

THE **adlog**TM AIRCRAFT
MAINTENANCE
RECORDKEEPING
SYSTEM

**ENGINE
MAINTENANCE
RECORDS**

Custom Airmotive, Inc.
FAA REPAIR STATION #DC2R763K
AIRCRAFT ENGINE SERVICE
2702 N. SHERIDAN, BLDG. B
TULSA, OK 74115
(918) 836-6836
FAX (918) 836-9431

ENGINE MAJOR OVERHAULED TO MANUFACTURERS SPECIFICATIONS.TT _____ TSMOH 2.1 (test run)Model IO-540-K1A5 S/N RL-8908-48

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. 19481Date July 18, 2005 Signed [Signature] forFAA REPAIR STATION DC2R763K

Custom Airmotive, Inc.
2702-B North Sheridan Road
Tulsa, OK 74115 USA Ph. 918-836-6836 Fax 918-836-9431

Fuel system and magnetos were also overhauled (see tags). Ignition harness, oil filter and spark plugs are new. This engine is equipped with NEW LYCOMING NITRIDED/STEEL P/N 05K21112 KITS cylinders.

AIRWORTHINESS DIRECTIVES FOR: TYPE CERTIFICATE NUMBER 1E4MODEL IO-540-K1A5 S/N RL-8908-48 WO# 19481 TT 3601.81

A.D.#	METHOD OF COMPLIANCE
63-14-03	P/C/W; HAD REDESIGNED SHAFT.
66-20-04	C/W; USED PROPER GASKET W/ADAPTER.
73-23-01	N/A TO THESE NEW LW14078 PINS.
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.
81-03-05	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 LW14078 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	N/A TO THIS ROMEC PUMP.
97-15-11	N/A TO THESE NEW LW14078 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 57336.
2002-26-01	C/W SB#342D @ O-H (LINES INSP., & SECURED).
2003-14-03	C/W BY USE OF FACTORY O-H PUMP (SEE MAINT. RELEASE).
2004-05-24	C/W SB554 BY USE OF A NEW STD2247 BOLT.
2004-10-14	C/W SB475C; GEAR MOD., INSP. & RETENTION.

SIGNED [Signature] FOR CRS# DC2R763K ON July 18, 2005

SUB-TOTALS this page

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
				BOOMTOWN AVIATION LLC. OKLAHOMA CITY, OKLAHOMA JAMES "ROCKE" TYLER, A&P, IA WILEY POST AIRPORT, KPW HANGER 1502
22 July 2015				Piper PA-32-300, s/n 32-40121, 4078W Lycoming IO-540-K1A5, s/n RL-8908-48 Hartzell, HC-C3YR-1RF, s/n D47062B Tach 4603.31, Hobbs 96.25, SMOH 883.62 100 HOUR inspection was performed IAW Lycoming service manual and FAR 43, apdx D. Compressions, #1 72/80, #2 72/80, #3 72/80, #4 74/80, #5 70/80, #6 72/80. Adjusted oil pressure. Replaced all spark plugs p/n REM32E, cleaned fuel injectors and fuel filter. Removed right magneto and harness for 500 hour inspection, adjusted both magneto timing to engine. Changed oil A/S 15W-50 oil, 12 quarts, replaced oil filter CH48110-1. Replaced air filter, BA-15. Lubed all engine controls. Replaced vacuum filters p/n AAD9-18-1 & ARB3-5-1. Ran engine and leak checked. AD 2003-14-03, C/W per SB 529B, next due @ 6875.31. AD 2011-26-04, C/W per SB 342F, next due @ July 2016. "I certify that this ENGINE has been inspected in accordance with 100 HOUR inspection and was determined to be in airworthy condition." James J. Tyler A&P IA, [REDACTED]
				9-20-2016 Tach 4746.0 SMOH 925.3 ERROR Compression test 1 80/75, 2/73, 3/73, 4/75, 5/73, 6/73, checked mag timing, lube cables and pulleys, C/W AD 95-26-13 oil cooler hoses by inspection and replacement due by 9-2024 or 1000 hrs, 2015-19-07 fuel injector line inspection due each 100 hrs, 2003-14-03 Romex fuel pump torque visual inspection, 2015-02-07 gov. shaft N/A. Timed left mag to engine. Tighten alternator belt. Test run. I have inspected this ENGINE has been inspected in accordance with a 100 Hr inspection per FAR 43 appendix D & return it for service. Gregg R Downing A & P [REDACTED]
N4078W	PA32-300 S/N 32-40121	Tach: 4707.54	12-15-17	Replaced dry air pump with overhauled Rapco pump P/N 211CC, S/N 177168. IAW Piper Manual 753-690. Replaced central air filter with RA-D-9-18-1 and replaced regulator filter with RAB3-5-1. FAA-P-8740-52 safety warning given to aircraft owner. [REDACTED] Thomas Jacob Hefner [REDACTED] A&P
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				TOTALS brought forward from previous page
N4078W	Lycoming IO-540-K1A5	S/N RL-8908-48	Total time – 4592.2 Tach- 4710	3-11-2018
				1. C/W AD 82-20-01 by checking hardness IAW AD. No further inspection required. 2. Inspected both magnetos and found AD 94-01-03R2 PCW with "C" stamped on case. 3. Inspected both magnetos and found AD 94-06-09 PCW with "E" marked on data plate. 4. C/W AD 03-14-03 by visual inspection. (Retorque previously complied with) Next due 4760 tach. 5. C/W AD 17-14-04 by inspecting oil cooler hose assemblies. Next inspection due 4810 tach time. 6. C/W AD 05-19-11 IAW paragraph (g). Found affected crankshaft not installed. 7. C/W AD 15-19-04 by inspecting IAW MSB342G. Next due at 4820 tach time. 8. Cleaned fuel injectors 9. Compressions as follows, 1-76 2-74, 3-75, 4-77, 5-73, 6-76 10. Cleaned inspected and gapped plugs 11. Changed Oil, serviced with AS W15W50, inspected filter and replaced with new 48110. 12. Inspected engine as installed on N4078W IAW annual inspection. See annual inspection entry in airframe logbook dated this date.
				 Thomas, Jacob Hefner A&F
				End _____
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