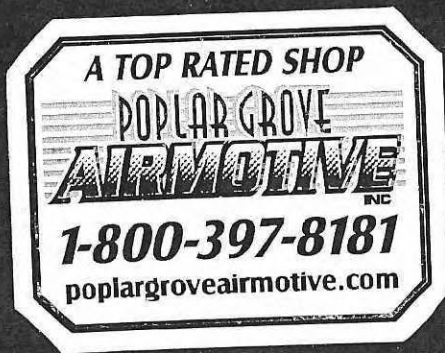
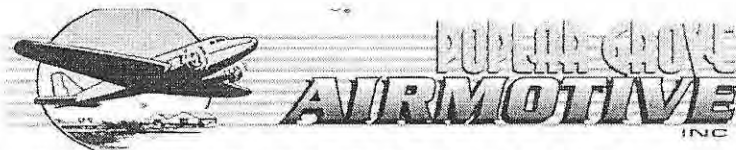




 The Standard
ENGINE LOG

ASA-SE-2



POPLAR G
SUGGESTED

Phone: 815.544.2300 800.397.8181 LIMITED AIRCRAFT ENGINE WARRANTY FAX: 815.544.8900

Poplar Grove Airmotive, Inc. (PGA) limits its warranty on the listed engine overhauled by PGA to be free from defects in material and workmanship under normal use and service for a period of two years or 500 hours, whichever occurs first from the completion date of the overhaul. All accessories overhauled by PGA are warranted for 250 hours of operation or one year, whichever event shall occur first.

Any engine, cylinder or component Repair not associated with a major engine overhaul is warranted to be free from defects in material and workmanship for six months.

The obligation of the Company under this warranty is limited to the repair or replacement, at the option of PGA, of any part, component or engine, which, in the opinion of PGA is defective. PGA assumes no obligation for work accomplished at a facility other than PGA unless prior notification is given and the owner receives authority from PGA to proceed. PGA additionally reserves the right to furnish any parts and/or components required. If requested by PGA, owner must return all warranted parts, transportation prepaid, to PGA for examination.

Warranty is not applicable to routine maintenance, inspection or adjustments. Replacement or repair of an engine component or accessory will not be construed to extend the initial warranty period.

This warranty shall not apply to engines, their component parts or accessories which have been improperly installed, adjusted, stored, handled, repaired, altered or operated contrary to current manufacturer's recommendations of FAA Airworthiness Directives, or subjected to misuse, neglect, accident, pre-ignition, detonation, hydrostatic lock or corrosion.

PGA does not warrant accessories, such as factory-remanufactured magnetos, carburetors, starters, etc. supplied by a vendor other than PGA when that vendor has its own warranty.

No express warranties and no implied warranties, whether of merchantability or fitness for any particular use, or otherwise (except to title) other than that expressly set forth above, which is made expressly in lieu of all other warranties, shall apply to products sold by PGA.

This warranty and this PGA's obligation thereunder is in lieu of all other warranties, expressed or implied, including warranties of merchantability and fitness for a particular purpose, and all other obligations or liabilities, including consequential damages or contingent liabilities arising out of the failure of any engine or part to operate properly, and no person is authorized to give any other warranty or to assume any additional obligation on PGA's behalf unless made in writing and signed by an officer of PGA.

Date 07/14/2017 Model Lyc. 10-360-CIC S/N L31400-SIE WO# 8393

After starting the engine, ensure a normal warm up, but avoid for takeoff power. When possible, reduce power to the climb power to insure good air speed for proper cooling. Use more cowl flap as recommended in the operating handbook. Excessive heat is the primary cause of engine failure into the green arc.

If the engine is normally aspirated (non-turbocharged) it will be limited by density altitude. We recommend a density altitude less than 5,000 feet to allow for normal operation.

Do not run the engine above 75% power in a cruise setting unless the engine requires cylinder removal, honing and installing new piston rings to keep the engine temperature well in the green arc and within limits.

Descend at low cruise power while closely monitoring the engine temperature as this will cause the engine to cool too rapidly.

There is only one object to be accomplished during the break-in period: such a manner that quart per hour of flight is known. During break-in, do not use the engine. Change oil and inspect filter after approximately 10 hours of flight. Do not use AD (ashless dispersant) oil until consumption stabilizes.

Engine Oil Recommendation For Piston Ring Seating

Aero Shell 100	SAE 50
Aero Shell 80	SAE 40
Aero Shell 65	SAE 30
Phillips 20W-50	Type
Phillips 20W-50	XC

Use mineral based AD oils only after break-in - NO synthetics



ENGINE WARRANTY

FAX: 815.544.8900

Engine overhauled by PGA to be free from defects in material and workmanship for 100 hours, whichever occurs first from the completion date of the overhaul or one year, whichever event shall occur first.

Engine overhaul is warranted to be free from defects in material and workmanship.

Replacement, at the option of PGA, of any part, component or assembly for work accomplished at a facility other than PGA unless prior to work, PGA additionally reserves the right to furnish any parts and/or labor, transportation prepaid, to PGA for examination.

Replacement or repair of an engine component or accessory.

Warranties which have been improperly installed, adjusted, stored, or not in accordance with recommendations of FAA Airworthiness Directives, or subjected to unauthorized use.

Warranties on carburetors, starters, etc. supplied by a vendor other than PGA.

Warranty for fitness for any particular use, or otherwise (except to title) shall apply to products sold by PGA.

Warranties, expressed or implied, including warranties of fitness for use, or otherwise (except to title) shall apply to products sold by PGA and no person is authorized to give any other warranty or to sign any document on behalf of PGA.

S/N L31400-S1E WO# 8343

AD
15-19-07

POPLAR GROVE AIRMOTIVE, INC. CRS YYBR664L SUGGESTED BREAK-IN PROCEDURES

After starting the engine, ensure a normal warm up, but avoid prolonged ground running. Follow the airframe manufacturer's recommendations for takeoff power. When possible, reduce power to the climb power setting specified in the operator's manual. Establish a shallow climb angle to insure good air speed for proper cooling. Use more cowl flaps than normal or step climb to help in this process. Adjust mixture per aircraft operating handbook. Excessive heat is the primary cause of cylinder bore glazing. Make every effort to keep your operating temperature well into the green arc.

If the engine is normally aspirated (non-turbocharged) it will be necessary to cruise at a low altitude to obtain the required cruise power levels. We recommend a density altitude less than 5,000 feet to allow the engine to develop sufficient cruise power for a good break-in.

Do not run the engine above 75% power in a cruise setting or the probability of glazing cylinder bores is increased. Glazing cylinder bores requires cylinder removal, honing and installing new piston rings. **Poplar Grove Airmotive does not warranty this condition.** Your ability to keep the engine temperature well in the green arc and within a power range of 65% to 75% power will be the key to a successful break in.

Descend at low cruise power while closely monitoring the engine instruments. Avoid long descents at low manifold pressure and rapid descents, as this will cause the engine to cool too rapidly.

There is only one object to be accomplished during the break-in: the stabilization of oil consumption. Record all oil additions and flight hours in such a manner that quart per hour of flight is known. During this portion of the break-in, which could range 25 to 100 hours, mineral oil **must be** used in the engine. Change oil and inspect filter after approximately 10 hours – then 35 hours – then per your normal schedule, however, do not use AD (ashless dispersant) oil until consumption stabilizes.

Engine Oil Recommendation For Piston Ring Seating

Aero Shell 100	SAE 50	Above 60 degrees F
Aero Shell 80	SAE 40	30 degrees – 90 degrees F
Aero Shell 65	SAE 30	0 degrees – 70 degrees F
Phillips 20W-50	Type M	All Season
Phillips 20W-50	XC	Nickel Cylinders

Use mineral based AD oils only after break-in – NO synthetics

AD
15-19-07

Engine Record General Information

Manufacturer Lycoming
Serial L-31400-51E

Model 10-360-C1C

Type Certificate _____

This engine is currently installed in aircraft: _____

Minimum Octane Fuel _____

Oil Grade Summer _____

Winter _____

Magneto Time _____

Point Setting _____

Firing Order _____

Spark Plug Gap _____

Manufacturer's Recommended Overhaul at _____ hours

YEAR
20
DATE

RECORDING
TACH
TIME

Poplar Grove Airmotive, Inc
Shop Orders — Inventory Summary
For Shop Order 8393-1 Only

4/07/2017
7:44AM

Shop Order #	Close Date	Dsc #	Part Number	Description	Action Date	Qty	Units
8393-1	11	2,000	SL75441-1	Gasket Set	3/30/2017	1.00	Each
8393-1	11	2,000	05K21120	Cylinders	3/30/2017	4.00	Each
8393-1	11	2,000	73772	Nozzle	3/30/2017	4.00	Each
8393-1	11	2,000	SL1028-B	Ball	3/30/2017	1.00	Each
8393-1	11	2,000	SL61004	Spring	3/30/2017	1.00	Each
8393-1	11	2,000	SL13884A	Bearing	3/30/2017	2.00	Each
8393-1	11	2,000	SL16711A	Bearing	3/30/2017	4.00	Each
8393-1	11	2,000	SL-STD1211	Plugs	3/30/2017	1.00	EACH
8393-1	11	2,000	SL-STD2213	Screw	3/30/2017	1.00	Each
8393-1	11	2,000	STD1221	Ring	3/30/2017	1.00	Each
8393-1	11	2,000	MS20512-06	O Ring	3/30/2017	1.00	Each
8393-1	11	2,000	AF15473	Fuel Pump	3/30/2017	1.00	Each
8393-1	11	2,000	AA48110-2	Oil Filter, Tempest	3/30/2017	1.00	Each
8393-1	11	2,000	SL13923A	Bushing	3/30/2017	4.00	Each
8393-1	11	2,000	SL12186	Nut	3/30/2017	8.00	Each
8393-1	11	2,000	SL74309A	Red Bearings	3/30/2017	8.00	Each
8393-1	11	2,000	SL67114	Bushing	3/30/2017	4.00	Each
8393-1	11	2,000	SL74389	Bushing	3/30/2017	4.00	Each
8393-1	11	2,000	74494	Caution Sticker	3/30/2017	2.00	Each
8393-1	11	2,000	74494	Caution Sticker	3/30/2017	2.00	Each
8393-1	11	2,000	STD2180 [SL-STD2180	Hose	3/30/2017	4.00	Each
8393-1	11	2,000	UREM436E	Spark Plugs	3/30/2017	8.00	Each
8393-1	11	2,000	MS21333-75	Clamp	3/30/2017	4.00	Each
8393-1	11	2,000	MS21333-65	Clamp	3/30/2017	6.00	Each
8393-1	11	2,000	LW16266-25-38	Clamp	3/30/2017	1.00	Each
8393-1	11	2,000	06A23493	Seal	3/30/2017	8.00	Each
8393-1	11	2,000	SL72566	Ring Gear	3/30/2017	1.00	Each
8393-1	11	2,000	AE175338	Baffle	3/30/2017	1.00	Each
8393-1	11	2,000	SL71616	Hook	3/30/2017	1.00	Each
8393-1	11	2,000	71611	Retainer	3/30/2017	1.00	Each
8393-1	11	2,000	AE172626	Rocker Shaft	3/30/2017	4.00	Each
8393-1	11	2,000	AE172626	Rocker Shaft	3/30/2017	4.00	Each
8393-1	11	2,000	15M23452	Roller Camshaft	3/30/2017	1.00	Each
8393-1	11	2,000	M 8700	Seal	3/30/2017	1.00	Each
8393-1	11	2,000	72834	Baffle	3/31/2017	1.00	Each
8393-1	11	2,000	SL12596	Bolt	4/03/2017	4.00	Each
8393-1	11	2,000	SL12596	Bolt	4/03/2017	4.00	Each
8393-1	11	3,000	M 2524450-9	Fuel Servo	4/04/2017	-1.00	Each
8393-1	11	3,000	M 2576622	Flow Divider Kit	4/04/2017	-1.00	Each
8393-1	11	2,000	STD2231	O-Ring	4/04/2017	1.00	Each
8393-1	11	2,000	193-6 (306-6)	Hose	4/05/2017	0.50	Each
8393-1	11	2,000	LW25-1-00	Bolt	4/05/2017	3.00	Each
8393-1	11	2,000	LW12213	Tube Assy	4/05/2017	1.00	Each
8393-1	11	2,000	M 4370	Magneto Core	4/06/2017	-1.00	Each
8393-1	11	2,000	M 4372	Magneto Core	4/06/2017	-1.00	Each
8393-1	11	2,000	AF15473	Fuel Pump Core	4/06/2017	1.00	Each
8393-1	11	3,000	2524450-9	Fuel Servo	4/04/2017	1.00	Each
8393-1	11	3,000	2576622	Flow Divider Kit	4/04/2017	1.00	Each

MANUFACTURER

AD # DESC

66-20-04 oil filt

71-05-02 R4 crank

71-11-02 tappe

73-23-01 R4 pistoi

75-08-09 R3 oil pu

75-09-15 fuel fl

78-23-10 fuel s

79-04-05 fuel s

90-04-06 R1 exterr

92-12-05 piston

95-26-02 improj

96-09-10 C oil pur

96-23-03 fuel pu

Poplar Grove Airmotive, Inc.
Certified Repair Station

Repairs and Alterations

g and Certificate Number of
jes for other specific entries.)

ie WO# 8393

ra. (a) (1)

ate: 07/Apr/2017

YEAR
20
DATE

RECORDING
TACH
TIME

TODAY'S
FLIGHT

TOTAL
TIME IN
SERVICE

Description
Entries must
Technician or

MANUFACTURER: Lycoming ENGINE MOD

AD # DESCRIPTION

97-15-11 piston pin

98-02-08 crankshaft

98-17-11 crankshaft

03-14-03 fuel pump

04-10-14C crankshaft gear

05-19-11 crankshaft failure

06-06-16 crankshaft failure

09-02-03 Precision fuel servo

12-03-06 C AFS servo diaphragm

12-19-01 Crankshaft Failure

15-02-07 Prop Gov Shaft set screw

15-19-07 Fuel Lines

Poplar Grove Airmotive, Inc.
Certified Repair Station YYBR664L Terry A

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)	YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description Entries must be Technician or F
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MANUFACTURER: Lycoming ENGINE MOD: IO-360-C1C S/N: L-31400-51E WO# 8393

AD #	DESCRIPTION	COMPLIANCE STATUS
66-20-04	oil filter adapter gasket	N/A by gasket P/N
71-05-02 R4	crankcase	N/A by engine S/N
71-11-02	tappet P/N 76290 and 73065	N/A by engine S/N
73-23-01 R4	piston pin P/N 69650	N/A by pin P/N
75-08-09 R3	oil pump drive shaft	N/A by drive shaft with flats
75-09-15	fuel flow divider	N/A by P/N
78-23-10	fuel servo	N/A by P/N
79-04-05	fuel servo	N/A by P/N
90-04-06 R1	external oil line	Complied with by inspection IAW para. (a) (1)
92-12-05	piston pin P/N LW-14077	N/A by pin P/N
95-26-02	improper fuel	N/A by registration number
96-09-10 C	oil pump	P/C/W IAW SB 524
96-23-03	fuel pump	N/A by manufacturer

Poplar Grove Airmotive, Inc.

Certified Repair Station YYBR664L Terry Aavang

Date: 07/Apr/2017

MANUFACTURER: Lycoming ENGINE MOD:

AD #	DESCRIPTION
97-15-11	piston pin
98-02-08	crankshaft
98-17-11	crankshaft
03-14-03	fuel pump
04-10-14C	crankshaft gear
05-19-11	crankshaft failure
06-06-16	crankshaft failure
09-02-03	Precision fuel servo
12-03-06 C	AFS servo diaphragm
12-19-01	Crankshaft Failure
15-02-07	Prop Gov Shaft set screw
15-19-07	Fuel Lines

Poplar Grove Airmotive, Inc.

Certified Repair Station YYBR664L Terry Aa

Poplar Grove Airmotive, Inc
Shop Orders — Inventory Summary
 For Shop Order 8393-1 Only

Description	Action Date Wmty?	Quantity	Units
Gasket Set	3/30/2017	1.00	Each
Cylinders	3/30/2017	4.00	Each
Nozzle	3/30/2017	4.00	Each
Ball	3/30/2017	1.00	Each
Spring	3/30/2017	1.00	Each
Bearing	3/30/2017	2.00	Each
Bearing	3/30/2017	4.00	Each
Plugs	3/30/2017	1.00	EACH
Screw	3/30/2017	1.00	Each
Ring	3/30/2017	1.00	Each
O Ring	3/30/2017	1.00	Each
Fuel Pump	3/30/2017	1.00	Each
Oil Filter, Tempest	3/30/2017	1.00	Each
Bushing	3/30/2017	4.00	Each
Nut	3/30/2017	8.00	Each
Rod Bearings	3/30/2017	8.00	Each
Bushing	3/30/2017	4.00	Each
Bushing	3/30/2017	4.00	Each
Carbon Sticker	3/30/2017	2.00	Each
Carbon Sticker	3/30/2017	2.00	Each
100 Hose	3/30/2017	4.00	Each
Spark Plugs	3/30/2017	8.00	Each
Clamp	3/30/2017	4.00	Each
Clamp	3/30/2017	6.00	Each
Clamp	3/30/2017	1.00	Each
Seal	3/30/2017	8.00	Each
Ring Gear	3/30/2017	1.00	Each
Baffle	3/30/2017	1.00	Each
Hook	3/30/2017	1.00	Each
Retainer	3/30/2017	1.00	Each
Rocker Shaft	3/30/2017	4.00	Each
Rocker Shaft	3/30/2017	4.00	Each
Roller Camshaft	3/30/2017	1.00	Each
Seal	3/30/2017	1.00	Each
Baffle	3/31/2017	1.00	Each
Bolt	4/03/2017	4.00	Each
Bolt	4/03/2017	4.00	Each
Fuel Servo	4/04/2017	-1.00	Each
Flow Divider Kit	4/04/2017	-1.00	Each
O Ring	4/04/2017	1.00	Each
Hook	4/06/2017	0.00	Each
Bolt	4/06/2017	3.00	Each
Tube Assy	4/06/2017	1.00	Each
Magneto Core	4/06/2017	-1.00	Each
Magneto Core	4/06/2017	-1.00	Each
Fuel Pump Core	4/06/2017	1.00	Each
Fuel Servo	4/06/2017	1.00	Each
Flow Divider Kit	4/06/2017	1.00	Each

Repairs and Alterations
 g and Certificate Number of
 ges for other specific entries.)

IE WO# 8393

ra. (a) (1)

Date: 07/Apr/2017

YEAR
20
DATE

RECORDING
TACH
TIME

TODAY'S
FLIGHT

TOTAL
TIME IN
SERVICE

Description of Inspections, Tests, Repairs and Alterations

Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

MANUFACTURER: Lycoming ENGINE MOD: IO-360-C1C S/N: L-31400-51E WO# 8393

AD #	DESCRIPTION	COMPLIANCE STATUS
97-15-11	piston pin	N/A by pin P/N
98-02-08	crankshaft	N/A by constant speed prop
98-17-11	crankshaft	C/W by inspection IAW para. (b)
03-14-03	fuel pump	N/A has diaphragm pump
04-10-14C	crankshaft gear	Complied with IAW Lycoming SB 475C
05-19-11	crankshaft failure	N/A by crankshaft S/N
06-06-16	crankshaft failure	N/A by crankshaft S/N
09-02-03	Precision fuel servo	Complied with at overhaul, "G" stamp on hex plug
12-03-06 C	AFS servo diaphragm	N/A by Precision Airmotive overhaul
12-19-01	Crankshaft Failure	N/A by crankshaft S/N
15-02-07	Prop Gov Shaft set screw	N/A by engine model
15-19-07	Fuel Lines	Complied with by inspection IAW SB342G, sup 2

Poplar Grove Airmotive, Inc.

Certified Repair Station YYBR664L Terry Aavang

Date: 07/Apr/2017

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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MAKE Lycoming MODEL IO-360-C1C S/N L-31400-51E
 Total Time 3,919.90 Hours Time Since Major Overhaul ZERO Hours

This engine was disassembled, cleaned, inspected and reassembled with necessary new parts in accordance with a major overhaul as per the manufacturer's current overhaul manual 60294-7. A detailed parts list is on file at this agency. The following accessories were overhauled or exchanged. See maintenance releases in this logbook.

Installed camshaft P/N 15M23452 new from Lycoming. Installed lifters P/N LRT23381 new from Lycoming. Installed cylinder kits P/N 05K21120 new from Lycoming. Installed magnetos left, P/N 4372, S/N 16110662, and right, P/N 4370, S/N 17030020 new from Champion. Installed fuel pump P/N AF15473 new from Tempest. Installed injector nozzles P/N 2524864-2 overhauled by Precision Airmotive. Installed flow divider P/N 2576564-1, S/N 0271540 overhauled by Precision Airmotive. Supplied servo P/N 2524450-9, S/N 72GW7707 overhauled by Precision Airmotive. See A.D. Compliance Record and Parts List for more details. -----END-----

All applicable airworthiness directives and related factory publications have been checked for compliance at this date. See list in this log book. This engine was test run in an FAA approved test cell and meets specifications. The aircraft engine identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service for the work performed. Pertinent details of repair are on file at this repair station under:

Work Order # 8393 Date 07/Apr/2017

Poplar Grove Airmotive, Inc.

Poplar Grove Airport, Poplar Grove, IL
 FAA Approved Repair Station #YYBR664L

Terry Aavang

Signed for Poplar Grove Airmotive, Inc.

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Descri Entries Technic
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ANSON AVIATION

Make: Piper Model: PA_28R_200 Reg. No.: N15302
 Date: 04/14/17 S/N: 28R7335047 Tach Time: 4031.70
 Engine Log Type: IO-360-C1C S/N: L-31400-51E
 Total Time: 3919.9 SOH: 0

Installed this engine in N15302 a Piper PA-28R-200 s/n 7335047. The engine mount was stripped inspected and repaired at CRS#F8VR2340 on W/O#380283 and installed with new hardware. The engine was mounted with new shock mounts and new hardware. Installed NEW starter P/N 143-NL s/n installed alternator. The propeller HC-C3YR-1RF s/n DY5369B was flushed and repaired at CRS#7RDR559C on W/O#16697 and the governor was flushed at CRS#7RDR559C on W/O#16700. Installed prop and gov. torqued tracked and safetied prop. Tensioned alternator belt. Checked mag timing. Installed the overhauled oil cooler P/N 8000661 s/n 1831152 from CRS#RF3R813Lon W/O#119220. Serviced sump with 8qt.s A.S.100 mineral oil. Rotated engine with starter to build oil pressure and bleed oil line and prime system. Installed spark plug harness and spark plugs. Ran engine and ground run was normal.

tion of Inspections, Tests, Repairs and Alterations
 must be endorsed with Name, Rating and Certificate Number of
 1 or Repair Facility. (See back pages for other specific entries.)

L IO-360-C1C S/N L-31400-51E

Time Since Major Overhaul ZERO Hours

Necessary new parts in accordance with a major overhaul
 A detailed parts list is on file at this agency. The following

this logbook.
 installed lifters P/N LRT23381 new from Lycoming.
 installed magnetos left, P/N 4372, S/N 16110662, and
 ed fuel pump P/N AF15473 new from Tempest. Installed
 imotive. Installed flow divider P/N 2576564-1, S/N
 vo P/N 2524450-9, S/N 72GW7707 overhauled by
 irts List for more details. -----END-----

been checked for compliance at this date. See list in this log
 fications. The aircraft engine identified above was repaired
 Administration and is approved for return to service for the

r # 8393 Date 07/Apr/2017

Terry Aavang
 Signed for Poplar Grove Aircraft, Inc.

ANSON AVIATION

Make: Piper Model: PA_28R_200 Reg. No.: N15302
 Date: 04/14/17 S/N: 28R7335047 Tach Time: 4031.70
 Engine Log Type: IO-360-C1C S/N: L-31400-51E
 Total Time: 3919.9 SOH: 0

Installed this engine in N15302 a Piper PA-28R-200 s/n 7335047. The engine mount was stripped inspected and repaired at CRS#F8VR2340 on W/O#380283 and installed with new hardware. The engine was mounted with new shock mounts and new hardware. Installed NEW starter P/N 149-NL s/n installed alternator. The propeller HC-C3YR-1RF s/n DY5369B was flushed and repaired at CRS#7RDR559C on W/O#16697 and the governor was flushed at CRS#7RDR559C on W/O#16700. Installed prop and gov. torqued tracked and safetied prop. Tensioned alternator belt. Checked mag timing. Installed the overhauled oil cooler P/N 8000661 s/n 1831152 from CRS#RF3R813Lon W/O#119220. Serviced sump with 8qt.s A.S.100 mineral oil. Rotated engine with starter to build oil pressure and bleed oil line and prime system. Installed spark plug harness and spark plugs. Ran engine and ground run was normal.

This engine was repaired and inspected in accordance with the current Code of Federal Regulation and is approved for return to service with respect to work performed. Pertinent details of this repair are on file at CRS#UZGR810K under W/O#0408.

Authorized Signature: Dave Bray

ANSON AVIATION

Make: Piper Model: PA_28R_200 Reg. No.: N15302
 Date: 04/26/17 S/N: 28R7335047 Tach Time: 4058.70
 Engine Log Type: IO-360-C1C S/N: RL-4515-51A

Changed oil and filter. Cut old filter to check for particles - none found. Washed engine. Replaced fuel hose from fuel pump to servo P/N AE3663162G130. C/W AD15-19-07 per SB 342G next due 4158.7.

This engine was repaired and inspected in accordance with the current Code of Federal Regulation and is approved for return to service with respect to work performed. Pertinent details of this repair are on file at CRS#UZGR810K under W/O#0417.

Authorized Signature: Dave Bray

YEAR 20	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				

AD
 15-19-07

ANSON AVIATION

Make: Piper Model: PA_28R_200 Reg. No.: N15302
 Date: 05/04/17 S/N: 28R7335047 Tach Time: 4079.50
 Engine Log Type: IO-360-C1C S/N: RL-4615-51A
 Total Time: 3967.7 SOH: 47.8

Changed oil and filter. Cut old filter to check for particles - none found.
 Washed engine. Cleaned and gapped spark plugs. Cleaned fuel nozzles
 and screens. C/W AD15-19-07 per SB 342G next due 4179.5.
 Compression Check #1-78 #2-76 #3-78 #4-78.

I certify that this engine has been inspected in accordance with a 100
 hour inspection and was found to be in an airworthy condition. This
 engine was repaired and inspected in accordance with the current Code
 of Federal Regulation and is approved for return to service with respect
 to work performed. Pertinent details of this repair are on file at
 CRS#UZGR810K under W/O#0427.

Authorized Signature: Dave Bray

ANSON AVIATION

Make: Piper Model: PA_28R_200 Reg. No.: N15302
 Date: 05/30/17 S/N: 28R7335047 Tach Time: 4131.40
 Engine Log Type: IO-360-C1C S/N: L-31400-51E
 Total Time: 4019.6 SOH: 99.7

Changed oil and filter. Cut old filter to check for particles - none found.
 Washed engine. C/W AD15-19-07 per SB 342G next due 4131.4.

This engine was repaired and inspected in accordance with the current
 Code of Federal Regulation and is approved for return to service with
 respect to work performed. Pertinent details of this repair are on file at
 CRS#UZGR810K under W/O#0452.

Authorized Signature: Dave Bray

ANSON AVIATION

Make: Piper Model: PA_28R_200 Reg. No.: N15302
 Date: 06/30/17 S/N: 28R7335047 Tach Time: 4176.50
 Engine Log Type: IO-360-C1C S/N: L-31400-51E
 Total Time: 4064.7 SOH: 144.8

Changed oil and filter. Cut old filter to check for particles - none found.
 Washed engine. Cleaned and gapped spark plugs. Cleaned fuel nozzles
 and screens. C/W AD15-19-07 per SB 342G next due 4276.5.
 Compression Check #1-78 #2-78 #3-78 #4-78.

I certify that this engine has been inspected in accordance with a 100
 hour inspection and was found to be in an airworthy condition. This
 engine was repaired and inspected in accordance with the current Code
 of Federal Regulation and is approved for return to service with respect
 to work performed. Pertinent details of this repair are on file at
 CRS#UZGR810K under W/O#0480.

Authorized Signature: Dave Bray

YEAR
20
DATE

RECORDING
TACH
TIME

TODAY'S
FLIGHT

TOTAL
TIME IN
SERVICE

Description of Inspections, Tests, Repairs and Alterations
 Entries must be endorsed with Name, Rating and Certificate Number of
 Technician or Repair Facility. (See back pages for other specific entries.)

YEAR
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DATE

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TACH
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TODAY'S
FLIGHT

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Make: Piper Model: PA_28R_200 Reg. No.: N15302
 Date: 05/30/17 S/N: 28R7335047 Tach Time: 4131.40
 Engine Log Type: IO-360-C1C S/N: L-31400-51E
 Total Time: 4019.6 SOH: 99.7

Changed oil and filter. Cut old filter to check for particles - none found.
 Washed engine. C/W AD15-19-07 per SB 342G next due 4131.4.

This engine was repaired and inspected in accordance with the current Code of Federal Regulation and is approved for return to service with respect to work performed. Pertinent details of this repair are on file at CRS#UZGR810K under W/O#0452.

Authorized Signature: Dave Bray

1 of Inspections, Tests, Repairs and Alterations
 is endorsed with Name, Rating and Certificate Number of
 Repair Facility. (See back pages for other specific entries.)

ANSON AVIATION

Make: Piper Model: PA_28R_200 Reg. No.: N15302
 Date: 06/30/17 S/N: 28R7335047 Tach Time: 4176.50
 Engine Log Type: IO-360-C1C S/N: L-31400-51E
 Total Time: 4064.7 SOH: 144.8

Changed oil and filter. Cut old filter to check for particles - none found.
 Washed engine. Cleaned and gapped spark plugs. Cleaned fuel nozzles
 and screens. C/W AD15-19-07 per SB 342G next due 4276.5.
 Compression Check #1-78 #2-78 #3-78 #4-78.

I certify that this engine has been inspected in accordance with a 100
 hour inspection and was found to be in an airworthy condition. This
 engine was repaired and inspected in accordance with the current Code
 of Federal Regulation and is approved for return to service with respect
 to work performed. Pertinent details of this repair are on file at
 CRS#UZGR810K under W/O#0480.

Authorized Signature: Dave Bray

ANSON AVIATION

Make: Piper Model: PA_28R_200 Reg. No.: N15302
 Date: 08/22/17 S/N: 28R7335047 Tach Time: 4225.90
 Engine Log Type: IO-360-C1C S/N: L-31400-51E

AD17-16-11 does not apply. Checked the engine records and determined
 that the P/N rod bushing used in the last overhaul (04/07/17) was
 SL13923A.

This engine was repaired and inspected in accordance with the current
 Code of Federal Regulation and is approved for return to service with
 respect to work performed. Pertinent details of this repair are on file at
 CRS#UZGR810K under W/O#0523.

Authorized Signature:

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

AD
15-19-07

ANSON AVIATION

Make: Piper Model: PA_28R_200 Reg. No.: N15302
 Date: 09/02/17 S/N: 28R7335047 Tach Time: 4228.40
 Engine Log Type: IO-360-C1C S/N: L-31400-51E
 Total Time: 4116.6 SOH: 196.7

Changed oil and filter. Cut old filter to check for particles - none found.
 Washed engine. C/W AD15-19-07 per SB 342G next due 4328.4.

This engine was repaired and inspected in accordance with the current Code of Federal Regulation and is approved for return to service with respect to work performed. Pertinent details of this repair are on file at CRS#UZGR810K under W/O#0537.

Authorized Signature: _____

ANSON AVIATION

Make: Piper Model: PA_28R_200 Reg. No.: N15302
 Date: 10/28/17 S/N: 28R7335047 Tach Time: 4271.50
 Engine Log Type: IO-360-C1C S/N: L-31400-51E
 Total Time: 4159.7 SOH: 239.8

Changed oil and filter. Cut old filter to check for particles - none found.
 Washed engine. Cleaned and gapped spark plugs. Cleaned fuel nozzles and screens. C/W AD15-19-07 per SB 342G next due 4371.5.
 Compression Check #1-75 #2-75 #3-73 #4-74.

I certify that this engine has been inspected in accordance with a 100 hour inspection and was found to be in an airworthy condition. This engine was repaired and inspected in accordance with the current Code of Federal Regulation and is approved for return to service with respect to work performed. Pertinent details of this repair are on file at CRS#UZGR810K under W/O#0584.

Authorized Signature: _____

YEAR
20
DATE

RECORDING
TACH
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TODAY'S
FLIGHT

TOTAL
TIME IN
SERVICE

Description of Inspections, Tests, Repairs and Alterations
 Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

ANSON AVIATION

Make: Piper Model: PA_28R_200 Reg. No.: N15302
 Date: 12/02/17 S/N: 28R7335047 Tach Time: 4320.80
 Engine Log Type: IO-360-C1C S/N: L-31400-51E

Changed oil and filter. Cut old filter to check for particles - none found.
 Washed engine.

This engine was repaired and inspected in accordance with the current Code of Federal Regulation and is approved for return to service with respect to work performed. Pertinent details of this repair are on file at CRS#UZGR810K under W/O#0616.

Authorized Signature: _____

YEAR
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DATE

RECORDING
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TODAY'S
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TOTAL
TIME IN
SERVICE

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ANSON AVIATION

Type: IO-360-C1C

S/N: L-31400-51E

Total Time: 4159.7

SOH: 239.8

Changed oil and filter. Cut old filter to check for particles - none found.
Washed engine. Cleaned and gapped spark plugs. Cleaned fuel nozzles
and screens. C/W AD15-19-07 per SB 342G next due 4371.5.
Compression Check #1-75 #2-75 #3-73 #4-74.

I certify that this engine has been inspected in accordance with a 100
hour inspection and was found to be in an airworthy condition. This
engine was repaired and inspected in accordance with the current Code
of Federal Regulation and is approved for return to service with respect
to work performed. Pertinent details of this repair are on file at
CRS#UZGR810K under W/O#0584.

Authorized Signature: 

ion of Inspections, Tests, Repairs and Alterations
It be endorsed with Name, Rating and Certificate Number of
or Repair Facility. (See back pages for other specific entries.)

ANSON AVIATION

Make: Piper Model: PA_28R_200 Reg. No.: N15302
Date: 12/02/17 S/N: 28R7335047 Tach Time: 4320.80
Engine Log Type: IO-360-C1C S/N: L-31400-51E

Changed oil and filter. Cut old filter to check for particles - none found.
Washed engine.

This engine was repaired and inspected in accordance with the current
Code of Federal Regulation and is approved for return to service with
respect to work performed. Pertinent details of this repair are on file at
CRS#UZGR810K under W/O#0616.

Authorized Signature: 

ANSON AVIATION

Make: Piper Model: PA_28R_200 Reg. No.: N15302
Date: 01/31/18 S/N: 28R7335047 Tach Time: 4369.50
Engine Log Type: IO-360-C1C S/N: L-31400-51E
Total Time: 4257.7 SOH: 337.8

Changed oil and filter. Cut old filter to check for particles - none found.
Serviced with 8 qt.s A.S.15w50. Washed engine. Cleaned and gapped
spark plugs. Cleaned fuel nozzles and screens. C/W AD15-19-07 per SB
342G next due 4469.5. Replaced exhaust gaskets for #1 #2 & #3 cyl.s.
Compression Check #1-77 #2-78 #3-76 #4-78.

I certify that this engine has been inspected in accordance with a 100
hour inspection and was found to be in an airworthy condition. This
engine was repaired and inspected in accordance with the current Code
of Federal Regulation and is approved for return to service with respect
to work performed. Pertinent details of this repair are on file at
CRS#UZGR810K under W/O#0673.

Authorized Signature: YEAR
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SERVICE

Description of Inspections, Tests, Repairs and Alterations
Entries must be endorsed with Name, Rating and Certificate Number of
Technician or Repair Facility. (See back pages for other specific entries.)

AD
15-19-07

ANSON AVIATION

Make: Piper Model: PA_28R_200 Reg. No.: N15302
 Date: 04/16/18 S/N: 28R7335047 Tach Time: 4418.40
 Engine Log Type: IO-360-C1C S/N: L-31400-51E
 Changed oil and filter. Cut old filter to check for particles - none found.
 Serviced with 8 qt.s A.S.15w50. Washed engine.

This engine was repaired and inspected in accordance with the current Code of Federal Regulation and is approved for return to service with respect to work performed. Pertinent details of this repair are on file at CRS#UZGR810K under W/O#0721.

Authorized Signature: [Redacted]

ANSON AVIATION

Make: Piper Model: PA_28R_200 Reg. No.: N15302
 Date: 06/22/18 S/N: 28R7335047 Tach Time: 4463.70
 Engine Log Type: IO-360-C1C S/N: L-31400-51E
 Total Time: 4351.9 SOH: 432.0

Changed oil and filter. Cut old filter to check for particles - none found.
 Washed engine. Replaced all 8 spark plugs with 8 NEW REM38E.
 Checked mag timing. Checked leads with a high tension lead tester - no faults found. Cleaned fuel nozzles and screens. C/W AD15-19-07 per SB 342G next due 4563.7. Compression Check #1-70 #2-75 #3-76 #4-76.

I certify that this engine has been inspected in accordance with a 100 hour Inspection and was found to be in an airworthy condition. This engine was repaired and inspected in accordance with the current Code of Federal Regulation and is approved for return to service with respect to work performed. Pertinent details of this repair are on file at CRS#UZGR810K under W/O#0775.

Authorized Signature: [Redacted]

ANSON AVIATION

Make: Piper Model: PA_28R_200 Reg. No.: N15302
 Date: 08/15/18 S/N: 28R7335047 Tach Time: 4512.00
 Engine Log Type: IO-360-C1C S/N: L-31400-51E
 Changed oil and filter. Cut old filter to check for particles - none found.
 Serviced with 7qt.s A.S.15w50. Washed engine. C/W AD15-19-07 per SB 342G next due 4612.0.

This engine was repaired and inspected in accordance with the current Code of Federal Regulation and is approved for return to service with respect to work performed. Pertinent details of this repair are on file at CRS#UZGR810K under W/O#0821.

Authorized Signature: [Redacted]

ANSON AVIATION

YEAR
20
DATE

RECORDING
TACH
TIME

TODAY'S
FLIGHT

TOTAL
TIME IN
SERVICE

Description of Inspections, Tests, Repairs and Alterations
 Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

YEAR
20
DATE

RECORDING
TACH
TIME

TODAY'S
FLIGHT

TOTAL
TIME IN
SERVICE

Description
Entries must be
Technician

GA
10-9-1-21

Changed oil and filter. Cut old filter to check for particles - none found. Washed engine. Replaced all 8 spark plugs with 8 NEW REM38E. Checked mag timing. Checked leads with a high tension lead tester - no faults found. Cleaned fuel nozzles and screens. C/W AD15-19-07 per SB 342G next due 4563.7. Compression Check #1-70 #2-75 #3-76 #4-76.

I certify that this engine has been inspected in accordance with a 100 hour inspection and was found to be in an airworthy condition. This engine was repaired and inspected in accordance with the current Code of Federal Regulation and is approved for return to service with respect to work performed. Pertinent details of this repair are on file at CRS#UZGR810K under W/O#0775.

Authorized Signature: _____

n of Inspections, Tests, Repairs and Alterations
be endorsed with Name, Rating and Certificate Number of
Repair Facility. (See back pages for other specific entries.)

ANSON AVIATION

Make: Piper Model: PA_28R_200 Reg. No.: N15302
Date: 08/15/18 S/N: 28R7335047 Tach Time: 4512.00
Engine Log Type: IO-360-C1C S/N: L-31400-51E

Changed oil and filter. Cut old filter to check for particles - none found. Serviced with 7qt.s A.S.15w50. Washed engine. C/W AD15-19-07 per SB 342G next due 4612.0.

This engine was repaired and inspected in accordance with the current Code of Federal Regulation and is approved for return to service with respect to work performed. Pertinent details of this repair are on file at CRS#UZGR810K under W/O#0821.

Authorized Signature: _____

YEAR
20
DATE

RECORDING
TACH
TIME

TODAY'S
FLIGHT

TOTAL
TIME IN
SERVICE

ANSON AVIATION

Make: Piper Model: PA_28R_200 Reg. No.: N15302
Date: 10/10/18 S/N: 28R7335047 Tach Time: 11.20
Engine Log Type: IO-360-C1C S/N: L-31400-51E
Total Time: 4402.3 SOH: 482.4

Changed oil and filter. Cut old filter to check for particles - none found. Washed engine. Cleaned and gapped spark plugs. Removed both mags for the Slick 500 hour inspection. Disassembled and cleaned mags. Replaced points in both mags. Timed mags internally and to engine. Tightened oil return line fittings and clamps. Replaced the push rod seals for #2 cylinder and performed a dry lifter clearance check. Cleaned fuel nozzles and screens. C/W AD15-19-07 per SB 342G next due 111.2 tach. Compression Check #1-75 #2-74 #3-76 #4-74.

I certify that this engine has been inspected in accordance with a 100 hour inspection and was found to be in an airworthy condition. This engine was repaired and inspected in accordance with the current Code of Federal Regulation and is approved for return to service with respect to work performed. Pertinent details of this repair are on file at CRS#UZGR810K under W/O#0866.

Authorized Signature: _____

Description of Inspections, Tests, Repairs and Alterations
Entries must be endorsed with Name, Rating and Certificate Number of
Technician or Repair Facility. (See back pages for other specific entries.)

ANSON AVIATION

Make: Piper Model: PA_28R_200 Reg. No.: N15302
 Date: 11/20/18 S/N: 28R7335047 Tach Time: 71.60
 Engine Log Type: IO-360-C1C S/N: L-31400-51E

Changed oil and filter. Cut old filter to check for particles - none found.
 Washed engine. C/W AD15-19-07 per SB 342G next due 71.6.

This engine was repaired and inspected in accordance with the current Code of Federal Regulation and is approved for return to service with respect to work performed. Pertinent details of this repair are on file at CRS#UZGR810K under W/O#0912.

Authorized Signature: _____

ANSON AVIATION

Make: Piper Model: PA_28R_200 Reg. No.: N15302
 Date: 01/05/19 S/N: 28R7335047 Tach Time: 117.40
 Engine Log Type: IO-360-C1C S/N: L-31400-51E
 Total Time: 4508.5 SOH: 588.6

Changed oil and filter. Cut old filter to check for particles - none found.
 Washed engine. Cleaned and gapped spark plugs. Cleaned fuel nozzles and screens. C/W AD15-19-07 per SB 342G next due 217.4.
 Compression Check #1-74 #2-76 #3-75 #4-77.

I certify that this engine has been inspected in accordance with a 100 hour inspection and was found to be in an airworthy condition. This engine was repaired and inspected in accordance with the current Code of Federal Regulation and is approved for return to service with respect to work performed. Pertinent details of this repair are on file at CRS#UZGR810K under W/O#0954.

Authorized Signature: _____

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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Make: Piper
 Date: 01/30
 Engine Log
 Drained oil
 14C and L
 CRS#JZG
 Authorized

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 10-9-1-21

3 endorsed with Name, Rating and Certificate Number of Repair Facility. (See back pages for other specific entries.)

Changed oil and filter. Cut old filter to check for particles - none found.
Washed engine. Cleaned and gapped spark plugs. Cleaned fuel nozzles
and screens. C/W AD15-19-07 per SB 342G next due 217.4.
Compression Check #1-74 #2-76 #3-75 #4-77.

I certify that this engine has been inspected in accordance with a 100 hour inspection and was found to be in an airworthy condition. This engine was repaired and inspected in accordance with the current Code of Federal Regulation and is approved for return to service with respect to work performed. Pertinent details of this repair are on file at CRS#UZGR810K under WFO#0954.

Authorized Signature:

ANSON AVIATION

Make: Piper

Model: PA_28R_200

Reg. No.: N15302

Date: 01/30/19

S/N: 28R7335047

Tach Time: 142.90

Engine Log

Type: 10-360-C1C

S/N: L-31400-51E

Total Time: 4534.0

SOH: 614.1

Drained oil. Removed engine for a tear down inspection per AD04-10-14C and Lyc.SB475C. Pertinent details of this work are on file at CRS#UZGR810K under W/O#0975.

Authorized Signature:

GA
FO-P1-21

YEAR DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)	YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description Entries must be Technician or				
Dec 14/19				2965 Airport Road, Kamloops B.C. V2B 7W8 Canada LOGBOOK INSERT Engine Make: <u>Lycoming</u> Engine Model: <u>IO-360-C1C</u> Engine Serial Number: <u>L-31400-51E</u> A.M.O. No.: 15-82 Form# 14b-23 T.T.S.N.: 4534.0 Work Order #: <u>E332</u> T.S.O.: <u>614.1</u> <u>Description of work:</u> This engine was repaired & test run in accordance with work order: E332 A.D. 90-04-06R1 (S.B. 488A, S.I. 1435 Sup.1), A.D. 2004-10-14C (S.B. 475C Sup.1), A.D. 2015-19-07 (S.B. 342G Sup.1-3, 6 & 7), S.B. 240W and S.B. 533C performed in accordance with our Conformity Report dated Mar. 13 2019 in the RECORD OF ENGINE A/D, S/B, S/I AND MODS section of logbook. It is the owner's responsibility to monitor ADs, SBs and SIs to ensure they are complied with. This engine was disassembled due to prop strike, cleaned, inspected, new parts installed, assembled in accordance with Lycoming Overhaul Manual 60294-7-14, torqued in accordance with Pro Aero MES#002 Rev.3 and is conditional to the outstanding maintenance listed under the installer responsibilities being carried out satisfactorily. Prior to flight: fuel pressure, fuel flow, manifold pressure, oil pressure, idle mixture, idle RPM, maximum RPM and alternator belt alignment need to be checked in accordance with airframe and engine manufacturers technical data. Date: <u>March 14, 2019</u> Signature of authorized person: Scott Norworthy -									

ANSON AVIATION

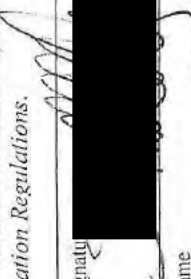
Make: Piper
Date: 05/25/19
Engine Log
Model: PA_28R_200
S/N: 28R7335047
Type: IO-360-C1C
Total Time: 4534.0
Reg. No.: N15302
Tach Time: 142.90
S/N: L-31400-51E
SOH: 614.1

Installed engine after repair at AMO No.: 15-82. Serviced with 8qt's A.S.100 mineral oil. Motored engine over to prime oil system and get oil pressure. Installed NEW spark plugs and ground ran engine to make adjustments. C/W AD15-19-07 per SB 342G next due 242.9 hr. I certify that this engine has been inspected in accordance with a 100 hour inspection and was found to be in an airworthy condition. This engine was repaired and inspected in accordance with the current Code of Federal Regulation and is approved for return to service with respect to work performed. Pertinent details of this repair are on file at CRS#UZGR810K under WWO#975.

Authorized Signature

ANSON AVIATION

GA
50-81-21

1. Approving Civil Aviation Authority/Country		2.		
Transport Canada		AUTHORIZED RELEASE CERTIFICATE FORM ONE		
4. Organization Name and Address				
Pro Aero Aviation Ltd. 2965 Airport Road, Kamloops, BC, V2B 7W8, Canada				
6. Item	7. Description	8. Part No.	9. Qty.	10. Serial/Batch No.
1	Lycoming Aircraft Engine	IO-360-C1C	1	L-31400-51E
12. Remarks				
Engine repaired and test run in accordance with work order E332. A.D. 90-04-06R1 (S.B. 488A, S.I. 1435 Sup.1), A.D. 2004-10-14C (S.B. 475C Sup.1), A.D. 2015-19-07 (S.B. 342G Sup.1-3, 6 & 7), S.B. 240M accordance with our Conformity Report dated Mar. 13 2019 in the RECORD OF ENGINE A/D, S/B, S/I AND MODS section of logbook. perfor Report dated Jul. 13, 2018 in the RECORD OF ENGINE A/D, S/B, S/I AND MODS section of logbook. It is the owner's responsibility to monitor ADs, SBs and SIs to ensure they are complied with. The described maintenance has been performed in accordance with Lycoming O/H manual 60294-7-14, cylinder base nuts torqued in accordance #002 Rev. 3 and is conditional to outstanding maintenance listed under the installer responsibilities being carried out satisfactorily. Prior to flight: fuel pressure, fuel flow, manifold pressure, oil pressure, idle mixture, idle RPM, maximum RPM and alternator belt alignment nei airframe and engine manufacturer's technical data.				
13a. Certifies that the items identified above were manufactured in conformity to:				
☐ approved design data and are in condition for safe operation. ☐ non approved design data specified in block 12.				
13b. Signature	13c. Approved Organization Number			
13d. Name	13e. Date (dd/mm/yyyy)			
14a.		14b. Signature		
☒ CAR 571.10 Maintenance Release ☐ Other regulation specified in block		Certifies that unless otherwise specified in block and described in block 12, has been performed in accordance with <i>Aviation Regulations</i> .		
14d. Name		14e. Signature		
SCOTT NORSWORTHY				

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

A.M.O. No.: 15-82
Form# 14b-23

4534.0

E332

614.1

rk order: E332

15-19-07 (S.B. 342G

ort dated Mar. 13 2019

sembled in accordance
Rev. 3 and is conditional
satisfactorily.
maximum RPM and
filter's technical data.

ANSON AVIATION

Make: Piper Model: PA_28R_200 Reg. No.: N15302
Date: 05/25/19 S/N: 28R7335047 Tach Time: 142.90
Engine Log Type: I0-360-C1C S/N: L-31400-51E
Total Time: 4534.0 SOH: 614.1

Installed engine after repair at AMO No.: 15-82. Serviced with 8qt.s
A.S.100 mineral oil. Motored engine over to prime oil system and get oil
pressure. Installed NEW spark plugs and ground ran engine to make
adjustments. C/W AD15-19-07 per SB 342G next due 242.9 hm.
I certify that this engine has been inspected in accordance with a 100
hour inspection and was found to be in an airworthy condition. This
engine was repaired and inspected in accordance with the current Code
of Federal Regulation and is approved for return to service with respect
to work performed. Pertinent details of this repair are on file at
CRS#UZGR810K under W/O#975.

Authorized Signature: _____

ANSON AVIATION

Make: Piper Model: PA_28R_200 Reg. No.: N15302
Date: 06/12/19 S/N: 28R7335047 Tach Time: 164.80
Engine Log Type: I0-360-C1C S/N: L-31400-51E

Changed oil and filter. Cut old filter to check for particles - none found.
Washed engine. C/W AD15-19-07 per SB 342G next due 264.8.

This engine was repaired and inspected in accordance with the current
Code of Federal Regulation and is approved for return to service with
respect to work performed. Pertinent details of this repair are on file at
CRS#UZGR810K under W/O#1069.

Authorized Signature: _____

YEAR
20
DATE

RECORDING
TACH
TIME

TODAY'S
FLIGHT

TOTAL
TIME IN
SERVICE

Description of Inspections, Tests, Repairs and Alterations
Entries must be endorsed with Name, Rating and Certificate Number of
Technician or Repair Facility (See back pages for other specific entries.)

PA28R-200

ANSON AVIATION

Make: Piper Model: PA_28R_200 Reg. No.: N15302
Order No.: 124428 Completed: 08/28/19
S/N: 28R7335047 Tach Time: 220.90 TTAF: 12631.20
Engine Log Type: IO-360-C1C S/N: L-31400-51E
Total Time: 4612.0 SOH: 692.1

changed oil and filter, cut old filter to check for particles - none found, washed engine, cleaned and gapped spark plugs, cleaned fuel nozzles and screens, C/W AD15-19-07 per SB 342G next due 320.9, Compression Check #1-74 #2-74 #3-75 #4-74, I certify that this engine has been inspected in accordance with a 100 hour Inspection and was found to be in an airworthy condition. This engine was repaired and inspected in accordance with the current Code of Federal Regulation and is approved for return to service with respect to work performed. Pertinent details of this repair are on file at CRS#UZGR810K under W/O#1117
Authorized Signature [REDACTED]

ANSON AVIATION

Make: Piper Model: PA_28R_200 Reg. No.: N15302
Order No.: 127144 Completed: 10/02/19
S/N: 28R7335047 Tach Time: 271.60 TTAF: 12681.90
Engine Log Type: IO-360-C1C S/N: L-31400-51E

changed oil and filter, cut old filter to check for particles - none found, washed engine, C/W AD15-19-07 per SB 342G next due 371.6, This aircraft was repaired and inspected in accordance with the current Code of Federal Regulation and is approved for return to service with respect to work performed. Pertinent details of this repair are on file at CRS#UZGR810K under W/O#1147
Authorized Signature [REDACTED]

ANSON AVIATION

Make: Piper Model: PA_28R_200 Reg. No.: N15302
Order No.: 128609 Completed: 11/22/19
S/N: 28R7335047 Tach Time: 324.70 TTAF: 12735.00
Engine Log Type: IO-360-C1C S/N: L-31400-51E
Total Time: 4715.8 SOH: 795.9

changed oil and filter, cut old filter to check for particles - none found, washed engine, installed 8 NEW RHM38E spark plugs, cleaned fuel nozzles and screens, C/W AD15-19-07 per SB 342G next due 424.7, Compression Check #1-76 #2-78 #3-79 #4-78, I certify that this engine has been inspected in accordance with a 100 hour Inspection and was found to be in an airworthy condition. This engine was repaired and inspected in accordance with the current Code of Federal Regulation and is approved for return to service with respect to work performed. Pertinent details of this repair are on file at CRS#UZGR810K under W/O#1180
Authorized Signature [REDACTED]

ANSON AVIATION

Make: Piper Model: PA_28R_200 Reg. No.: N15302
Order No.: 130479 Completed: 02/05/20
S/N: 28R7335047 Tach Time: 377.90 TTAF: 12788.20
Engine Log Type: IO-360-C1C S/N: L-31400-51E

changed oil and filter, cut old filter to check for particles - none found, washed engine, C/W AD15-19-07 per SB 342G next due at 31402, This engine was repaired and inspected in accordance with the current Code of Federal Regulation and is approved for return to service with respect to work performed. Pertinent details of this repair are on file at CRS#UZGR810K under W/O#1222
Authorized Signature [REDACTED]

ANSON AVIATION

Make: Piper Model: PA_28R_200 Reg. No.: N15302
Order No.: 130556 Completed: 02/21/20
S/N: 28R7335047 Tach Time: 379.50 TTAF: [REDACTED]
Engine Log Type: IO-360-C1C S/N: L-31400-51E

the right mag has no impulse coupling and is not affected by either SB, the left mag s/n 17110322 was inspected per both SBs and passed, next inspection is due at 1000 hours both mags to engine. This engine was repaired and inspected in accordance with the current Code of Federal Regulation and is approved for return to service with respect to work performed. Pertinent details of this repair are on file at CRS#UZGR810K under W/O#1234
Authorized Signature [REDACTED]

YEAR	20	DATE	RECORDING	TACH	TIME	TODAY'S	FLIGHT	TOTAL	TIME IN	SERVICE	Description of Inspections, Tests, Repairs and Alterations
											Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

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10-8-1-21

ANSON AVIATION

Make: Piper Model: PA_28R_200 Reg. No.: N15302
Order No.: 128609 Completed: 11/22/19
S/N: 28R7335047 Tach Time: 324.70 TTAF: 12735.00
Engine Log Type: IO-360-C1C S/N: L-31400-51E
Total Time: 4715.8 SOH: 795.9

changed oil and filter, cut old filter to check for particles - none found, washed engine, installed 8 NEW RHM38E spark plugs, cleaned fuel nozzles and screens, C/W AD15-19-07 per SB 342G next due 424.7, Compression Check #1-76 #2-78 #3-79 #4-78, I certify that this engine has been inspected in accordance with a 100 hour inspection and was found to be in an airworthy condition. This engine was repaired and inspected in accordance with the current Code of Federal Regulation and is approved for return to service with respect to work performed. Pertinent details of this repair are on file at CRS#UZGR810K under W/O#1180 Authorized Signature

ANSON AVIATION

Make: Piper Model: PA_28R_200 Reg. No.: N15302
Order No.: 130479 Completed: 02/05/20
S/N: 28R7335047 Tach Time: 377.90 TTAF: 12788.20
Engine Log Type: IO-360-C1C S/N: L-31400-51E

changed oil and filter, cut old filter to check for particles - none found, washed engine, C/W AD15-19-07 per SB 342G next due at 31402, This engine was repaired and inspected in accordance with the current Code of Federal Regulation and is approved for return to service with respect to work performed. Pertinent details of this repair are on file at CRS#UZGR810K under W/O#1222 Authorized Signature

ANSON AVIATION

Make: Piper Model: PA_28R_200 Reg. No.: N15302
Order No.: 130556 Completed: 02/21/20
S/N: 28R7335047 Tach Time: 379.50 TTAF:
Engine Log Type: IO-360-C1C S/N: L-31400-51E

the right mag has no impulse coupling and is not affected by either SB, the left mag s/n 17110322 was inspected per both SBs and passed, next inspection is due at, timed both mags to engine. This engine was repaired and inspected in accordance with the current Code of Federal Regulation and is approved for return to service with respect to work performed. Pertinent details of this repair are on file at CRS#UZGR810K under W/O#1234 Authorized Signature

ANSON AVIATION

Make: Piper Model: PA_28R_200 Reg. No.: N15302
Order No.: 132100 Completed: 04/28/20
S/N: 28R7335047 Tach Time: 426.10 TTAF: 12835.40
Engine Log Type: IO-360-C1C S/N: L-31400-51E
Total Time: 4816.2 SOH: 896.3

changed oil and filter, cut old filter to check for particles - none found, washed engine, replaced all 8 spark plugs with NEW REM38Es, cleaned fuel nozzles and screens, C/W AD15/19/07 by inspection per SB342G next due 525.1, Compression Check #1-74 #2-74 #3-76 #4-74, I certify that this engine has been inspected in accordance with a 100 hour inspection and was found to be in an airworthy condition. This engine was repaired and inspected in accordance with the current Code of Federal Regulation and is approved for return to service with respect to work performed. Pertinent details of this repair are on file at CRS#UZGR810K under W/O#1276 Authorized Signature

Inspections, Tests, Repairs and Alterations
Endorsed with Name, Rating and Certificate Number of
Fair Facility. (See back pages for other specific entries.)

YEAR	DATE	RECORDING	TODAY'S	TOTAL
20		TACH	FLIGHT	TIME IN
		TIME		SERVICE

Description of Inspections, Tests, Repairs and Alterations
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Technician or Repair Facility. (See back pages for other specific entries.)