

ENGINE LOG N5276W, Lycoming O-320, L23167-21

December 14, 2021 TACH 672.4 HOBBS 210.7 TTAF 6026.2

RK

Last Magneto inspection at 489 tach. Magneto 500 hour service inspection due at 989 hours by tach time. AD 98-02-08 inspection per Lycoming SB 505 completed with pictures of record Due at OH or December 2025. No corrosion found, internal crank is very clean

Disassembled cowl for 100 hour inspection, & service.

Cleaned engine, inspected and addressed minor issues such as cracked baffle, loose wiring and loose hoses. Timed Magnetos. Cleaned and gapped all plugs. Completed inspection using Piper PA28 series checklist, equipment ICA, and AD requirements. Cleaned fuel screens and changed filters. Checked control movement and security. Compression #1 79/80 #2 68/80 #3 77/80 #4 78/80. Drained oil and refilled with Phillips X/C 25-W 50 and xtreme. Changed oil filter. No spectrometric oil sample this date. Sealed upper and lower case splits at seepage areas.

Checked ADS through December 2021. None due this time. I certify that this engine has been inspected in accordance with a 100 hour inspection pursuant to part 43, appendix D, Piper PA28 maintenance manual inspection checklist, and found to be in airworthy condition.

Dale Whelan, A&P

P. Douglas Combs, A&P

ENGINE LOG N5276W, Lycoming O-320, L23167-21

January 7, 2022 TACH 695.7 HOBBS 238.6

Engine miss reported. Found #3 spark plugs fouled (Wet). Lower plug UREM 37R, Upper plug UREM 40E. Installed Upper UREM 38B, Lower UREM 38S. Engine run satisfactory.

Installed Real gasket on Dipstick housing to address loosening/overtight. Test flight, no leak in operation.

Dale Whelan, A&P

P. Douglas Combs, A&P

Replacement Regulator entry in error
See AIRFRAME Log.

SUB-TOTALS this page

TOTALS—Carry forward to next page