

DATE

RECORDING

TOTAL

DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS

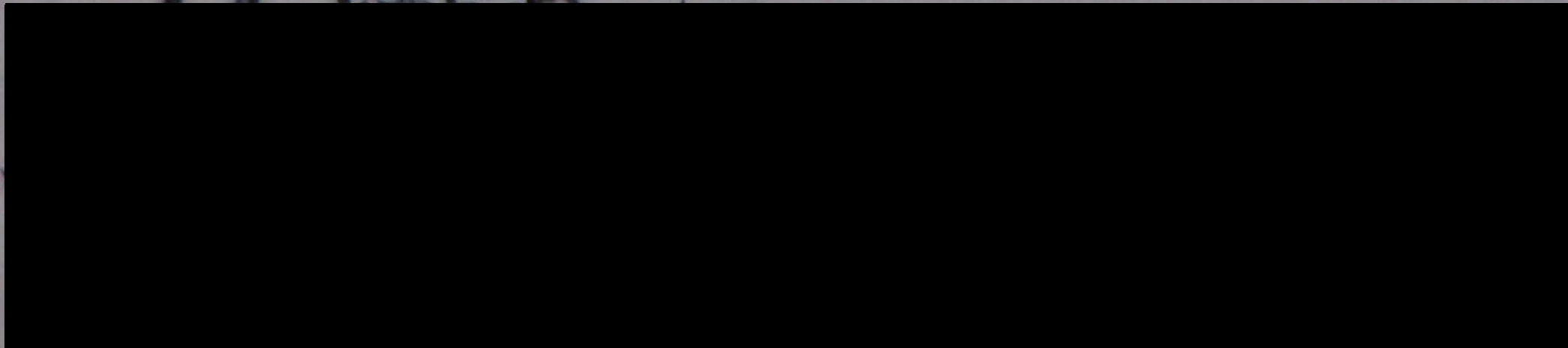
19

DATE 02/16/2006 TACH: TT:2760.61 TSMOH: 0.0

Engine was disassembled and sent to ECI of San Antonio , TX . Repair station certificate No.AG2R689K for inspection . Engine case RMA number 17169-1Q3 match number 320 repaired as per MPP9600 SI 11231 part 1-3 also c/w SI 1324A . Engine case was cleaned and inspected as per current FAA regulations and was approved for return to service . (see RMA NO> 17169-1Q3 dated 11-29-2005) . Camshaft partNo. AS-13908R-1EA repaired iaw MPP-9251 inspected and approved for return to service (see work order no. 17172-1 dated 11-15-2005). Crankshaft part no. 75038 serial no.470024 was inspected and serviced as per MPP-9202 and repaired iaw MPP-9045 c/w AD 2004-10-14 mains and pins ground to M006 . (see work order 17171-1 ECI of San Antonio , Tx.). New bearings part no. AEL13521M006 ,AEL13884M006, and AEL11021M006. Connecting rods insp. And repaired by ECI of San Antonio ,Tx repair station certificate no. AG2R689K , no. 5 rod failed and replaced w/new part no AEL11750-S .(see work order no. 46565-1). Tappets repaired iaw MPP-9400 see work order 46565-2. Replaced connecting rod bolts w/ new AEL75061 new nuts . Installed new oil pump housing part no. AEL78531 , oil pump gear set AEL18109-S. New crankshaft gear part no. AEL19647 new retaining bolt Part no. std2247 new lock plate bolt was torqued to specs as per SB554 final torque 204 in/lbs asper Lycoming manuel section 7-65. New idle gear shafts and bolts installed . Complied with ADs up to AD 2005-19-11 . Installed 6 serviceable cylinders repaired by Chuck Ney Enterprises FAA certified repair station no. CQ2R751K of Tulsa , OK (see work orders #3316 dated 12-08-2005). Engine was assembled as per Lycoming Overhaul manual part #60294-7 and all applicable service bulletins . I certify this engine has been repaired in accordance within the requirements of a major overhaul . Engine will be pre oiled and tested upon installation as per service instruction 1241 and service instruction 1427B .

Date: 9-4-09 Tach Time: 1974.3

Disassembled engine due to prop. strike – NDT all steel parts crank and cam, replaced one mag retainer assy. w/new P#LW-19096 – Replaced crank shaft gear w/new #13519647 bolt #2209STD & lockplate #18638, new rod bearings #AEL13521M006, rod bolts and nuts, nose bearing AEL13884M006, main bearing AEL11021M006. New oil pump housing #78531, pump gears #SL181104A rev J, SL1810109A rev. L, shaft #74641 – All work completed IAW Lycoming overhaul/service manual and applicable AD's. Run up



DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS		
ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)		
CORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE

Date 3/23/15 tach 419.3 ttaf 5547.4 N94MC M PA25-235 S# 25-2784
 8519.9 TTE: 5232.5 TSM# 1078.3

annual inspection completed on this date as per PA 25 service manual and FAR 43 APPENDIX "D". compression test results as follows. #1 73/80 #2 71/80 #3 74/80 #4 70/80 #5 72/80 #6 73/80. drain oil and replaced filter. (opened filter no metal found) check mag timing and high tension leads. clean and test spark plugs. filled engine w/ 12 qts phillips 20/50 xc and two pints avblend. replaced bracket air filter element. clean fuel screens. inspect engine mounts and exhaust system. check propeller for damage and tracking. run up ops ok. no leaks present. all other routine maintenance performed at this time. i certify this engine and prop have been inspected iaw an 100hrs/annual inspection and have been found to be in an airworthy condition

[Redacted Signature]

-15- Tach 4165.4.
 Drain oil + Replace filter, ~~insp.~~