



The Standard

ENGINE LOG

ASA-SE-1

N18MD
RH engine #2

YE/

8/17/2023

N18MD

DA/

Beech D55

S/N: TE-455

Twin Oaks Aircraft Maintenance, LLC

Continental IO-550-C7F

S/N LH: 684240

12405 SW River Road

Hartzell PHC-C3YF-2UF

RH: 271786-R

Hillsboro, OR 97123

S/N LH: EB3411A

danny@twinoksaircraft.com

RH: EB3410A

Tach: 2215.1 & RETSMOH: 1554.5

Completed annual inspection per service manual and FAR 43 appendix D. Compressions: #1- 76/80, #2- 78/80, #3- 70/80, #4- 76/80, #5- 76/80, #6- 78/80. I certify this engine was inspected IAW an annual inspection and was determined to be in airworthy condition.

Daniel W. Stark 2708377 IA

Hillsboro Beechcraft

KH10 Hillsboro Airport



Sep 5, 2023 N18MD Right Engine TCM IO-550C7F s/n 271786-R Hobbs 2215.1 1554.5 SMOH

Installed overhauled MS25038-2 Tach Generator serial 38062 from Accessories, Inc. Wichita.
Test run satisfactory. ~~~ Nothing follows ~~~

J. Michael Brannigan, 2812174 AP

or Repair

YEAR:	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 Facility. (See back pages for other specific entries.)
DATE				

Hillsboro Beechcraft

KH10 Hillsboro Airport



Dec 29, 2023 N18MD Right Engine TCM IO-550C7F s/n 271786-R Hobbs 2254.0 1592.7 SMOH

Drained oil. Installed 10 qts new Phillips 20/50XC oil and camguard. Installed new Tempest 108-1 filter. Old filter inspected for contaminants, none noted. Operation check successful.
 ~~~ Nothing follows ~~~

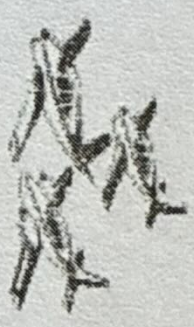
J. Michael Brannigan, 2812174 A

or Repair

| YEAR:<br>DATE | RECORDING<br>TACH<br>TIME | TODAY'S<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | Description of Inspections, Tests, Repairs and Alterations<br>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair<br>Facility. (See back pages for other specific entries.) |
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Hillsboro Beechcraft

KH10 Hillsboro Airp



May 9, 2024 N18MD Right Engine TCM IO-550C7F s/n 271786-R Hobbs 2311.5 1650.2 SMOH

Drained oil. Installed 10 qts new Philips 20/50XC oil and camguard. Installed new Tempest 108-1 filter. Old filter inspected for contaminants, none noted. Operation check successful. ~~~ Nothing follows ~~~

J. Michael Brannigan 28121

| YEAR: | RECORDING<br>TACH<br>TIME | TODAY'S<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | Description of Inspections, Tests, Repairs and Alterations<br>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.) |
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Skinner Aviation Inc.

403 Dead Indian Memorial Road

Ashland OR 97520

(541) 482-7675

2-1-2025 N18MD Beech Baron SN: TE-455 TTAF: 5334.6 Hobbs: 2366.9

Right Engine Continental IO-550-C SN: 271786-R TT: UNK TSOH: 1706.3

Maintenance at Annual: Set up idle, idle mixture, unmetered and metered in reference to SID97-3, rev g and IO-550 permold engine operating limitations 6-3.7.1 dated September, 1, 2014. Moved the spark plugs from the left engine to the right engine. Drained engine oil changed spin on filter and cut to inspect for debris, none found, serviced with 10 quarts Philips XC20W-50 and Camguard. Cylinder compressions are as follows: #1 68/80 #2 70/80 #3 70/80 #4 70/80 #5 70/80 #6 72/80. Removed, cleaned, reinstalled and leak checked GAMM injectors. Removed alternator and inspected coupling in reference to SB11-3, replaced failed coupler with overhauled coupling 646655OE, recommended coupling inspection interval is 500 hours. Removed both magnetos and had them 500 hour inspected by Aircraft Magneto Service of Stevensville Montana, see 8130-3's. Replaced altitude compensating fuel pump with overhauled non-altitude compensating fuel pump to match the other engine. Updated POH

with Supplement from Deshannon for operating these fuel pumps in accordance with the 550 conversion. Removed throttle controller and had it overhauled by Mikes Fuel metering service, see 8130-3, reinstalled. Fabricated and installed new fuel flow divider drain per Deshannon engine conversion installation drawings. Fabricated and installed new TKS supply tube at the front of the engine. Replaced various engine hoses as needed with new type D hoses. Cleaned, gapped and tested spark plugs. Washed and test ran engine, no leaks. I certify this engine was inspected in accordance with FAR 43 app. D, Annual/100 hr inspection and determined airworthy.

Andrew Vandenberg



A&P 3737996 1A