

ctions, Tests, Repairs and Alterations

d with Name, Rating and Certificate Number of
ility. (See back pages for other specific entries.)

book entry is for the activation of ADS-B
panel mounted Trig avionics transponder
00-01. Previous approval of TT31 was
e C and mode S. The installation of this TT31
eets the requirements of STC# SA00744DE and
data. Updated the aircraft permanent records to
plied aircraft with operating manual Document #
bruary 18 2011 and FAA approved airplane flight
c# E-T-A-11-0009 Rev D dated July 23, 2014.
or continued airworthiness Doc# E-T-A-11-0008. A
ons for continued airworthiness were supplied to the
aft permanent records.

EASE

and above was repaired and inspected in accordance with
of the Federal Aviation Regulations and is approved for
details of the repair are on file at this repair station

21320

Date: December 03, 2014

Signature: [Redacted]

August 1, 2015, N31678, Model PA-32RT-300, SN: 32R-7885119, Total Time: 3714.78
Textron Lycoming Engine: IO-540-K1G5D, SN: L-18096-48A, Total Time: 3714.78, TSO: 50.04
Hartzell Propeller: HC-C3YR-1RF, SN: DY5407B, OH 2/9/2012, Total Time: 993.89, TSO: 224.6
Propeller Governor: ATF4-11B, SN: 14104429, New: 7/19/2015, Total Time: 50.04
Performed: ELT test, AD 2011-26-04, AD 2013-02-13, compression all cylinders better than 70/80,
changed oil and filter, with zinc additive, weighed fire extinguisher, lubed & gear retract test, replaced
air filters. I certify this aircraft has been inspected in accordance with an annual inspection and I have
determined it is in airworthy condition. I hereby return it to service.

ANNUAL 1AW PART 43D

[Redacted] Maurice Roundy [Redacted]

September 1, 2016, N31678, Model PA-32RT-300, SN: 32R-7885119, Total Time: 3758.64
Textron Lycoming Engine: IO-540-K1G5D, SN: L-18096-48A, Total Time: 3758.64, TSO: 93.9
Hartzell Propeller: HC-C3YR-1RF, SN: DY5407B, OH 2/9/2012, Total Time: 1037.75, TSO: 264.46
Propeller Governor: ATF4-11B, SN: 14104429, New: 7/19/2015, Total Time: 93.9
Performed: ELT test, AD 2015-19-07, AD 2013-02-13, compression all cylinders better than 70/80,
changed oil and filter, with zinc additive, weighed fire extinguisher, lubed & gear retract test, replaced
air filters. I certify this aircraft, engine, and propeller have been inspected in accordance with an
annual inspection, Part 43D and I have determined they are in airworthy condition. I hereby return it to
service.

[Redacted] Maurice Roundy [Redacted]

DATE	RECORDING TACH TIME	TODAYS 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.)
19				

-Roundy-

91.411 & 91.413 CERTIFICATION Supplemental Logbook Entry			
DATE: 01/13/17	REG #: N31678	WORK ORDER: 22958	
TRANSPONDER N° 1		TRANSPONDER N° 2	
MODEL	SERIAL	MODEL	SERIAL
TT31	04722	AT150	13712
I certify that the Static System, Transponder(s) Certification, Altimeter(s) Certification and Encoder(s) correlation for this aircraft have been performed and found to comply with the requirements of FAR 91.411 and FAR 91.413. The component identified above was inspected and functionally tested in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Altimeter calibration tested to <u>20K</u> feet I.A.W. FAR Part 43 Appendix E (b). Details on W/O # <u>22958</u> .			
AEROSPACE ELECTRONICS, INC - FAA CRS # VR8R545Y 2899 W. Prospect Road, Suite E., Fort Lauderdale, FL 33309			
Date: 01/13/17		Tested by: [REDACTED]	

FORM AEI 012

N31678 I.A.W. FAR PART 43 APPENDIX E ALTIMETER SCALE CORRECTION CARD					
STANDARD ALTITUDE IN FEET	ALT N° 1	ALT N° 2	STANDARD ALTITUDE IN FEET	ALT N° 1	ALT N° 2
-1,000	-5		14,000	-25	
0	-5		16,000	-50	
500	0		18,000	-70	
1,000	+10		20,000	-70	
1,500	+10		25,000		
2,000	+5		30,000		
3,000	-5		35,000		
4,000	0		40,000		
6,000	-15		45,000		
8,000	-25		50,000		
10,000	-40		55,000		
12,000	-30		NA		

AEROSPACE ELECTRONICS, INC - FAA CRS # VR8R545Y
DATE: 01/13/17 TESTED BY: [REDACTED]

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE
19			

I found this aircraft to be in airworthy condition and hereby return it to service....End....

August 1, 2015, N31678, Model PA-32RT-300, SN: 32R-7885119, Total Time: 3714.78
Textron Lycoming Engine: IO-540-K1G5D, SN: L-18096-48A, Total Time: 3714.78, TSO: 50.04
Hartzell Propeller: HC-C3YR-1RF, SN: DY5407B, OH 2/9/2012, Total Time: 993.89, TSO: 224.6
Propeller Governor: ATF4-11B, SN: 14104429, New: 7/19/2015, Total Time: 50.04
Performed: ELT test, AD 2011-26-04, AD 2013-02-13, compression all cylinders better than 70/80,
changed oil and filter, with zinc additive, weighed fire extinguisher, lubed & gear retract test, replaced
air filters. I certify this aircraft has been inspected in accordance with an annual inspection and I have
determined it is in airworthy condition. I hereby return it to service.

ANNUAL I.A.W. PART 43 D

Maurice Roundy

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																																																																																																				
				This Lycoming engine, model IO-540-K1G5D, s/n L-18096-48A was Major Overhauled by Certified Engines Unlimited, Inc., of Opa Locka, Florida according to factory recommended procedures, specifications, limits & pertinent Federal Aviation Regulations. All internal steel parts were magna-fluxed by Palm Beach Aircraft Propellers, Inc. CRS#LU4R349M & all non-ferrous materials were checked for cracks. All the guidelines from the Lycoming Table of Limits SSP#1776 & Overhaul Manual #60294-7-13 were followed at time of overhaul. The Magneto was OHC by Executive Accessories Inc. CRS# RL4R496M. Installed Fuel Servo & Flow Divider, OHC by Avstar Aircraft Accessories, Inc. CRS#V1RR580Y. Cleaned & re-installed GAMI nozzles. Installed NEW Fuel Pump from Aero Accessories. Supplied 2 Oil Coolers, 1 OHC by Pacific Oil Cooler, CRS #RF3R813L, and 1 OHC by Skyline Accessories, CRS #Z4UR2029. All tags received from accessory suppliers are located at the rear of this logbook. Installed Camshaft, reground to fact specs by Aircraft Specialties, CRS #DD2R764K. Crankshaft s/n 85971, was also OHC by Aircraft Specialties....not applicable to AD 2006-20-09 by s/n. The Crankcase was OHC by Divco, Inc, CRS #DB2R762K. Installed Six nickel plated OHC Cylinder Assemblies & a new harness. Low time Spark Plugs were cleaned, tested, & reinstalled. Certified Engines Unltd, Inc ** Opa Locka, Fla USA ** FAA CRS#KG4R309M Inv/wo# 60578/43010 ** Date: 19 June 2014 Authorized Signature:  Frank Neves, X. All recommended parts listed in the Lycoming Overhaul Manual & Service Bulletin SB#240W were installed at time of overhaul.....(see list below): *FAA-PMA Parts are frequently substituted for Textron-Lycoming factory parts. <table border="0"> <tr> <td>12 SL72H77</td> <td>LIFTER</td> <td>1 AN8-14A</td> <td>CRANKSHAFT BOLT</td> </tr> <tr> <td>12 SL74309A M03</td> <td>CONN ROD BEARING</td> <td>1 LW-18340</td> <td>CAMSHAFT ASSY</td> </tr> <tr> <td>1 76155</td> <td>TACH DR SHAFT</td> <td>6 SL-STD-2180</td> <td>DRAIN HOSE</td> </tr> <tr> <td>1 LW-102B4M</td> <td>C/S GEAR, MODIF.</td> <td>6 SL11575A M03</td> <td>CRANKSHAFT BEARING</td> </tr> <tr> <td>1 LW-18667</td> <td>PIN</td> <td>12 SL12184</td> <td>CONN ROD NUT</td> </tr> <tr> <td>6 LW-13923</td> <td>CONN ROD BUSHING</td> <td>12 SL12596</td> <td>ROD BOLT</td> </tr> <tr> <td>2 73644</td> <td>OWT ASSYS, OHC(cust supplied)</td> <td>1 SL13367</td> <td>GASKET SET</td> </tr> <tr> <td>12 82M38E</td> <td>SPARE PLUG(cust supplied)</td> <td>2 SL73648</td> <td>MAGNETO CUSHION</td> </tr> <tr> <td>1 SL-STD-1211</td> <td>EXPANSION PLUG</td> <td>1 MS16825-1081</td> <td>C/W ROLLER</td> </tr> <tr> <td>4 SL73610</td> <td>C/SHAFT BLADE BUSHING</td> <td>12 SL72626A</td> <td>CLIP</td> </tr> <tr> <td>1 102B-R</td> <td>BALL</td> <td>12 SL78290</td> <td>ROCKER AXLE</td> </tr> <tr> <td>1 AEL610E4</td> <td>OIL PRESS RELIEF SPRING</td> <td>1 STD-737</td> <td>HYDRAULIC UNIT</td> </tr> <tr> <td>1 OSK23463</td> <td>IMPELLER KIT</td> <td>1 06B23072</td> <td>KEY</td> </tr> <tr> <td>3 LW-31-O.8H</td> <td>BOLT-.3125-18 X .88 LONG HEX</td> <td>1 7653H</td> <td>OIL FILTER GASKET</td> </tr> <tr> <td>1 LW-10844</td> <td>OIL PUMP BODY</td> <td>1 55K21022</td> <td>OIL VALVE SEAT</td> </tr> <tr> <td>1 AF15473</td> <td>FUEL PUMP, NEW</td> <td>1 MS16825-2100</td> <td>SPACER</td> </tr> <tr> <td>1 AN505E1032H5</td> <td>SET SCREW</td> <td>1 06B21021</td> <td>LOCK RING INTERNAL</td> </tr> <tr> <td>1 M2919</td> <td>DUAL HARNESS</td> <td>1 LW-10320</td> <td>SPRING</td> </tr> <tr> <td>1 SL53E19600</td> <td>VERNATHERM, VALVE</td> <td>1 SL72566</td> <td>SLEEVE</td> </tr> <tr> <td>12 SL16266-10-13</td> <td>INJECT LINE CLAMP</td> <td>6 SC</td> <td>STARTER RING GEAR</td> </tr> <tr> <td>6 SL16266-10-75</td> <td>INJECT LINE CLAMP</td> <td>6 SL74399</td> <td>"NICKEL CHROME" OHC CYL ASSYS/ -EXCHANGE</td> </tr> <tr> <td>1 MS9144-01</td> <td>PROP GOVERNOR GASKET</td> <td>6 SL67114</td> <td>ROCK ARM BUSHING</td> </tr> <tr> <td>1 STD-1737</td> <td>SNAP RING</td> <td>12 72198</td> <td>ROCKER ARM BUSHING</td> </tr> <tr> <td>6 AEL14620</td> <td>RING, INTERNAL RETAINING</td> <td>6 LW-14078</td> <td>PISTON PIN PLUG</td> </tr> <tr> <td>2 SL7678H</td> <td>C/W ROLLER</td> <td></td> <td>PISTON PIN</td> </tr> </table> After final assembly, the engine was run in on test stand for a period of 3 hours with all temps, compressions, & pressures within those as prescribed by the factory. Oil filter checked clean. All airworthiness directives complied with at time of this Major Overhaul are attached to rear of this logbook. This engine is airworthy & ready for return to normal service. Certified Engines Unltd, Inc ** Opa Locka, Fla USA ** FAA CRS#KG4R309M Inv/wo# 60578/43010 ** Date: 19 June 2014 Authorized Signature:  Frank Neves, X.	12 SL72H77	LIFTER	1 AN8-14A	CRANKSHAFT BOLT	12 SL74309A M03	CONN ROD BEARING	1 LW-18340	CAMSHAFT ASSY	1 76155	TACH DR SHAFT	6 SL-STD-2180	DRAIN HOSE	1 LW-102B4M	C/S GEAR, MODIF.	6 SL11575A M03	CRANKSHAFT BEARING	1 LW-18667	PIN	12 SL12184	CONN ROD NUT	6 LW-13923	CONN ROD BUSHING	12 SL12596	ROD BOLT	2 73644	OWT ASSYS, OHC(cust supplied)	1 SL13367	GASKET SET	12 82M38E	SPARE PLUG(cust supplied)	2 SL73648	MAGNETO CUSHION	1 SL-STD-1211	EXPANSION PLUG	1 MS16825-1081	C/W ROLLER	4 SL73610	C/SHAFT BLADE BUSHING	12 SL72626A	CLIP	1 102B-R	BALL	12 SL78290	ROCKER AXLE	1 AEL610E4	OIL PRESS RELIEF SPRING	1 STD-737	HYDRAULIC UNIT	1 OSK23463	IMPELLER KIT	1 06B23072	KEY	3 LW-31-O.8H	BOLT-.3125-18 X .88 LONG HEX	1 7653H	OIL FILTER GASKET	1 LW-10844	OIL PUMP BODY	1 55K21022	OIL VALVE SEAT	1 AF15473	FUEL PUMP, NEW	1 MS16825-2100	SPACER	1 AN505E1032H5	SET SCREW	1 06B21021	LOCK RING INTERNAL	1 M2919	DUAL HARNESS	1 LW-10320	SPRING	1 SL53E19600	VERNATHERM, VALVE	1 SL72566	SLEEVE	12 SL16266-10-13	INJECT LINE CLAMP	6 SC	STARTER RING GEAR	6 SL16266-10-75	INJECT LINE CLAMP	6 SL74399	"NICKEL CHROME" OHC CYL ASSYS/ -EXCHANGE	1 MS9144-01	PROP GOVERNOR GASKET	6 SL67114	ROCK ARM BUSHING	1 STD-1737	SNAP RING	12 72198	ROCKER ARM BUSHING	6 AEL14620	RING, INTERNAL RETAINING	6 LW-14078	PISTON PIN PLUG	2 SL7678H	C/W ROLLER		PISTON PIN
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This document is to serve as a certification of
Major Overhaul and Block Test Run by
Certified Engines Unlimited, Inc.

MFG: Textron Lycoming MODEL: IO-540 K1G5D
S/N: L-18096-48A TOTAL TIME: 3661.69 hrs

AD NOTES: SEE REAR OF LOGBOOK

Pertinent details of the work performed are on file at this agency under

Invoice/Work Order: [REDACTED] e: 06/19/2014

Signature of authorized representative:

CERTIFIED ENGINES UNLIMITED
4000 NW 145th Street, Opa-locka, FL 33054 USA
Phone: 305-685-8331 Email: allen@ceu.aero
EASA.145.4301 FAA CRS KG4R309M

CERTIFIED ENGINES UNLIMITED, INC.

FAA CRS# KG4R309M
4000 N.W. 145th Street, Alrport, Opa-Locka, Florida 33054
Phone: (305) 685-8331

LIMITED OVERHAUL WARRANTY

1. Subject Matter and Scope of Warranty. Certified Engines Unlimited, Inc. (hereafter referred to as "CEU") warrants each overhauled engine to be free from defects in material workmanship. This Warranty is expressly subject to the terms and conditions set forth below and shall not apply outside the operational periods listed or to any engine which has been subject to misuse, neglect, accident or damage from the elements or which has been installed, repaired, maintained or altered in any manner which in the judgment of CEU has had an adverse effect on the performance or reliability of engine or part.
2. Time Limits. This Warranty for parts and labor, extends for a period of nine (9) months from the date of service or two hundred (200) hours, whichever occurs first. An additional prorated warranty extends, parts only, to six hundred (600) hours on direct engines, and four hundred (400) hours on geared engines. Certified Engines Unlimited considers the frequent use and operation of an engine to be an integral factor in extending engine life. For this reason, CEU considers warranty hours based upon a minimum usage of 30 hours a month, regardless of actual operation hours.
3. Express Conditions. As a time and condition of this Warranty, the customer is required to follow factory recommended service procedures and maintenance guidelines.
4. Proper maintenance logbooks are to be kept by and maintained by the customer and shall be furnished to CEU on demand as a condition of the Warranty.
5. Limitations and Exclusions. All parts and labor are to be approved by CEU prior to commencement of work under this Warranty. CEU is responsible only for the cost of reasonable labor and materials necessary to repair or replace the parts CEU determines to be defective in material or workmanship at CEU's place of business, located at Opa-Locka, Florida. Under no circumstances shall CEU be responsible for charges in the removal and reinstallation of defective parts or engines.
6. THIS WARRANTY IS EXCLUSIVE AND IN LIEU OF ALL OTHER WARRANTIES AND REPRESENTATIONS, EXPRESS OR IMPLIED, OR STATUTORY, WHETHER WRITTEN OR ORAL, INCLUDING, BUT NOT LIMITED TO, ANY WARRANTY OF MERCHANTABILITY OR FITNESS AND FOR ANY PARTICULAR PURPOSE, AND ANY IMPLIED WARRANTY ARISING FROM ANY COURSE OF PERFORMANCE OR DEALING OR TRADE USAGE. THIS WARRANTY IS ALSO IN LIEU OF ANY OTHER OBLIGATION, LIABILITY, RIGHT OF CLAIM, WHETHER IN CONTRACT OR IN TORT, INCLUDING ANY RIGHT IN STRICT LIABILITY IN TORT OR ANY RIGHT ARISING FROM NEGLIGENCE ON THE PART OF CEU, AND CEU'S LIABILITY ON SUCH CLAIM SHALL IN NO CASE EXCEED THE PRICE ALLOCABLE TO THE ENGINE OR PART WHICH GIVES RISE TO THE CLAIM.
7. LIMITATION ON LIABILITY. IN NO EVENT, WHETHER AS A RESULT OF A BREACH OF WARRANTY, CONTRACT OR ALLEGED NEGLIGENCE, SHALL CEU BE LIABLE FOR SPECIAL OR CONSEQUENTIAL OR ANY OTHER DAMAGE, INCLUDING BUT NOT LIMITED TO, LOSS OF PROFITS OR REVENUES, LOSS OR USE OF THE ENGINE OR AIRCRAFT OR COST OF REPLACEMENT, PERSONAL INJURY OR FATALITIES, OR FLIGHT DELAYS OR CANCELLATIONS.
8. CRACKED CYLINDERS AND CRANK CASES ARE EXCLUDED FROM ALL WARRANTIES UNLESS IT CAN BE DETERMINED THAT THE DAMAGE IS A DIRECT AND PROXIMATE RESULT OF IMPROPER WORKMANSHIP BY CEU. ACCESSORY ITEMS ARE TO BE WARRANTED BY VENDOR OF SUCH ITEMS.

MAINTENANCE RELEASE

 CERTIFIED
ENGINES
UNLIMITED, INC.
FAA CRS# KG4R309M

The aircraft engine and/or component identified was repaired and inspected in accordance with current Federal Air Regulations and was found airworthy for return to service.

CAUTION!

This engine has been run according to factory recommended procedures. Avoid prolonged ground run or slow flight as this causes new engine damage and will void warranty.

For proper warranty coverage consult Certified Engines before any repairs or adjustments are made on the engine.

CAUTION!

Warranty will be voided if all oil fed accessories are not cleaned, tagged and recorded in logbook at time of engine overhaul. eg. prop, prop governor, oil cooler, oil tank, & all fuel & oil lines.

Pertinent details of the repair are on file at this agency under:

Invoice/Work Order: [REDACTED] Date: 19/June/2014

Signature of authorized representative: [REDACTED] For: Certified Engines Unlimited

PROPELLER INSPECTION WORK ORDER
PALM BEACH AIRCRAFT PROPELLER, INC.
F.A.A. LU4R349M - EASA 145.5271

Date: Jun 23, 2014 Work Order No. 17844 Propeller Mfg. HARTZELL
Invoice Number: _____ Model in: HC-C3YR-1RF OUT: HC-C3YR-1RF
Customer: Maurice Roundy 12926 Hub Serial# in: DY5407B OUT: DY5407B
[REDACTED] Authorized by: _____
Auth. Date: _____
Phone Number: [REDACTED] Purchase Order # N31678 Tail # N31678

Aircraft Model: LANCE II Engine Model: IO-540-K1G5D TT: 3662.7
Special Instructions: TSLO: NOT
PROP. WAS FLUSHED ONLY AT THIS TIME... NO INSPECTIONS WERE DONE.....

Incoming Preliminary Inspection by: CR
Tear Down TE Parts Missing NA
General Appearance Fair Visual Damage/Accident NA

Service Info Complied With: Propeller was : Flush

I/A/W Mfg. Spec. Manual # 113B, REV 41 4-1-14

SB complied with:
NA

SL complied with:
NA

AD complied with:
NA

As per mandatory Service Information: HC-SL-61-61Y REV.6
From installation date, next OHC Due: TIME REMAINING

Components Identified were: Flush
in accordance with current FAA regulations
and were found **AIRWORTHY** for return to service. Pertinent
details of the work performed are on file at this agency.

Approved for Service: [REDACTED]

Michael F. O'Neill

Jun 26, 2014

Rev. 2. 12-01-2009

1. Approving Civil Aviation Authority/Country FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA FORM 8130-3, AIRWORTHINESS APPROVAL TAG			3. FORM TRACKING NUMBER 17844	
4. ORGANIZATION NAME AND ADDRESS  Palm Beach Aircraft Propeller 2633 Lantana Rd, Building 1501 Lantana, Florida 33462				5. WORK ORDER, CONTRACT OR INVOICE NUMBER 17844		
6. ITEM	7. DESCRIPTION	8. PART NUMBER	9. QTY	10. SERIAL/BATCH NUMBER	11. STATUS/WORK	
1	PROPELLER	HC-C3YR-1RF	1	DY5407B	FLUSH	
12. REMARKS Propeller was: Flush I/AW Mfg. Spec. Manual # 113B, Rev 41 4-1-14 SB Complied with: NA AD Complied with: NA Full details held on WO# 17844 TT - 3662.7 "Palm Beach Aircraft Propeller, Inc. certifies that the work specified in block 11/12 was carried out in accordance with EASA Part-145 or RAV 43 and in respect to that work the aircraft component is considered ready for release to service under EASA Part-145 Approval Number." EASA.145.5271"						
13. Certifies 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				14a. ☒ 14 CFR 43.9 Return to Service ☒ Other regulation specified in Block 12 Certifies that the work specified in block 12 (or attachment) the work identified in Block 11 and described in Block 12 was accomplished with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.		
13b. AUTHORIZED SIGNATURE		13c. APPROVAL/AUTHORIZATION NO:		14b. AUTHORIZED SIGNATURE		14c. APPROVAL/CERTIFICATION NO. FAA CRS # [REDACTED] EASA. 145.5271
13d. NAME (TYPED OR PRINTED)		13e. DATE (dd/mm/yyyy)		14d. NAME (TYPED OR PRINTED) Michael F. O'Neill		14e. DATE (dd/mm/yyyy) 26/Jun/2014