

**CDA**  
Professional Pilot Training Academy

**N4886B** DATE: 8-Mar-16 TACH: 2084.3

|           | S/N            | TOTAL TIME | TIME SMOH |
|-----------|----------------|------------|-----------|
| AIRCRAFT  | S/N 152-83691  | 14159.5    | 0.0       |
| ENGINE    | S/N L-20056-15 | unknown    | 0.0       |
| PROPELLER | S/N K-7767     | 3212.9     | 0.0       |

**INSPECTION:**  
100 Hour: INSPECTION WAS PERFORMED IN ACCORDANCE WITH 14CFR FAR 91.409 AND 14CFR FAR 43 APPENDIX D.

**MAINTENANCE NOTES:**  
Completed Field Overhaul on this engine IAW Lycoming Overhaul Manual SB 475C. Replaced applicable part in per SB 240W. Complied with or verified prior compliance with AD 2004-10-14, 96-09-10, 95-03-10, 93-19-04, 80-25-02 R2. Verified compliance with STCs SA1000NW, SA1008NW, SE792NW. Installed 4 new sparkplugs with torque of 7.1 inch-pounds, mixture and timing. Check on valve lash per Doc 1 and installed mixture.

**Compressions:** 1) 72/80 2) 76/80 3) 76/80 4) 76/80  
**AIRWORTHINESS DIRECTIVES THAT CORRESPOND WITH THIS ENGINE HAVE BEEN COMPLIED WITH & CHECKED THRU REVISION DATE** 8-Mar-16

I CERTIFY THAT THE ENGINE IDENTIFIED ABOVE WAS INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION FOR A 100 HOUR INSPECTION AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION.

David L. Alber Sr. A&P [Signature]

**CDA**  
Professional Pilot Training Academy

**N4886B** DATE: 18-Jul-16 TACH: 3083.7

|           | S/N            | TOTAL TIME | TIME SMOH |
|-----------|----------------|------------|-----------|
| AIRCRAFT  | S/N 152-83691  | 14258.9    | 0.0       |
| ENGINE    | S/N L-20056-15 | unknown    | 99.4      |
| PROPELLER | S/N K-7767     | 3812.3     | 360.0     |

**INSPECTION:**  
100 Hour: INSPECTION WAS PERFORMED IN ACCORDANCE WITH 14CFR FAR 91.409 AND 14CFR FAR 43 APPENDIX D.

**MAINTENANCE NOTES:**  
R&R, AA48110-2 oil filter, Oil BA4108 element filter Clean and regaped spark plugs. Repaired LT Mag. lead ground wire adjusted valve clearance.

**Compressions:** 1) 72/80 2) 76/80 3) 76/80 4) 76/80  
**AIRWORTHINESS DIRECTIVES THAT CORRESPOND WITH THIS ENGINE HAVE BEEN COMPLIED WITH & CHECKED THRU REVISION DATE** 18-Jul-16

I CERTIFY THAT THE ENGINE IDENTIFIED ABOVE WAS INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION FOR A 100 HOUR INSPECTION AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION.

Brett Toney [Signature]

| Date | Total Time | Time since Overhaul | Tach or Hobbs |
|------|------------|---------------------|---------------|
|------|------------|---------------------|---------------|

**CDA**  
Professional Pilot Training Academy

**N4886B** DATE: 22-Jan-18 TACH: 3156.3

|           | S/N            | TOTAL TIME | TIME SMOH |
|-----------|----------------|------------|-----------|
| AIRCRAFT  | S/N 152-83691  | 14439.9    | 0.0       |
| ENGINE    | S/N L-20056-15 | unknown    | 0.0       |
| PROPELLER | S/N K-7767     | 3993.3     | 0.0       |

**INSPECTION:**  
Annual: INSPECTION WAS PERFORMED IN ACCORDANCE WITH 14CFR FAR 91.409 AND 14CFR FAR 43 APPENDIX D.

**MAINTENANCE NOTES:**  
R&R, AA48110-2 oil filter, Oil BA4108 element filter Clean and gaped spark plugs. R&R oil return line with Adjust valve to recommended clearance. R&R oil 11 oil return line with

**Compressions:** 1) 74/80 2) 76/80 3) 76/80 4) 76/80  
**AIRWORTHINESS DIRECTIVES THAT CORRESPOND WITH THIS ENGINE HAVE BEEN COMPLIED WITH & CHECKED THRU REVISION DATE** 22-Jan-18

I CERTIFY THAT THE ENGINE IDENTIFIED ABOVE WAS INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION FOR A 100 HOUR INSPECTION AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION.

John Makinson A&P [Signature]

**CDA**  
Professional Pilot Training Academy

**N4886B** DATE: 29-Jun-17 TACH: 3156.3

|           | S/N            | TOTAL TIME | TIME SMOH |
|-----------|----------------|------------|-----------|
| AIRCRAFT  | S/N 152-83691  | 14331.3    | 0.0       |
| ENGINE    | S/N L-20056-15 | unknown    | 172.0     |
| PROPELLER | S/N K-7767     | 3884.9     | 300.0     |

**INSPECTION:**  
Annual: INSPECTION WAS PERFORMED IN ACCORDANCE WITH 14CFR FAR 91.409 AND 14CFR FAR 43 APPENDIX D.

**MAINTENANCE NOTES:**  
R&R, AA48110-2 oil filter, Oil BA4108 element filter Clean and gaped spark plugs. Replaced hardware in lower throttle arm. Re-Salt oil pressure adjuster.

**Compressions:** 1) 76/80 2) 77/80 3) 76/80 4) 76/80  
**AIRWORTHINESS DIRECTIVES THAT CORRESPOND WITH THIS ENGINE HAVE BEEN COMPLIED WITH & CHECKED THRU REVISION DATE** 26-Jun-17

I CERTIFY THAT THE ENGINE IDENTIFIED ABOVE WAS INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION FOR A 100 HOUR INSPECTION AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION.

John Makinson A&P [Signature]

**CDA**  
Professional Pilot Training Academy

8/16/2017

| Tach   | TT  | TSMOH |
|--------|-----|-------|
| 3240.8 | UNK | 256.5 |

AD:2017-16-11, is not applicable. To Parts listed in MSB632B are not installed. At time of Overhaul or subswcat maintenance.

David L. Alber Jr. A&P [Signature]

**CDA**  
Professional Pilot Training Academy

**N4886B** DATE: 3-Nov-17 TACH: 3256.1

|           | S/N            | TOTAL TIME | TIME SMOH |
|-----------|----------------|------------|-----------|
| AIRCRAFT  | S/N 152-83691  | 14431.3    | 0.0       |
| ENGINE    | S/N L-20056-15 | unknown    | 271.8     |
| PROPELLER | S/N K-7767     | 3984.7     | 300.0     |

**INSPECTION:**  
100 Hour: INSPECTION WAS PERFORMED IN ACCORDANCE WITH 14CFR FAR 91.409 AND 14CFR FAR 43 APPENDIX D.

**MAINTENANCE NOTES:**  
R&R, AA48110-2 oil filter, Oil BA4108 element filter Clean and gaped spark plugs. R&R oil detent gasket. R&R oil 11 hose seal.

**Compressions:** 1) 66/80 2) 77/80 3) 76/80 4) 76/80  
**AIRWORTHINESS DIRECTIVES THAT CORRESPOND WITH THIS ENGINE HAVE BEEN COMPLIED WITH & CHECKED THRU REVISION DATE** 3-Nov-17

I CERTIFY THAT THE ENGINE IDENTIFIED ABOVE WAS INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION FOR A 100 HOUR INSPECTION AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION.

David L. Alber Jr. A&P [Signature]

REG: N4886B  
CESSNA 152

(2) C/W 100HR ENGINE INSPECTION I MM CH 5 INSP CHECKLIST AS A GUIDE NO METAL NOTED. REPLACED OIL FIL OIL SUCTION SCREEN, NO METAL FC 100AW. REMOVED CLEANED, GAF PERFORMED ENGINE COMPRESSION TIME. POST MAINTENANCE

OMAR RAFAEL HERN

REG: N4886B  
CESSNA 152

(2) C/W 50HR Change engine oil and filter contamination. None found. Serviced eng Post maintenance engine run, leak check I certify that this aircraft has been inspected found to be airworthy and returned to se

OMAR RAFAEL HE



N4886B

DATE: 8-Mar-16

TACH: 2984.3

|           | S/N        | TOTAL TIME | TIME S.M.O.H. |
|-----------|------------|------------|---------------|
| AIRCRAFT  | 152-83691  | 14159.5    | ---           |
| ENGINE    | L-20056-15 | unknown    | 0.0           |
| PROPELLER | K-7767     | 3712.9     | 0.0           |

**INSPECTION:**  
**100 Hour** INSPECTION WAS PERFORMED IN ACCORDANCE WITH  
14CFR FAR 91.409 AND 14CFR FAR 43 APPENDIX D.

**MAINTENANCE NOTES:**

Completed Field Overhaul on this engine IAW Lycoming Overhaul Manual SB 475C. Replaced applicable part as per SB 240W. Complied with or verified prior compliance with AD 2004-10-14, 96-09-10, 95-03-10, 93-19-04, 80-25-02 R2. Verified Compliance with STC's SA1000NW, SA1008NW, SE792NW. Installed 4 new pistons with new 0.7-1 high compression pistons and rings. Cams overhauled by Discos and internal annular

**Compressions:**

**AIRWORTHINESS DIRECTIVES THAT CORRESPOND WITH THIS ENGINE HAVE**  
**BEEN COMPLIED WITH & CHECKED THRU REVISION DATE** 8-Mar-16

I CERTIFY THAT THE ENGINE IDENTIFIED ABOVE WAS INSPECTED  
IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL  
AVIATION ADMINISTRATION FOR A **100 HOUR** INSPECTION  
AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION.

David L. Alber Sr. A&P [REDACTED]

N4886B

C-152

Today's Date

8/28/2018

Current Tach Time

3559.2

Current Total Time

3559.2

| Maint. Item | Next Due | Remaining | Hours/Days |
|-------------|----------|-----------|------------|
|-------------|----------|-----------|------------|

|                        |         |         |       |
|------------------------|---------|---------|-------|
| Engine SMOH            | 4984.3  | 1425.1  | hours |
| Propeller SMOH         | 4984.3  | 1425.1  | hours |
| MAG SMOH               | 3350.0  | -209.2  | hours |
| 50 hr oil Change       | 3609.2  | 50.0    | hours |
| 100 hr Inspection      | 3659.2  | 100.0   | hours |
| Annual                 | 1/31/19 | 156     | days  |
| ELT Check              | 1/31/19 | 156     | days  |
| ELT Battery Date       | 3/30/19 | 214     | days  |
| IFR Cert Static System | 6/30/17 | -424    | days  |
| GPS Update             | N/A     | #VALUE! | days  |
| AD 76-07-12            | 3659.2  | 100.0   | hours |
| AD 79-02-06            | 3609.2  | 50.0    | hours |
| AD 80-11-04            | 3659.2  | 100.0   | hours |
| AD 2011-10-09          | 3659.2  | 100.0   | hours |

Ignition Switch  
Muffler Carbon monoxide  
Cracked nut plates  
Seat Tracks

|               |            |                                                                                      |       |          |
|---------------|------------|--------------------------------------------------------------------------------------|-------|----------|
| PowerPlant    | Lycoming   |  | Date: | 7-Sep-18 |
| Registration: | N4886B     |                                                                                      |       |          |
| Model:        | O235 L2C   |                                                                                      |       |          |
| A/C S/N:      | L-15032-15 |                                                                                      |       |          |
| TACH:         | 3559.2     |                                                                                      |       |          |

Pompano Airpark (KPMP)

C/W AD 76-07-12,C/W AD 79-02-06,C/W AD 80-11-04,C/W AD 2011-10-09.Compression #1 69/80 #2 71/80 #3 72/80 #4 69/80.R/R # 2 cylinder due to a cracked exhaust valve,Drained oil R/R oil filter p/n ch48110-02,inspected nothing to note,R/R 8 spark plugs replaced with new ones,checked RH&LH magnetos timing,serviced engine with aeroshell w100,ground engine run up leaks and ops good.I certify that this 100 hrs has been completed I/A/W FAR 43 apx D.

Adrian Salazar Machado A/P [REDACTED]

SUB-TOTALS this page

TOTALS-Carry forward to next page

ATE

TOTAL  
TIME  
IN  
SERVICETOTAL  
TIME  
SINCE  
OVERHAULTACH OR  
RECORDING  
METER  
TIMEDESCRIPTION OF WORK PERFORMED—  
SIGNATURE \_\_\_\_\_ CERTIFICATE NO. OF PERSON PERFORMING WORK \_\_\_\_\_

N4886B

C-152

Today's Date

11/16/2018

Current Tach Time

3657.9

Current Total Time

3657.9

Maint. ItemNext Due Remaining Hours/Days

|                        |         |         |       |
|------------------------|---------|---------|-------|
| Engine TT              | 4984.3  | 1326.4  | hours |
| Propeller TT           | 4984.3  | 1326.4  | hours |
| MAG TT                 | N/A     | #VALUE! | hours |
| 50 hr oil Change       | 3709.9  | 52.0    | hours |
| 100 hr Inspection      | 3757.9  | 100.0   | hours |
| Annual                 | 1/31/19 | 76      | days  |
| ELT Check              | 1/31/19 | 76      | days  |
| ELT Battery Date       | 3/30/19 | 134     | days  |
| IFR Cert Static System | 6/30/19 | 226     | days  |
| GPS Update             | N/A     | #VALUE! | days  |
| AD 76-07-12            | 3757.9  | 100.0   | hours |
| AD 79-02-06            | 3709.9  | 52.0    | hours |
| AD 80-11-04            | 3757.9  | 100.0   | hours |
| AD 2011-10-09          | 3757.9  | 100.0   | hours |

Ignition Switch  
Muffler Carbon monoxide  
Cracked nut plates  
Seat Tracks

**PowerPlant**

Registration:

Lycoming

Model:

N4886B

A/C S/N:

O235 L2C

TACH:

L-15032-15

3657.9



Date:

16-Nov-18

Pompano Airpark (KPMP)

C/W AD 76-07-12, C/W AD 79-02-06, C/W AD 80-11-04, C/W AD 2011-10-09. Compression #1 74/80 #2 76/80 #3 60/80 #4 77/80. Drained oil R/R oil filter p/n ch48110-02, inspected nothing to note, cleaned inspected and gapped spark plugs, inspected fuel strainer, checked RH&LH magnetos timing, serviced engine with Victory 100AW, ground engine run up leaks and ops good. i ceritfy that the 100hr inspections was C/W, I/A/W C152and FAR 43 apx D.

Colonel Anthony Lynch Jr

TOTALS—Carry forward to next page