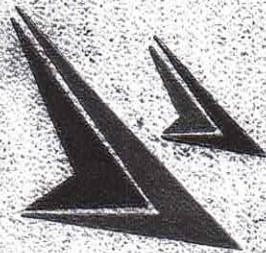


T10 540 CIA

3764^R ENGINE

LOG



PIPER AIRCRAFT CORPORATION

ENGINE LOG

| Date | Engine Time | | Recorder Reading | Maintenance |
|------------------------|---|--------------------|--------------------|--|
| | This Date | Since Major | | |
| 9-3-75 | Brought Forward → | — | 51.7 | PERFORMED 50 HR WARRANTY N.D. 50 WT |
| 2-6-76 | | | | OIL CHG SLEEVE ^w 20130 91.2 HRS |
| 26 July 76 | Hobbs 164.4 | Total 164.4 | | Annual inspection completed. Routine service & maintenance |
| | A.D.s checked thru 76-14. Compression checked | | | |
| | 1. $\frac{84}{80}$ | 2. $\frac{77}{80}$ | 3. $\frac{78}{80}$ | 4. $\frac{77}{80}$ |
| | 5. $\frac{79}{80}$ | 6. $\frac{73}{80}$ | Replaced | |
| | crankshaft seal. Repaired exhaust support clamp. I certify this engine has been inspected in | | | |
| Total To Carry Forward | annual inspection and is determined to be in an airworthy condition. Richard A. Burk A/P 1878491 QT | | | |

and Ren

INSP. CH

Eng

22 July

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check

1 $\frac{79}{80}$

crank

repair

100 W

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ENGINE LOG

| Recorder Reading | Maintenance |
|------------------|---------------------------------|
| 51.7 | PERFORMED 50 HR WARRANTY |
| | N.O. 50 WT |
| | OIL CHG SHELL 20/50 9.1.2.1483 |
| 1644 | Annual inspection |
| | service & maintenance |
| 76-14 | Compression checked |
| 17 | 5.7% 6.13% Replaced |
| | Repaired exhaust support |
| | as engine has been inspected in |
| | of inspection and as determined |
| | Richard A. Buda AP 1878191 PF |

| and Remarks | Signature | Certificate No. |
|--|-------------|-----------------|
| INSP. CHANGED OIL + FILTER 12 QTS. SHELL | | |
| Eng Run + CK | Samuel Khan | CP33250 |
| 22 July 77 Hobbs 2543. Total 2543 Annual inspection completed. Routine service & maintenance. A.D. is checked & the 77-13. Compression checked | Roy Shewen | 502247 |
| 1.7% 2.78% 3.77% 4.77% 5.79% 6.76% Replaced | | |
| crankshaft seal. replaced #3 intake gasket | | |
| repaired cracked #4 exhaust pipe. Changed oil | | |
| 100 W. I certify this engine has been inspected and | | |
| accordance with a annual inspection and as | | |
| determined to be in an airworthy condition Richard A. Buda AP 1878191 | | |
| | | GT |

ENGINE LOG

| Date | Engine Time | | Recorder Reading | Maintenance |
|--|-------------------|--------------------------|------------------|--|
| | This Date | Since Major | | |
| 12-4-77 | Brought Forward → | Hobbs reads 289:5 | | Oil changed, 12 qts Aero-Shell 65w added. J.R. Caspell A+P 1940197 |
| <p>AUGUST 8, 1978 HOBBS + TOTAL TIME 335.3</p> <p>COMPLETED 100 HOUR INSPECTION - PERFORMED ROUTINE SERVICE + MAINTENANCE - COMPRESSION CHECK #1 74/80, #2 73/80, #3 75/80, #4 73/80, #5 71/80, #6 73/80 - REPLACED FRONT CRANK-SHAFT SEAL - REPLACED #3 INTAKE GASKET -</p> | | | | |
| Total To Carry Forward | | A-Ds CHECK THROUGH 78-15 | | |

ENGINE LOG

| Recorder Reading | Maintenance |
|---------------------------|-------------|
| 2889.5 | Oil changed |
| Shell 65w added | |
| AP Chapel AP 1940197 | |
| hrs + TOTAL TIME 335.3 | |
| IR INSPECTION - PREFORMED | |
| MAINTENANCE - COMPRESSION | |
| 3/80, #375/80, #473/80 | |
| REPLACED FRONT CRANK - | |
| USED #3 INTAKE GASKET - | |
| CHECK THROUGH 78-15 | |

| and Remarks | Signature | Certificate No. |
|---|--------------|-----------------|
| CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION AND IS DETERMINED TO BE IN AIR-WORTHY CONDITION AP 391682538 | | |
| 8-01-79 Hobbs + Total Time 418.5 Completed 100 hours Inspection - Performed Routine Service ck- #1 74/80 #2 70/80 #3 74/80 #4 73/80 #5 71/80 #6 72/80 Sealing Unit - Replaced RT mag Sw # 928209 ck AD's Thru 79-15 | AP 391682538 | |
| <p>I CERTIFY THAT THIS... INSPECTION HAS BEEN INSPECTED IN ACCORDANCE WITH AN... 100... hr... INSPECTION AND HAS BEEN DETERMINED TO BE IN AN AIRWORTHY CONDITION.</p> <p>AP-1943790</p> | | |

AP-1943790

AP 391682538

ENGINE LOG

| Date | Engine Time | | Recorder Reading | Maintenance |
|-------------------------------|-------------------|-------------|--|-------------|
| | This Date | Since Major | | |
| | Brought Forward → | | | |
| L.A.D. 77-12-06 Prop overhaul | | | Date 11-11-80 | |
| See Service Release Tag, | | | Tach Time 470.0 | |
| 2. Details on file under | | | Total Time <u>470.0</u> | |
| W.O. # 767, | | | I certify that this <u>Engine</u> has been inspected in accordance with a <u>100HR</u> inspection and was determined to be in a airworthy condition this date. | |
| | | | Signed <u>Chin Weon</u> For FAA Repair Station C61-45 | |
| | | | SENTRY AVIATION SERVICES Attn: Hangar Bldg. - Ken Barlow Stevens Point Municipal Airport STEVENS POINT, WISCONSIN 54481 | |
| Total To Carry Forward | | | | |

MAINTENANCE RELEASE

TYPE OF UNIT Propeller
 MANUFACTURER Propeller
 MODEL 250/250/250/250 SERIAL No. 05-2120
 The component identified above was repaired and inspected in accordance with current Civil Air Regulations and was found airworthy for return to service.
 Pertinent details of the repair are on file at this agency under
 WORK ORDER No. 69282 DATE 11-4-80
 SIGNED K.P. Majors FOR

MAXWELL AIRCRAFT SERVICE, INC.
 CRYSTAL AIRPORT • MINNEAPOLIS, MINN. 55429
 FAA Approved Repair Station No. 3725

(over)

Maintenance

2920

ected in
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y under

FOR

NC.

55429

(over)

condition this date

Wesley

Station C61-45

as been inspected in

inspection and was

ATION SERVICES

Ken Barlow

municipal Airport

WISCONSIN 54481

| and Remarks | Signature | Certificate No. |
|---|------------------------|------------------|
| <p>1/7/82 Hobbs + total 551 changed oil + Filter (added 200T) After overhaul comp test all 29 and above all AOs checked Total Time 551</p> <p>Tachometer 551 this (Hobbs) (engine) has been inspected in accordance with a (overhaul) inspection and was determined to be in satisfactory condition. Dated 1/7/82 W.O. by 1362 Signed ... Hobbs ... 799589908</p> <p>VALLEY FLYING SERVICE, INC. 207-543-7322</p> | <p>Charles F. Lath</p> | <p>477259908</p> |
| <p>6/24/82 Hobbs 579 installed new crankshaft and seal with Lycopony port. test ran ok</p> | <p>Charles F. Lath</p> | <p>477259908</p> |

ENGINE LOG

| Date | Engine Time | | Recorder Reading | Maintenance |
|------------------------------|----------------------|--|------------------|---|
| | This Date | Since Major | | |
| 6/14/83 | Brought Forward ↑ | | | |
| Compressor Test and Above | 7:57 8:01 | Tachometer this (recorder) has since with (recorder) inspection and was determined to be in satisfactory condition. | 615 | Total Time <u>6:15</u> I certify that been inspected in accord- |
| Changed oil to 50 wt | | Dated 6/14/83 W.D. No. 1588 Signed C. H. ... T. A. ... VALLEY FLYING SERVICE, INC. 207-543-7522 | | |
| Total To Carry Forward | | | | |

Maintenance

Total Time 6.5 hours

I certify, that when inspected in accordance with inspection and was in condition.

No. 1588

W. J. A. 7549006

SERVICE, INC.

43-7522

| and Remarks | Signature | Certificate No. |
|--|--------------------|-----------------|
| 4-12-84 Hobbs 657-SIC Changed oil & Filter, Replaced valve cover gaskets 4/12/84 Total Aircraft Time Hobbs 657 I Certify This ^{eng} Has Been Inspected in Accordance with A.P.M. and Was Determined To Be in Airworthy Condition. Signature <u>Paul A. Jarnien</u> A & P No. <u>1A1339595</u> | | |
| 10-30-84 CHANGED OIL WITH AEROSOLIC 15/50 12QTs REPLACED FILTER WITH CHAMPION FILTER CH48110 SAFETY AND LEAKS CHECKED. Paul A Jarnien ATP 7384024 | Hobbs <u>844.3</u> | |

ENGINE LOG

| Date | Engine Time | | Recorder Reading | Maintenance |
|------------------------|-------------------|-------------|--|-------------|
| | This Date | Since Major | | |
| | Brought Forward → | | | |
| 7-13-84 | 11.1/1.760h | | Checked oil + filter + filter work | |
| | | 15-50 | Checked Fuel nozzles | |
| | | | Checked plugs checked compression | |
| | | | <small>I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 135.45 INSPECTION AND WAS DETER- MINED TO BE IN AIRWORTHY CONDITION</small> | |
| | | | <i>Greg Kennard 10/15/84 872</i> | 12-1- |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| Total To Carry Forward | | | | |

| Maintenance | and Remarks | Signature | Certificate No. |
|--|---|---------------------------------------|---------------------------------------|
| 8-3-84 | Charged oil + filter 12 at new shell 15/50. | | |
| Replaced 4 x 4" exhaust pipe manifold with new | Revised Turb. sewage pump | Bobbs 805 | |
| 12-1-84 | kobs 871 | Engl. Fawcett A/P 2152113 | |
| Changed oil + filter filled with | 12QT AeroShell 15/50 replaced | hours seal fire seal + sheet. | |
| INSPECTED IN ACCORDANCE WITH A | PROPERTY THAT THIS AIR CRAFT HAS BEEN | AN AIRCRAFT INSPECTION AND WAS DETER- | MINED TO BE IN AIRWORTHY CONDITION |
| SA 1 CRAFT HAS BEEN | INSPECTED IN ACCORDANCE WITH A | PROPERTY THAT THIS AIR CRAFT HAS BEEN | AN AIRCRAFT INSPECTION AND WAS DETER- |
| MINED TO BE IN AIRWORTHY CONDITION | SA 1 CRAFT HAS BEEN | INSPECTED IN ACCORDANCE WITH A | PROPERTY THAT THIS AIR CRAFT HAS BEEN |
| AN AIRCRAFT INSPECTION AND WAS DETER- | MINED TO BE IN AIRWORTHY CONDITION | SA 1 CRAFT HAS BEEN | INSPECTED IN ACCORDANCE WITH A |
| PROPERTY THAT THIS AIR CRAFT HAS BEEN | AN AIRCRAFT INSPECTION AND WAS DETER- | MINED TO BE IN AIRWORTHY CONDITION | SA 1 CRAFT HAS BEEN |
| INSPECTED IN ACCORDANCE WITH A | PROPERTY THAT THIS AIR CRAFT HAS BEEN | AN AIRCRAFT INSPECTION AND WAS DETER- | MINED TO BE IN AIRWORTHY CONDITION |

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 AN AIRCRAFT INSPECTION AND WAS DETER-
 MINED TO BE IN AIRWORTHY CONDITION

ENGINE LOG

| Date | Engine Time | | Recorder Reading | Maintenance |
|------------------------|-------------------|-------------|------------------|--|
| | This Date | Since Major | | |
| | Brought Forward → | | | |
| 12/21/87 | | | | REPLACED TURBO WITH REMANUFACTURED |
| | | | | ONE SEAL # NERO 162 • REPLACED CRANK SHAFT |
| | | | | SEAL + PROP SEAL → ENGINE RUN + LEAKED |
| | | | | CHECKED HOBBS 872 |
| | | | | <i>Signature</i> HP 2152113 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| Total To Carry Forward | | | | |

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REM

HAD

PROP

DJ

| Maintenance | and Remarks | Signature | Certificate No. |
|--------------------------|--|---------------|-----------------|
| WITH REMANUFACTURED | 12/29/87 | | |
| REPLACED CRANK SHAFT | REPLACED TURBO WITH REMANUFACTURED ONE | | ONE |
| WING RUN 7 LOCKED | SEC ² MERC 161 OLD ONE FAILED OIL SEALS | | |
| 22 | TACH 8735 | <i>Paul's</i> | ATP 215213 |
| <i>Paul's</i> ATP 215213 | 1-10-85 HOBBS 8735 | | |
| | REMOVED AND REINSTALLED HARTZELL PROPELLER WHICH | | |
| | HAD BIRN OVERTHAULED BY NEUWENSAND PROPELLER, WITH | | |
| | PROPELLER MODEL HC-1E3YR-2A7F/FC 7663B-2R SKA # | | |
| | DJ 2920 | <i>Paul's</i> | |
| | ATP 7384024 | <i>Hamm</i> | |

ENGINE LOG

| Date | Engine Time | | Recorder Reading | Maintenance |
|---|-------------------|-------------|------------------|-------------|
| | This Date | Since Major | | |
| | Brought Forward → | | | |
| 4-4-85 | | HOBBS 915.7 | | |
| CHANGING OIL AND FILTER WITH 12 QT ARKO | | | | |
| SHILL 15/50 CHAMPION FILTER CH48110 | | | | |
| RUN UP LEAK CHECKED FOUND OK | | | | |
| Paul D. Marwin ATP 7384024 | | | | |
| | | | | |
| | | | | |
| | | | | |
| Total To Carry Forward | | | | |

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ENGINE LOG

| Date | Engine Time | | Recorder Reading | Maintenance |
|---|-------------------|--|------------------|-------------|
| | This Date | Since Major | | |
| | Brought Forward → | | | |
| 4-10-85 | Hobbs - 1072 | Changed oil + filters filled with Aero Shell 15/50 - compression 1- $\frac{26}{80}$ 2- $\frac{24}{80}$ 3- $\frac{26}{80}$ 4- $\frac{26}{80}$ 5- $\frac{27}{80}$ 6- $\frac{24}{80}$, installed new crankshaft seal - new Prof brass Block | | |
| I CERTIFY THAT THIS <u>engine</u> HAS BEEN INSPECTED IN ACCORDANCE WITH AN <u>annual</u> INSPECTION AND WAS DETERMINED TO BE IN AIR WORTHY CONDITION <u>Serge Kenneth #159500882 FA</u> | | | | |
| Total To Carry Forward | | | | |

Maintenance

Oil filled mud
 1-78 2-24-80 3-78
 talled new Cronhsthaft
 Block

HAS BEEN

IN AND WAS

ERRA

| and Remarks | Signature | Certificate No. |
|---|---------------|-----------------|
| S-1-86 HOBBS 1092.4 PAPER STR/BULLETIN P/C/W ON 1-8-85 WHEN | | |
| PROP WAS OVERTHAULED AT NEW ENGLAND PROPELLER | Paul S)larrin | ATP 7384024 |
| 2-3-87 HOBBS 1118.8 CHANGED OIL + FILTER FILLED WITH AEROSHELL 15/50 | | |
| 12 QTS INSTALLED CHAMPION CN48110 OIL FILTER INSTALLED CLEAN PLUSS TOP PUT TOP PLUSS | | |
| BOTTOM OF CYLINDERS, L-RAIL CHECKED FOUND OK | Paul S)larrin | ATP 7384024 |

ENGINE LOG

| Date | Engine Time | | Recorder Reading | Maintenance |
|--|---------------------------------|---------------------------------------|---------------------|-------------|
| | This Date | Since Major | | |
| | Brought Forward → | | | |
| 4-23-87 | Checked compression and turning | | | |
| Hobbs 1142 | #1. 75/100 | #2 75/100 #3 75/100 | #4 75/100 #5 75/100 | #6 70/100 |
| I CERTIFY THAT THIS ENGINE | | HAS BEEN | | |
| INSPECTED IN ACCORDANCE WITH AN | | | | |
| <u>Annual</u> | | INSPECTION AND WAS | | |
| DETERMINED TO BE IN AIR WORTHY | | | | |
| CONDITION | | <u>Good</u> <u>Renard ATP 7384024</u> | | |
| 6-19-87 HOBBS 1168.0 CHANSKO OIL FILTER FILLED WITH ARMO SHELL 15/50 OIL 12 QTS, INSTALLED CHAMPION AIR FILTER CH48110 INSTALLED CLEANED + SHARPE PLUSS IN BOTTOM CYLINDERS RUN LEAK CHECKED FOUND OK, | | | | |
| <u>Gaul D. Marwin ATP 7384024</u> | | | | |
| Total To Carry Forward | | | | |

12
F
C
F
1-8-

Maintenance

7/24/50 #46 7/24/50

HAS BEEN

CTION AND WAS

58009997A

FILTER FILLED WITH ARMO
 10 CHAMPION OIL FILTER
 NO PLUGS IN BOTTOM
 FOUND OK,

7384024

and Remarks

Signature

Certificate No.

12-17-87 HOBBS 1230.8 CHANGED OIL + FILTER
 FILLED WITH 12 QTS OF ARMO SAECC 15/50. INSTALLED
 CHAMPION OIL FILTER CH 48110 RUN UP ENGIN
 AND LEAKS CHECKED FOUND AIR WORTHY.
 Pauls Garrison

ATP 7384024

1-5-58 1233 74 74 74 74
 #1 #2 #3 #4 #5 #6 #7 #8 #9 #10 #11 #12 #13 #14 #15 #16 #17 #18 #19 #20 #21 #22 #23 #24 #25 #26 #27 #28 #29 #30 #31 #32 #33 #34 #35 #36 #37 #38 #39 #40 #41 #42 #43 #44 #45 #46 #47 #48 #49 #50 #51 #52 #53 #54 #55 #56 #57 #58 #59 #60 #61 #62 #63 #64 #65 #66 #67 #68 #69 #70 #71 #72 #73 #74 #75 #76 #77 #78 #79 #80 #81 #82 #83 #84 #85 #86 #87 #88 #89 #90 #91 #92 #93 #94 #95 #96 #97 #98 #99 #100

Checked Torries changed Top Pins - Replaced #8 ex. Condit
 I CERTIFY THAT THIS ENGINE HAS BEEN
 INSPECTED IN ACCORDANCE WITH AN
 Inspection INSPECTION AND WAS
 DETERMINED TO BE IN AIR WORTHY
 CONDITION George Harold ATP 159809997A

ENGINE LOG

| Date | Engine Time | | Recorder Reading | Maintenance |
|------------------------|-------------------|---|------------------|-------------|
| | This Date | Since Major | | |
| | Brought Forward → | | | |
| 6-21-88 | HOBBS 1279.4 | CHANGED OIL AND FILTER FILLED WITH 12 QTS OF AERO SHELL 15/50 OIL. INSTALLED CHAMPION OIL FILTER CH48110 ROTATED BOTTOM PLUGS TO TOP, TOP PLUGS TO BOTTOM OF CYLINDERS, RUN UP ENGINE AND LEAK CHECKED FOUND AIRWORTHY. Paul O'Hanlon ATP 7384024 | | |
| 11-4-88 | HOBBS 1309.6 | INSTALLED NEW CHAMPION R1EB37E SPARK PLUGS 12 EACH. Paul O'Hanlon ATP 7384324 | | |
| Total To Carry Forward | | | | |

and F
 8 Dec 8
 comp ed
 instal
 for cre
 and f
 mag

Maintenance

and Remarks

Signature

Certificate No.

0 FILTER FILLED

LEAD CHAMPION

ISS TO TOP, TOP PLUGS

AND LEAK CHECKED

P 7384024

CHAMPION

Warner

24

8 Dec 88, 1317 hrs. Both changed oil and filter Aero 15/52,
comp. 1-76, 2-76, 3-74, 4-74, 5-76, 6-72, all over eighty (80)
installed IEZ HEAT engine water, installed new Ex pipe
for crossover and #2 cyl (PN 78058), new fuel press flex hose
and fire shield, New distributor block and gear in right
mag, retimed mag,

I CERTIFY THAT THIS Engine HAS BEEN

INSPECTED IN ACCORDANCE WITH AN

Annual INSPECTION AND WAS

DETERMINED TO BE IN AIR WORTHY

CONDITION Leads Warner P 7384024

ENGINE LOG

| Date | Engine Time | | Recorder Reading | Maintenance |
|------------------------|-------------------------------|-------------|---|-------------|
| | This Date | Since Major | | |
| | Brought Forward → | | | |
| 2-22-89 | 110BBS | 1369.2 | CHANSKO OIL AND FILTER FILTER | |
| | WITH 12 QTS OF AERO SHIELD 50 | | OIL FILTER USED | |
| | CH48110 CHAMPION | | Paul D. Lavin AT P 7384024 | |
| 4-4-89 | Hobbs | 1372 | new Crank Seal 50 over size installed 1 new seal boot cleaned alternator new set belt | |
| | | | Greg Kemor #158500992 | |
| Total To Carry Forward | | | | |

R

Maintenance

NO FILTER FICLEN

FICLEN USED

77 P 7384024

ink Seal 50 over

slice boot

cast belt

over AH15850092A

and Remarks

9-19-89 - 1415 hPa Changed oil + filter filled
with shell 15/50, compressors 74 74 74 74 74 74
new air filter, AD 87-10-6 NA 1702e (+ SN.
all new rocker cover gaskets, replaced breathe
pipe elbows.

Signature

Certificate No.

I CERTIFY THAT THIS engine HAS BEEN
INSPECTED IN ACCORDANCE WITH AN

annual INSPECTION AND WAS

DETERMINED TO BE IN AIR WORTHY

CONDITION Good AH15850092A

17 MAR 90 771476 CHANSUN OIL WITH 120110F-A110

SHELL 15/50 OIL CHANSUN FILTER WITH CH148110 FILTER

ROTATION SPARK PLUGS FROM TOP TO BOTTOM Daily/Karim

AHP 7384024

ENGINE LOG

| Date | Engine Time | | Recorder Reading | Maintenance |
|---|-------------------|--|------------------|-------------|
| | This Date | Since Major | | |
| | Brought Forward → | | | |
| 10-16-90 | Holls - 1513 | 1) changed oil + filter Serviced with shell 15/80 | | |
| | | 2) installed new alternator belt | | |
| | | 3) cleaned + Gap Plugs | | |
| | | 4) repaired eng cowl heat shield | | |
| | | 5) Compression $\frac{74}{80}$ $\frac{72}{80}$ $\frac{70}{80}$ $\frac{74}{80}$ $\frac{72}{80}$ | | |
| I CERTIFY THAT THIS <u>engine</u> HAS BEEN | | | | |
| INSPECTED IN ACCORDANCE WITH AN | | | | |
| <u>annual</u> INSPECTION AND WAS | | | | |
| DETERMINED TO BE IN AIR WORTHY | | | | |
| CONDITION. <u>Leigh Kennard AIP 1575009947A</u> | | | | |
| Total To Carry Forward | | | | |

and R
2-6-91
15X 5
FAA Appr
Fl. Lauds
[Signature]

Maintenance

Filter Serviced with Shell 15/80

Alternator Belt

Phys

and Head Shield

74 79 74 72
160 60 80 80 80

HAS BEEN

WITH AN

INSPECTION AND WAS

WORTHY

Kenner A-157800887A

and Remarks

2-6-91 Hobbs 1562.9 Changed oil, 4 Filter Serviced with
15X50 Aeroshell. Cleaned & Rotated Spark Plugs.

CAV-AIR INC. WC 5077
FAA Approved Repair Station #FBLR821D
Fl. Lauderdale Executive Airport, Florida

[Handwritten Signature]

Signature

Certificate No.

ENGINE LOG

| Date | Engine Time | | Recorder Reading | Maintenance |
|------------------------|-------------------|-------------|------------------|---|
| | This Date | Since Major | | |
| 3-29-91 | Brought Forward → | 1604 | | 1) changed oil & Filter serviced with shell 15/50 oil 2) compression check - 1) 72/50 2) 62/50 3) 74/50 4) 74/50 5) 72/50 6) 72/50 3) New Brake Assy L+R 17A9 Set Timing 4) All New Intake manifold Gaskets and Hoses 5) Replaced All engine motor mount Bushings 6) Replaced exhaust collector cyl # 1, 3, 5, |
| Total To Carry Forward | | | | |

and R

7) 600

11-7-91

50

51

The aircraft component identified above 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 file at this repair station under Work Order No. 17175
 Date 5-28-51
 Signed [Signature]
 (Authorized Individual)

Maintenance

Serviced with

78/100 2 62/80.

6. 72/80

L+R 17A9

4) All New Intake manifold Gaskets and Hoses

5) Replaced All engine motor mount Bushings

6) Replaced Exhaust collector cyl # 1, 3, 5, 7

and Remarks

7) completed work Inspected Intake filter 100 Inspected Fair 80080.

I CERTIFY THAT THIS ENGINE HAS BEEN

INSPECTED IN ACCORDANCE WITH AN

100 hr INSPECTION AND WAS

DETERMINED TO BE IN AIR-WORTHY

CONDITION Lery Nemur A415950082

11-9-91 16 hrs - 1643.

50 hr Charged oil + filter Serviced with

Shell 15/50 oil changed 7 gal Phys checks completed
 72/180 74/180 74/180 74/180
 78/180 78/180 78/180 78/180

and replaced parts - Lery Nemur A415950082

Certificate No.

Signature

ENGINE LOG

| Date | Engine Time | | Recorder Reading | Maintenance |
|------------------------|-------------------|--------------|--|--|
| | This Date | Since Major | | |
| 3-3-92 | Brought Forward → | | | Completed Piper 100hr Inspection |
| TT 1682 | | Compressions | $\frac{72}{80}$ 2 $\frac{74}{80}$ 3 $\frac{72}{80}$ 4 $\frac{72}{80}$ 5 $\frac{74}{80}$ 6 $\frac{68}{80}$ | |
| 5070H - 1682 | | | | Charged oil + Filter Serviced with shell 15/50 |
| New Hobbs 000.2 | | | | Replaced Seal and Gasket VAC Pump Drive New Condenser L+R MAG |
| | | | I CERTIFY THAT THIS <u>engine</u> HAS BEEN INSPECTED IN ACCORDANCE WITH AN <u>100hr</u> INSPECTION AND WAS DETERMINED TO BE IN AIR WORTHY CONDITION <u>George Hemmell AIP159300992</u> | |
| Total To Carry Forward | | | | |

Maintenance

2 Piper 100hr Inspected
5/4/80 5:30 6/80
Served with shell 15/50
2 Graded Vpc Pump Drive
MAG.

HAS BEEN

INSPECTION AND WAS

2 Piper 100hr Inspected
5/4/80 5:30 6/80

and Remarks

Lebanon Jet Center

6/17/92 N 713EC Hobbs; 0049.0
Drained oil, changed filter, old filter ok
Cleaned, gapped and rotated plugs.
Compression test;
#1 76, #2 78, #3 72, #4 78, #5 74, #6 74
Lubed waste gate with mouse milk all
Ops and leak checked good

Steven R. Brown Asst 3409349

Aircraft Sales • Service • Fuel • Flight School
17 Airpark Road, West Lebanon, NH 03784 (603) 298-5556 FAX (603) 298-5143

Certificate No.

Signature

ENGINE LOG

| Date | Engine Time | | Recorder Reading | Maintenance |
|------------------------|-------------------|-------------|------------------|-------------------------------------|
| | This Date | Since Major | | |
| 2/1/93 | Brought Forward → | TT 1775 | HOBBS 93.7 | |
| | | | | COMPLETED PAPER 100HR INSPECTION |
| | | | | DRAINED OIL REPLACED FILTER |
| | | | | SERVICED WITH 15/50 SHELL, REPLACED |
| | | | | ALL VALVE COVER GASKETS. |
| | | | | COMPRESSION CHECK 1# 76 2# 76 3# 74 |
| | | | | #4 76 #5 74 #6 72 CLEANED AND |
| | | | | GAPPED PLUGS REPLACED ALTERNATOR. |
| | | | | LUBED PER SERVICE MANUAL RUN + |
| | | | | LEAK CHECK GOOD. |
| Total To Carry Forward | | | | |

and Remark

I CERTIFY THAT THE
INSPECTED IN ACCORDANCE WITH
100
DETERMINED TO BE IN
CONDITION *See*

Part No. ALU8421R

ESI P/N 02035

REPLACES

Part identified above was overhauled
Federal Aviation Administration and
station under:

Date 07/13/92

by Judy Talver

TS TWX 810-744-3450

36032 U.S.A.

UT2R226L

4 #6 72 CLEANED AND

WAS REPLACED ALTERNATOR.

SERVICE MANUAL RUN +

OK GOOD

and Remarks

Signature

Certificate No.

IDENTIFY THAT THIS AIRCRAFT HAS BEEN

INSPECTED IN ACCORDANCE WITH AIR

100 912

INSPECTION AND WAS

DETERMINED TO BE IN AIR WORTHY

CONDITION. Det. N. B. K. AIR 005584926

ENGINE LOG

| Date | Engine Time | Recorder | Maintenance |
|--|---|----------|-------------|
| Lebanon Jet Center | | | |
| | N713EC | HOBBS | 145.3 |
| 5/12/93 | Right Engine. Drained oil, Changed filter CH48110 serviced with 12 qts Aeroshell 15W50. Runup, Ops and Leak check good. | | |
| <u>Steven R. Brown AP 3489349</u> | | | |
| Aircraft Sales • Service • Fuel • Flight School 17 Airpark Road, West Lebanon, NH 03784 (603) 298-5556 FAX (603) 298-5143 | | | |
| Total To | | | |
| Carry Forward | | | |

and
2-2-94
COMPLE
REPLACED
12 QTS
EXHAUST
SERVIC
-1 CERTIFY TH
INSPECTED I
10
DETERMINED
CONDITION

Maintenance

Center

HOBBS 145.3

- anged filter
- ed with 12 qts
- J. Runup, Ops and
- i.

P 3489349

uel • Flight School
603) 298-5556 FAX (603) 298-5143

| and Remarks | Signature | Certificate No. |
|--|-----------|-----------------|
| Comp. 74, 72, 72, 72, 72, 72 | | |
| 2-2-94 TT 1883.3 HOBBS 202.0 | | |
| COMPLETED PAPER ICONR INSPECTION | | |
| REPLACED OIL + FILTER SERVICED WITH | | |
| 12 QTS 15/50 MERCHELL, 1 FRIKED #2 CYL | | |
| EXHAUST GASKETS STUDS NUTS LUBED PER | | |
| SERVICES MANUAL | | |
| I CERTIFY THAT THIS ENGINE HAS BEEN | | |
| INSPECTED IN ACCORDANCE WITH AN | | |
| 100 HR (ANNUAL) INSPECTION AND WAS | | |
| CERTIFIED TO BE IN AIR WORTHY | | |
| CONDITION | | |
| Seri BT AP 02258435 | | |

ENGINE LOG

| Date | Engine Time | | Recorder Reading | Maintenance |
|------------------------|-------------------|-------------|------------------|--|
| | This Date | Since Major | | |
| | Brought Forward → | | | |
| 9-29-94 | Hobbs 263 | | | changed oil (shell 15/50) and oil filter (CH 48110) cleaned & gapped spark plugs - lubed wastegate - op ok Stanley Russell A# 1339595 |
| 10-5-94 | Hobbs 266 | 1947 | | same NEW - This ENGINE REMOVED For OH. See NEW Log. George Kennard A# 159500992 |
| Total To Carry Forward | | | | |

and Remar