

11/15/2023 N691YW DA40-180 S/N: 40.690

ENGINE Lycoming IO-360-M1A S/N: RL-37050-51E

TACH 1867.7

ETT 2290.5

100 Hour completed as required by FAR 91.403 IAW FAR 43 Appendix D & 43.15 Additional performance rules for inspections IAW Diamond DA-40 MM 05-28-00 & Lycoming IO-360 OM sec 4.

- Oil drained & reserviced with AEROSHELL 100+ •Oil Filter removed & inspected, no contaminants found.
- Replaced Oil Filter w/NEW (Champion P/N CH48110-1) •Sparkplugs inspected, cleaned, gap checked & tested.
- Inspected Magneto Components, points, timing, adjusted as necessary.
- Compression TEST : 1)67/80 2)62/80 3)66/80 4)69/80
- Cleaned Fuel filter & safety screen. No contaminants found.
- Engine run & leak check GOOD no faults noted, AD compliance check performed & updated.

•C/W AD2015-19-07 Fuel Injector Lines & nozzles VIA Visual Inspection. No Defects Found. Next due @Tach:

1967.7

I CERTIFY THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH REQUIREMENTS FOR 100 HOUR INSPECTION & DETERMINED TO BE AIRWORTHY CONDITION. AIRCRAFT APPROVED FOR RETURNED TO SERVICE.

Gavin Hanzawa A&P

Removed Passenger seat (30.7 LBS) for upholstery repair, weighed, measured and installed temporary panel (30.2 LBS). Referencing AMM-TR-OAM 40-375 PG 18/21 Passenger Seat removal instructions. Calculated .5, nominal weight difference for Weight & Balance calculation. Verified and secured panel with provided hardware from Passenger seat. Verified aircraft is safe for flight operation, aircraft returned to service.

[REDACTED]
Gavin Hanzawa A&P [REDACTED]

2/17/2021	N691YW DA40-180	S/N: 40.690	ACTT/TACH	6724.6
	ENGINE Lycoming IO-360-M1A	S/N: RL-33791-51E	TSMO	4489.8
	PROPELLER Hartzell HC-C2YR-1BFP	SN: NS4694B	TSMO	820.2

Propeller and Engine assemblies removed. Removed Lycoming IO-360-M1A, s/n: L-33791-51E @ 4489.8 hours SMOH / 4489.8 hours EngTT, for factory overhaul.

[REDACTED]
Nathan Kagihara A&P [REDACTED]

2/18/2021	N691YW DA40-180	S/N: 40.690	ACTT/TACH	6724.6
	ENGINE Lycoming IO-360-M1A	S/N: RL-37050-51E	TSMO	0.0
	PROPELLER Hartzell HC-C2YR-1BFP	SN: NS4694B	TSMO	820.2

Engine Assembly replacement completed IAW Diamond DA40-180 MM section 71-00-00: removed Lycoming IO-360-M1A, s/n: L-33791-51E @ 4489.8 hours SMOH / 4489.8 hours EngTT, for overhaul. Installed 0 Time Lycoming IO-360-M1A, s/n: RL-37050-51E. Engine mount cleaned and inspected prior to reinstallation of engine; no cracks or damage found. Installation completed IAW Lycoming Engine Installation Checklist No.2206. All new approved mounting hardware used throughout. Preservation Oil drained and replaced with 7 qts. Aeroshell Mineral Oil. New Spark plugs installed. Verified all cowling panels reinstalled and secure. AD 2015-19-07 Inspection of Fuel Line Support Clamps completed; next due at Tach: 6824.6. Engine run-up and leak check good; no faults noted. AD compliance currency check performed and updated.

[REDACTED]
Nathan Kagihara A&P [REDACTED]

2/18/2021	N691YW DA40-180	S/N: 40.690	ACTT/TACH	6724.6
	ENGINE Lycoming IO-360-M1A	S/N: RL-37050-51E	TSMO	0
	PROPELLER Hartzell HC-C2YR-1BF	SN: CH39275B	TSMO	4120.1

100 Hour /Annual Airframe Inspection done IAW Diamond Maintenance Instructions 05-28-50. Performed ELT check IAW FAR 91.207 part (d) requirements. ELT battery next due 03/2021. Inspected cross wing spars, all checked good. Inspection of flight control linkages and cables showed no signs of damage or binding, and all were found to be clean. Tires & Wheels inspected and bearings inspected and repacked. Verified all inspection panels reinstalled and secure. AD compliance currency check performed and updated.

I CERTIFY THAT THIS AIRFRAME HAS BEEN INSPECTED IN ACCORDANCE WITH THE REQUIREMENTS FOR A 100 HOUR/ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. AIRCRAFT RETURNED TO SERVICE

[REDACTED]
George Hanzawa A&P/IA [REDACTED]

6/14/2023

N691YW DA40-180 S/N: 40.690

TACH

1508.6

ENGINE Lycoming IO-360-M1A S/N: RL-37050-51E

ETT

2931.4

100 Hour completed as required by FAR 91.403 IAW FAR 43 Appendix D & 43.15 Additional performance rules for inspections IAW Diamond DA-40 MM 05-28-00 & Lycoming IO-360 OM sec 4.

- Oil drained & serviced with AEROSHELL 100+ •Oil Filter removed & inspected, no contaminants found.
- Replaced Oil Filter w/NEW (Tempest P/N AA48110-2) •Sparkplugs inspected, cleaned, gap checked & tested.
- Inspected Magneto Components, points, timing, adjusted as necessary.
- Compression TEST : 1)73/80 2)67/80 3)74/80 4)76/80
- Cleaned Fuel filter & safety screen. No contaminants found.
- Engine run & leak check GOOD no faults noted, AD compliance check performed & updated.

-C/W AD2015-19-07 Fuel Injector Lines & nozzles VIA Visual Inspection. No Defects Found. Next due @Tach: 1608.6

I CERTIFY THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH REQUIREMENTS FOR 100 HOUR INSPECTION & DETERMINED TO BE AIRWORTHY CONDITION. AIRCRAFT APPROVED FOR RETURNED TO SERVICE.

8/2/2023

N691YW DA40-180 S/N: 40.690

TACH

1599.7

ENGINE Lycoming IO-360-M1A S/N: RL-37050-51E

ETT

2022.5

100 Hour completed as required by FAR 91.403 IAW FAR 43 Appendix D & 43.15 Additional performance rules for inspections IAW Diamond DA-40 MM 05-28-00 & Lycoming IO-360 OM sec 4.

- Oil drained & serviced with AEROSHELL 100+ •Oil Filter removed & inspected, no contaminants found.
- Replaced Oil Filter w/NEW (Tempest P/N AA48110-2) •Sparkplugs inspected, cleaned, gap checked & tested.
- Inspected Magneto Components, points, timing, adjusted as necessary.
- Compression TEST : 1)71/80 2)69/80 3)72/80 4)74/80
- Cleaned Fuel filter & safety screen. No contaminants found.
- Engine run & leak check GOOD no faults noted, AD compliance check performed & updated.

-C/W AD2015-19-07 Fuel Injector Lines & nozzles VIA Visual Inspection. No Defects Found. Next due @Tach: 1699.7

I CERTIFY THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH REQUIREMENTS FOR 100 HOUR INSPECTION & DETERMINED TO BE AIRWORTHY CONDITION. AIRCRAFT APPROVED FOR RETURNED TO SERVICE.

9/7/2023

N691YW DA40-180 S/N: 40.690

TACH

1687.2

ENGINE Lycoming IO-360-M1A S/N: RL-37050-51E

ETT

2110

100 Hour completed as required by FAR 91.403 IAW FAR 43 Appendix D & 43.15 Additional performance rules for inspections IAW Diamond DA-40 MM 05-28-00 & Lycoming IO-360 OM sec 4.

- Oil drained & serviced with AEROSHELL 100+ •Oil Filter removed & inspected, no contaminants found.
- Replaced Oil Filter w/NEW (Tempest P/N AA48110-2) •Sparkplugs inspected, cleaned, gap checked & tested.
- Inspected Magneto Components, points, timing, adjusted as necessary.
- Compression TEST : 1)70/80 2)63/80 3)72/80 4)71/80
- Cleaned Fuel filter & safety screen. No contaminants found.
- Engine run & leak check GOOD no faults noted, AD compliance check performed & updated.

-C/W AD2015-19-07 Fuel Injector Lines & nozzles VIA Visual Inspection. No Defects Found. Next due @Tach: 1787.2

I CERTIFY THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH REQUIREMENTS FOR 100 HOUR INSPECTION & DETERMINED TO BE AIRWORTHY CONDITION. AIRCRAFT APPROVED FOR RETURNED TO SERVICE.

10/5/2023

N691YW DA40-180 S/N: 40.690

TACH

1774.5

ENGINE Lycoming IO-360-M1A S/N: RL-37050-51E

ETT

2197.3

100 Hour completed as required by FAR 91.403 IAW FAR 43 Appendix D & 43.15 Additional performance rules for inspections IAW Diamond DA-40 MM 05-28-00 & Lycoming IO-360 OM sec 4.

- Oil drained & serviced with AEROSHELL 100+ •Oil Filter removed & inspected, no contaminants found.
- Replaced Oil Filter w/NEW (Tempest P/N AA48110-2) •Sparkplugs inspected, cleaned, gap checked & tested.
- Inspected Magneto Components, points, timing, adjusted as necessary.
- Compression TEST : 1)69/80 2)61/80 3)70/80 4)69/80
- Cleaned Fuel filter & safety screen. No contaminants found.
- Engine run & leak check GOOD no faults noted, AD compliance check performed & updated.

-C/W AD2015-19-07 Fuel Injector Lines & nozzles VIA Visual Inspection. No Defects Found. Next due @Tach: 1874.5

I CERTIFY THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH REQUIREMENTS FOR 100 HOUR INSPECTION & DETERMINED TO BE AIRWORTHY CONDITION. AIRCRAFT APPROVED FOR RETURNED TO SERVICE.

Total to Date:

certificate number MUST be shown

Hobbs: 8622.9 Tach: 10.000
Repairs / Maintenance

- Tested aircraft GDC 74A Air Data Computer, Standby Altimeter, Altitude Reporting, Static System, and Transponder S/N 3EF420659 to 20,000 ft per FAR's 43 appendix E and F. Aircraft complies with FAR's 91.411 and 91.413.

The work described on work order 6902 was performed in accordance with current regulations of the FEDERAL AVIATION AGENCY.

The Aircraft is airworthy and is APPROVED FOR RETURN to service.

Sign: _____

Date: 10-23-2023

East West Avionics LLC CRS UWKR917L

11/15/2023 N691YW DA40-180 S/N: 40.690

TACH 1867.7

ACTT 9015.1

ETT 2290.5

TSMO 3110.7

ENGINE Lycoming IO-360-M1A S/N: RL-37050-51E

PROPELLER Hartzell HC-C2YR-1BF SN: NS4694B

100 Hour completed as required by FAR 91.403 IAW FAR 43 Appendix D & 43.15 Additional performance rules for inspections, & Diamond Maintenance Instructions 05-28-50.

•ELT CHECK IAW FAR 91.207 Part D. No Defects found. (Battery DUE 03/2025) •Pitot/Transponder NEXT DUE 10/2025

•Inspected Cross Wing Spars

•Inspected Flight Control linkages & cables. •Tires & wheels inspected, bearings inspected & repacked.

•Removed, Inspected ALL panels, Verified ALL reinstalled & secured. •AD compliance performed & updated, ICA'S as required.

I CERTIFY THIS AIRFRAME HAS BEEN INSPECTED IN ACCORDANCE WITH REQUIREMENTS FOR 100 HOUR INSPECTION & DETERMINED TO BE AIRWORTHY CONDITION. AIRCRAFT APPROVED FOR RETURNED TO SERVICE.

Gavin Hanzawa A&P _____