

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.)
				Aug 29, 2011 TSMO H: 259.50 See entry in old Logbook Dated 11-1-96

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August 29, 2011

Textron Lycoming O-320-E3D, S/N: L-30936-27A. A 100 Hour Inspection was completed using FAR 43 Appendix D par (d) as a guide. . Eight quarts of Aeroshell Mineral Oil added and an ES48110 Oil Filter. This engine was mounted on a test cell and run in accordance with Lycoming Overhaul Manual 60294-9. Run engine without a fuel pump, used gravity flow. The Oil pressure was 80 #'s at 190 degrees at 2300 RPM basically on a 2 hour Test cell run. A compression check was performed and the cylinders were as follows: #1-75/80, #2-75/80, #3-77/80 and #4-72/80. The old Vernatherm was removed and was replaced with a serviceable unit, P/N: 53E19600. Removed oil filter and opened to inspect for contaminants-none found. A new AA48110 oil filter was installed. Complied with AD98-02-08 Crankshaft Corrosion part (b) (3) (iii) Visual Inspection - No pits found at this time and date. Engine proved to be satisfactory with respect to work performed, to return to service at this time and date. Oil drained for shipping purposes. Engine was washed and detailed.

(Recommend use of a mineral based oil for the first 25 hours)

I certify that this engine has been inspected in accordance with a 100 Hour Inspection and is determined to be in airworthy condition. AD's checked through 2011-12.

By

[Redacted Signature]

07/20/2022 15:17

Photo 1 – engine logbook