

Log Book #3

AIRCRAFT TECHNICAL RECORD

Section 3. ENGINE LOG

ENGINE DATA

1. Make
2. Model
3. Specification
4. Manufacturer's Serial Number
5. Date of Manufacture

Lycoming

O-320-DZA

L-4860-39

1961



Section 3A: Engine Service and Maintenance Log

DATE / /	TIME RUN		TIME SINCE OVERHAUL		CYCLES		DESCRIPTION OF WORK PERFORMED (INSPECTION, REPAIRS, REPLACEMENT)
	HOURS	min	HOURS	min	Sub Total	TOTAL	
BROUGHT FORWARD 							

July 18, 2020 Tach 2384.9 TTSN 2384.9 TSMOH 1655.9 Lycoming 0-320-D2A S/N L-4860-39

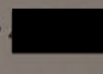
Conducted a 100-hour inspection IAW FAR 43.13 Appendix D. Compression test results: 1) 68/80 2) 74/80 3) 78/80 4) 66/80. Verified Ignition timing set at 25 degrees BTC. Cleaned, gapped, and rotated spark plugs. Engine baffling checked for proper installation. All engine compartment wiring and hoses checked for security. Engine controls lubricated and checked for proper adjustment and security. Changed Air filter, P/N-- BA-3.

Complied with the following reoccurring AD Notes;

AD98-02-08 Crankshaft Failure. PCW by inspection. Due again in 5 years at 02/06/2023.

Ran engine and performed leak check- No defects noted.

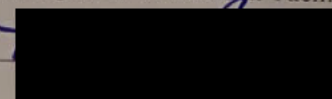
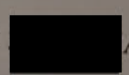
I certify this engine has been inspected IAW a **100 Hour inspection** and was determined to be in airworthy condition.

 A&P 

August 16, 2020 Tach 2427.3 TTSN 2427.3 TSMOH 1698.3 Lycoming 0-320-D2A S/N L-4860-39

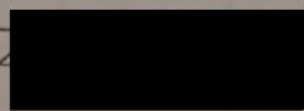
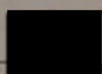
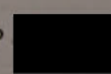
Drained engine oil and replenished with 7 quarts of Phillips 20W-50 and one pint of Avblend. Installed new oil filter Tempest P/N AA48110-2.

Ran engine and performed leak check- No defects noted. Oil change due again in 50 hours at Tach: 2477.3

 A&P  A

September 20, 2020 Tach 2532.5 TTSN 2476.7 TSMOH 1803.5 Lycoming 0-320-D2A S/N L-4860-39

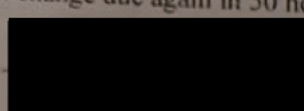
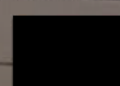
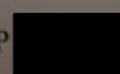
Removed cylinder #1 and replaced with a new millennium cylinder P/N 05K21101 IAW Lycoming overhaul manual. Replaced oil filter with new tempest filter P/N AA48110-2. Cleaned and checked finger for metallic particles. Replenished oil with AeroShell SAE 40W80 Ashless Dispersant oil. Engine Run up, no leaks present.

  A&P 

November 4, 2020 Tach 2527.8 TTSN 2527.8 TSMOH 1798.8 Lycoming 0-320-D2A S/N L-4860-39

Drained engine oil and replenished with 7 quarts of Phillips 20W-50 and one pint of Avblend. Installed new oil filter Tempest P/N AA48110-2.

Ran engine and performed leak check- No defects noted. Oil change due again in 50 hours at Tach: 2557.8

  A&P 

A1

November 20, 2020 Tach 2532.5 TTSN 2476.7 TSMOH 1803.5 Lycoming 0-320-D2A S/N L-4860-39

Removed Generator and sent out for rebuild. Reinstalled newly rebuilt generator IAW Piper SM.
Removed Voltage regulator and replaced with new Lamar regulator P/N VR300-14-35. Performed run up, generator charging as it should.

[REDACTED] A&P [REDACTED]

December 04, 2020 Tach 2542.3 TTSN 2542.3 TSMOH 1813.3 Lycoming 0-320-D2A S/N L-4860-39

Conducted an annual inspection IAW FAR 43.13 Appendix D. Compression test results: 1) 80/80 2) 76/80 3) 79/80 4) 65/80. Verified Ignition timing set at 25 degrees BTC. Cleaned, gapped, and rotated spark plugs. Engine baffling checked for proper installation. All engine compartment wiring and hoses checked for security. Engine controls checked for proper adjustment and security. No oil change at this annual inspection, oil was changed at 2531.1 hours for cylinder replacement with mineral oil. Next oil change due at 2556.1 hours or in 13.8 hours. Replaced 2 spark plugs with new UREM38E plugs.

Complied with the following reoccurring AD Notes;

AD98-02-08 Crankshaft Failure, PCW by inspection. Due again in 5 years at 02/06/2023.

Ran engine and performed leak check- No defects noted.

I certify this engine has been inspected IAW an **Annual inspection** and was determined to be in airworthy condition.

[REDACTED] A&P [REDACTED]

[REDACTED] A&P [REDACTED] IA

December 28, 2020 Tach 2553.6 TTSN 2553.6 TSMOH 1824.6 Lycoming 0-320-D2A S/N L-4860-39

Drained engine oil and replenished with 7 quarts of Phillips 20W-50 and one pint of Avblend. Installed new oil filter Tempest P/N AA48110-2.

Ran engine and performed leak check- No defects noted. Oil change due again in 50 hours at Tach: 2603.6

[REDACTED] A&P [REDACTED]

November 20, 2020 Tach 2532.5 TTSN 2476.7 TSMOH 1803.5 Lycoming 0-320-D2A S/N L-4860-39

Removed Generator and sent out for rebuild. Reinstalled newly rebuilt generator IAW Piper SM.
Removed Voltage regulator and replaced with new Lamar regulator P/N VR300-14-35. Performed run up, generator charging as it should.

A&P

December 04, 2020 Tach 2542.3 TTSN 2542.3 TSMOH 1813.3 Lycoming 0-320-D2A S/N L-4860-39

Conducted an annual inspection IAW FAR 43.13 Appendix D. Compression test results: 1) 80/80 2) 76/80 3) 79/80 4) 65/80. Verified Ignition timing set at 25 degrees BTC. Cleaned, gapped, and rotated spark plugs. Engine baffling checked for proper installation. All engine compartment wiring and hoses checked for security. Engine controls checked for proper adjustment and security. No oil change at this annual inspection, oil was changed at 2531.1 hours for cylinder replacement with mineral oil. Next oil change due at 2556.1 hours or in 13.8 hours. Replaced 2 spark plugs with new UREM38E plugs.

Complied with the following reoccurring AD Notes;

AD98-02-08 Crankshaft Failure, PCW by inspection. Due again in 5 years at 02/06/2023.

Ran engine and performed leak check- No defects noted.

I certify this engine has been inspected IAW an **Annual inspection** and was determined to be in airworthy condition.

A&P

A&P

December 28, 2020 Tach 2553.6 TTSN 2553.6 TSMOH 1824.6 Lycoming 0-320-D2A S/N L-4860-39

Drained engine oil and replenished with 7 quarts of Phillips 20W-50 and one pint of Avblend. Installed new oil filter Tempest P/N AA48110-2.

Ran engine and performed leak check- No defects noted. Oil change due again in 50 hours at Tach: 2603.6

A&P

Section 3A: Engine Service and Maintenance Log

DATE / /	TIME RUN		TIME SINCE OVERHAUL		CYCLES	
	HOURS	min	HOURS	min	Sub Total	TOTAL

DESCRIPTION OF WORK PERFORMED:
(INSPECTION, REPAIRS, REPLACEMENT)

February 11, 2021 Tach 2578.5 TTSN 2578.5 TSMOH 1905.3 Lycoming 0-320-D2A S/N L-4860-39

Removed Generator and sent out for rebuild. Reinstalled newly rebuilt generator IAW Piper SM.
Performed run up, generator charging as it should. P/N 1101900. S/N 71026.

[REDACTED] A&P [REDACTED]

March 22, 2021 Tach 2600.6 TTSN 2600.6 TSMOH 1871.6 Lycoming 0-320-D2A S/N L-4860-39

Drained engine oil and replenished with 7 quarts of Phillips 20W-50 and one pint of Avblend. Installed new oil filter Tempest P/N AA48110-2.

Ran engine and performed leak check- No defects noted. Oil change due again in 50 hours at Tach: **2650.6**

[REDACTED] A&P [REDACTED]

May 31, 2021 Tach 2632.2 TSMOH 1903.2 Lycoming 0-320-D2A S/N L-4860-39 N5006W

Conducted a 100-hour inspection IAW FAR 43.13 Appendix D. Compression test results: 1) 78/80 2) 76/80 3) 80/80 4) 60/80. Verified Ignition timing set at 25 degrees BTC. Cleaned, gapped, and rotated spark plugs. Replaced 4 spark plugs with new Tempest plugs P/N UREM38E. Engine baffling checked for proper installation. All engine compartment wiring and hoses checked for security. Engine controls lubricated and checked for proper adjustment and security. Drained engine oil and replenished with 7 quarts Phillips 20w50. Added one pint of Avblend. Installed new oil filter Tempest P/N AA48110-2. Oil sample taken for analysis.

Complied with the following reoccurring AD Notes;

AD98-02-08 Crankshaft Failure, PCW by inspection. Due again in 5 years at 02/06/2023.

Ran engine and performed leak check- No defects noted.

I certify this engine has been inspected IAW a **100 Hour inspection** and was determined to be in airworthy condition.

[REDACTED] A&P [REDACTED]

Reg: N5006W

Date: 09/16/2021

Make: Lycoming

Model: O-320-D2A

S/ N: L-4860-39

Tach: 2678.6

TSMOH:

TTENG:

Drained oil and removed oil filter. Replaced oil filter with a "Tempest" AA48110-2 oil filter. Service engine with 7 quarts Phillips 20w50w oil and one can "Avblend" oil additive. Ran engine with no leaks or any other discrepancies noted.

David Birgmann A/P [REDACTED]

CARRY FORWARD to Top of Next Page

Log Book Entry

Date: January 18, 2022
 Make: Lycoming
 Model: O-320-D2A
 S/N: L-4860-39

Reg: N5006W
 Tach: 2701.8
 TTSN: 1972.8
 Eng TT: 2701.8

E:

Performed an Annual inspection of this engine in accordance with FAR 43 appendix D and the Piper Service Manual Inspection Checklist, accomplished a compression check 74, 74, 77, 56, drained oil and replaced oil filter with a **Champion CH48110-1 oil filter**, cut oil filter open and inspected with no discrepancies noted, removed and replaced #4 cylinder due to low compression with a Lycoming cylinder kit part number 05K2110 in accordance with the Lycoming overhaul manual, serviced engine with 8 quarts Phillips 20w50w Type M mineral oil, replaced right magneto with an "Overhauled" Kelly Aero LLC magneto 20 series part number 10-51360-29 serial number J11454 in accordance with the Piper Service Manual, replaced deteriorated vacuum pressure hoses, replaced all deteriorated engine clamps, replaced deteriorated breather hose, replaced oil return hoses with part number STD-2180, replaced all exhaust gaskets with part number 77611, replaced all induction tube hoses with part number 69603, replaced induction tube gaskets with part number 71973, replaced induction air filter with "Brackett" part number BA-3 filter, replaced tightened all induction hose clamps and induction tube bolts, tightened all rocker box cover screws, cleaned and gapped spark and rotated spark plugs, checked magneto timing. Accomplished an engine with no leaks or and other discrepancies noted. See AD compliance record.

I certify that this Engine has been inspected in accordance with an Annual inspection and was determined to be in an airworthy condition.

David Birgmann A/P [REDACTED] I/A

Reg: N5006W

Date: 03/01/2022

Make: Lycoming

Model: O-320-D2A

S/N: L-4860.39

Tach: 2749.3

TSMOH: 2020.3

TTENG: 2749.3

Drained oil and removed oil filter. Replaced oil filter with a Tempest AA48110-2 oil filter. Serviced engine with 8 quarts Phillips 20w50w oil and one can Avblend oil additive. Performed an engine run with no leaks or any other discrepancies noted.

David Birgmann A/P [REDACTED]

Log Book Entry

Date: March 25, 2022

Make: Lycoming

Model: O-320-D2A

S/N: L-4860-39

Reg: N5006W

Tach: 2780.6

TTSMOH: 2051.6

Eng TT: 2780.6

Performed a 100 hour inspection of this engine in accordance with FAR 43 appendix D and the Piper Service Manual Inspection Checklist, accomplished a compression check 79, 79, 73, 79, drained oil and replaced oil filter with a **Champion CH48110-1 oil filter**, cut oil filter open and inspected with no discrepancies noted, serviced engine with 8 quarts Phillips 20w50w oil, replaced induction air filter with "Brackett" part number BA-3 filter, replaced tightened all induction hose clamps and induction tube bolts, tightened all rocker box cover screws, cleaned and gapped spark and rotated spark plugs, checked magneto timing, replaced all engine mount isolators with "Lord" part number J-7402-16 in accordance with the Piper Service Manual. Accomplished an engine with no leaks or and other discrepancies noted. See AD compliance record.

I certify that this Engine has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition.

David Birgmann A/P [REDACTED] I/A

Section 3A: Engine Service and Maintenance Log

DATE / /	TIME RUN		TIME SINCE OVERHAUL		CYCLES	
	HOURS	min	HOURS	min	Sub Total	TOTAL

DESCRIPTION OF WORK PERFORMED:
(INSPECTION, REPAIRS, REPLACEMENT)

BROUGHT
FORWARD

Reg: N5006W

Date: 05/09/2022

Make: Lycoming

Model: O-320-D2A

S/N: L-4860.39

Tach: 2832.5

TSMOH: 2103.5

TTENG: 2832.5

Drained oil and removed oil filter. Replaced oil filter with a Tempest AA48110-2 oil filter. Serviced engine with 8 quarts Phillips 20w50w oil and one can Avblend oil additive. Performed an engine run with no leaks or any other discrepancies noted.

David Birgmann A/P

Log Book Entry

Date: June 24, 2022

Make: Lycoming

Model: O-320-D2A

S/N: L-4860-39

Reg: N5006W

Tach: 2879.7

TTSMOH: 2151.7

Eng TT: 2879.7

Performed a 100 hour inspection of this engine in accordance with FAR 43 appendix D and the Piper Service Manual Inspection Checklist, accomplished a compression check 79, 77, 77, 79, drained oil and replaced oil filter with a Champion CH48110-1 oil filter, cut oil filter open and inspected with no discrepancies noted, serviced engine with 8 quarts Phillips 20w50w oil, replaced induction air filter with "Brackett" part number BA-3 filter, replaced tightened all induction hose clamps and induction tube bolts, tightened all rocker box cover screws, cleaned and gapped spark and rotated spark plugs, checked magneto timing. Accomplished an engine with no leaks or and other discrepancies noted. See AD compliance record.

I certify that this Engine has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition.

David Birgmann A/P

Reg: N5006W

Date: 08/23/2022

Make: Lycoming

Model: O-320-D2A

S/N: L-4860.39

Tach: 2926.8

TSMOH: 2198.8

TTENG: 2926.8

Drained oil and removed oil filter. Replaced oil filter with a Tempest AA48110-2 oil filter. Serviced engine with 8 quarts Phillips 20w50w oil and one can "Avblend" oil additive. Performed an engine run with no leaks or any other discrepancies noted.

David Birgmann A/P

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Thoroughbred Aviation Maintenance, Inc.
Engine LOG

SOURCE:

ME or
OIA CA

Date: 09-17-2022

Shop Order: 22802

Reg No: N5006W

Aircraft: Piper PA-28 Serial No. 28-7 Tach. 2944.6

1. Removed propeller and cowling to access generator.
2. Removed broken bolt from crankcase for generator adjustment bracket. Installed new bolt and adjusted generator belt.
3. Installed and torqued propeller to 300 inch pounds.
4. All work was completed IAW Piper PA-28 AMM.

-----End-----

MAINTENANCE RELEASE

The aircraft and/or component identified was repaired in accordance with current FAA regulations and was found airworthy for return to service for the work performed.

"Pertinent" details of the repair are on file at this agency under Work Order: 228029 Date: 09/18/2022

Signed:

John Calvert

A&P

A

Log Book Entry

Date: November 5, 2022

Make: Piper

Model: PA-28-160

S/N: 28-7

Reg: N5006W

Tach: 2961.5

TTAF: 2961.5

- Removed and replaced generator in accordance with the Piper Service manual section XI Electrical Systems.
- Removed and replaced voltage regulator with part number VR300-15-35 in accordance with the Piper Service Manual Section XI Electrical Systems.
- Tested generator system in accordance with the Piper Service Manual Section XI Electrical Systems.

David Birgmann A/P [REDACTED] I/A

Logbook Entry

December 27, 2022

Reg: N5006W

Make: Lycoming

Model: O-360-D2A

Serial Number: L-4860-39

Tach Time: 2974.8

TTSMOH: 2246.8

TTENG: 2974.8

- Removed and replaced #1 cylinder due to low compression leakage past the piston rings with the cylinder overhauled G & N Aircraft, Inc. reference work order 024/75334 in accordance with the Lycoming overhaul manual.
- Service engine with 8 quarts Aeroshell 100w mineral oil.
- Performed an engine run with no leaks noted.

David Birgmann A/P [REDACTED] I/A

Section 3A: Engine Service and Maintenance Log

January 5, 2023

Logbook Entry

Reg: N5006W

Make: Lycoming Model: O-320-D2A Serial Number: L-4860-39
Tach Time: 2974.8 TTSMOH: 2246.8 ENGTT: 2974.8

- Performed an annual inspection of this engine in accordance with FAR 43 appendix D and the Piper Service Manual Inspection Checklist.
- Accomplished a compression check **10, 66, 78, 80**.
- Drained oil and replaced oil filter with a **Champion CH48110-1 oil filter.**
- Cut oil filter open and inspected with no discrepancies noted.
- Removed and replaced #1 cylinder due to low compression with a Lycoming cylinder kit part number 05K21101 in accordance with the Lycoming overhaul manual.
- Serviced engine with 8 quarts Phillips 20w50w Type M mineral oil.
- Replaced induction air filter with **"Brackett" part number BA-3 filter.**
- Accomplished an engine run with no leaks or and other discrepancies noted.

See AD compliance record.

I certify that this Engine has been inspected in accordance with an annual inspection and was determined to be in an airworthy condition.

David Birgmann A/P [REDACTED] I/A

Reg: N5006W

Date: 07/18/2023

Make: Lycoming

Model: O-320-D2A

S/N: L-4860-39

Tach: 756.6

TSMOH: 2295.4

TTENG: 3023.4

Drained oil and removed oil filter. Replaced oil filter with a Tempest AA48110-2 oil filter. Serviced engine with 8 quarts Phillips 20w50w oil and one can Avblend oil additive. Performed an engine run with no leaks or any other discrepancies noted.

David Birgmann A/P [REDACTED]

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TOTALS

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TOTALS

TOTALS
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January 15, 2024

Logbook Entry

Reg: N5006W Make: Lycoming Model: O-320-D2A Serial Number: L-4860-39
Tach Time: 3068.7 TTSMOH: 2340.7 ENGTT: 3068.7

- Performed an annual inspection of this engine in accordance with FAR 43 appendix D and the Piper Cherokee Service Manual (Part Number 753 586) Section III Inspection, using Table III-1 Inspection Report.
- Accomplished a compression check **72, 76, 72, 76.**
- Drained oil and replaced oil filter with a **Champion CH48110-1 oil filter.**
- Cut oil filter open and inspected with no discrepancies noted.
- Serviced engine with 8 quarts Phillips 20w50w Type M mineral oil.
- Replaced ignition harness with "New" Kelly Aerospace Harness Assembly part number KA12364 in accordance with the Piper Cherokee Service Manual (Part Number 753 586) section VIII Power Plant 8A-39 and 8A-40.
- Checked and timed magnetos in accordance with the Piper Cherokee Service Manual (Part Number 753 586) section VIII Power Plant 8-36 Magneto (Slick) with reference to Champion Aerospace Service Letter 4300/6300-74-20-001 Timing Inspection Information.
- Inspected exhaust system in accordance with the Piper Cherokee Service Manual (Part Number 753 586) section III Inspection 3-9 with reference to figures 3-1 and 3-2.
- Replaced cylinder #1 exhaust stack with a "New" Aerospace Welding part number A1754010-1.
- Replaced all exhaust gaskets with Lycoming part number 77611 using new hardware.
- Replaced all intake hoses with Lycoming part number 69603 and intake tube gaskets with part number 71973.
- Replaced oil filler tube dip stick gasket with Lycoming part number 72059.
- Replaced all oil return hoses with Lycoming part number STD-2180.
- Cleaned, inspected, and gapped all spark plugs in accordance with the Piper Cherokee Service Manual (Part Number 753 586) section VIII Power plant 8-42 through 8-44.
- Replaced induction air filter with "**Brackett**" part number **BA-3 filter.**
- Accomplished an engine run with no leaks or and other discrepancies noted.

See AD compliance record.

I certify that this Engine has been inspected in accordance with an annual inspection and was determined to be in an airworthy condition.

David Birgmann A/P [REDACTED] I/A

Reg: N5006W

Date: 05/20/2024

Make: Lycoming

Model: O-320-D2A

S/N: L-4860.39

Tach: 3123.0

TSMOH: 2395.0

TTENG: 3123.0

Drained oil and removed oil filter. Replaced oil filter with a Tempest AA48110-2 oil filter. Serviced engine with 8 quarts Phillips 20w50w oil and one can Avblend oil additive. Performed an engine run with no leaks or any other discrepancies noted.

Jahn Ashley Knight A/P [REDACTED]

RMED:

Reg: N5006W

Model: O-320-D2A
TTSMOH: 2440.3

Serial Number: L-4860-39
ENGTT: 3168.3

- See Airworthiness Directive Compliance Record.

I certify that this Engine has been inspected in accordance with a 100-hour inspection and was determined to be in an airworthy condition.

Ken Wells A/P

[illegible]

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ENG Log Book # 2

SEE Log Book # 3



The Standard

ENGINE LOG

ASA-SE-2

Manufacturer Lycoming

Model O-320-D2A

Serial L-4860-39

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 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.)

N#: NS006W
 Make: Lycoming
 Model: O-320-D2A
 S/N: L-4860-39

Date: February 6, 2018
 Tach: 1662.15
 TSMOH: 933.15

Performed Annual Inspection in Accordance with FAR 43 Appendix D. Ran engine and performed magneto RPM Drained oil and Removed oil filter screen and clean and inspected for debris, no debris found, re-installed screen. Serviced with 8qts of Phillips X/C20W-50 and 1 Pint of Avblend. Performed Compression Test Cyl1 75/80, Cyl2 76/80, Cyl3 74/80, Cyl4 75/80. Removed cleaned, gapped, tested, and rotated spark plugs and re-installed with new gaskets. Removed Leaking Crankshaft Plug, inspected internal crack shaft diameter found no defects at this time, then installed new STD-1211 plug. Installed Engine Oil Pre-Heater EZ-Heater (P/N: 270). Removed all engine baffle seal material and installed new TA8071 Black cowl seal material.

AD 70-16-05 Muffler Failure Complied with by Visual Inspection Next Due: 1712.15
 AD 98-02-08 to prevent Crankshaft Failure Next Due: 2-6-2023

"I certify this Engine has been inspected in accordance with an Annual Inspection and Determined to be in Airworthy Condition."

Bryan Thompson

AP [REDACTED] IA [REDACTED]

[REDACTED]

Y N#: N5006W
Make: Lycoming
Model: O-320-D2A
S/N: L-4860-39

Date: April 30, 2018
Tach: 1692.15
TSMOH: 963.15

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Ran engine then drained engine oil and collected oil sample. Removed oil screen cleaned and inspected for debris, no foreign debris noted at this time. Re-installed screen and serviced with 8qts. Phillips 20W-50. Ran engine performed leak check no leaks noted at this time.

Bryan Thompson
A&P

N#: N5006W
Make: Lycoming
Model: O-320-D2A
S/N: L-4860-39

Date: July 7, 2018
Tach: 1717.0
TSMOH: 988.0

Ran engine then drained engine oil and collected oil sample. Removed oil screen cleaned and inspected for debris, no foreign debris noted at this time. Installed spin on filter adapter P/N: LW-13904 and filter AA48110-2 and serviced with 8qts. Phillips 20W-50. Ran engine performed leak check no leaks noted at this time. Complied with AD62-26-06 Exhaust System Inspection performed visual inspection of exhaust system and found no cracks at this time. Next Due: 1767.0 Tach

Bryan Thompson
A&P

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.)

N#: N5006W
 Make: Lycoming
 Model: O-320-D2A
 S/N: L-4860-39

Date: September 15, 2018
 Tach: 1767.0
 TSMOH: 1038.0

Ran engine then drained engine oil and collected oil sample. Removed oil filter and inspected for debris, no foreign debris noted at this time. Installed new filter AA48110-2 and serviced with 8qts. Phillips 20W-50. Ran engine performed leak check no leaks noted at this time. Complied with AD62-26-06 Exhaust System Inspection performed visual inspection of exhaust system and found no cracks at this time. Next Due: 1817.0 Tach

Bryan Thompson
 A&P

YEAR
~~2019~~
 DATE
~~7-2-19~~

[illegible]

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.)

N#: N5006W

Make: Lycoming

Model: O-320-D2A

S/N: L-4860-39

Date: November 26, 2018

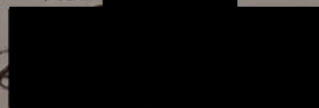
Tach: 1812.0

TSMOH: 1083.0

Ran engine then drained engine oil and collected oil sample. Removed oil filter and inspected for debris, no foreign debris noted at this time. Installed new filter AA48110-2 and serviced with 8qts. Phillips 20W-50. Ran engine performed leak check no leaks noted at this time. Complied with AD62-26-06 Exhaust System Inspection performed visual inspection of exhaust system and found no cracks at this time. Next Due: 1862.0
Tach

Bryan Thompson

A&P



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.)
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Date: January 28, 2019
 Make: Lycoming
 Model: O-320-E2A
 S/N: L-18992-27A

Reg: N5006W
 Tach: 1833.3
 ENTT: 1833.3
 TSMOH: 1124.30

Performed Annual inspection on Engine in accordance with FAR 43 Appendix D. Performed compression test and the results were as follows; Cyl#1 72/80, Cyl#2 68/80, Cyl#3 72/80, and Cyl#4 67/80. Removed cleaned, gapped and checked plug resistance, then rotated and re-installed spark plugs and torqued to 35ft.lbs. Replaced one missing baffle bolt and inspected all hardware for security. Checked and verified proper magneto timing. Performed AD research and verified compliance of applicable AD's thru FAA Bi-Weekly 2019-02.

"I certify this engine has been inspected in accordance with an Annual inspection and found to be in airworthy condition."

Bryan Thompson A/P [REDACTED] IA

[REDACTED]

YEAR 2019 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.)
2-27-19	1858.43			Ran engine, drained oil, took sample, removed filter, inspected for debris. No issues found. Installed new filter AA48110-2 and 7 qts of Phillips XC 20W50 oil. Torqued filter to 18 lb/ft. Ran engine and checked for leaks. No leaks found. Next due @ 1908.43 hours. This service was performed by owner. Dale Cragg # [REDACTED] 1149.43 SMOH

YEAR
2019
DATE
7-2-19

YEAR 2019 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.)
7-2-19	1905.25			Ran Engine, drained oil, took Sample, removed filter, inspected for debris. No issues found. Installed new filter AA48110-2 & 7 qts of Phillips XC 20W50 oil. torqued filter to 18 lb/ft No leaks found Next due @ 1955.25 This Service performed by owner Dale Crigger # [REDACTED] 1196.68 SMOH

YEAR 2019 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.)
9-7	1953			Ran Engine, changed oil, took sample, removed filter Inspected for debris, No issues found. Installed Tempest filter # AA48110-2 + 7 Qts of Phillips XC 20W50 oil Torqued filter to 16 1/4 ft. No leaks found Next due @ 2003 hrs This service performed by Owner Dale Crigger # [REDACTED] 1244 Hrs SNEW smoff

YEAR
2019
DATE

10/17

YEAR 2019 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.)
10/17	1996.6			Ran engine, changed oil, took sample, Removed filter, Inspected for debris, N.I.F.
				Installed Tempest oil filter PN AA48110-2 and 7 qts of Phillips XC20W50 oil Torqued filter to 18 lb/ft, Ran Engine No leaks found
				Next due @ 2046.6
				performed by Owner pilot Dale Crigger # [REDACTED]
				1287.6 SMOH [REDACTED]

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.)

November 08, 2019 Tach 2018.28 TTSN 2018.28 TSMOH 1289.28 Lycoming 0-320-D2A S/N L-4860-39

Conducted an annual inspection IAW FAR 43.13 Appendix D. Compression test results: 1) 75/80 2) 74/80 3) 75/80 4) 67/80. Verified Ignition timing set at 25 degrees BTC. Cleaned, gapped, and rotated spark plugs. Engine baffling checked for proper installation. All engine compartment wiring and hoses checked for security. Engine controls checked for proper adjustment and security.

Complied with the following reoccurring AD Notes;

AD98-02-08 Crankshaft Failure, PCW by inspection. Due again in 5 years at 02/06/2023.

Ran engine and performed leak check- No defects noted.

I certify this engine has been inspected IAW an **Annual inspection** and was determined to be in airworthy condition.

A&P _____ IA

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YEAR 2019 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.)
11/26	2041.27			Ran Engine, drained oil, took sample, removed filter, inspected for debris - N.I.F.
				Installed Tempest oil filter PN AA 48110-2 and 7 qts of Phillips XC 20W50 oil, Torqued filter to 18 ft/lb, ran Engine - No Leaks found
				Next due @ 2091.27
				performed by owner pilot Dale Crigger # [REDACTED] [REDACTED]
				1312.27 smott

YEAR 2019 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)
12-10	2046.12			Remove all Spark Plug, Clean, Gap and Test all, Test all Spark Plug heads Remove Inop Right Hand Magneto and Replace with OHV Bendix, Kelly Aerospace Model 54LN-20 Part number 10-51360-29 Serial number H 08132 Test Run Engine, All Magneto Checks Normal [REDACTED] RUSSELL SMOOT A&P [REDACTED] IA

YEAR 2020 DATE	RECOR TACH TIME
1-15	209

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tries.)

YEAR 2020 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.)
1-15	2091.9			Ran engine, drained oil, took sample, removed filter, Inspected for debris - N.I.F.
				Installed Tempest oil filter - P/N: AA48110-2 + 7 qts of Phillips XCZOW50.
				Torqued filter to 18 lb/ft, ran engine - No leaks found
				Next due @ 2141.9
				performed by owner pilot Dale Crisger # [REDACTED]
				1362.9 SMOH [REDACTED]

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.)

January 27, 2020 Tach 2114.5 TTSN 2114.5 TSMOH 1385.5 Lycoming 0-320-D2A S/N L-4860-39

Conducted an annual inspection IAW FAR 43.13 Appendix D. Compression test results: 1) 76/80 2) 79/80 3) 76/80 4) 74/80. Verified Ignition timing set at 25 degrees BTC. Cleaned, gapped, and rotated spark plugs. Engine baffling checked for proper installation. All engine compartment wiring and hoses checked for security. Engine controls lubricated and checked for proper adjustment and security.

Complied with the following reoccurring AD Notes;

AD98-02-08 Crankshaft Failure, PCW by inspection. Due again in 5 years at 02/06/2023.
Ran engine and performed leak check- No defects noted.

I certify this engine has been inspected IAW a 100 Hour inspection and was determined to be in airworthy condition.

[Redacted Signature] A&P [Redacted] IA

YEAR
2020
DATE
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entries.)

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proper

55 IA

YEAR 2020 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.)
2-16	2141.76			Ran Engine, drained oil, took Sample, removed filter, Inspected - No Issues Found
				Installed Tempest oil Filter P/N: AA48110-2, 7 qts of Phillips XC 20W50 + 1 bottle of AV Blend
				Torqued filter to 18 ft/lb, ran engine, no leaks found
				Next due @ 2191.
				performed by owner pilot Dale Crisger # [REDACTED]
				1412.76 SMOH

YEAR 2020 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)
3/8	2188.1			Ran Engine, drained oil, took sample, removed filter, Inspected - N.I.E.
				Installed temporary oil filter #AA48110-2, 17qts 20W50 XC, pint of AV Blend
				Torqued filter to 18 ft/lb, ran engine, No leaks found.
				Next due @ 2238.1 performed by owner pilot Dale Crigger H [REDACTED]
				1459.1 smoth

YEAR

DATE

April 02, 20

Conducted a
Verified Ign
installation.
adjustment a
Complied w
AD98-02-08
Ran engine a
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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.)

April 02, 2020 Tach 2205.2 TTSN 2205.2 TSMOH 1476.2 Lycoming 0-320-D2A S/N L-4860-39

Conducted an annual inspection IAW FAR 43.13 Appendix D. Compression test results: 1) 76/80 2) 74/80 3) 75/80 4) 67/80. Verified Ignition timing set at 25 degrees BTC. Cleaned, gapped, and rotated spark plugs. Engine baffling checked for proper installation. All engine compartment wiring and hoses checked for security. Engine controls lubricated and checked for proper adjustment and security.

Complied with the following reoccurring AD Notes;

AD98-02-08 Crankshaft Failure, PCW by inspection. Due again in 5 years at 02/06/2023.

Ran engine and performed leak check- No defects noted.

I certify this engine has been inspected IAW a **100 Hour inspection** and was determined to be in airworthy condition.

A&P [REDACTED] IA

YEAR 2020 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.)
4/14/20	2236.3			Ran engine, drained oil, took sample, removed filter, Inspected, N.I.F.
				Installed tempest filter p/n AA48110-2 7 qts Phillips x/c 20W50 and one pint of AV Blend
				Torqued filter to 18 ft/lb, ran engine No leaks found
				Next due at 2286.3 performed by owner/pilot Dale Cutter # [REDACTED]
				1503.7 Smolt

YEAR _____ DATE	PROFIT TAX TAX

May 8, 20

Ran engine
Installed T
Torqued f
Next Oil c

YEAR	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				

Ran engine, Drained oil, Took Soap Sample, Removed Filter, Inspected, N.I.F.
Installed Tempest Filter P/N AA48110-2, Added 7-quarts Phillips 20W-50 X/C oil and added 1-Pint Avblend.
Torqued filter to 18 lb-Ft, ran engine, No leaks found.
Next Oil Change Due at: 2336.9

A&P

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.)

May 14, 2020 Tach 2288.5 TTSN 2288.5 TSMOH 1559.5 Lycoming 0-320-D2A S/N L-4860-39

Conducted a 100-hour inspection IAW FAR 43.13 Appendix D. Compression test results: 1) 71/80 2) 70/80 3) 73/80 4) 78/80. Verified Ignition timing set at 25 degrees BTC. Cleaned, gapped, and rotated spark plugs. Engine baffling checked for proper installation. All engine compartment wiring and hoses checked for security. Engine controls lubricated and checked for proper adjustment and security.

Complied with the following reoccurring AD Notes;

AD98-02-08 Crankshaft Failure, PCW by inspection. Due again in 5 years at 02/06/2023.

Ran engine and performed leak check- No defects noted.

I certify this engine has been inspected IAW a 100 Hour inspection and was determined to be in airworthy condition.

[Redacted Signature]

A&P

[Redacted Stamp]

51

51



ENGINE LOG



PIPER AIRCRAFT CORP.,

LOCK HAVEN, PA.

Instructions for the Use of Log Book

1. This log must always accompany the engine to which it refers.
2. No pages shall be torn from Log Book. No erasures, and all entries to be made in ink.
3. Original entries shall be made and signed by manufacturer or seller. All other entries shall be made by Pilot, Chief Mechanic, or other competent person authorized to do so.
4. On journey, the pilot is responsible for carriage of Log Book and entries or omissions therein. Failure to do so will be considered a serious neglect of duty.
5. Before departure on journey, pilot is personally to ascertain that entries in log have been made are correct, and then sign certificate to the effect.
6. Special data such as manufacturers notes, test data, reconditioning, etc., should be affixed to stubs provided for that purpose in the back of this book.
7. CAA-18-1 Repair and Alteration forms listed on last page.
8. This log book shall be available and produced, on demand of anyone so authorized.

PIPER AIRCRAFT CORP.—LOCK HAVEN, PA., U. S. A.

ENGINE LOG

N *5006 W*
.....
License No.

MANUFACTURER { Name *Lycorning*
Address *Willisport Penna*

Model *0-320-D2A* H. P. *160* Serial No. *1-4860-39*

Stroke *3.875* Manifold Pressure { Normal

Bore *5.125* { Maximum

R.P.M. { Normal *2200* B.H.P. { Normal

{ Maximum *2200* { Maximum

Gear Reduction Ratio Rotation of Propeller

Certified Correct Date

OWNER..... { Name
Address

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

ENGINE LOG

REMARKS

SIGNATURE

2-27-63

TACK TIME 104.74 HRS

~~REPAIR~~ Insp. Completed This Date
Change Oil. Check GREENS Fuel & Oil
Clean & Set SPARK PLUGS INSP POINTS
Gen & STARTER brushes ENG. MOUNTS
& EKH SYSTEM AS PER PIPER SERVICE
LETTER 389 DATED Dec 11, 1962.

[REDACTED]

EKH

[REDACTED]

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

ENGINE LOG

REMARKS

SIGNATURE

This eng removed from paper P/A 28 because it has a bent crankshaft flange due to accident on ground Cherokee 62 W	
total time eng. [REDACTED] 43 hrs.	EH [REDACTED]

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

ENGINE LOG

REMARKS

SIGNATURE

18 Oct 63

Tack Time 872 hrs

Disassembled eng. Replaced crankshaft
 magnified all steel parts
 Reassembled with all new gaskets
 valvespect. installed in PA 28
 Serial # 28-7 with new type
 dyna. fuel eng. Mount. test flown
 for 1 1/2 hrs. It found to be
 airworthy. All eng. removed due to
 excessive time. This eng. had
 147 hrs. total time. Before
 installed in this A/C AT 872 hrs
 on tack. N5006W

ATP

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

ENGINE LOG

REMARKS

TACK Reads 899 HRS

SIGNATURE

12 Dec 63

Total Eng Time 174 HRS Since New.

~~Propeller~~ Prop completed this date.
 Reversed plugs cleaned Rev. Cam.
 eng. change oil check oil screen
 inspect gen & mag points, eng
 controls ect. Checked heater muffs.

I certify that this ^{Eng} aircraft has been inspected in
 accordance with a Periodic inspection and was deter-
 mined to be in airworthy condition."

Date 12/11/63 Tech reads 899 Total 899

Name [REDACTED] No. [REDACTED]

Inspection Authorization

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

REMARKS

SIGNATURE

2 MAR 64

T Tac 924:93 hrs

Changed oil tightened oil
Cooler fine at acc. case
I wash down eng.

H.P.

15 Aug 64

T. Tac 949 hrs

Changed oil

- 13 Nov. '64

T. Tac 984.70

- Oil changed

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

ENGINE LOG

REMARKS

TACK TIME 987:46

SIGNATURE

13 JAN 65

TOTAL ENG TIME 262:46 HRS

Loc hr Insp. Completed This date.
 Changed oil, cleaned screen, checked
 compression, installed new spark
 plugs, check mag points, starter
 & generator brushes, checked
 compression, inspecting main
 intake & exhaust system & prop
 All A.D. Notes C/A to this date

ATP#

ENG

Total aircraft time 262:46 hours

date 13 Jan 1965 I certify

that this aircraft has been inspected

in accordance with a periodic inspect-

ion and was determined to be in Air

worthy condition.

IA

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

NC

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

ENGINE LOG

REMARKS

TOTAL ENG TIME 346:09

SIGNATURE

1 Nov. 65

TACK TIME 1071:09

100 hr insp completed in
 Alw Piper insp report.
 cleaned Battery compartment and
 charged Battery & painted Batt
 Compartment. checked A. D. notes
 & service letters to this date.
 Replaced generator belt and crankshaft
 oil seal.

H+P

Total aircraft time 346:09 hours

date 2 Nov 1965 I certify

that this aircraft has been inspected
 in accordance with a periodic inspect-
 ion and was determined to be in air-
 worthy condition.

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable

ENGINE LOG

REMARKS

SIGNATURE

2 June 1967

100 hr. insp. completed this date - Engine inspected, all controls checked - Carburetor air
 key repaired - front exhaust stack repaired -
 Exhaust gaskets replaced in #1 & #2 cylinders
 a D note - 66-574 C/W - ~~#1 & #2~~
 modification of Marvel Schebler a/c carburetor
 Marvel service letter A1-66. #4, lower spark
 plug lead replaced. 2 spark plugs cleaned and
 regapped. Starter overhauled. Electrical
 system inspected - Wiring checked, all
 applicable A D notes C/W. Compressor
 check #1 - 100, #2 - 110, #3 - 110, #4, 110.
 Exhaust + heater system checked - carburetor
 air key repaired - Oil changed. Prop. Refinished.

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

NC

[illegible]

TOTAL TIME	1:10:10
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NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

ENGINE LOG

OCT 31 68

REMARKS

T. Tax 1233:55

SIGNATURE

100 hr. insp. completed in A/W pipe service report and found to be airworthy. Replaced spark plugs. Replaced fuel pump hose seal (electric). Replaced carb air inlet hose. Staked bushing in carb heat box installed plate over on prop spinner. Tightened oil cooler lines. Tightened generator bolt. Insulated throttle and carb. heat cables from strut fitting

[REDACTED]

118 p

I certify that this Fig 508,55 [REDACTED] has been inspected in accordance with a ANWIP inspection and was determined to be in airworthy condition.

[REDACTED]

F A

10-31-68

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

ENGINE LOG

REMARKS

SIGNATURE

3/16/70

~~Annual~~ inspection comp. this date. Engines cleaned & inspected. All controls insp. Carburetor & carburetor air box checked. New carburetor air filter element installed. Oil changed. All screws cleaned. Magneto's & timing checked. 5 spark plugs cleaned & regapped. Generator overhauled. Voltage regulator repaired. All applicable & notes of U. Compression checks #1 7 5/80, #2 7 1/50, #3 7 4/80, #4 7 3/50 -

Replaced Rocker box cover gaskets.

I CERTIFY THAT THIS ^{ENG} AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.
DATE 3-16-70 TIME IN SERVICE 1266:58 TAC

541,59 TT

NAME

NO.

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

ENGINE LOG

REMARKS

SIGNATURE

8-11-74 Tech Rdy 1359.0 hrs. This
 powerplant has been inspected by A/C a
 100 hr. inspection and is airworthy.

A/C

TOTAL TIME ON AIRCRAFT SINCE NEW	1359.0 HRS
TOTAL TIME ON ENGINE SINCE NEW	634.0 HRS

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

Engine Serial

N C

Date		R. P. M.		Ground Time		Air Time		Total Time	
Year	Mo. Day	Ground	Air	Hrs.	Min.	Hrs.	Min.	Hrs.	Min.
2012	June 1	1359.5	Tac 634.5	TT		AD63-23-02	N/A	has 1/2" Ex Valve	
		AD96-09-10	C1	N/A	by P/W of original oil pump gears which are installed, AD98-02-08 by visual inspection of inside diameter of Crankshaft: No pits found - due again in 5 years.				
		AD2004-10-14	No prop strike recorded: due upon prop strike						
		Installed MS Carb	MAHSPA	P/N 10-3678-32					
		S/N R-A41907	after OVERHAUL, Work done by						
		Volare Carb LLC	CRS V24R156B	7-25-08.					
		New Paper Induction Air Filter, AD84-26-02	due ea						
		100hr/Annual. Bendix Magns S4LN-20	S/N 793439 and						
		S4LN-21	S/N 785349 = AD82-20-01	NA/Time in service,					
		AD74-26-09	NA/No Sintered Iron Bushings. AD94-01-03	R					
		P/W has New Type Coils & Rotors. AD94-06-09	Capacitor						
		N/A Date, AD2005-12-06/96-12-07/78-09-07	R3 Impulse N,						
		100hr Insp. completed, found suitable for return to service							
		TOTAL TIME							

NOTICE:—Making false entries in this book is a violation of the Civil Air Regulations, Title 49, Chapter I, Part 1, Section 1.1, punishable by

ENGINE LOG

S&S AVIATION



N5006W Engine Logbook Entry

Make: Lycoming Model: O-320-D2A S/N L-4860-39

Tach: 1360.3 TTSN: 631.3

The following work was completed in accordance with the PA-28 service manual and all applicable FAR's unless otherwise noted.

1. **ANNUAL INSPECTION** as required by FAR 91.409(a) completed this date in accordance with Piper Cherokee Service Manual Table III-1 and FAR 43 App. D.
2. Cylinder Compression are (1) 70/80 (2) 68/80 (3) 62/80 (4) 68/80.
3. Drained oil and removed oil screen. Cleaned and inspected oil screen. Sat. Serviced engine with 7 qts. Aeroshell 100W. Ran engine and inspected for leaks. None found.
4. Removed and reinstalled #3 cylinder after thorough inspection of the internal steel with no abnormalities. Honed cylinder and reassembled with new rings and seals.
5. Removed and replaced tail pipe with new.
6. Adjusted idle to 700 RPM
7. There are no recurring AD's due at this time.
8. There are no new or recurring ADs at this time.
 - a. 96-09-10C By removing and replacing oil pump body and gears with new p/n's AEL18109 & AEL18110.
 - b. 2004-10-14C By removing and replacing Crank Gear with a unit overhauled. Installed new STD-2213 bolt and locktag. Torqued to 204 in-pounds.

I certify that I have inspected this engine as described above and find it to be in an airworthy condition.

Signed

Cert. No. A&P [REDACTED] IA Date 15 Nov., 2012

1 of 1

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalties.

NC

TOTAL TIME

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

ENGINE LOG

REMARKS

SIGNATURE

November 20, 2013

Removed Cover & cleaned engine as needed. Replaced oil screen from back of engine, inspected, cleaned, & reinstalled with new gasket. Did not clean spark plugs or check compression. Mag drop 100 to 125#. Engine running well. Checked all fuel & oil hoses. Checked exhaust system. Tested engine controls for freedom of movement & range. Cleaned gascolator.

I certify that this ^{Engine} aircraft has been inspected in accordance with Annual inspection and was determined to be in airworthy condition.

Hobbs/Tack Time: 1355.80 Hr. Total Time: 1355.80 Hr.

Luther S. Hawley 

 IA

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

NC

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

ENGINE LOG

S&S AVIATION



N5006W Engine Logbook Entry

Make: Lycoming Model: O-320-D2A S/N L-4860-39

Tach: 1428.2 TSMO: ~~1428.2~~ 5

699.2

TURE

The following work was completed in accordance with the PA-28 service manual and all applicable FAR's unless otherwise noted.

1. Removed and replaced fuel pump with new AF-15472.

Signed

No. A&I

Date 30 Sept., 2014

1 of 1

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

N C

TOTAL TIME

TOTAL TIME	
NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.	

ENGINE LOG

S&S AVIATION



N5006W Engine Logbook Entry

Make: Lycoming Model: O-320-D2A S/N L-4860-39

Tach: 1441.9 TSMO: 712.9

The following work was completed in accordance with the PA-28 service manual and all applicable FAR's unless otherwise noted.

1. **ANNUAL INSPECTION** as required by FAR 91.409(a) completed this date in accordance with Piper Cherokee Service Manual Table III-1 and FAR 43 App. D.
2. Cylinder Compression are (1) 72/80 (2) 74/80 (3) 74/80 (4) 70/80.
3. Drained oil and removed oil filter. Disassembled and inspected oil filter Sat. ~~Installed and certified new AA48110 filter.~~ Serviced engine with 7 qts. Aeroshell 100W. Ran engine and inspected for leaks. None found.
4. Removed and replaced (4) valve cover gaskets with new RG-75906
5. There are no new or recurring AD's at this time.

I certify that I have inspected this engine as described above and find it to be in an airworthy condition.

Signed

Cert. No. A&P [REDACTED] IA Date 7 Nov., 2014

1 of 1

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

NC

TOTAL TIME

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

S&S AVIATION



N5006W Engine Logbook Entry

Make: Lycoming Model: O-320-D2A S/N L-4860-39

Tach: 1474.9 TSMO: 745.9

The following work was completed in accordance with the PA-28 service manual and all applicable FAR's unless otherwise noted.

1. Removed and replaced #3 cylinder with overhauled unit as supplied by Harrison Engine Services (CRS#LR2988K) on work order 66181.
2. Installed using new piston p/n 14D23912, ring kit p/n SL5401-SC and seals.
3. Removed and replaced rear exhaust pipe with serviceable unit.
4. Retimed mags to 25° BTC

Signed
2015

A&P [redacted] IA Date 25 Mar.

1 of 1

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

NC

TOTAL TIME[illegible]

ENGINE LOG

S&S AVIATION



N5006W Engine Logbook Entry

Make: Lycoming Model: O-320-D2A S/N L-4860-39

Tach: 1474.9 TSMO: 745.9

The following work was completed in accordance with the PA-28 service manual and all applicable FAR's unless otherwise noted.

1. Removed and replaced muffler with new 99482-00.

Signed [REDACTED] Cert. No. A&P [REDACTED] IA Date 5 July, 2015

1 of 1

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1930, punishable by Civil Penalty.

Engine Serial

N C

S&S AVIATION



N5006W Engine Logbook Entry

Make: Lycoming Model: O-320-D2A S/N L-4860-39
Tach: 1518.0 TSMO: 788.0

Total Time
rs. Min.

The following work was completed in accordance with the PA-28 service manual and all applicable FAR's unless otherwise noted.

1. Performed dynamic balance of engine and propeller per Aces System manual 1000-OM-01. Report attached.

Signed

Cert. No. A&I

Date 31 July, 2015

1 of 1

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

S&S AVIATION



N5006W Engine Logbook Entry

Make: Lycoming Model: O-320-D2A S/N L-4860-39

Tach: 1520.3 TSMO: 790.3

The following work was completed in accordance with the PA-28 service manual and all applicable FAR's unless otherwise noted.

1. Removed and replaced carburetor with MA-4SPA p/n 10-5135 as overhauled by Marvel-Schebler Aircraft Carburetors (CRS#V24R156B) on work order B179.

Signed _____

Cert. No. A&P [REDACTED] IA Date 2 Aug., 2015

1 of 1

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

Engine Serial

N C

Date

Year
Mo. I**S&S AVIATION****N5006W Engine Logbook Entry**

Make: Lycoming Model: O-320-D2A S/N L-4860-39

Tach: 1530.2 TSMO: 801.2

The following work was completed in accordance with the PA-28 service manual and all applicable FAR's unless otherwise noted.

1. **ANNUAL INSPECTION** as required by FAR 91.409(a) completed this date in accordance with Piper Cherokee Service Manual Table III-1 and FAR 43 App. D.
2. Cylinder Compression are (1) 78/80 (2) 78/80 (3) 78/80 (4) 74/80.
3. Drained oil and removed oil filter. Disassembled and inspected oil filter Sat. Installed and saftied new AA48110 filter. Serviced engine with 7 qts. Aeroshell 100W. Ran engine and inspected for leaks. None found.
4. Removed and replaced ignition harness with serviceable unit.
5. Removed and replaced #3 valve cover gasket with new 75906.
6. Removed and replaced left magneto with overhauled p/n 10-51360-37 s/n 983456 as supplied by Quality Aircraft Accessories (CRS#QYIR334Y) on WO 009219.
7. There are no recurring AD's at this time.
8. The following new AD has been evaluated:
 - a. 2015-02-07 Verified N/A, no governor installed.

I certify that the engine described above and find it to be in an airworthy condition.

Signed

Cert. No. A&P

IA

Date 16 Nov. 2015

1 of 1

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

12/23/2016 N5006W Lycoming O-320-D2A Serial # L-
4860-39 Tach 1615.0 743.0 TTENG Annual Inspection

Changed oil and checked screen. No defects noted. Compression #1 78/80, #2 75/80, #3 76/80, #4 76/80. Installed new oil cooler hoses. Complied with AD 98-02-08 To prevent crankshaft failure by inspection. No defects noted. Due in 5 years. Complied with AD 2005-12-06 Bendix magneto impulse coupling by inspection. No defects noted. Due in 500 hours. Cleaned and gapped spark plugs. Lubed engine controls. Inspected exhaust and exhaust muffler. I certify that this engine has been inspected in accordance with an Annual inspection and found to be airworthy at this time.

Richard C. Pahnke

IA

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty

NC

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

N5006W

Engine Maintenance Records

Crankshaft Replacement Due to Ground Strike

Engine

Make: Lycoming

Model: O-320-D2A

Serial Number: L-4860-39

Date of Repair: 10/18/1963

Engine Total Time: 147.0

ENGINE LOG

REMARKS

SIGNATURE

This eng. removed from Piper
PA 28 because it has a
bent crankshaft-flange due to accident on ground
Cherokee 62 W
total time eng. [redacted] EH [redacted]
43 hrs

ENGINE LOG

REMARKS

SIGNATURE

18 Oct 63 Tack Time 872 hrs
Disassembled eng. Replaced crankshaft
magnafloxed all steel parts
Reassembled with all new gaskets
valves installed on PA 28
Serial # 28-7 with new type
cyls. facal eng. thought test flown
for 1/2 hr. A found to be
airworthy at eng. removed due to
ed casing. Time of this eng. had
147 hrs. total time. Rebuilt
installed in this A/C AT 872 hrs
on tack. N5006W

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

Date of Repair: 10/18/1963

Engine Total Time: 147.0

ENGINE LOG

REMARKS

SIGNATURE

This eng Removed from Piper
PA 28 because it has a
bent crankshaft-flange due to accident on ground
Cherokee 62 W
total time eng. [REDACTED] EH [REDACTED]
43 hrs

ENGINE LOG

REMARKS

SIGNATURE

18 Oct 63 Tack Time 872 hrs
Disassembled eng Replaced crankshaft
magnified all steel parts
Reassembled with all new gaskets
valves installed in PA 28
Serial # 28-7 with new type
mount test flown

ENGINE LOG

REMARKS

SIGNATURE

18 Oct 63

Tack Time 872 hrs

Disassembled eng. Replaced crankshaft
magnified all steel parts
Reassembled with all new gaskets
valves installed in P#28
Serial # 28-7 with new type
dyna. focal eng. Mount test flown
for 1 1/2 hrs. Found to be
airworthy at eng. Remained due to
ed casing time. This eng. had
147 hrs. total time. Rebuilt
installed in this A/C AT 872 hrs
on tack. N5006W

ATP