\_ MODEL KT- 16-8/N 2084 TRANSPONDER TESTED IN ACCORDANCE WITH PART 43. AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM APPENDIX 'F' FOR COMPLIANCE WITH FAR 91.413 TESTED AND INSPECTED AS REQUIRED BY FAR 91.411 IN THIS DATE ACCORDANCE WITH FAR 43, APPENDIX "E", PARAGRAPH (C). **'OLIET AVIONICS, INC.** JOLIET AVIONICS, INC. FAA REPAIR STATION #NF2R029L CLAST FAA REPAIR STATION HEZROZOL CLASS III Inspector MAINTENANCE RELEASE The aircraft, airframe, engine, appliance, or component identified was repaired and inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on the at this repair station under Inspector (print) Doug Mall

	DATE	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 MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)	DATE 19	RECORDING TACH TIME	TOD FLIC
9	1/2006	887.51			REMOVED RIGHT WING FUEL TANK FOR			
					FUEZ LEAK REPAIR. SEALED TOP READ	·	 <del> </del>	
		<u> </u>	<u> </u>	<u> </u>	STAM WITH PRC STALANT LOT# 355037 0406.			
		<b>_</b>			REINSTALLED TANK. LEAK CHECKS OKAY.		Descrip	tion o
		<b> </b>	<u> </u>		REPLACED BRAKE RESU. HOSE WITH		JA.E.	12/1/2
		<del>                                     </del>		<u> </u>	MIL-DTL 6000 HOSE. LEAK CHECKS OKAY.		TRANS	St 'Ul\
		-			FILLED BRAKE REDV. WITH 5606 HYD. OIL.		PART APPEN	IDIX "
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S AND ALTERATIONS ND CERTIFICATE NUMBER O R OTHER SPECIFIC ENTRIES.		19	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 O MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.
			<u> </u>			
			All		irworthiness dii / AD 46-23 <b>-</b> 03	rectives, service letters and bulletins have been checked for compliance through 06-10.  verified. Complied with 9/15/1947
	_		+-		AD 46-38-02	verified by inspection.
			1		AD 40-38-02 AD 47-20-08	verified by inspection.
	<del></del> .		<del>-</del> -		AD 47-20-08 AD 47-20-09	verified during run up and after first flight. Due again @ 929.73hrs
	1				AD 47-20-09 AD 50-07-01	verified, trim tab mod kit previously installed.
829.73		_	<del></del>		AD 50-07-01 AD 52-02-02	
1758.28			ſ		AD 52-02-02 AD 54-26-02	verified. Due again @ 929.73 verified. Due again @ 929.73
557	_ '	<del></del>	<del>├</del> ─		AD 55-22-02	
					AD 57-02-01	verified. All tanks have been replaced. Due again June 2007-
	_ '		+-		AD 57-02-01 AD 59-05-04	verified. Due again @ 929.73 verified. Due again @ 929.73
nitrogen. Cleaned and	•		1.		AD 59-05-04 AD 59-25-05	
spect again June 2007 and	<b>-</b> .		+-		AD 59-23-03 AD 60-09-02	verified. Due again @ 929.73
with AC 43.13 1B and 2A.					/ AD 60-09-02 / AD 67-06-03	verified by inspection.
ction for flanged crankshaft	, —		<del>                                     </del>		/ AD 07-06-03 / AD 02-16-04	verified. Rudder Bellcrank F52425 installed on 4/18/1969.
new brake master cylinder						verified. Support tubes installed June 2006. Univair Kit #SK76.
with new Gill GS35S	— į		<del>                                     </del>		AD 02-26-02	verified. Inspected as per SB #31 rev 1 dated 6/14/02. Due again June 2009.
by removing outer wing	İ		1	C/W	/ AD 03-21-01	verified. Due again June 2007.
corrosion found. Next	- ;		<del>                                     </del>		<b>.</b>	
	i		1 ce	rtity that thi	is Aircraft has t	been inspected in accordance with a 100 hour inspection and was determined to be in airworthy
	— :i		- con	dition.	1	
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	<del>-</del>		— John	n M. Stutzn	nan As	
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	<del></del>	_	─ I ce	rtify that thi	is <b>Aircraft ha</b> s b	been inspected in accordance with an Annual inspection and was determined to be in airworthy
	4		cen	dition.		
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DATE	RECORDING TACH	TODAYS	TOTAL TIME IN	ENTRIES MUST BE ENDORSE	SPECTIONS, TESTS, REPAIRS ED WITH NAME, RATING AN	ID CERTIFICATE NO	JMBER OF		DATE	RECORDING TACH	ì
19	TIME	FLIGHT	SERVICE	MECHANIC OR REPAIR FAC	ILITY. (SEE BACK PAGES FOR	OTHER SPECIFIC	ENTRIES.)	•	<u> 19</u>	TIME	4
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				• •			<u>.</u>	- 1	·		
				N87384			_	_ ′	<del></del> -		
	Date:	June 1, 2006		•	Tach Time:	829.73		.	:		
			and Research		TT:	1758.28	_	- : .		E I	
		415C			S/N:	557	_	- 1	. ——	<b></b>	
									-	1	
	n.c. 14				DOT 3		_	-		<del>-  </del>	
	Performed I	I <b>UU hour</b> Ins <sub>i</sub>	pection. Check	ked and lubricated controls. Service	ced oleo-struts with mil-5606-and	I nitrogen. Cleaned a				ļ	
	replace batte	neer bearings erv hv Augus	. inspecied E.L et 2007 Renaii	L.T. in accordance with F.A.R. 91.1 red cracked nose bowl by stop drill	20 /(d) and found satisfactory; ins	spect again June 200	7 and -				
	D L	cry by Augus	se zoon. Repair	tou cracked mose bows by stop ustr	i and riveled paten in accordance	WILL MC 43.13 1D a	nu ZA.	1		l l	
	Kemoved bi	ropeller for e	ngine overhaul	and reinstalled ner McCauley Con-	n Met-L-Pron installation instruc	ction for flanged crar	ıkchaft —	- :	<del>-</del>		
	Drawing No	<ul> <li>B-1161 dat</li> </ul>	ed 9/1998. Rep	and reinstalled per McCauley Corplaced elevator trim control with U	p. Met-L-Prop installation instruction instruction in properties in the properties of the properties o	ction for flanged crar new brake master cv	ıkshaft – linder	- !			
	Drawing No O-ring kit a	o. B-1161 dat nd master cyl	ed 9/1998. Rep linder pressure	placed elevator trim control with Union base. Serviced brake reservoir and	p. Met-L-Prop installation instruc nivair trim control kit. Installed i I tires. Replaced aircraft battery v	ction for flanged crar new brake master cy with new Gill GS355	nkshaft – linder 5 –	- i - !		<del>-</del>	
	Drawing No O-ring kit at battery. In a	o. B-1161 dat nd master cyl accordance w	ed 9/1998. Rep linder pressure rith AD 02-26-4	placed elevator trim control with University blace. Serviced brake reservoir and 02, complied with Service Bulletin	p. Met-L-Prop installation instruc nivair trim control kit. Installed i I tires. Replaced aircraft battery v I No. 31 Rev. 1 dated 6/14/2002 b	ction for flanged crar new brake master cy with new Gill GS35S by removing outer wi	nkshaft — linder s —	_			
	Drawing No O-ring kit as battery. In a panels. Insp	<ul> <li>B-1161 dat</li> <li>nd master cylaccordance weeted wing content</li> </ul>	ed 9/1998. Rep linder pressure vith AD 02-26-1 enter section as	placed elevator trim control with U hose. Serviced brake reservoir and 02, complied with Service Bulletin s per SB # 31 rev. 1 pg 5 method 3.	p. Met-L-Prop installation instruc nivair trim control kit. Installed a I tires. Replaced aircraft battery v No. 31 Rev. 1 dated 6/14/2002 b Fuel tanks remained intact. No c	ction for flanged crar new brake master cy with new Gill GS35S by removing outer wi	nkshaft — linder s —			l ce	erf
	Drawing No O-ring kit as battery. In a panels. Insp	<ul> <li>B-1161 dat</li> <li>nd master cylaccordance weeted wing content</li> </ul>	ed 9/1998. Rep linder pressure vith AD 02-26-1 enter section as	placed elevator trim control with University blace. Serviced brake reservoir and 02, complied with Service Bulletin	p. Met-L-Prop installation instruc nivair trim control kit. Installed a I tires. Replaced aircraft battery v No. 31 Rev. 1 dated 6/14/2002 b Fuel tanks remained intact. No c	ction for flanged crar new brake master cy with new Gill GS35S by removing outer wi	nkshaft — linder s —			l ce	
  	Drawing No O-ring kit as battery. In a panels. Insp	<ul> <li>B-1161 dat</li> <li>nd master cylaccordance weeted wing content</li> </ul>	ed 9/1998. Rep linder pressure vith AD 02-26-1 enter section as	placed elevator trim control with U hose. Serviced brake reservoir and 02, complied with Service Bulletin s per SB # 31 rev. 1 pg 5 method 3.	p. Met-L-Prop installation instruc nivair trim control kit. Installed a I tires. Replaced aircraft battery v No. 31 Rev. 1 dated 6/14/2002 b Fuel tanks remained intact. No c	ction for flanged crar new brake master cy with new Gill GS35S by removing outer wi	nkshaft — linder s —	-			
	Drawing No O-ring kit as battery. In a panels. Insp	<ul> <li>B-1161 dat</li> <li>nd master cylaccordance weeted wing content</li> </ul>	ed 9/1998. Rep linder pressure vith AD 02-26-1 enter section as	placed elevator trim control with U hose. Serviced brake reservoir and 02, complied with Service Bulletin s per SB # 31 rev. 1 pg 5 method 3. Univair Service Kit #SK76 in acco	p. Met-L-Prop installation instruc nivair trim control kit. Installed a I tires. Replaced aircraft battery v No. 31 Rev. 1 dated 6/14/2002 b Fuel tanks remained intact. No c	ction for flanged crar new brake master cy with new Gill GS35S by removing outer wi	nkshaft — linder s —	-			
	Drawing No O-ring kit as battery. In a panels. Insp	<ul> <li>B-1161 dat</li> <li>nd master cylaccordance weeted wing content</li> </ul>	ed 9/1998. Rep linder pressure vith AD 02-26-1 enter section as	placed elevator trim control with U hose. Serviced brake reservoir and 02, complied with Service Bulletin s per SB # 31 rev. 1 pg 5 method 3. Univair Service Kit #SK76 in acco	p. Met-L-Prop installation instruc nivair trim control kit. Installed a I tires. Replaced aircraft battery v No. 31 Rev. 1 dated 6/14/2002 b Fuel tanks remained intact. No c	ction for flanged crar new brake master cy with new Gill GS35S by removing outer wi	nkshaft — linder s —	- !		con	ıdi
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	Drawing No O-ring kit as battery. In a panels. Insp	<ul> <li>B-1161 dat</li> <li>nd master cylaccordance weeted wing content</li> </ul>	ed 9/1998. Rep linder pressure vith AD 02-26-1 enter section as	placed elevator trim control with U hose. Serviced brake reservoir and 02, complied with Service Bulletin s per SB # 31 rev. 1 pg 5 method 3. Univair Service Kit #SK76 in acco	p. Met-L-Prop installation instruc nivair trim control kit. Installed a I tires. Replaced aircraft battery v No. 31 Rev. 1 dated 6/14/2002 b Fuel tanks remained intact. No c	ction for flanged crar new brake master cy with new Gill GS35S by removing outer wi	nkshaft — linder s —			Joh	n i
	Drawing No O-ring kit as battery. In a panels. Insp	<ul> <li>B-1161 dat</li> <li>nd master cylaccordance weeted wing content</li> </ul>	ed 9/1998. Rep linder pressure vith AD 02-26-1 enter section as	placed elevator trim control with U hose. Serviced brake reservoir and 02, complied with Service Bulletin s per SB # 31 rev. 1 pg 5 method 3. Univair Service Kit #SK76 in acco	p. Met-L-Prop installation instruc nivair trim control kit. Installed a I tires. Replaced aircraft battery v No. 31 Rev. 1 dated 6/14/2002 b Fuel tanks remained intact. No c	ction for flanged crar new brake master cy with new Gill GS35S by removing outer wi	nkshaft — linder s —			con	n i
	Drawing No O-ring kit as battery. In a panels. Insp	<ul> <li>B-1161 dat</li> <li>nd master cylaccordance weeted wing content</li> </ul>	ed 9/1998. Rep linder pressure vith AD 02-26-1 enter section as	placed elevator trim control with U hose. Serviced brake reservoir and 02, complied with Service Bulletin s per SB # 31 rev. 1 pg 5 method 3. Univair Service Kit #SK76 in acco	p. Met-L-Prop installation instruc nivair trim control kit. Installed a I tires. Replaced aircraft battery v No. 31 Rev. 1 dated 6/14/2002 b Fuel tanks remained intact. No c	ction for flanged crar new brake master cy with new Gill GS35S by removing outer wi	nkshaft — linder s —			Joh	n i
	Drawing No O-ring kit as battery. In a panels. Insp	<ul> <li>B-1161 dat</li> <li>nd master cylaccordance weeted wing content</li> </ul>	ed 9/1998. Rep linder pressure vith AD 02-26-1 enter section as	placed elevator trim control with U hose. Serviced brake reservoir and 02, complied with Service Bulletin s per SB # 31 rev. 1 pg 5 method 3. Univair Service Kit #SK76 in acco	p. Met-L-Prop installation instruc nivair trim control kit. Installed a I tires. Replaced aircraft battery v No. 31 Rev. 1 dated 6/14/2002 b Fuel tanks remained intact. No c	ction for flanged crar new brake master cy with new Gill GS35S by removing outer wi	nkshaft — linder s —			Joh	n i
	Drawing No O-ring kit as battery. In a panels. Insp	<ul> <li>B-1161 dat</li> <li>nd master cylaccordance weeted wing content</li> </ul>	ed 9/1998. Rep linder pressure vith AD 02-26-1 enter section as	placed elevator trim control with U hose. Serviced brake reservoir and 02, complied with Service Bulletin s per SB # 31 rev. 1 pg 5 method 3. Univair Service Kit #SK76 in acco	p. Met-L-Prop installation instruc nivair trim control kit. Installed a I tires. Replaced aircraft battery v No. 31 Rev. 1 dated 6/14/2002 b Fuel tanks remained intact. No c	ction for flanged crar new brake master cy with new Gill GS35S by removing outer wi	nkshaft — linder s —			Joh	n rti
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AND ALTERATIONS CERTIFICATE NUMBER OF THER SPECIFIC ENTRIES.)	DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	ENTRIES MUST B	E ENDORSED WITH	NAME, RATING AN	S AND ALTERATION ND CERTIFICATE NUM R OTHER SPECIFIC EN	BER OF
				·			· · · · · · · · · · · · · · · · · · ·		
inspection		1							
three		Total time	es have	been corre	ected to the pre	sent date using	times on 8/31/	'1962 as a basis.	
is loguel					•	<u>Airframe</u>	Engine_	Tach	
56		8/31/1962	2		•	951.49	824.44	22.94	
:	. ——	6/1/2006				1758.28	1631.23	829.73	
·		Note: Treplaceme			ween total air	frame and tota	l engine times	s is due to engi	ne
	i ———						_ <del></del>	<del></del>	
7. 5 Fluid.	<u> </u>	<del></del>							
17/4					 	·		·	
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fluid.						· · · · · · · · · · · · · · · · · · ·	ą		

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RS ASSO	CIATION
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SERIAL CONTINENT	· ·	<u> </u>	TYPE	CERTIFICATE	· .
MINIMUM OCTANE FUEL	* -			WINTER	
SPARK PLUG GAP	The state of the s		HOURS.		. •
and the second s	<u> </u>				
		·	The Star	ndard NGINE LOC	3

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERA ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE I MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFI	NUMBER OF	DATE	RECORDING TACH TIME	TODAYS FLIGHT
7/12	13 15			CHANGED ON THICKYS DUSC, TH	10000			
·	_							<u> </u>
				LARLY LS JOHNS				
				N87384		<u>:</u>		
	Date:	June 5,	2008	Tach Time: 1022.57				
	Make: Model			TTE: 1824.07 TSMOH: 192.84		<u> </u>		
	S/N:	65-651	2					
· · · · · · · · · · · · · · · · · · ·	coreen	Changed	ail and filter	Compression read: 1/79, 2/79, 3/78, 4/77. Cleaned and gapped spark plugs. Checked Replaced oil with AeroShell 100 and installed new Kelly oil filter ES48108. Checket isket. Checked and lubricated controls. Engine washed, test run, and leak checked sat	d mag timing.			-
	All ap	olicable airv	worthiness dire	ctives and related factory publications have been checked for compliance through 200	8-10.		<u> </u>	
		AD 81-	-07-06	N/A due to Tempest fuel pump installation. No further action required.	:		<u> </u>	
		y this ENG		inspected in accordance with a 100 hour inspection and was determined				
		1			ŕ			
				<del></del>			1	
	John N	1. Stutzman	i, Ady				<u> </u>	

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AND ALTERATIONS  CERTIFICATE NUMBER OF OTHER SPECIFIC ENTRIES.)		DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	ENTRIES MUST BE ENDORSED WITH	ONS, TESTS, REPAIRS AND ALTER/ H NAME, RATING AND CERTIFICATE SEE BACK PAGES FOR OTHER SPECIF	NUMBER OF
CHECKED	,				1			
7 PHILLIPS	·		1			N87384		
NEW BHAMPION			Date:	May 9, 2 Continent			<b>Tach Time</b> : 930.90 <b>TTE</b> : 1732.40	
099182			Model: S/N:	C-85-12I 65-6512		•	<b>TSMOH:</b> 101.17	
CHECKED IN PHILLIS NEW	, ;		screens. timing. F002273	Changed of Checked and B. Engine which icable airworks	oil and filter. I d lubricated co ashed, test run orthiness direct	compression read: 1/79, 2/78, 3/78, 4/78. Compression read: 1/79, 2/78, 3/78, 4/78, 4/78, 4/78. Compression read: 1/79, 2/78, 3/78, 4/78, 4/78, 4/78. Compression read: 1/79, 2/78, 4/78,	ed new Champion oil filter CH48108-1. C imp with new Tempest fuel pump AF4058: seen checked for compliance through 2007	Checked mag 5 Ser. No.
3099182			to be in	AD 81-0 this ENGIN airworthy co	NE has been in	N/A 2007 due to new fuel pump. No further ispected in accordance with a 100 hour insp		· Line
			John M.	Stutzman, A	4.8			
			`					·
						<u> </u>		
				1				

DATE 2006 19	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 MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
6/21	841.43		,	CHANGED OIL AND FILTER. CHECKED
			ļ	SCREEN. REPLACED OIL WITH PHILLIPS
			<u> </u>	20w50 AND INSTALLED NEW BHAMPION
				OK FILTER CH48/08-1
				ASP
		ļ		
<del>,</del>				
8/2	866.83			SCREEN. REPLACED OIL WITH PHILLIPS
			ļ	SCREEN. REPLACED OIL WITH PHILLIPS
	<u> </u>			20 WSO AND INSTALLED NEW
				CHAMGION OIL FIGTER CH 48108-1 -
		<u> </u>	<b></b>	AE / The second second
<u> </u>			<u> </u>	
			ļ	
	3			

RECORDING TACH TIME	TODAY FLIGH
Data	May
Make: Model:	May 9 Contir C-85- 65-65
	d 100 h
All appli	cable air
	his ENG
to be in a	II WOTU
John M.	Stutzma
<del>,</del>	
	TACH TIME  Date: Make: Model: S/N:

. 水、连直流流线

AND ALTERATIONS
CERTIFICATE NUMBER OF
OTHER SPECIFIC ENTRIES.)

829.73 631.23 0.0

dance with a major overhaul ined throughout. Engine 1g rods (p/n 530184-A2) in ter mod in accordance with and reworking of internal is cleaned and inspected by pled using new steel needle bled with new points, 30 deg BTC.

nu:

DATE	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 MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES)
		ļ ———		
	1			
	Al	l applicable	airworthiness o	directives and related factory publications have been checked for compliance through 06-10.
	i			¥
	-}		47-40-02	N/A due to 0-200 mod.
	)		49-50-01	N/A due to installation of improved coupling on 1/2/1988.
	<del> </del>		81-07-06	Verified by inspection.
	ĺ		93-22-05	N/A for 0-200 only.
	<del></del>		94-05-05 R1	N/A Titan cylinders installed.
			95-21-15 96-12-22	N/A due to a/c registration number. N/A product not installed.
			98-17-11	N/A not installed.
			69-09-01	N/A black coils installed.
	in	nis engine ha structions" S	is been test run SI 88-7-1.	and leak checked in accordance with Continental Overhaul Manual X-30010 and ECi "Break-in
· ·	in it is to	nis engine hastructions" Secretify this E	is been test run SI 88-7-1. INGINE has be thy condition.	
	in it is to	nis engine ha structions" S certify this E be in airwor	is been test run SI 88-7-1. INGINE has be thy condition.	and leak checked in accordance with Continental Overhaul Manual X-30010 and ECi "Break-in
	in it is to	nis engine ha structions" S certify this E be in airwor	is been test run SI 88-7-1. INGINE has be thy condition.	and leak checked in accordance with Continental Overhaul Manual X-30010 and ECi "Break-in
	in it is to	nis engine ha structions" S certify this E be in airwor	is been test run SI 88-7-1. INGINE has be thy condition.	and leak checked in accordance with Continental Overhaul Manual X-30010 and ECi "Break-in
	in it is to	nis engine ha structions" S certify this E be in airwor	is been test run SI 88-7-1. INGINE has be thy condition.	and leak checked in accordance with Continental Overhaul Manual X-30010 and ECi "Break-in
	in it is to	nis engine ha structions" S certify this E be in airwor	is been test run SI 88-7-1. INGINE has be thy condition.	and leak checked in accordance with Continental Overhaul Manual X-30010 and ECi "Break-in

19	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 MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
		1		
				N87384
	Date: Make: Model: S/N:	June 1, 200 Continenta C-85-12F 65-6512		Tach Time:       829.73         TTE:       1631.23         TSMOH:       0.0
•	as per Co modified accordance	ntinental's c with Contin	urrent overhad ental 0-200 fla	aned, inspected, and reassembled with the necessary new parts in accordance with a major overhaul and manual Form X-30010. New tolerances and clearances were maintained throughout. Engine langed crankshaft (p/n 653012), pistons (p/n SA 530348), and connecting rods (p/n 530184-A2) in s STC #SE02004 AT. See 337 dated 6/1/2006. Installed oil filter adapter mod in accordance with
	steel was DivCo, In and seat,	done by Air nc of Tulsa ( and gaskets.	craft Specialti DK. See relea: Engine filled	v. 4 dated 4/30/1992. See 337 dated 6/1/2006. All cleaning inspecting and reworking of internal ties Services, Inc of Tulsa OK. See release dated 11/16/2005. Crankcase cleaned and inspected by use dated 12/28/2005. Carburetor disassembled inspected and reassembled using new steel needle if with 4.5 qts Phillips 20w50 oil. Both magnetos inspected and reassembled with new points, rotors. Reinstalled mags and checked mag timing; Rt 28 deg BTC, Lt 30 deg BTC.
	steel was DivCo, It and seat, condense	done by Air nc of Tulsa ( and gaskets. rs, distribute wing is a list	craft Specialti DK. See relead Engine filled or plates, and r t of new parts	v. 4 dated 4/30/1992. See 337 dated 6/1/2006. All cleaning inspecting and reworking of internal ties Services, Inc of Tulsa OK. See release dated 11/16/2005. Crankcase cleaned and inspected by use dated 12/28/2005. Carburetor disassembled inspected and reassembled using new steel needle if with 4.5 qts Phillips 20w50 oil. Both magnetos inspected and reassembled with new points, rotors. Reinstalled mags and checked mag timing, Rt 28 deg BTC, Lt 30 deg BTC.
	steel was DivCo, It and seat, condense	done by Air nc of Tulsa ( and gaskets. ers, distribute wing is a list 4 - Titan ( 4 - 200 Co 1 - Engine 4 - Valve	craft Specialti DK. See releas Engine filled or plates, and r t of new parts Cylinder Valve ermiNil Ring s Mount hardy Lifter Units; j	v. 4 dated 4/30/1992. See 337 dated 6/1/2006. All cleaning inspecting and reworking of internal ties Services, Inc of Tulsa OK. See release dated 11/16/2005. Crankcase cleaned and inspected by use dated 12/28/2005. Carburetor disassembled inspected and reassembled using new steel needle of with 4.5 qts Phillips 20w50 oil. Both magnetos inspected and reassembled with new points, rotors. Reinstalled mags and checked mag timing; Rt 28 deg BTC, Lt 30 deg BTC.  Sinstalled.  The assemblies; serial nos. 34564-14, 34564-19, 34883-18, 34883-21  Sets   2 - Aerolite Ignition Harness  ware kit  8 - Aerolite Spark Plugs; p/n UREM40E  1 - MOH Gasket set
	steel was DivCo, It and seat, condense	done by Air ne of Tulsa ( and gaskets. rs, distributed wing is a list 4 - Titan ( 4 - 200 C 1 - Engine 4 - Valve 1 - Bearin 4 - Bearin 4 - Silicor	craft Specialti DK. See releas Engine filled or plates, and r t of new parts Cylinder Valve ermiNil Ring s Mount hardy	v. 4 dated 4/30/1992. See 337 dated 6/1/2006. All cleaning inspecting and reworking of internal ties Services, Inc of Tulsa OK. See release dated 11/16/2005. Crankcase cleaned and inspected by use dated 12/28/2005. Carburetor disassembled inspected and reassembled using new steel needle of with 4.5 qts Phillips 20w50 oil. Both magnetos inspected and reassembled with new points, rotors. Reinstalled mags and checked mag timing; Rt 28 deg BTC, Lt 30 deg BTC.  Is installed.  It is a serial nos. 34564-14, 34564-19, 34883-18, 34883-21  It is a serial nos. 34564-14, 34564-19, 34883-18, 34883-18, 34883-21  It is a serial nos. 34564-14, 34564-19, 34883-18, 34883-18, 34883-21  It is a serial nos. 34564-14, 34564-19, 34883-18, 34883-18, 34883-18, 34883-18, 34883-18, 34883-18, 34883-18, 34883-18, 34883-18, 34883-18, 34883-18, 34883-18, 34883-18,
	steel was DivCo, It and seat, condense	done by Air ne of Tulsa ( and gaskets. rs, distributed wing is a list 4 - Titan ( 4 - 200 C 1 - Engine 4 - Valve 1 - Bearin 4 - Bearin 4 - Silicor	craft Specialti DK. See release Engine filled or plates, and re t of new parts Cylinder Valve ermiNil Ring se Mount hardw Lifter Units; p g set; p/n 530 g sets; p/n 63; n gaskets; p/n	v. 4 dated 4/30/1992. See 337 dated 6/1/2006. All cleaning inspecting and reworking of internal ties Services, Inc of Tulsa OK. See release dated 11/16/2005. Crankcase cleaned and inspected by use dated 12/28/2005. Carburetor disassembled inspected and reassembled using new steel needle of with 4.5 qts Phillips 20w50 oil. Both magnetos inspected and reassembled with new points, rotors. Reinstalled mags and checked mag timing; Rt 28 deg BTC, Lt 30 deg BTC.  Is installed.  It is a serial nos. 34564-14, 34564-19, 34883-18, 34883-21  It is a serial nos. 34564-14, 34564-19, 34883-18, 34883-18, 34883-21  It is a serial nos. 34564-14, 34564-19, 34883-18, 34883-18, 34883-21  It is a serial nos. 34564-14, 34564-19, 34883-18, 34883-18, 34883-18, 34883-18, 34883-18, 34883-18, 34883-18, 34883-18, 34883-18, 34883-18, 34883-18, 34883-18, 34883-18,

RECORDING TACH TIME

TODAYS FLIGHT

All applicable ai

This engine has Instructions" SI

I certify this ENG to be in airworth

John M. Stutzma

AD 4 AD 8 AD 9

AD9 AD9 AD9 AD9 AD6

DATE

19\_\_\_

RECORDING DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS TOTAL CERTIFICATE NUMBER OF TIME IN ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF TACH **TODAYS** OTHER SPECIFIC ENTRIES.) TIME **FLIGHT** SERVICE MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) 19\_\_\_ Total times have been corrected to the present date using times on 8/31/1962 as a basis. **Airframe Engine** Tach 8/31/1962 951.49 824.44 22.94 6/1/2006 1758.28 1631.23 829.73 Note: The difference between total airframe and total engine times is due to engine replacement on 8/8/1946.

## Work completed for [N87384] on 5/22/2006



Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

- 8. Description of Work Accomplished
- 1.Removed original Continental crankshaft, pistons, and connecting rods in accordance with TCM C85 Overhaul Manual X-30010 dated January 1984.
- 2. Installed Contintental Motors (TCM) flanged crankshaft, pistons, and connecting rods in accordance with Donald H. Swords STC # SE02004AT dated 3/28/2000 and TCM C85 overhaul manual X-30010 dated January 1984.
- 3. Attached supplemental data plate to crankcase adjacent to existing datat plate on right top side of engine.
- 4. Instructions for Continued Airworthiness remain in accordance with TCM Overhaul Manual No. X-30010.
- 5. Weight and Balance is not effected by this modification.

----- END -----

## Aircraft Weight and Balance Revision

Tail Number: N873	84	Date: 11/21/2006					
Prepared by: John Stutzman		Work Order No	): ·				
				Type Certificate Data No:	A-7 10		
Aircraft Make: ERCO	Model: 415C	1	Time: 89	8.60			
Registered Owner: Randall S. Hougham		Address:					
Maximum Weight 1260		CG R	ange FWD 2				
As Received; Date of Previou 6/1/2006	s Weight and Balance:	U	seful Load: 433	<b>EW:</b> 827	<b>EWCG:</b> 26.74	<b>Moment:</b> 22117.65	
Notes:	· · ·		-100	02.	20	22111.00	
			·				
				Weight	Arm	Moment	
Removed KX-170 Transciever				-6.5	17	-110.50	
Removed KI-201 Indicator				-2.25	19	-42.75	
Installed KLX 135A GPS/COM				5.02	17.66	88.65	
Installed KTX 76 Transponder				3.1	17.00	52.70	
Installed Ameri-King AK350 Enc	oder			.4	1	0.40	
Replaced Nav antenna at station	1 106" with GPS antenna.	No chan	ge in W&B.	0.00	0.00	0.00	
Removed 13amp Delco-Remey	Generator	· 		-10	-8	80.00	
Installed 50amp Jasco Alternato	r			10.25	-7	-71.75 —	
Replace gen regulator with altern	nator regulator. No change	e in W&E	3.	0.00	0.00	0.00	
<u>:</u>				0.00	0.00	0.00	
x As Calculated	foment 221	New Empt	pty Weight CG New Useful Load				
As Weighed V	Veight 8	5.74 432.98					
		Signature	1				
			Repair Age		JACK 1		