

				TOTALS brought forward from previous page
				November 17 th , 2016 N57355 Lycoming IO-360-C1C S/N: L-11510-51A Tach: 8337.44 Hobbs: 2625.6
				Removed Lycoming IO-360-C1C S/N: L-11510-51A and sent to One Stop Aviation Inc for overhaul.
				Installed overhauled Lycoming IO-360-C1C S/N: L-26081-51A. See work order # [REDACTED].
				Work Order # [REDACTED] is on file at: One Stop Aviation Inc
				FAA Repair Station # [REDACTED]
				[REDACTED]
				Oceanside, CA 92058-1340
				This engine has 342 hours since new. Total time is now 342 hours.
				Operational check performed. No abnormalities noted at this time. All AD's complied with to date.
				All work was performed in accordance with all current applicable service manuals. ATP Navigator
				revision date: 11-15-2016. I certify this installation has been performed in accordance with current
				federal aviation regulations and has been found airworthy to return to service.
				George Oesterreich [REDACTED] A/P [REDACTED]

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.)	ations number of entries.)
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MAINTENANCE RELEASE

10/27/2016

Converted the AEIO-360-A1D to IO-360-C1C According to Parts Catalog PC-406-2. Removed Aerobatic Kit & exchanged the following parts: Intake Pipes (1) LW10481 (1)79002, (1) LW 10483, (LW 10484, (1) LW 12754 Oil Sump, (1) LW 10409 Injection, (2) LW 12098-0-140, (2) LW 12098-0-200 Injector Lines. Stamped Data Plate according to SI 1304J. All work performed according to overhaul manual and all provisions of FAR 45.13 adhered to. Engine Ok to Return to Service.

Work Order # 29626 on file at One Stop Aviation, Inc.
FAA Repair Station # [REDACTED]
Oceanside, CA 92058-1340

Model # IO-360-C1C

Serial # L-26081-51A

Authorized Representative [REDACTED]

342 Since New

342 Total Time

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																																																																							
				TOTALS brought forward from previous page																																																																							
				November 17th, 2016 N57355 Lycoming IO-360-C1C S/N: L-26081-51A Tach: 8337.44 Hobbs: 2625.6 Complied with an Annual inspection per the Piper PA-28R-200 MM section 3, table 111-2. Lubricated and serviced engine per the Piper PA-28R-200 MM section 2, pages 1E19-1F4. Also referenced the Lycoming IO-360-C1C service manual section 5-20-03. All AD's complied with listed below. All work was performed in accordance with all current applicable service manuals. ATP Navigator revision date: 11-15-2016. I certify this engine has been inspected in accordance with an Annual inspection under current federal aviation regulations and has been found airworthy for return to service. George Oesterreicher [REDACTED] A/P [REDACTED]																																																																							
				AD Notes complied with at Repair: DATE <u>12/21/16</u> MODEL # <u>Lycoming AEIO-360-A1D</u> SERIAL # <u>L-26081-51AC</u> WO # <u>23439</u> <table border="1"> <thead> <tr> <th>AD NUMBER</th> <th>DESCRIPTION</th> <th></th> <th>METHOD OF COMPLIANCE</th> <th>SIGN-OFF</th> </tr> </thead> <tbody> <tr> <td>75-08-09</td> <td>OIL PUMP DR SHAFT</td> <td>SB 381B SB 385C</td> <td>N/A by S/N</td> <td rowspan="18">[REDACTED]</td> </tr> <tr> <td>78-23-10</td> <td>F/I</td> <td></td> <td>N/A by P/N</td> </tr> <tr> <td>79-04-05</td> <td>F/I</td> <td></td> <td>N/A by P/N</td> </tr> <tr> <td>80-06-05</td> <td>SLICK MAGS</td> <td></td> <td>N/A by P/N</td> </tr> <tr> <td>84-13-05</td> <td>REDESIGNED CRANKSHAFT</td> <td></td> <td>N/A by S/N</td> </tr> <tr> <td>90-04-06 R1</td> <td>PROP GOVERNOR LINE</td> <td></td> <td>P/C/W</td> </tr> <tr> <td>92-12-05</td> <td>PISTON PIN</td> <td>SB 501</td> <td>N/A by P/N</td> </tr> <tr> <td>96-23-03</td> <td>FUEL PUMP</td> <td>SB 525</td> <td>N/A by MFG</td> </tr> <tr> <td>97-15-11</td> <td>LYCOMING CYLINDER KITS</td> <td>SB 527</td> <td>N/A by P/N</td> </tr> <tr> <td>98-02-08</td> <td>CRANKSHAFT</td> <td></td> <td>N/A by Constant Speed</td> </tr> <tr> <td>2004-10-14</td> <td>CRANK GEAR</td> <td></td> <td>C/W @ Repair Gear Mod P/C/W</td> </tr> <tr> <td>2009-02-03</td> <td>F/I SERVO</td> <td></td> <td>P/C/W</td> </tr> <tr> <td>2012-03-08</td> <td>AFS</td> <td></td> <td>N/A BY MFG</td> </tr> <tr> <td>2012-19-01</td> <td>CRANKSHAFT</td> <td></td> <td>N/A by no provisions</td> </tr> <tr> <td>2015-19-07</td> <td>Fuel Inj Lines</td> <td></td> <td>C/W @ Repair</td> </tr> </tbody> </table> BI-WEEKLY AD'S CHECKED THROUGH 20 [REDACTED] SB's complied with at repair: [REDACTED] <table border="1"> <tbody> <tr> <td>2004-10-14</td> <td>PROPELLER STRIKE</td> <td>SB 533A SB 475</td> <td>C/W SB 533A & SB 475</td> <td>[REDACTED]</td> </tr> </tbody> </table>	AD NUMBER	DESCRIPTION		METHOD OF COMPLIANCE	SIGN-OFF	75-08-09	OIL PUMP DR SHAFT	SB 381B SB 385C	N/A by S/N	[REDACTED]	78-23-10	F/I		N/A by P/N	79-04-05	F/I		N/A by P/N	80-06-05	SLICK MAGS		N/A by P/N	84-13-05	REDESIGNED CRANKSHAFT		N/A by S/N	90-04-06 R1	PROP GOVERNOR LINE		P/C/W	92-12-05	PISTON PIN	SB 501	N/A by P/N	96-23-03	FUEL PUMP	SB 525	N/A by MFG	97-15-11	LYCOMING CYLINDER KITS	SB 527	N/A by P/N	98-02-08	CRANKSHAFT		N/A by Constant Speed	2004-10-14	CRANK GEAR		C/W @ Repair Gear Mod P/C/W	2009-02-03	F/I SERVO		P/C/W	2012-03-08	AFS		N/A BY MFG	2012-19-01	CRANKSHAFT		N/A by no provisions	2015-19-07	Fuel Inj Lines		C/W @ Repair	2004-10-14	PROPELLER STRIKE	SB 533A SB 475	C/W SB 533A & SB 475	[REDACTED]
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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
				TOTALS brought forward from previous page

June 08th, 2017 N57355 Lycoming IO-360-C1C S/N: L-26081-51A Tach: 8533.66 Hobbs: 2861.0

Complied with an annual inspection per the Piper PA-28R-200 MM section 3, table 111-2.

Lubricated and serviced aircraft per the Piper PA-28R-200 MM section 2, pages 1E19-1F4.

Additionally, referenced the Lycoming IO-360-C1C service manual, section 5-20-03.

Drained oil. Removed, inspected and replaced oil filter CH-48103-1 with new. Cleaned and inspected oil suction screen. Inspected magnetos for timing, security of installation and oil leaks.

Compression check as follows: #1 76/80, #2 74/80, #3 77/80, #4 74/80.

Cleaned, gapped, inspected and rotated spark plugs. Replaced #2 and #3 spark plug with new.

Removed and replaced with new Brackett Air Filter BA-10. Cleaned gascolator and fuel screens.

Solvent washed engine. Lubricated engine controls and verified full range of motion.

Operational check performed. No abnormalities noted at this time.

All AD's complied with. All work was performed in accordance to all current applicable service manuals. ATP Navigator revision date: 05-15-2017. I certify this engine has been

inspected in accordance to an annual inspection under current Federal Aviation Regulations

and has been found airworthy for return to service.

George Oesterreicher

[illegible]

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
				TOTALS brought forward from previous page

September 14th, 2017 N57355 Lycoming IO-360-C1C S/N: L-26081-51A Tach: 8634.46 Hobbs: 2979.4

Complied with a 100-hour inspection per the Piper PA-28R-200 MM section 3, table 111-2.

Lubricated and serviced aircraft per the Piper PA-28R-200 MM section 2, pages 1E19-1F4.

Additionally, referenced the Lycoming IO-360-C1C service manual, section 5-20-03.

Drained oil. Removed, inspected and replaced oil filter CH-48103-1 with new. Cleaned and inspected oil suction screen. Inspected magnetos for timing, security of installation and oil leaks.

Compression check as follows: #1 76/80, #2 76/80, #3 76/80, #4 74/80.

Cleaned, gapped, inspected and rotated spark plugs.

Removed and replaced with new Brackett Air Filter BA-10. Cleaned gascolator and fuel screens.

Solvent washed engine. Lubricated engine controls and verified full range of motion.

Operational check performed. No abnormalities noted at this time.

All AD's complied with. All work was performed in accordance to all current applicable service manuals. ATP Navigator revision date: 08-15-2017. I certify this engine has been inspected in accordance to an annual inspection under current Federal Aviation Regulations and has been found airworthy for return to service.

George Oesterreicher

A/P

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Page No. _____				DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	
				TOTALS brought forward from previous page

Complied with a 100-hour inspection per the Piper PA-28R-200 MM section 3, table 111-2.

Lubricated and serviced engine per the Piper PA-28R-200 MM section 2, pages 1E19-1F4.

Additionally, referenced the Lycoming IO-360-C1C service manual, section 5-20-03.

Drained oil. Removed, inspected and replaced oil filter CH-48103-1 with new. Cleaned and inspected oil suction screen. Inspected magnetos for timing, security of installation and oil leaks.

Compression checks as follows: #1 76/80, #2 75/80, #3 75/80, #4 74/80.

Cleaned, gapped, inspected and rotated spark plugs.

Removed and replaced with new Brackett Air Filter BA-10. Cleaned gascolator and fuel screens.

Solvent washed engine. Lubricated engine controls and verified full range of motion.

Operational check performed. No abnormalities noted at this time.

All AD's complied with to date. All work was performed in accordance to all current applicable service manuals. ATP Navigator revision date: 01-15-2018. I certify this engine has been inspected in accordance to a 100-hour inspection under current Federal Aviation Regulations and has been found airworthy for return to service.

George Oesterreicher

N 57355

Tach 8896.0

ENG LOG

Apr. 12, 2018

A/P

Compression test: #1 = 77, #2 = 78,
#3 = 77, #4 = 76. Changed oil + filter.

Add. 7 gts Aeroshell W100 + CHF 48110-1.

Cut open old filter. No metal. Clean

and tested all spark plugs. Borescope

all cylinders. Adjusted mag timing to 20° BTDC. Replaced seals on #4 induction tube. Replaced all spark plugs. Bore scope

operation. Ran up, checked engine
with solvent. Checks good. Washed engine
Cowled.

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
				TOTALS brought forward from previous page
				May 23 rd , 2018 N57355 Lycoming IO-360-C1C S/N: L-26081-51A Tach: 8935.29 Hobbs: 3333.5
				Complied with an annual inspection per the Piper PA-28R-200 MM section 3, table 111-2.
				Lubricated and serviced engine per the Piper PA-28R-200 MM section 2, pages 1E19-1F4.
				Additionally, referenced the Lycoming IO-360-C1C service manual, section 5-20-03.
				Drained oil. Removed, inspected and replaced oil filter CH-48110-1 with new. Cleaned and
				inspected oil suction screen. Inspected magnetos for timing, security of installation and oil leaks.
				Compression checks as follows: #1 72/80, #2 76/80, #3 70/80, #4 78/80.
				Cleaned, gapped, inspected and rotated spark plugs.
				Removed and replaced with new Brackett Air Filter BA-10. Cleaned gascolator and fuel screens.
				Solvent washed engine. Lubricated engine controls and verified full range of motion.
				Operational check performed. No abnormalities noted at this time.
				All AD's complied with to date. All work was performed in accordance to all current applicable
				service manuals. ATP Navigator revision date: 05-15-2018. I certify this engine has been
				inspected in accordance to an annual inspection under current Federal Aviation Regulations
				and has been found airworthy for return to service.
				George Oesterreicher [Redacted Signature] A/P [Redacted Name]
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DESCRIPTION OF WORK PERFORMED—
SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME

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November 7th, 2018 N57355 Lycoming IO-360-C1C S/N: L-26081-51A Tach: 9035.5 Hobbs: 3451.5

Complied with an annual inspection per the Piper PA-28R-200 MM section 3, table 111-2.

Lubricated and serviced engine per the Piper PA-28R-200 MM section 2, pages 1E19-1F4.

Additionally, referenced the Lycoming IO-360-C1C service manual, section 5-20-03.

Drained oil. Removed, inspected and replaced oil filter CH-48110-1 with new. Cleaned and inspected oil suction screen. Inspected magnetos for timing, security of installation and oil leaks.

Compression checks as follows: #1 75/80, #2 74/80, #3 74/80, #4 68/80.

Cleaned, gapped, inspected and rotated spark plugs.

Removed and replaced with new Brackett Air Filter BA-10. Cleaned gascolator and fuel screens.

Solvent washed engine. Lubricated engine controls and verified full range of motion.

Operational check performed. No abnormalities noted at this time.

All AD's complied with to date. All work was performed in accordance to all current applicable service manuals. ATP Navigator revision date: 10-15-2018. I certify this engine has been inspected in accordance to an annual inspection under current Federal Aviation Regulations and has been found airworthy for return to service.

George Oesterreicher

A/P

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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
				TOTALS brought forward from previous page
June 11th, 2019 N57355 Lycoming IO-360-C1C S/N: L-26081-51A Tach: 9132.5 Hobbs: 3566.9 Complied with an annual inspection per the Piper PA-28R-200 MM section 3, table 111-2. Lubricated and serviced engine per the Piper PA-28R-200 MM section 2, pages 1E19-1F4. Additionally, referenced the Lycoming IO-360-C1C service manual, section 5-20-03. Drained oil. Removed, inspected and replaced oil filter CH-48110-1 with new. Cleaned and inspected oil suction screen. Inspected magnetos for timing, security of installation and oil leaks. Compression checks as follows: #1 70/80, #2 72/80, #3 75/80, #4 74/80. Cleaned, gapped, inspected and rotated spark plugs. Removed and replaced with new Brackett Air Filter BA-10. Cleaned gascolator and fuel screens. Solvent washed engine. Lubricated engine controls and verified full range of motion. Idle adjusted to 850rpm static. Operational check performed. No abnormalities noted at this time. All AD's complied with to date. All work was performed in accordance to all current applicable service manuals. ATP Navigator revision date: 05-15-2019. I certify this engine has been inspected in accordance to an annual inspection under current Federal Aviation Regulations and has been found airworthy for return to service. George Oesterreicher 				
				SUB-TOTALS this page
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				TOTALS brought forward from previous page
				September 2 nd , 2020 N57355 Lycoming IO-360-C1C S/N: L-26081-51A Tach: 9332.15 Hobbs: 3804.6
				Complied with an annual inspection per the Piper PA-28R-200 MM section 3, table 111-2.
				Lubricated and serviced engine per the Piper PA-28R-200 MM section 2, pages 1E19-1F4.
				Additionally, referenced the Lycoming IO-360-C1C service manual, section 5-20-03.
				Drained oil. Removed, inspected and replaced oil filter CH-48110-1 with new. Cleaned and
				inspected oil suction screen. Inspected magnetos for timing, security of installation and oil leaks.
				Compression checks as follows: #1 64/80, #2 70/80, #3 67/80, #4 65/80.
				Cleaned, gapped, inspected and rotated spark plugs.
				Removed exhaust and sent to overhaul at Custom Aircraft Parts.
				Installed overhauled exhaust with new installation hardware.
				Removed and replaced with new #1-#4 oil return line couplers. P/N:STD1821.
				Removed and replaced with new Brackett Air Filter BA-10. Cleaned gascolator and fuel screens.
				Solvent washed engine. Lubricated engine controls and verified full range of motion.
				Operational check performed. No abnormalities noted at this time.
				All applicable AD's complied with to date. All work was performed in accordance to all current
				service manuals. ATP Navigator revision date: 08-15-2020. I certify this engine has been
				inspected in accordance to an annual inspection under current Federal Aviation Regulations
				and has been found airworthy for return to service.
				George Oesterreicher
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OIL RETURN
COUPLER

OIL RETURN COUPLER

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	
				TOTALS brought forward from previous page

September 15th, 2021 N57355 Lycoming IO-360-C1C S/N: L-26081-51A Tach: 9532.74 Hobbs: 4004.6

Complied with an annual inspection per the Piper PA-28R-200 MM section 3, table 111-2.

Lubricated and serviced engine per the Piper PA-28R-200 MM section 2, pages 1E19-1F4.

Additionally, referenced the Lycoming IO-360-C1C service manual, section 5-20-03.

Drained oil. Removed, inspected and replaced oil filter CH-48110-1 with new. Cleaned and inspected oil suction screen. Inspected magnetos for timing, security of installation and oil leaks.

Compression checks as follows: #1 70/80, #2 70/80, #3 72/80, #4 71/80.

Cleaned, gapped, inspected and rotated spark plugs.

Removed and replaced with new Brackett Air Filter BA-10. Cleaned gascolator and fuel screens.

Solvent washed engine. Lubricated engine controls and verified full range of motion.

Operational check performed. No abnormalities noted at this time.

All applicable AD's complied with to date. All work was performed in accordance to all current service manuals. ATP Navigator revision date: 09-15-2021. I certify this engine has been inspected in accordance to an annual inspection under current Federal Aviation Regulations and has been found airworthy for return to service.

George Oesterreicher

A/P [REDACTED]

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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
				TOTALS brought forward from previous page
				July 15 th , 2022 N57355 PA-28R-200 S/N: 28R-74435084 Tach: 9605.74 Hobbs: 4133.10
				Removed alternator P/N: 10-1051
				Installed new alternator P/N: 10-1051 Hartzell.
				Reattached all corresponding electrical wiring.
				Raised aircraft on jacks and gear retraction/extension test performed.
				No abnormalities noted.
				All work was performed in accordance to all current
				service manuals. ATP Navigator revision date: 7-15-2022. I certify this installation has been
				performed under current Federal Aviation Regulations and has been found airworthy for return
				to service.
				George Oesterreicher [Redacted Signature]
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DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME

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September 15th, 2022 N57355 Lycoming IO-360-C1C S/N: L-26081-51A Tach: 9616.61 Hobbs: 4146.80

Complied with an annual inspection per the Piper PA-28R-200 MM section 3, table 111-2.

Lubricated and serviced engine per the Piper PA-28R-200 MM section 2, pages 1E19-1F4.

Additionally, referenced the Lycoming IO-360-C1C service manual, section 5-20-03.

Drained oil. Removed, inspected and replaced oil filter CH-48110-1 with new. Cleaned and inspected oil suction screen. Inspected magnetos for timing, security of installation and oil leaks.

Compression checks as follows: #1 68/80, #2 70/80, #3 72/80, #4 70/80.

Removed and replaced with new Brackett Air Filter BA-10. Cleaned gascolator and fuel screens.

Solvent washed engine. Lubricated engine controls and verified full range of motion.

Operational check performed. No abnormalities noted at this time.

All applicable AD's complied with to date. All work was performed in accordance to all current service manuals. ATP Navigator revision date: 09-15-2022. I certify this engine has been

inspected in accordance to an annual inspection under current Federal Aviation Regulations

and has been found airworthy for return to service.

George Oesterreicher

A/P

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