

## N6334P Engine Logbook

Most recent at the top

3/25/2021 Tach: 3150.5

Aviation Excellence, LLC. Layton, Utah

Removed the exhaust down pipes on the right side of the engine due to the retaining nuts on Cyl #3 being gone. Cleaned the cylinder and the downpipe flanges. Installed a new exhaust gasket and new nuts as required. Torqued to Lycoming specs. Jim Dixon

3/5/2021 Tach 3150.5

Removed the starter motor do to being inop. Installed a new starter motor p/n 149NL s/n H-U042081. Drained the oil hot. Installed a new oil filter p/n CH48110-1 and serviced the engine with 8 qts of Aeroshell 15W-50 oil. The engine was run up and leak checked good. Jim Dixon.

1/25/2021 Tach 3140.48

Completed a 100 hour inspection. Performed a compression check, results are as follows: #1 79/80, #2 79/80, #3 79/80, #4 76/80. Checked magneto timing. Cleaned and gapped spark plugs. Engine run up and leak checks good. I certify that this engine has been inspected I/A/W a 100 hour inspection and was determined to be in Airworthy condition. Cory Bagley

11/9/2020 Tach: 3133.2

Removed the Alternator due to being inop. Installed an Overhauled Alternator p/n 015-01237 s/n A9395 and a new Plane-Power/Hartzell engine Tech Voltage Regulator m/n R1224, s/n H-U081634 I/A/W Plane-Power Installation Instructions p/n 12-1001. Replaced wiring as needed as per the installation instructions. The Voltage Regulator is PMA approved for this aircraft. Installed a new Oil sump drain. The engine was run up and ops checks good. Jim Dixon

8/18/2020 Tach 3124.5

Removed the carburetor m/n MA-4-5, p/n 10-3878M, s/n 4016034 and the mixture control cable. Installed an overhauled carburetor m/n MA-4-5, p/n 10-3878, s/n MSODM808 using the following new parts: (1) new carb base gasket p/n 66224, (1) new carb air scoop attach plate p/n 21226-000 and all new lock washers. Installed and rigged a new McFarlane Mixture control cable p/n MC600-72 and (1) new clamp p/n LW16266-19. The engine was run up and ops checked, and leak checked good. Advised the owner that the carb air box will need to be replaced in the near future. Jim Dixon

4/23/2020 Tach 3115.5

Completed a 100-hr inspection I/A/W Piper PA 24-180 inspection checklist. Drained the oil. Installed a new oil filter p/n CH48110-1 and serviced the engine with 8 qts of Aeroshell 15W-50 oil. Compressions checked as follows: #1 70/80, #2 69/80, #3 72/80, #4 72/80. C/W AD 76-07-12 by ops check of the Bendix Magneto switch. No defects found. Due again @3215.5 Tach. Checked magneto timing. Found the carburetor bowl assembly loose on the carburetor. Removed the safety wire and retighten the screws as needed, safetied the screws. AD 17-16-11 Connecting Rod Failure is N/A due to date of engine overhaul. The engine was serviced and lubed as required. The engine was run up and ops checked &

leak checked good. I certify that this Engine has been inspected I/A/W a 100 hr inspection and was determined to be in Airworthy condition. Jim Dixon

3/2/2019 Tach 3086.6

Completed a 100-hr inspection I/A/W Piper PA 24-180 inspection checklist. The oil and oil filter was not changed. Compressions checked as follows: #1 72/80, #2 72/80, #3 76/80, #4 72/80. C/W AD 76-07-12 by ops check of the Bendix Magneto switch. No defects found. Due again @3186.6 Tach. Checked magneto timing. The engine was serviced and lubed as required. The engine was run up and ops checked good. I certify that this Engine has been inspected I/A/W a 100 hr inspection and was determined to be in Airworthy condition. Jim Dixon

5/30/2018 Tach 3051.3

Removed the L/H magneto M/N S4LN-21, P/N 10-51360-37, S/N 205087 due to being inop. Installed an Overhauled magneto M/N S4LN-21, P/N 10-51360-37, S/N 4060740 and a new mounting gasket. Timed to the engine as required. The engine was run up and ops checked good. Jim Dixon

6/5/2018 Tach: 3049.8 (from the airframe logbook)

Oil change – 8 qt Aeroshell 15W-50, oil filter CH48110-10. Thomas Kuhlman (Owner) [REDACTED] ATP

5/17/2018 Tach: 3028.6

Removed the vacuum pump due to it being inop. Installed an Overhauled Vacuum pump Rapco P/N 211CC S/N 175713 and a new central air filter P/N RA-D9-18-1. The engine was run up and ops checked good. Jim Dixon

3/14/2018 Tach: 3006.4 (from the airframe logbook)

Drained the oil hot. Oil sample taken. Installed a new oil filter P/N CH48110 and 8 Qts of Aeroshell 15W-50 oil. The engine was run up and leak checked good. Jim Dixon

3/10/2018 Tach 2984.1

Removed the Alternator due to it being inop. Installed a repaired Alternator P/N 015-01237 S/N A-9019. The engine was run up and ops checked good. Jim Dixon

2/2/2018 Tach 2970.8

Completed a 100-hr inspection I/A/W Piper PA 24-180 inspection checklist. The oil and oil filter were not changed. Compressions checked as follows: #1 73/80, #2 72/80, #3 78/80, #4 77/80. C/W AD 76-07-12 by ops check of the Bendix Magneto switch. No defects found. Due again @3070.8 Tach. Checked magneto timing. The engine was serviced and lubed as required. The engine was run up and ops checked good. Jim Dixon

10/16/2017 Tach 2954.1

Drained the oil hot. Oil sample taken. Installed a new oil filter P/N CH48110 and serviced with 8 qts of Aeroshell 80W oil. The engine was run up and leak checked good. Jim Dixon

8/16/2017 Tach 2923.0

Drained the oil from the engine. Removed all accessories from the accessory case and removed the engine accessory case to facilitate the compliance of AD 04-10-14. Replaced the crankshaft Gear Lock Plate P/N LW-18639 and bolt P/N STD-2246. The bolts finale torque was 204 in-lbs. Reassembled the accessory case onto the engine and reinstalled all removed accessories using all new gaskets. Installed a new oil filter P/N CH48110-1 and serviced the engine with 8 Qts of Aeroshell W100 oil. Painted and installed a new propeller spinner P/N TCB17884-01 I/A/W STC #SA01257AT. For further details refer to FAA form 337 this date. The engine was run up and ops checked and leak checked good. All work was done I/A/W AD 04-10-14, Lycoming's MSB 475C dated January 30, 2003 and the PA24-180 Service Manual. The propeller only required Minor dressing and paint to both blades. Jim Dixon

01/17/20?? (not legible) Tach 2884.37

Completed a 100 hr inspection I/A/W Piper PA24-180 inspection checklist. Drained the oil hot. Cut open the oil filter and inspected it for metal and contamination. None found. Removed and inspected the ol inlet screen for metal & contamination. None found. Reinstalled the inlet screen with a new gasket P/N MS 35769-21. Installed a new oil filter P/N CH48110-1 and 8 Qts of Aeroshell 40W-80 oil. Removed the Propeller and sent out to American Propeller for compliance with AD 95-11-08. Reinstalled and safetied the prop. For further details, refer to the Propeller logbook. C/W AD 59-07-05 by inspection and securing the lines to the oil cooler. AD 62-26-05 is N/A. AD 68-05-01 is N/A. The compressions checked as follows: #1 71/80, #2 71/80, #3 78/80, #4 78/80. Repaired a broken ground wire to the L/H magneto. Cleaned, gapped and rotated the spark plugs. Checked magneto timing. Replaced the following Exhaust components (4) exhaust gashers P/N R4-77611, (1) R/H rear stack assembly P/N K21092-08 S/N 252683, (1) L.F. stack assembly P/N K21092-11 S/N 252687, (2) Adapters P/N K25017-00 S/N 1034086 S/N 103399, (2) Clamps P/N CS051-13P S/N Lot #010, (2) upper heat shield P/N W21165-003, (2) lower heat shield P/N W21165-002. Replaced 2' of Scatt tubing to the cabin heat from the muffler. Repositioned and secured the wire bundle away from the heat shield as needed to prevent it from being damaged by the heat. Repositioned and secured the fuel hoses to the engine driven fuel pump away from the exhaust heat shield. Installed a new fuel pump drain line hose P/N 193-4. Found the engine cooling baffle plates on cyl #2&4 were installed backwards. Reinstalled them in the required way. Installed 2 screws in the engine cooling baffle plates on cyl #4. Reconnected the Inter-connect rod to the engine cooling baffle plates underneath Cyl #2&4. Repaired the broken fuel primer line to Cyl #4. Secured the Prop gov oil control line with Adel clamps and zip-ties to secure in place. Installed a new Brackett Air filter P/N BA7305. Tightened the screws to Cyl #3 Rocker box cover. Safetied the Alternator bolt as required. Secured the wiring bundle going to the Alternator. The oil return line to cyl #1 was found to be chaffing on the cyl #1 cooling baffle. Reposition the line as needed to prevent further chaffing. Secured the Breather tube as needed to prevent it from chaffing on a wire bundle. The engine was serviced and as required. The engine was run up and ops checked & leak checked good. I certify that this engine has been inspected I/A/W a 100 hr inspection and was determined to be in airworthy condition. (signed/ not legible) AP [REDACTED]

Rifle Aircraft Maintenance, Inc. Kenneth Shetler A&P [REDACTED] IA  
5/11/2015 Tach 2853.4 **Top Overhaul**

Accomplished Annual Inspection per FAR 43, Appendix D, and a checklist. Removed 4 cylinders for overhaul by Western Skyways, WO# 051443. Installed 4 cylinders, s/n A26344, A25849, A24642, A25045, p/n LW-12425, with new pistons, piston pins, gaskets, seals as required. Solvent washed entire

engine, mount, firewall, nose gear assembly. Installed new spark plugs p/n Champion REM40E. Replaced oil dipstick o ring p/n 08-11927. Drained engine oil, replaced oil filter with Tempest p/n AA48110-2, filled with 8 quarts Aeroshell 14W50. Replaced oil return tubes on all cylinders, Lycoming p/n LYS STD 2180. Replaced crush washer gasket on oil pressure regulator. Tested compression at 80 psi: (1) 79/80 (2) 79/80, (3) 79/80, (4) 79/80. Researched Ads through T-data 2015-08, all current or PCW. Ground ran and flight tested engine operation. Function and leak checks all good. I certify I have inspected this engine in accordance with an Annual Inspection and determined it to be in an airworthy condition. Kenneth Shetler

6/26/14 Tach 2835.26

Removed propeller, replaced prop to crank rubber washer. Replaced alternator belt. Installed propeller, torqued and safetied mounting bolts. Replaced engine-driven fuel pump with overhauled Tempest p/n LW15472, s/n 05YE19, leaking oil from bottom pump gaskets. Removed magnetos, checked internal timing, reinstalled with new gaskets and timed to engine at 25 deg. Before top center. Ground ran engine, leak check and mag check good. Some oil leaking from oil return tubes at each cylinder, very small amounts. Kenneth Shetler

2/5/2014 Tach: 2820.15

Accomplished Annual Inspection per FAR 43, Appendix D, and a checklist. Checked compression hot at 80 psi: (1)74 (2)74 (3)75 (4)78. Drained engine oil, replaced oil filter with Tempest P/N AA48110-2. Filled engine with 8 quarts Aeroshell 15W-50. Cut open old filter, no debris noted. Cleaned, gapped, tested and rotated spark plugs. Replaced all spark plug gaskets with new. Removed magnetos: LH, s/n 205037, RH s/n 624036 for overhaul. Re-installed following overhaul and timed to engine at 25 deg. Btc. Replaced magneto flange gaskets with new. Complied with AD91-08-07, propeller governor external oil line by visual inspection. Researched ADs through T-Data 2014-02. I certify I have inspected this engine in accordance with an Annual Inspection and determined it to be in an airworthy condition. Kenneth Shetler

10/26/2012 Tach: 2757.83

Washed engine and nose compartment. Warm compression test at 80 PSI: (1) 75 (2) 75 (3) 75 (4) 79. Cleaned, gapped and rotated spark plugs, annealed washers. Drained oil and replace oil filter. Added 8 Quarts Aeroshell 15W50, installed filter P/N CH48110-1, torqued and safetied. Checked magneto-to-engine timing. Operational check good. Test flew aircraft, all normal. Researched ADs through current periods. AD 05-12-06 impulse couplings due at 2775.1 tach hours. I certify that this engine has been inspected in accordance with an Annual Inspection and is in an airworthy condition. Kenneth Shetler

Rocky Ridge Aviation

6/01/2011 Tach: 2661.09

Solvent washed engine. Inspected engine in accordance with FAR 43 Appendix D. Performed warm static compressions: #1 71/80 #2 75/80 #3 69/80 #4 77/80. Cleaned, inspected, tested spark plugs and annealed washers. Cleaned and inspected oil screens, no abnormal debris noted. Replaced oil filter element, p/n CH 48110. Serviced engine with 7 qts Aeroshell 15W50. Checked mag to engine timing. Operational check of engine good. No fuel or oil leaks noted at this time. Checked the following AD's

for applicability: 05-12-06, Impulse Couplings, (due 2775.1 Tach). 2004-10-14, Crankshaft Gear (due next overhaul or prop strike). Frank M Howard [REDACTED] IA

4/30/2010 Tach: 2625.1

Performed an annual inspection on this engine in accordance with FAR43, Appendix D. Performed compression test @80PSI: #1-68; #2-76; #3-60, #4-78. Cleaned, gapped and rotated spark plugs. Drained oil, cut open old filter, no contaminants found, installed new filter P/N CH478110-1 and serviced engine with Aeroshell 15W50, replaced oil filler safety, removed magnetos for inspection, inspected, gapped points, reinstalled and timed to engine, OPS check good, replaced gasket at #4 cylinder, replaced gaskets at #3 and #1 cylinder rocker covers, applied RTV to heat scat duct at oil filter, washed and ran engine, leak check good. Complied with AD 09-26-12 Engine Components, Inc. P/N AEL65102 "Titan" Cylinders N/A by P/N, I certify this Engine has been inspected in accordance with an annual inspection and was found to be in an airworthy condition at this time and is approved for return to service. Dana Brewer [REDACTED] IA

2/6/2009 Tach 2564.64

Rifle Aircraft Maintenance, LLC.

Oil leak, new temp bulb, service parking brake (no signature)

From back cover of the logbook:

2/6/2009

Excessive oil leak on engine. Installed a new oil temp bulb P/N 1514976. Leak check good. Work done in accordance with PA-24 service manual.

Installed new MS28775-006 and MS28775-010 o-rings in parking brake valve and bled brake system. Operational and leak check ok.

And oil change 10/2008 – Aeroshell 20-50.

The above described maintenance has been accomplished I/A/W current FAR's or Mfg's

Data/Maintenance Manuals, and is approved for return to service with respect to the work performed.

Thomas Jurmu, A&P AP [REDACTED] Work Order: 2059-02-2009

Rifle Aircraft Maintenance, LLC.

10/24/2008 Tach: 2551.86

Drained oil and cut oil filter open. No contaminates seen in filter element. Installed new CH48110 oil filter and seven quarts of Aeroshell 15W50 oil. Ran engine and checked for leaks.

Magneto "P" lead shielding not grounded at magneto. Spliced grounding wire to shielding on both magneto "P" leads. Greg Heiss, A&P: A&P [REDACTED]

10/10/2008

Oil change 20-50 (no signature or tach)

8/12/2008 Tach 2528.0

I certify this engine has been inspected in accordance with an annual/100 hour inspection and was determined to be in an Airworthy condition. Compression: 1:74, 2:75, 3:73, 4:72 All over 80. Checked exhaust systems, checked fuel systems, lubed aircraft, checked ELD system (ELT battery due 9-10) Gordon Scott Jackson IA [REDACTED]

7/6/2008 Tach 2524.5

Changed oil + oil filter Aeroshell 100W, Aeroshell 100/CH#48110. M. Orveck (sp) Owner

5/13/2008 Tach: 2506.6

Changed oil + filter. Serviced with Shell 100W. Compression Test. #1 72/80 #2 78/80 #3 72/80 #4 78/80. Mike Passwater A+P [REDACTED]

8/3/2007 Tach: 2499.3

Compression Test. #1 75/80 #2 78/80 #3 70/80 #4 78/80. Checked mag timing. AD 96-12-07 S.S To 2005-12-06 due @2713. Cleaned spark plugs. Exhaust system overhauled, new muffler, new slip joints, connectors by Custom Aircraft. Replaced air filter, cleaned fuel filter. Annual Inspection Completed this date 8-3-07 at 2499.3 Hours. I certify that this aircraft/engine has been inspected IAW an annual inspection and was determined to be in an airworthy condition. Mike Passwater

2/22/2007 Tach 2491.2

Changed oil + oil filter. Serviced with Shell 100W. Mike Passwater

9/6/2006 Tach: 2439.9

Changed oil + oil filter. Serviced with Shell 100W. Replaced right mag gasket. Mike Passwater

6/21/2006 Tach 2404.5

Changed oil + oil filter. Serviced with Shell 100W. Compression test #1 77/80 #2 77/80 #3 77/80 #4 78/80. Retimed left + right mags. AD 96-12-07 due @2713. Replaced all 8-Rem40E spark plugs. Replaced air filter, cleaned fuel filter. Replaced exhaust gaskets, bolts, nuts + hardware. Annual Inspection Completed this date 6/21/2006 at 2404.5 Hours. I certify that this aircraft/engine has been inspected IAW an annual inspection and was determined to be in an airworthy condition. Mike Passwater

3/10/2005 Tach: 2360

I certify that this engine has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition. Performed differential compression test: #1) 75/80 #2) 75/80 #3) 74/80 #4) 76/80. Changed oil with 8 qts W100, and filter CH48110. Cleaned and gapped spark plugs, performed engine run-up and leak checks; no visible leaks apparent. Replaced seals on #2 cylinder exhaust pushrod tube. Replaced valve cover gaskets on #1 and 2 cylinders. ---END--- Brad Cadwell AP [REDACTED]

4/12/2004 Tach: 2307

I certify that this engine has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition. Performed differential compression test: #1) 78/80 #2) 77/80 #3) 75/80 #4) 76/80. Changed oil with 8 qts W100, AVBlend additive and filter CH48110. Cleaned and gapped spark plugs, performed engine run-up and leak checks; no visible leaks apparent. ---END--- Brad Cadwell

3/29/2003 Tach: 2273

I certify that this engine has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition. Performed differential compression test: #1) 76/80 #2) 74/80 #3) 76/80 #4) 75/80. Changed oil and filter, cleaned and gapped spark plugs, performed engine run-up and leak checks; no visible leaks apparent. ---END--- Brad Cadwell

2/2/2002 Tach: 2213

I certify that this engine has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition. Performed differential compression test: #1) 77/80 #2) 75/80 #3) 75/80 #4) 67/80. Changed oil and filter, cleaned and gapped spark plugs, performed engine run-up and leak checks; no visible leaks apparent. ---END--- Brad Cadwell

12/9/2000 Tach: 2160

I certify that this engine has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition. Performed differential compression test: #1) 78/80 #2) 76/80 #3) 78/80 #4) 78/80. Inspected all fluid carrying hoses, engine controls, mounts, vibration dampeners, cowlings, and accessories for security and mounting. Changed oil and filter, cleaned and gapped spark plugs, performed engine run-up and leak checks; no visible leaks apparent. ---END--- Brad Cadwell

1/16/2000 Tach: 2078

Oil changed by owner, also oil filter changed. Serviced with Aeroshell 100 (illegible signature)

11/23/1999 Tach: 2068

I certify that this engine has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition. Performed differential compression test: #1) 76/80 #2) 77/80 #3) 78/80 #4) 78/80. Inspected all fluid carrying hoses, engine controls, mounts, vibration dampeners, cowlings, and accessories for security and mounting. Remove #1 cylinder and re-install. (Cylinder bore honed and piston rings replaced by Corona Cylinder, see maintenance release.) Changed oil (mineral oil added) and filter, performed engine run-up and leak checks; no visible leaks apparent. --- -- END ----- Brad Cadwell

10/1/1998 Tach: 2028

I certify that this engine has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition. Performed differential compression test: #1) 77/80 #2) 77/80 #3) 75/80 #4) 78/80. Inspected all fluid carrying hoses, engine controls, mounts, vibration dampeners, cowlings, and accessories for security and mounting. Run-up engine for performance and leak checks; no visible leaks apparent. ----- END ----- Brad Cadwell

9/2/1997 Tach: 1949

I certify that this engine has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition. Performed differential compression test: #1) 76/80 #2) 77/80 #3) 77/80 #4) 79/80. Inspected all fluid carrying hoses, engine controls, mounts, vibration

dampeners, cowlings, and accessories for security and mounting. Run-up engine for performance and leak checks; no visible leaks apparent. ----- END ----- Brad Cadwell

6/5/1997 Tach: 1934

Oil changed by owner; serviced with Aeroshell 100 also changed oil filter and had it inspected by Lynn's Aircraft Engines for any unusual foreign matter. Everything looked good. (illegible signature)

5/26/1997 Tach: 1919.9

Installed engine in N6334P after repair. Installed SkyTec starter (see 337). Test run per Lycoming service bulletin. This engine is approved for return to service. Gregory D Heer A&P [REDACTED]

5/20/1997 Tach: 1919.9 (**Low-end Engine Overhaul**)

Lynn's Aircraft Engines

Repair Station No. YB3R991L

[REDACTED], El Monte, CA 91731

Manufacturer: Lycoming

Name of Part: Overhaul Engine (Low End)

Model: O-360-A1A      Serial No. L-1912-36

Hobbs: (blank)      Tach: 1919.9

The Aircraft Engine or Component identified above was repaired and inspected in accordance with current regulations of Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this repair station under Work Order No. W/O# 26911

Signature: (illegible) Date: 5-20-1997

8/12/1996 Tach: 1874

Performed Annual inspection per Piper Service Manual, compression #1 76/80 #2 74/80 #3 72/80 #4 74/80, 100 hour service completed by owner, serviced with 8 qts. Aeroshell 100w AD 96-12-07 due @ 2062 tach, AD 96-09-10 due @ 2000 SMOH, AD 91-14-22 due @ next overhaul or sudden stoppage. "I certify that this engine has been inspected in accordance with an ANNUAL inspection and was determined to be in airworthy condition." This engine is approved for return to service. Gregory D. Heer

7/21/1995 Tach: 1821

Performed Annual inspection per Piper Service Manual, compression #1 76/80 #2 76/80 #3 72/80 #4 78/80, replaced #3 and #4 cylinders due to cracked exhaust ports per lycoming overhaul manual (see yellow tags), 100 hour service completed by owner, serviced with 8 qts. Aeroshell 100 non-detergent oil. AD 78-09-07R3 due @ 2062 tach, AD 81-18-04R2 due @ 2000 SMOHm AD 91-14-22 due @ next overhaul or sudden stoppage, complied with AD 94-01-03R1 by inspection correct parts installed. . "I certify that this engine has been inspected in accordance with an ANNUAL inspection and was determined to be in airworthy condition." This engine is approved for return to service. Gregory D. Heer

3/7/1995 Tach: 1806.19

Removed carb. Replace needle and seat Assy. Reinstalled Carb. Ground run o.k. This engine is approved for return to service. Gregory D. Heer



11/22/1994 (no tach)

VOR checked on Van Nuys VOR 113.1 095 radial in the air. 3 degree difference observed. (illegible sig)

11/20/1994 Tach: 1786.45

Changed oil by owner. Aeroshell 100 8 qts. (illegible sig)

8/23/1994 Tach: 1761.26

Oil changed by owner. (illegible sig)

7/27/1994 Tach: 1696.1

James Cootz Aero Service

El Monte Arpt. #M-6

Changed oil & serviced with 100W oil (checked screen); Checked compression (1) 77/80; (2) 78/80; (3) 77/80; (4) 77/80; Cleaned, gapped, & tested all spark plugs; Checked exhaust system & muffler; Checked mounts & frame; Checked magneto timing & condition; Installed CHT/EGT to all cylinders (see 337); Checked all AD's to date (see list); I certify that this engine has been inspected in accordance with an 100 hour inspection and has been found to be in an airworthy condition at this time. \*\*END\*\*

James A. Cootz I.A. [REDACTED]

8/16/1993 Tach: 1684.58

Replaced right aft exhaust (P/N 321092-008) stack and repaired thread by helicoiling, and installed one new stud; Run-up checked okay; Cowled. \*End\* James A. Cootz

7/14/1993 Tach: 1672.27

Replaced all engine mounts with new; Installed new baffle seal and recowled. \*End\* James A. Cootz

5/10/1993 Tach: 1645.31

Oil changed by owner (illegible sig)

3/12/1993 Tach: 1629.5

Checked and adjusted all lifter clearances; Refaced one rocker and replaced lifters for #3 cylinder; Replaced all spark plugs with new Rem40E; Removed and repaired exhaust by welding on #3 and #4 cylinder. End James A. Cootz

1/12/1993 Tach: 1617.05

Removed #2 cylinder & installed overhauled unit; Torqued: Serviced with Shell 100W oil; Leak checked; Break-in flight checked good for return to service at this time. -End- James A. Cootz

10/15/1992 Tach 1588.72

Oil changed by owner (illegible sig)

9/1/1992 Tach: 1562.96 (**Note: 6 years and 8 hours from previous entry**)

Changed oil and cleaned screen: Found okay; Cleaned and gapped all spark plugs; Checked Compressions: (1) 76/80; (2) 69/80; (3) 76/80; (4) 76/80: Cold compression; Inspected exhaust system and muffler & repaired broken tabs; Overhauled both magnetos and installed; Timed to engine; Inspected impulse coupler for AD 78-09-07: Due in 500 hours; Replaced propeller oil line with new flex line and all fittings with steel for AD 90-04-06; Removed propeller and deslugged and replaced crankshaft seal; Installed, torqued propeller and safetied; Run-up checked good; I certify that this engine has been inspected in accordance with an 100 hour inspection and has been found to be in an airworthy condition at this time. – End - James A. Cootz

10/23/1986 Tach: 1554.53

Changed oil, cleaned screens. Comp ck: 1) 75/80, 2) 60/80, 3) 78/80, 4) 70/80. Clean & gapped spark plugs, retimed mags. Leak checked exhaust. Clean & Insp fuel screen, strainer, replaced air filter element, washed eng with solvent, lubed controls. Insp. Prop, Filed & Dressed blades. I certify that this engine has been inspected in accordance with a 100 hr/annual inspection and was determined to be in an airworthy condition. Name: WH Sherwood No IA [REDACTED]

9/13/1985 Tach: 1526

I certify that this engine has been inspected in accordance with annual inspected and was determined to be in airworthy condition. WH Sherwood. See RHA W.O. 6371

10/5/1984 Tach: 1427

Eng cyl comp #1 78/80 #2 78/80 #3 75/80 #4 76/80. Performed Piper's recommended Annual insp I/A/W Piper S/M 753-516. I certify this engine has been inspected I/A/W the manufactures inspection and was determined to be in Airworthy condition at this time. (illegible sig) A&P [REDACTED] I.A.

10/31/1983 Tach: 1341.22

Oil leak at #1 cyl. Oil return line. Installed new oil return line, washed engine, serviced oil level with Aeroshell 15/100 oil, and ran engine for leak check. End.

Matt Ba....(illegible) IA [REDACTED]  
Air Center Int'l Bakersfield CA

10/13/1983 Tach: 1336.1

Changed oil, added 8 qts Aeroshell 15W/100 oil, cleaned oil screens, and air filter. Wash engine & ran for leak check. Ops check good. (End)

Matt Ba....(illegible) IA [REDACTED]  
Air Center Int'l Bakersfield CA

5/10/1983 Tach 1280.73

Change oil with Aeroshell 50 and cleaned oil screen. Checked compression #1-73, #2-73, #3-75, #4-78. Set magneto timing, check all fluid lin and controls. Greg Pe... (illegible) A&P 571880639

I certify that this engine has been inspected in accordance with a annual inspection and was determined to be in airworthy condition. A listing of AD compliance is back of engine log. Details of this inspection are on file at this agency under Work Order No. (blank) Signature Nick Winn IA [REDACTED]

4/29/1982 Tach 1213.66

100 hr for Annual Insp completed this date. I/A/W Lycoming & Piper manuals. Compression check #1 74/80, #2 73/80, #3 77/80, #4 77/80. Changed oil with Aeroshell 40WAD. Visual inspection completed. Lubed all controls & checked. AD's checked through 82-06. I certify that this engine has been inspected in accordance with a annual inspection and was determined to be in airworthy condition. A listing of AD compliance is back of engine log. Details of this inspection are on file at this agency under Work Order No. 0736 Signature Nick Winn IA [REDACTED]

12/5/1981 Tach: 1181.54

Remove exhaust syst & weld cracked stacks. Repaired carb heat box & muffler shroud. Nick Winn

7/17/1981 Tach 1109.71

Changed oil 8 qt Aeroshell 15W50. Wash engine. Ck screen & test run. (illegible sig) Comet Airways RS #4034

3/23/1981 Tach: 1008.29 TSMOH 252.19 (**Note 2 years and 252 hours since last entry**)

Engine 100 hr for annual insp completed this date. Checked intake & exhaust sys. Checked engine mounts. Checked engine controls. Repaired carb heat shroud. Replaced spark plugs. Checked magnetos. Removed #2 cyl due to low comp. Honed cyl. Ground valves, reamed valve guides, installed new rings & seals. Reinstalled cyl. Valve clearances dry tappet between .028-.080. Comp Check after repair #1 75/80, #2 70/80, #3 75/80, #4 75/80. Engine ran to full static runup. Checked ok for return to service. AD list in back of log book. I certify that this engine has been inspected in accordance with an annual insp & was determined to be in Airworthy Condition. Nick Winn

4/10/1979 Tach 756.1

Reinstall engine in Aircraft, reinstall propeller. Install 8 quarts of standard SAE 50 uncompounded oil. Broken carb heat muff hose conn. **Unairworthy.** (illegible sig) A&E [REDACTED] Mid Valley Aviation Inc.

4/2/1979 Tach 756.1 (**Major Overhaul**)

TSMO Zero. Eng major overhauled. Case center main web repaired & crankshaft main bearing journals turned .010 undersize by Nickson's Machine Shop. See serviceable parts tags dated 2-8-79 & 2-27-79. Connecting rods rebushed & checked for alignment by Sacramento Sky Ranch see partial repair tag. Replaced rod & main bearings, replaced cam shaft, cam followers, hydraulic tappet units. Replaced rod bolts & nuts. Replaced oil pump gears & shafts. Replaced oil press relief ball & spring. Honed cyl & installed new rings. Engine assembled with new gaskets & seals. Installed overhauled magnetos, starter, & generator, and new fuel pump. Eng make: Lycoming, N6334P, Eng model: O-360-A1A, serial: L-1912-36. The aircraft and/or component identified above was repaired and inspected in accordance with current civil air regulations and was found Airworthy for return to service. Pertinent details of the repair are on file at this agency under work order 12785. Date 4-2-79. Signed: Dale Hunter Insp.

Start of Engine Log