

DATE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED -- SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
		<p style="text-align: center;">OZARK AIRWORKS, INC.</p> <div style="text-align: center;">[REDACTED]</div> <p>Date: 5/12/2011 Aircraft: Piper PA32R-300 S/N: 7780346 Tach: 1063.5, SMOH: 957.1</p> <p>Changed oil and filter, cut filter, no contaminants found, serviced with 12 quarts of Aeroshell 15W/50 and a CH 48103-1 oil filter. No leaks noted on engine run-up. Details of work completed are on file at this agency under work order No. OZA-27167</p> <div style="text-align: center;">[REDACTED]</div> <p style="text-align: center;">Les Ives, A/P - [REDACTED] - I/A</p>
		<p style="text-align: center;">OZARK AIRWORKS, INC.</p> <div style="text-align: center;">[REDACTED]</div> <p>Date: 9/15/2011 Aircraft Piper PA32R-300 Tach: 1104.0, SMOH: 997.6</p> <p>Changed oil and filter, cut filter, no contaminants found, serviced with 12 quarts of 15W/50 Aeroshell engine oil and a CH48103-1 filter. Aircraft test run no leaks noted. Details of above work completed are on file at this agency under work order No. OZA-4763.</p> <div style="text-align: center;">[REDACTED]</div> <p style="text-align: center;">Les Ives, A/P - [REDACTED] - I/A</p>
		<p style="text-align: center;">OZARK AIRWORKS, INC.</p> <div style="text-align: center;">[REDACTED]</div> <p>Date: 4/20/2012 Aircraft: Piper PA-32R-300 Engine S/N: L-15772-48A Tach: 1203.8</p> <p>Removed this engine from Piper Lance N 5605V due to prop strike. Crated and shipped to John Jewell Aircraft for tear down inspection and repairs as necessary. Installed the engine after return and all other components in reverse order of removal. Installed new Hartzell Propeller, S/N PA-294B and spinner assembly. Test flew aircraft, all systems operated normally. Aircraft returned to service. Details in regards to the above work completed are on file at this agency under work order No. OZA-2818</p> <p style="text-align: center;">END</p> <div style="text-align: center;">[REDACTED]</div> <p style="text-align: center;">Les Ives, A/P - [REDACTED] - I/A</p>

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John Jewell
AIRCRAFT, INC.

Holly Springs Marshall Co. Airport
[REDACTED]

ORIGINAL

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Disassembled engine to C/W Lycoming SB 533A. Steel parts magnafluxed. Crankcase Dyc checked OK. Engine reassembled using following new parts: 6 #SL11575A-M03 bearing; 2 #SL13885A-M03 bearing; 12 #18N26106M03 bearing; 12 #SL12596 rod bolt; 12 #SL12186 rod nut; 2 #SL76788 pin; 2 #SL73648 pin; 8 #LW14820 snap ring; 8 #71907 plate; 1 #STD1211 plug; 1 #MS16625-1081 snap ring; 1 #CH48103-1 filter; 1 #06B23072 adapter gasket; 12 #SL74241A ring; 6 #SL73857A ring; 6 #SL-STD2180 drain hose; 2 #SL13641 mag rubber; 1 #SL73185-1 gasket set; 1 #AN8-14A bolt; 2 #AEL76220P001 thru bolt; 6 #RG67193 gasket; 1 Serviceable drain hose; 2 #MS29512-06 o-ring; 1 #492-091 sump plug; 1 #LW15473 fuel pump; 1 #10-682560-13 Magneto S/N G01DA002R O/H by Quality A/C Accessories W/O# 1170000799.001. 1 #F-4-11B Prop Governor S/N B2177U O/H by Quality A/C Accessories W/O# 1170000799.002. 1 #RSA-10ED1 P/N 2524273-12 Servo S/N 80037 O/H by Mike's A/C Fuel Metering W/O# 24705. 1 #2524232-2 Flow Divider S/N N46 O/H by Mike's A/C Fuel Metering W/O# 24705. Engine Ran. on Test Cell. Continued on page 2.

John Jewell
AIRCRAFT, INC.

Holly Springs Marshall Co. Airport
[REDACTED]

ORIGINAL

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MAINTENANCE RELEASE
MAKE LYCOMING SERIAL NO. L-15772-48A MODEL IO-540-K1G5D TOTAL TIME UNKN
THE ENGINE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT FEDERAL AVIATION REGULATIONS AND WAS FOUND AIRWORTHY FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR [REDACTED] AGENCY UNDER WORK ORDER NO. J6273 DATE: 2-07-2012
SIGN: [REDACTED] FOR REPAIR STATION NO. JUJR300L.

OZARK AIRWORKS, INC.
[REDACTED]

Date 4/20/12

Engine: Lycoming IO-540-K165D

Engine Serial No: L-15772-48A TACH: 1203.8

SMOH: 1095.3, Since tear down inspection, (see log book entry from John Jewell Aircraft); -0-

Annual inspection completed this date. This inspection procedure meets the criteria of FAR 43.13 appendix (d) and Lycoming engine maintenance and service data. This engine was removed, crated and shipped to John Jewell Aircraft Inc for tear down inspection and necessary repairs due to a prop strike. See John Jewell Aircraft entry for components and repairs made. Engine was installed after return and the following new components were installed. Alternate air cable, P/N 554-051, RHM 38E spark plugs. All systems operated normally during test flights and the aircraft was returned to service. All AD notes pertinent to this engine are listed in the compliance report and have been complied with. Details of work completed are on file at agency under work order No. OZA - 2818.

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

Les Ives, A/P - [REDACTED] - I/A

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		<p style="text-align: center;">OZARK AIRWORKS, INC.</p> <p style="text-align: center;">[REDACTED]</p> <p>Date: 6/1/2012 Aircraft: Piper PA - 32R-300 Engine S/N - L - 15772-48A Tach: 1215.6, SMOH: 1107.0 - STDI: 11.7</p> <p>Changed oil and filter, cut filter, no contaminants found, serviced with 11 quarts of Aeroshell 15/50 engine oil and a CH48103-1 filter. Engine test run, no leaks noted. Aircraft returned to service. Details in regards to the above work completed are on file at this agency under work order No. OZA-2832.</p> <p style="text-align: center;">-----END-----</p> <p style="text-align: center;">[REDACTED] Les Ives, A/P - [REDACTED] - I/A</p>
		<p style="text-align: center;">OZARK AIRWORKS, INC.</p> <p style="text-align: center;">[REDACTED]</p> <p>Date: 6/22/2012 Engine: Lycoming IO-540 S/N : L-27398-48A Tach: 1336.5, Hobbs: 1241.2, SMOH: 1129.8, STDI: 34.5</p> <p>Changed oil and filter, cut filter, no contaminants found, serviced with 11 quarts of 15W/50, Aeroshell and a CH48103-1 oil filter, ran engine on ground, no leaks noted ops normal. Aircraft returned to service. Details in regards to the above work completed are on file at this agency under work order No. OZA-2845.</p> <p style="text-align: center;">-----END-----</p> <p style="text-align: center;">[REDACTED] Les Ives, A/P - [REDACTED] - I/A</p>
		<p style="text-align: center;">OZARK AIRWORKS, INC.</p> <p style="text-align: center;">[REDACTED]</p> <p>Date: 1/7/13 Engine Model: IO-540 K165D Serial No. L-15772-48A Tach: 1299.5, SMOH: 1192.8</p> <p>Changed oil and filter, cut filter, no contaminants found, serviced with 11 quarts of Aero shell 15W/50 engine oil and a CH48110-1 oil filter. Left magneto not firing, removed cap and found that garlock seal had failed allowing oil into the left magneto, removed and sent to Quality Aircraft Accessories for repair, after return installed and timed to engine. Ran engine no leaks or discrepancies noted. Details in regards to work completed are on file at this agency under work order No. OZA2889. This aircraft was approved for return to service in accordance with Federal Aviation Regulations.</p> <p style="text-align: center;">-----End-----</p> <p style="text-align: center;">[REDACTED] Les Ives, A/P - [REDACTED] - I/A</p>

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		<p style="text-align: center;">OZARK AIRWORKS, INC.</p> <p style="text-align: center;">[REDACTED]</p> <p>Date: 3/16/13 Model: Lycoming IO-540-K165D Engine serial No. L-15772-48A Tach: 1314.3, SMOH: 1207.6</p> <p>Pilot says engine will not run on left magneto, removed and sent to Quality Aircraft Accessories for overhaul, after return installed on engine and timed. Run-up and ops checks were normal. Pilot says manifold pressure reads -0- removed gauge, removed aft fitting and cleared obstruction, adjusted and re-installed. Ops checks were normal. Details in regards to work completed are on file at this agency under work order No. OZA-2902. This aircraft was approved for return to service in accordance with Federal Aviation Regulations.</p> <p style="text-align: center;">-----End-----</p> <p style="text-align: center;">[REDACTED] Les Ives, A/P - [REDACTED] - I/A</p>
		<p style="text-align: center;">OZARK AIRWORKS, INC.</p> <p style="text-align: center;">[REDACTED]</p> <p>Date: 4/24/2013 Engine: Lycoming Io-540-K165D Engine Serial No: L15772-48A 1331.5 Total time: 6179.1, SMOH: 1274.0 (since tear down inspection): 79.2 TACH - 1344.3</p> <p>Annual inspection completed this date. This inspection procedure meets the criteria of FAR 43.13 appendix (d) and Lycoming engines, maintenance and service data. Compression test 1 - 78/80, 2 - 62/80, 3 - 64/80, 4 - 68/80, 5 - 68/70, - 6 66/80 compression checks were performed on a cold engine. Changed oil and filter, the filter was cut with no contaminants found. Serviced with 12 quarts of Aeroshell 15W/50wt. engine oil and a CH48103-1 oil filter; Ran engine, no discrepancies or leaks noted. All AD notes pertinent to this engine are listed in the compliance report and have been complied with. Details of work completed are on file at agency under work order No. OZA - 2906.</p> <p style="text-align: center;">I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND HAS BEEN DETERMINED TO BE IN AN AIRWORTHY CONDITION.</p> <p style="text-align: center;">[REDACTED] Les Ives, A/P [REDACTED] I/A</p>
		<p style="text-align: center;">OZARK AIRWORKS, INC.</p> <p style="text-align: center;">[REDACTED]</p> <p>Date: 6/22/2013 Engine Lycoming IO-540-K165D Serial No: L-15772-48 Tach: 1374.3, SMOH: 1267.5, STDI: 109.2, STO: -0-</p> <p>Owner says engine runs rough and using oil. Checked compressions all cylinders in 50's and 60's. Owner says top overhaul. Removed all components affecting cylinder assemblies. Ground valves, seats, reamed valve guides, honed cylinder bores. Installed one new intake valve, P/N LW-13622, six ring sets, P/N ST203, six gasket sets, P/N IO-540I/G, one new piston P/N SL 10207. Installed all components removed in reverse order. Engine washed, ground ran, and test flown 3.1 hours. No discrepancies noted. Details of above work completed are on file at this agency under work order number OZA-2927. This aircraft was released for flight in accordance with federal aviation regulations.</p> <p style="text-align: center;">[REDACTED] Les Ives, A/P-I/A [REDACTED]</p>

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OZARK AIRWORKS, INC.




Date: 9/18/2013
 Lycoming IO-540-K165D
 Engine S/N: -15772-48
 SMOH: 1376.4

Changed oil and filter, cut filter, no contaminants found, serviced with 12 quarts of 100W/50 Aeroshell mineral oil and a CH 48103-1 oil filter. Checked compressions all 75 and over with the exception of No. 2 cylinder which read no compression, removed cylinder and found No. 2 ring broken. Honed cylinder and installed new piston and new ring set. Checked initial compression on engine start up and found 70/80 after 5 minute ground run. Found starter assembly shorted at stator, removed and installed new Sky-tech feather weight starter, P/N 149NL, serial number, FN-35130 Starter functioned normally. Removed and installed new fuel return line from throttle body to firewall. Engine ran w/ no leaks detected.

Les Ives, A/P-I/A

FAA - PMA

This tag certifies that Sky-Tec Model No. 149-NL
 Serial No. FN-361301 was manufactured new on 04 Sep 2013
 by Sky-Tec under the authority of FAA-PMA No. PQ0852SW
 Supplement No. 7 in accordance with Sky-Tec's
 FAA-Approved Quality System (14CFR Part 21, Subpart K).
 This article has been determined to be airworthy.
 For installation eligibility see www.skytecair.com/eligibility.htm
 Starter Installed on N 5605 by 
 (Aircraft) (Mechanic)