

# Engine Record General Information

Manufacturer LYCOMING

Model IO-360-C1C  
L-14870-S1A

Serial

Type Certificate 1E10

This engine is currently installed in aircraft:

N41AT

Minimum Octane Fuel

Oil Grade Summer W-100  
50WT

Winter

W-80  
40WT

Magneto Time 20°

Point Setting

Firing Order

Spark Plug Gap

Manufacturer's Recommended Overhaul at 2000 hours



264

N41AT Tach: 4641.25 23-JAN-16 SMOH: 889.25 Cyl #4  
 Changed oil and oil filter. Inspect intake and exhaust system. Install intake O-ring #77569 at oil sump. Lubricated engine controls. Spark plugs removed, cleaned, gapped and reinstalled.  
 - Compressions: 1)68/80 3)69/80 2)70/80 4)74/80. Operate and inspect engine controls. Check magneto timing. New BA10 Brackett filter. C/W AD08-14-07 fuel injection lines, due again @ 4741 tach. C/W AD95-26-13 inspection of oil lines, due again @ 4741 or next annual. Wash engine, run-up, power checks good. Owner advised engine considered un-airworthy due to crack found on cylinder #2 engine case block. Robert A. Davis Jr. [REDACTED]

|          |            |                                                                                                                               |
|----------|------------|-------------------------------------------------------------------------------------------------------------------------------|
| 10/18/16 | Tach: 4655 | Remove engine due to crack under #2 cylinder. Engine disassembled and case sent to Divco for repair/overhaul [REDACTED]       |
| 10/18/16 | Tach: 4655 | Engine parts sent to various vendors for overhaul / Yellow Tagging. Precision Aviation Services to overhaul engine [REDACTED] |

**Repairs and Alterations**  
and Certificate Number of  
es for other specific entries.)

11/15/17 MAJOR OVERHAUL Lycoming IO-360-C1C S/N L-14870-51A  
Engine disassembled, major components sent for certification. Divco certified case, oil pan & accessory housing. Aircraft Specialties yellow tagged the following parts: hydraulic lifter assemblies, all internal steel parts, rocker arms, crankshaft, camshaft and connecting rods. New parts installed: (8) SL75060 connecting rod bolts, (8) SL12186 connecting rod nuts, (8) SL74309A-M06 connecting rod bearings, (4) SL11020-M06 main bearings, (2) SL13884A-M06 bearings, (1) SL-STD-2246 crankshaft gear bolt, (4) SL13444-1 Piston pins, (8) MS13998-3 piston pin plugs, (1) SL61084 oil pressure spring, (4) SL-STD-2180 hoses, (4) 72626 rocker arm shafts, 78441-1 major o/h gasket set, (2) 15F19957-58 push rods, (1) 74808 cylinder oil drain tube. Install (4) overhauled cylinder assemblies from Brown Aviation which included rings and pistons. Serviceable prop governor, alternator, starter and vacuum pump installed. Install 4373R and 4370R Magneto's overhauled by Kelly. Engine assembled to service limits using Avco Lycoming Direct Drive Engine Overhaul Manual, Lycoming Parts Catalog PC-406-2 and all applicable SB's. All AD's & SB's c/w at this time. Engine pre-oiled, test run engine twice to check for leaks and power, no leaks found at this time. OK'd for return to service.  
Precision Aviation Services LLC. Robert A. Davis Jr. [REDACTED]

N41AT Tach: 4655 02/02/18

Install engine overhauled by Precision Aviation Services using (4)J-9613-40 Lord engine mounts. Install complete set of fuel and oil hoses manufactured by Aviall Hose Shop, Dallas, Texas. Operate and inspect engine controls. Check magneto timing. New BA10 Brackett filter. All compressions above: 70/80. C/W AD08-14-07 fuel injection lines, due again @ 4755 tach. AD95-26-13 inspection of oil lines terminated at this time due to installation of Type "D" oil lines. Run-up engine as prescribed by Lycoming break-in instructions. Run completed I/A/W 14C.F.R.43(C)(2)(I) power checks good, no leaks found at this time.  
Robert A. Davis Jr. [REDACTED]

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[REDACTED]

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es To overhaul engine  
[REDACTED]

Tach: 4753

YI

Compressions: 1)78/80 3)71/80 2)77/80 4)75/80 C/W AD08-14-07 fuel injection lines, due again

DI

@ 4853 tach. Change oil and filter, service w/Phillips X/C oil and AA48103 filter. Oil valve stuck open during oil change, new one installed and clearance with landing gear verified during retract tests. Run-up completed I/A/W 14C.F.R.43(C)(2)(I) power checks good, no leaks found at this time. Robert A. Davis Jr. [REDACTED]