

ENGINE MAINTENANCE RECORDS

Log No. _____

Aircraft Registration No. N82723

Engine Manufacturer LYCOMING

Model IO-540-K1G5

Serial No. L-15708-48A

Date installed on aircraft 11/3/2008

Time Between Overhauls (TBO) 2000 Hours

If used on multi-engine aircraft:

- | | |
|--------------------------------|-------------------------------|
| ☐ Right | ☐ Left |
| ☐ Front | ☐ Rear |



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ENGINE MAJOR OVERHAULED TO MANUFACTURERS SPECIFICATIONS.

TT__3309.2__ TSMOH__2.1__(test run)

Model__IO-540-K1G5__ S/N__L-15708-48A__

The aircraft, airframe, aircraft engine, propeller, or appliance identified above was repaired and inspected in accordance with manufactures specifications and current Regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repairs are on file at this repair station under,

Work order no.__20853__

Date__Feb. 21, 2008__ Signed _____ for

FAA REPAIR STATION _____

Custom Airmotive, Inc.

Tulsa, OK 74115 USA Ph. _____

Fuel system and magnetos were also overhauled (see tags). Fuel pump, ignition harness, oil filter and spark plugs are new. This engine is equipped with __LYCOMING STANDARD NITRIDED/STEEL__ cylinders.

AIRWORTHINESS DIRECTIVES FOR: TYPE CERTIFICATE NUMBER 1E4

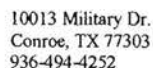
MODEL__IO-540-K1G5__ S/N__L-15708-48A__ WO#__20853__ TT__3309.2__

A.D.#	METHOD OF COMPLIANCE
63-14-03	P/C/W; HAD REDESIGNED SHAFT.
66-20-04	C/W; USED PROPER GASKET W/ADAPTER.
75-08-09	P/C/W; ALSO SEE 96-09-10.
75-09-15	FUEL SYSTEM WAS O-H'ED @ CRS# HK2R875K.
78-23-10	FUEL SYSTEM WAS O-H'ED @ CRS# HK2R875K.
79-04-05	FUEL SYSTEM WAS O-H'ED @ CRS# HK2R875K.
83-22-04	FUEL SYSTEM WAS O-H'ED @ CRS# HK2R875K.
92-12-05	N/A TO THESE NEW SL13444-1 PINS.
95-07-01	N/A TO THESE NEW SL-75060 ROD BOLTS.
95-26-02	N/A TO THIS ENGINE.
96-09-10	C/W; USED SL18109 & 18110 GEARS (05K19423 EQUIV.).
96-23-03	C/W BY USE OF PUMP W/ACCEPTABLE CODE.
97-15-11	N/A TO THESE NEW SL13444-1 PINS.
98-17-11	N/A; CRANKSHAFT WAS NOT SENT TO NELSON.
99-04-04	N/A TO THESE BENDIX MAGNETOS.
2002-19-03	N/A PER CRANKSHAFT S/N 90592.
2002-26-01	C/W SB342D @ O-H (LINES INSP., & SECURED).
2003-14-03	N/A TO THIS A/C TYPE PUMP.
2004-05-24	C/W SB554 BY USE OF A NEW STD2247 BOLT.
2004-10-14	C/W SB475C; GEAR MOD., INSP. & RETENTION.
2005-19-11	N/A TO THIS CRANKSHAFT S/N 90592.
2006-20-09	N/A TO THIS CRANKSHAFT S/N 90592.
2007-04-19R1N/A	PER MODEL OR S/N.
2008-06-51	N/A (FUEL SERVO O-H USED "CF" KIT (NOT PREC.).

SIGNED _____ FOR CRS# _____ ON__Feb. 21, 2008__

TOTALS-Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page
11/3/2008				Tach. 4456.6 Engine removed and reinstalled after overhaul for N82723 s/n. 32-8306002. Engine installed using new hard mounts. Replaced exhaust mufflers. Installed engine hose kit. Repaired engine baffling as required. Replaced induction air filter. Replaced oil quick drain valve. Serviced w/12 qts. Aeroshell 100 mineral. Grnd. run ck. ok. Performed 100 Hr. inspection as per Piper inspection form. I certify this Aircraft / Engine has been inspected in accordance with an 100 HR / annual inspection and has been determined to be in [Redacted Signature] a / C.T.T. 4456.6
1/9/2009				Tach. 4519.3 c/w an 2008-14-07 Fuel injector Lines, by inspection. Changed oil and filter. Cut open removed filter for inspection - checked good. Serviced w/12 qts. Aeroshell 15W50. Grnd. run ck. ok. [Redacted Signature] [Redacted Signature]
4/17/2009				Tach. 4568.9 Replaced starter with overhauled unit. Cleaned, gapped and rotated spark plugs. Replaced cylinder #6 intake tube gasket. Adjusted idle mixture. Changed oil and filter. Cut open removed filter for inspection - checked good. Cleaned oil suction screen. Serviced w/11 qts. Aeroshell 15W50. Grnd. run ck. ok. [Redacted Signature] [Redacted Signature]
				SUB-TOTALS this page
				TOTALS -Carry forward to next page



Tach Time: 5537.3
Hobbs 4683.9

Registration: N82723
Model No: IO-540-K1G5
Serial No: L-I5708-48A

IRK

1. Cleaned, gapped, and tested spark plugs
2. Compressions: #1 76/80, #2 72/80, #3 72/80, #4 74/80, #5 74/80, #6 72/80
3. Drained oil, removed filter, cut open, inspected, no abnormal particles noted.
4. Serviced with 12 qts XC 20-50 and replaced oil filter with Tempest oil filter.
5. Performed a 100hr inspection of engine IAW Piper MM inspection guide.
6. All AD's complied with.

I certify that this Engine has been inspected in accordance with an annual inspection and was determined to be in an airworthy condition at this time. The above maintenance and/or inspections was performed as per the Piper maintenance manual, current regulations and approved data and is approved for return to service in respect to the maintenance and/or inspections performed above.

The aircraft/component identified above was maintained or altered in accordance with current regulations of the Federal Aviation Administration and is approved for return to service for the work performed. All disrupted systems were restored and functionally tested in accordance with mfg's instructions.

Date:
April 4, 2013

Authorized Signature:

SUB-TOTALS this page

TOTALS-Carry forward to next page