

ENGINE LOG BOOK



Service Information

Consult the Continental Motors web site at continentalmotors.aero for engine related news or announcements. Continental Motors Internet Service contains useful information for Continental Motors engine owners, including electronic versions of the most current engine Instructions for Continued Airworthiness and service bulletins that may be pertinent to your engine model.

If internet access is not available, contact our Customer Service Department at:
1-888-826-5465 Toll free in the United States or
1-251-438-8299 International

Engine Returns

Return engines for core credit with this log book to:

Continental Motors, Inc.
2039 Broad Street
Mobile, AL 36615 USA

Return engines for overhaul with this log book to:

Mattituck Services
410 Airway Drive
Mattituck, NY 11952 USA

**USE ONLY FUEL CONFORMING TO ASTM D910
USE OF AUTOMOTIVE FUEL IS PROHIBITED**



Continental Motors, Inc.

Production Certificate 508

Printed: 7/25/2013

Test Date: 7/24/2013

**This engine model TSI0550C20B , serial number 1008794
was rebuilt by Continental Motors in accordance with approved design
data and the applicable requirements of Part 21 of the Federal Aviation
Regulation. The approved design data for this engine incorporates all
changes required by applicable Airworthiness Directives and
Continental Motors Service Bulletins.**

Thomas Howard

Aircraft Engine Test Verification

This document verifies that the engine model listed below has satisfactorily completed all testing listed below in accordance with CM standard engine testing specifications as approved by the FAA.

Engine Model R-TSIO550C20B

Engine Serial Number 1008794

Testing Completed

Standard Acceptance Test:

Date of Completion 7/24/2013 Test Operator (31645)



Continental Motors, Inc.

Form No 98344

ENGINE MODEL
TSIO-550-C20
ENGINE S/N: 1008794
REG NO 2507S
WORK ORDER: 10244



Lincoln Park Aviation
425 Beaverbrook Road
Lincoln Park, NJ 07035
Phone: 973-633-0450

DATE: 8/6/2013
A/C TSN: 1526.3
ENG TT: 1526.3
HOBBS: 1526.3

Engine Entries

(2) ANNUAL/ENGINE - DRAINED OIL, CHANGE FILTER AND/OR CLEANED SCREENS, NO CONTAMINATION FOUND. CLEANED AND GAPPED SPARK PLUGS, CHECK COMPRESSION USING 80 PSI AS REFERENCE: #1 78/80 #2 78/80 #3 78/80 #4 78/80 #5 78/80 #6 78/80. CHECKED FUEL SYSTEM, DRAINED SUMPS. CHECKED MAGS AND TIMING. CHECKED PROP FOR LEAKS AND GREASED IF REQUIRED. (9) REMOVE AND REPLACE BOTH TIT PROBES WITH NEW... (11) SOAKED ALT AIR CABLE IN LUBRICATION - RE RIGGED AS REQUIRED, REPLACE ONE BOLT WITH NEW... (12) REMOVE AND REPLACE AIR FILTER WITH NEW... (21) REPLACE ENGINE BLOCK TANIS HEATER PADS WITH NEW AND REPLACE BOTH CONNECTORS... (22) REMOVED ENGINE S/N 914360 INSTALL FACTORY OVERHAULED ENGINE S/N 1008794- PERFORM ENGINE SET-UP-RUN UP IAW M 18 & O-18 MAINTENANCE AND INSTALLATION MANUALS

The Aircraft, Airframe, Aircraft Engine, Propeller or Appliance identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is Approved for return to service. Pertinent details of the repair are on file at this repair station under work order listed below.

DATE: 8/6/2013

SIGNED:

Frank R Galella

INSPECTOR #2
FRG III

Work Order: 10244

Printed by EBis 3 (datcomedia.com)

	Total Time	Time Since Last	Engine	Maintenance Record
Date	AERO INDUSTRIES, INC 5745 HUNTSMAN RD. RICHMOND INTL AIRPORT VA. 23250-2411			DATE - 16 DEC 2013 MAKE - CESSNA M/N - LC41-550FG S/N - 41567 REG. # N2507S TIME - 1604.4
Carried fo	ENTER IN: AIRFRAME RECORDS			and tives,
	Serviced Oxygen system to			
	The maintenance described above was inspected in accordance with current FAA regulations and the aircraft / component is approved for return to service, with respect to the work Performed. Details of this repair are on file at this repair facility under:			
	Work order# 58095	SIGNATURE <i>Laurie M. Currier</i>		CRS CERTIFICATE NO. BIER466C
	AERO INDUSTRIES, INC 5745 HUNTSMAN RD. RICHMOND INTL AIRPORT VA. 23250-2411			DATE - 16 DEC 2013 MAKE - CM M/N - TSIO550C S/N - 1008794 REG. # N2507S TIME - 76.5
	ENTER IN: ENGINE RECORDS			
	Ran engine and removed cowlings. Drained oil, took oil sample and shipped for testing. Removed, split and inspected filter, no discrepancy found. Installed new filter. Serviced with 7 qts Aeroshell 15W50 (placed 1 qt in baggage area) and 1 pint of Camguard. Reinstalled cowlings. Leak check good IAW Cessna 400 m/m and CM TSIO550C m/m. Removed and replaced with new PN AF1163201 EGT probe. Ops check good on engine run. All per Cessna 400 m/m.			
	The maintenance described above was inspected in accordance with current FAA regulations and the aircraft / component is approved for return to service, with respect to the work Performed. Details of this repair are on file at this repair facility under:			
	Work order# 58095	SIGNATURE <i>Laurie M. Currier</i>		CRS CERTIFICATE NO. BIER466C

AERO INDUSTRIES, INC 5745 HUNTSMAN RD. RICHMOND INTL AIRPORT VA. 23250-2411	DATE -- 21 FEBRUARY 2014 MAKE -- TCM M/N -- TSIO-550C (20) S/N -- 1008794 REG. # N2507S HOBBS: 1632.1
ENTER IN: ENGINE RECORD	
Complied with the following in accordance with Cessna 400 AMM unless otherwise noted: Preliminary Inspection accomplished in accordance with Aero Industries, Inc. Form 005. Complied with oil change: Took sample and drained remaining oil. Removed oil filter, split oil filter and inspected element, no defects found. Installed new CH48108-1 filter, torqued and safetied. Serviced engine with 7 quarts of Aeroshell 15W50 and 1 pint of CamGuard. Complied with compression check per TCM Instruction: # 1 75/80, # 2 70/80, # 3 74/80, # 4 75/80, # 5 75/80, # 6 74/80, Master Orifice was 44/80. RH alternator failing: Found power stud broken and arcing. Removed P/N R-646845 S/N 013FA013R and installed P/N 646845 S/N 014AA005 in accordance with TCM TSIO-550 M/M. Oil leak LH side lower cowling area: Found pressure transmitter loose on top at oil pressure manifold. Removed transmitter and fitting. Cleaned and inspected fittings, no cracks found. Re-installed transmitter and fittings with new sealing tape. # 2 EGT probe Red X'd on MFD: Removed probe and inspected, probe is eroded away. Installed new probe P/N AF1163201 in accordance with Cessna 400 AMM Chapter 77, operational check good. Oil cooler lower flange cracked: Removed cooler and gasket, P/N 654585 S/N 013-10926-118 and installed new cooler P/N 654585 with new gasket per TCM TSIO-550 M/M. Engine baffle rubbing on oil filler/breather tube assembly: Removed baffle and enlarged opening to prevent further chaffing. Inspected breather tube assembly, no damage noted. Re-installed cylinder baffle between # 4 and # 2 cylinders per TSIO-550 M/M. Complied with TCM SID97-3F dated 10/5/2013 for Engine fuel set-up. Installed fuel system Porta-Tester per SID and ground run engine. Adjusted system as follows: Low pressure fuel down CCW 2 3/4 turns, Idle mixture up CCW 1 turn, increase high pressure fuel up CCW 3 turns. Final performance numbers at RPM 2580, 38.4 FF, Manifold press 35.8, all within TCM SID parameters and TCM Manual M-18. The maintenance described above was inspected and repaired in accordance with current technical data and FAA Regulations and with respect to the work performed, the aircraft is approved for return to service. Complied with final Inspection for work accomplished under this work order. 58299	
Signature: <i>Thom C. Bell</i> Chief Inspector	CRS Certificate No: BIER466C

AERO INDUSTRIES . INC
5745 HUNTSMAN RD .
RICHMOND INTL AIRPORT
VA . 23250 -2411

DATE -- 5 AUGUST 2014
MAKE -- TCM
M/N -- TSIO550C20B
S/N -- 1008794
REG. # N2507S
HOBBS: 1677.4

ENTER IN : ENGINE RECORD

Complied with the following in accordance with Cessna 400 AMM unless otherwise noted: Preliminary inspection accomplished per Aero Industries, Inc. Form 005. **Engine compression tests: #1 76/80, #2 72/80, #3 76/80, #4 74/80, #5 74/80, #6 72/80, Master Orifice: 44/80.** Complied with oil change: Took oil sample with SOAP kit. Drained oil and removed filter. Cut open filter and inspected, no metal or debris. Installed new CH48108-1, torqued and safety wired filter assy. Serviced engine with 7 QTS Aeroshell 15W50 oil and placed spare quart in owner baggage area. Complied with initial 100-Hour fuel injection nozzle cleaning in accordance with TCM SID 05-7 and re-installed with new o-ring and gasket P/N'S 630979-9 and X1473. Complied with 100-Hour/annual inspection of magneto to engine timing per TCM MSB 94-8D dated 2/17/2010, no defects at this time. Replaced # 2 EGT probe due to tip erosion using new P/N AF1163201, operational check good. LH alternator fails when under a load: Removed defective P/N ALU-6526 S/N F094279 and installed new ALU-6526 S/N H-0030640 per Cessna 400 AMM. Complied with engine fuel set-up per TCM SID97-3F, found fuel pump faulty. Removed R-649368-60A4 S/N B13GA240R and installed new P/N 649368-60A4 S/N B14GA127 per TSIO-550 M/M. Fuel set-up complied with IAW TCM TSIO-550 Overhaul M/M Chapter 6-3.7.4 and SID97-3F: RPM 2520, FF 35.9, increased high side 1/2 turn CCW, Set @ 7.3 idle, metered pressure @ 13.5, operational check good after adjustments. All rocker covers leaking oil: Re-torqued all rocker covers per TCM TSIO-550 M/M and cleaned areas, leak check good. Prop governor adjust screw not safetied correctly: Removed wire and safetied properly per TCM TSIO-550 M/M and Cessna 400 AMM. LH aft engine isolator mount safety wire broken: Re-safetied LH aft isolator per Cessna 400 AMM. All applicable AD's are current and compliance records are amended to reflect current data. Complied with all leak and operational checks associated with the 100-Hour/annual inspection and repairs, all items checked satisfactorily. The maintenance described above was inspected and repaired in accordance with current technical data and FAA Regulations and with respect to the work performed, the aircraft is approved for return to service. **In addition to the above repairs, I certify this aircraft was inspected in accordance with the Cessna 400 AMM Chapter 5-20-00 Inspection Checklist for an Annual Inspection and was determined to be in airworthy condition. Details of this inspection and/or repairs above are on file at this repair station under Work Order No. 58802. Complied with final Inspection for work accomplished under this work order. Aircraft Total Time: 1012.2 Hours**

Signature: *Anthony Bell* CRS Certificate No: BIER466C
 Chief Inspector

Reg. No. - N2507S TCM TSIO-550C-20B S/N 1008794

Date - 6/6/2017

This Engine has been inspected in accordance with a Annual/100 Hour Inspection and determined to be in airworthy condition at this time. Complied with Inspection checklist as per Appendix D to Part 43 and Cessna LC41-550FG Maintenance Manual Revision 5. For AD compliance see AD listing.

Hobbs:	1723.6
TSN	1723.6
TSMOH	197.3

Compressions #1 74/80, #2 75/80, #3 76/80, #4 74/80, #5 74/80, #6 75/80

AD 16-21-04 (11/18/16) Oil cooler cross fitting replaced with P/N 685607. run and leak check good.

Drained oil, cut open and inspected filter, no metal or debris, installed CH48108-1 oil filter and saftied as required, added 8 Qts Aero Shell 15W50 oil, cleaned and gapped plugs, cleaned fuel injectors, checked and reset magneto timing, cleaned injectors, replace AC belt, serviced air conditioning with Freon, replaced #1 EGT probe due to eroded tip with P/N AF1163201, installed overhauled McCauley propeller governor P/N D-20309-39, S/N 140118. Engine run and leak check good.

Flight Sport Aviation, LLC
Anthony Bell A&P, IA



Authorized Signature

Anthony Bell
 A&P2145613IA

Reg. No. - N2507S TCM TSIO-550C-20B S/N 1008794

Date - 9/15/2017

Serviced the Air conditioning with Freon R134A in accordance with Cessna LC41-550FG Maintenance Manual Revision 5, Chapter 21-65-00 Paragraphs 17-19, ops and leak check good.

Hobbs:	1723.6
TSN	1723.6
TSMOH	197.3

Flight Sport Aviation, LLC
Anthony Bell A&P, IA



Authorized Signature

Anthony Bell
 A&P2145613

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Date	Total Time		Time Since Last Overhaul		Engine Service and Maintenance Record
	Hours	Min	Hours	Min	
Record maintenance actions including engine part removal and installation and compliance with inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins					
Carried forward →					

Date: June 15, 2018 N23TW Engine

Hobbs: 1793.5

Changed oil and filter, serviced with Phillips 20-50 and one pint Cam Guard. Replaced six exhaust side rocker cover gaskets, tightened vernatherm valve and one lower oil cooler fitting.

Mark Ulschmid

A&P3507088

Mark Ulschmid

Date: Dec. 12, 2018 N23TW Engine

Hobbs: 1833.5 Eng. TT: 307.2

Compression: 1-71/80, 2-73/80, 3-72/80, 4-73/80, 5-73/80, 6-72/80. Changed oil and filter, serviced with Phillips 20-50 and one pint Cam Guard. Took sample for analysis. Installed new P265-100G-E4A oil pressure transducer. Installed new TIT probe and #1 cylinder EGT probe. Inspected and pressure tested exhaust, tightened turbo inlet bolts and wastegate bolts. Cleaned and resealed fuel injectors. Cleaned, gapped and rotated spark plugs, checked magneto to engine timing. Cleaned aircraft fuel strainer. Installed new AC compressor belt. Installed new induction filter element.

See separate AD list for current compliance.

I certify that this Engine has been inspected in accordance with a 100 Hour inspection and was determined to be in Airworthy condition.

Mark Ulschmid A&P3507088

Mark Ulschmid

Date: Feb. 1, 2020 N2570S Engine

Hobbs: 1951.9

Eng. TT: 425.6

Compression: 1-71/80, 2-72/80, 3-72/80, 4-68/80, 5-74/80, 6-65/80. Lapped #2 and 3 cylinder exhaust valves. Changed oil and filter, serviced with Phillips 20-50 XC and one pint Cam Guard. Installed new EGT probe in #1 cylinder. Installed new fuel flow transducer, PN 700900-1. Cleaned and resealed fuel injectors. Installed new induction filter. Removed magnetos for 500 hour inspection, installed new points, impulse springs, oil seals and carbon brushes, retimed to engine. Removed left and right turbochargers, sent to Main Turbo for overhaul, reinstalled with new gaskets. Installed new ducting from left and right intercoolers to cabin heat box on firewall.

See separate AD list for current compliance.

I certify that this Engine has been inspected in accordance with a 100 Hour inspection and was determined to be in Airworthy condition.

Mark Ulschmid

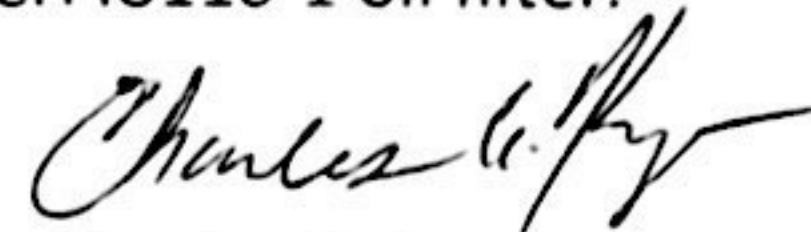
A&P3507088

Mark Ulschmid

Date	Total Time		Time Since Last Overhaul		Engine Service and Maintenance Record
	Hours	Min	Hours	Min	


Record maintenance actions including engine part removal and installation and compliance with inspections, Airworthiness Directives,

Columbia N2507S 7-Dec-2020 Hobbs: 2,083.8 Hours Investigated door seals, fuel pump cavitation, intermittent fuel flow reading on RH G1000, intermittent RPM reading, fuel selector indications. Repaired RH Cabin Door Gas Strut, performed oil and oil filter change. Replenished with 10 quarts Phillips 20W50 oil. Installed lockwire on the new CH48110-1 oil filter. Performed ground run and leak check.


 Charles A. Kemper
 3470895 A&P

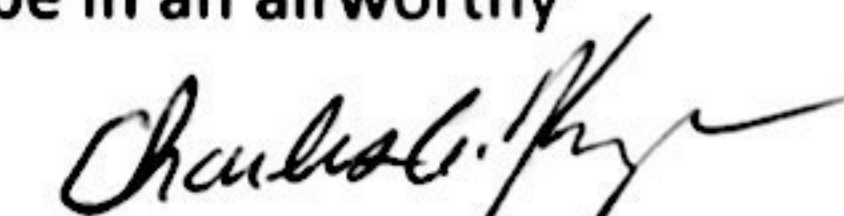
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Columbia N2507S January 14, 2021 Hobbs: 2,083.8 Hours Replaced electric fuel pump Part Number 5544-00-1 Serial Number 0256 (Overhauled, See Form 8130-3). Replaced Tachometer Transducer (Magneto Sensing) with new unit Part Number 653141 Serial Number N/A. Replaced the Fuel Selector Microswitch Part Number DC1C-A1RB with new. Ground run completed. No discrepancies found.


 Charles A. Kemper
 3470895 A&P

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Columbia N2507S February 3, 2021 Hobbs: 2,083.8 Hours Engine SMOH: 557.5. Propeller Time Since New: 360.2 Disassembled as needed to inspect the aircraft in accordance with the inspection checklist found in the Cessna Columbia 400 Service Manual. Researched AD's through Bi-Weekly 2021-03 Performed compression test utilizing the calibrated orifice method, no discrepancies noted. Verified magneto timing to engine. Inspected intake and exhaust systems. Verified continuity of controls. Ground run completed. No discrepancies found. Aircraft Lubrication schedule completed per service manual as needed. Inspected fuel system and cleaned / inspected the fuel screen. I certify that this Engine has been inspected in accordance with a 100 Hour Inspection and has been found to be in an airworthy condition.


 Charles A. Kemper
 3470895 IA

Date	Total Time		Time Since Last Overhaul		Engine Service and Maintenance Record Record maintenance actions including engine part removal and installation and compliance with inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins
	Hours	Min	Hours	Min	

Columbia N2507S March 21, 2022 Hobbs: 2,176.6 Hours Engine SMOH: 650.3; Propeller Time Since New: 453.0 Disassembled aircraft as needed to inspect the airframe in accordance with the inspection checklist found in the Cessna Columbia 400 Service Manual. Researched AD's through Bi-Weekly 2022-06. performed oil and oil filter change. Sent sample for analysis. Replenished with 7 quarts Phillips 20W50 oil. Installed lock-wire on the new AA48108-2 oil filter. Performed ground run and leak check. Performed compression test utilizing the calibrated orifice method, no discrepancies noted. Replaced the starter with a new PL13484 S/N: H-W013194 and Installed an overhauled 646843 Alternator (see forms 8130 for each accessory installed) Verified magneto timing to engine. Freshly overhauled magnetos are on order based on TIS/Best Practices (Non mandatory) and will be installed at the first opportunity, they were delayed at the vendor. Inspected intake and exhaust systems. Verified continuity of controls. Ground run completed. No discrepancies found. Aircraft Lubrication schedule completed per service manual as needed. Inspected fuel system and cleaned / inspected the fuel screen. I certify that this Engine has been inspected in accordance with a 100 Hour Inspection and has been found to be in an airworthy condition.


 Charles A. Kemper
 3470895 IA

Columbia N2507S March 30, 2022 Hobbs: 2,180.3 Hours Engine SMOH: 654.0; Propeller Time Since New: 456.7 Replaced the left and right magnetos with a pair of overhauled units. Left: Removed and installed the 10-500556-101 (S6RSC-25P) Magnetos (Removed: S/N: D13FA096R, Installed S/N: D10HA085). Right: Removed and installed the 10-500556-101 (S6RSC-25P) Magnetos (Removed: S/N: D13FA097R, Installed S/N: D08JA179).

Installed the magnetos at 25 degrees BTC. Installed the pressure hoses, fittings, Ground, Tach & P-Leads, new magneto to engine gaskets, torqued magnetos and applied torque seal. Reinstalled the number 1 top spark plug, and torqued. Ground run performed with no defects noted. Installed top cowling, this engine is returned to service.


 Charles A. Kemper
 3470895 A&P

