

# Engine Log & Maintenance Record

LOG #: \_\_\_\_\_

RECORD OF See Eng Cert. ↓  
(MAKE) (MODEL) (SERIAL)

AIRCRAFT REGISTRATION NUMBER: N39478

DATE Sept 11, 2018 TO \_\_\_\_\_ 20\_\_\_\_

FLIGHT TIME FROM 0 TO \_\_\_\_\_  
(HOURS) (HOURS)

Installed on a multi-engine aircraft: \_\_\_\_Right \_\_\_\_Left \_\_\_\_Front \_\_\_\_Rear

## Rebuilt Engine Certificate of Conformance

This is to certify that the engine as described hereinafter has been REBUILT in accordance with the applicable Lycoming specifications. It has been determined airworthy to return to service and is in a condition for safe operation. All applicable Federal Aviation Administration Airworthiness Directives and Lycoming Service Publications have been complied with. All accessories as part of the type certificate are new or newly rebuilt. Refer to enclosed Form ET001 for applicable accessory part numbers and serial numbers.

**LYCOMING**

Part Number RENPL-RT8581  
Serial Number RL-18988-48E  
Engine Model IO-540-K1G5  
Work Order KM716566  
Total Time 0

Charles Hess 5/21/18  
Authorized Representative Date

Production Certificate #3

652 Oliver Street Williamsport, PA 17701 U.S.A.  
Lycoming Engines is a division of Avco Corporation

Form 2481 Rev 05/13

# Engine Log

Serial # \_\_\_\_\_

Date	Time Run (Hours)	Total Time Since Overhaul	Repairs, Adjustments, Service, Remarks	Signature	Licence #
BROUGHT FORWARD	1' 0''		(4002.18) What Installed		

Sept 11, 2018

This Engine Textron Lycoming IO-540-K1G5 SN RL-18988-48E

Was Installed On Piper Lance PA-32RT-300 SN 32R-7885221 N39478 4002.18

Total Time Engine 0.0 SMOH Tach (815.4 Hobbs) Tach 4002.18 OE

Ground Runs Were Accomplished, Idle RPM and Idle Mixture Checked.

Post Ground Run Leak Checks Accomplished Then Cowling Was Installed ad

Additional Ground Runs Were Accomplished. All Cylinder Head Temps

Remained Within Operating Limits.

This Engine Is Returned To Service.

*Donald Eaves*

Donald Eaves

IA 1984259 A&P

April 8 2019 2019 OE

Engine Textron Lycoming IO-540-K1G5 Engine SN RL-18988-48E

Total Time Tach 4017.97 Current Hobbs 834.0

TSO 15.79 Tach 18.6 Hobbs. OE

Preformed Annual Inspection IAW Lance Service Manual Annual Inspection Check List.

CW Repetitive AD 2015-19-07 Fuel injector fuel lines Inspect the fuel injector fuel lines and clamps between the fuel manifold and the fuel injector nozzles For Chafing and Clamp Failure.

Found #1 Injector Line Leaking. Swapped #1 Injector With #2 Injector. Leak Checked Good. Replaced #2 CHT Probe That Was Inop.

Changed Oil And Filter Ran Engine No Leaks , Opened Inspected Filter.

Checked AD's Through This Date.

I Certify This Engine Was Inspected In Accordance With An Annual Inspection And Was Determined To Be In An Airworthy Condition.

*Donald Eaves*

Donald Eaves IA 1984259 A

Page Total: \_\_\_\_\_

Brought Forward: 1' 0'' OE

Total to Date: \_\_\_\_\_

All repair data must bear the endorsement of a certified mechanic, and his/her rating and certificate number MUST be shown.

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Engine Textron Lycoming IO-540-K1G5 Engine SN RL-18988-48E

Tach Time AC 4058.33 - 4002.18 = 56.15 TSO

Performed Annual Inspection IAW Appendix D to Part 43 Scope and Detail of Annual Inspections Following Piper PA-32RT-300 Service Manual.

Compression Was Found To Be In Airworthy Range On All Cylinders.

CW Repetitive AD 2015-19-07 Fuel injector fuel lines Inspect the fuel injector fuel lines and clamps between the fuel manifold and the fuel injector nozzles

For Chafing and Clamp Failure.

Checked AD's Through This Date.

I Certify This Engine Was Inspected In Accordance With An Annual Inspection And Was Determined To Be In An Airworthy Condition.



Donald Eaves IA 1984259 AP

August 6, 2020

Engine Textron Lycoming IO-540-K1G5 Engine SN RL-18988-48E

Tach Time AC 4058.33 - 4002.18 = 56.15 TSO ✓

Installed General Aviation Modifications Inc GAMIjectors IAW STC

SE09445SC Kit No. GL10-6 See 337 Dated This Date.

Leak Checks Were Accomplished, None Found. Engine Ground Runs Were Satisfactory. Engine Returned To Service.



Donald Eaves IA 1984259 AP

Oct 2, 2021

Engine Textron Lycoming IO-540-K1G5 Engine SN RL-18988-48E

Tach Time AC 4110.33 - 4002.18 = 108.15 TSN

Performed Annual Inspection IAW Appendix D to Part 43 Scope and Detail of Annual Inspections Following Piper PA-32RT-300 Service Manual.

Compression Was Found To Be In Airworthy Range On All Cylinders.

Cleaned Gaped Spark Plugs and Swapped Top To Bottom, Bottom To Top.

CW Repetitive AD 2015-19-07 Fuel injector fuel lines Inspect the fuel injector

fuel lines and clamps lines For Chafing and Clamp Failure.

Checked AD's Through This Date.

I Certify This Engine Was Inspected In Accordance With An Annual

Inspection And Was Determined To Be In An Airworthy Condition.



Donald Eaves IA 1984259 A

age Total: \_\_\_\_\_

ought Forward: \_\_\_\_\_


otal to Date: \_\_\_\_\_

All repair data must bear the endorsement of a certified mechanic, and his/her rating and certificate number MUST be shown.

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# Engine Log

Serial # \_\_\_\_\_

#	Date	Time Run (Hours)	Total Time Since Overhaul	Repairs, Adjustments, Service, Remarks	Signature	Licence #
1	01/08/2025	N39748	S/N: RL-18988-48E	Tach: 4228.10		
<p>Due to propeller strike the following work was performed. Removed and reinstalled this engine due to Repair completed by Pinnacle Aircraft Engines CRS# 8PCR980B under W/O# 24_077. The following new parts installed during installation: New isolator mounts, new mounting bolts and nuts, new exhaust risers and mufflers. Reinstalled the following in same condition: Vacuum pump, alternator, propeller governor, fluid carrying hoses, baffling, A/C compressor, and belts. Replaced propeller with new HC-C3YR-1RF, S/N: PA2366B, spinner assembly with new P/N: C-3532-5P S/N: 2405543, and spinner bulkhead with new C-2294-12P, S/N: 2405224 all supplied by owner. Serviced engine with 12 Qts. Phillips X/C 20W50 oil. C/W engine ground runs I/A/W Lycoming SI No. 1427C. All ground checks were satisfactory.</p> <p>Bryant Hamm A&amp;P 3508729</p>						
						

This engine was sent to Pinnacle Aircraft Engines for a Prop Strike Inspection. This engine has been disassembled, cleaned, inspected, reassembled, and tested in accordance with the manufacturer's instructions: Form #: 60294-7 Lycoming Direct Drive Engine Overhaul Manual Revision dated April 2020. The following components were installed as replacements: All mandatory replacement items and (8) Roller Tappets p/n LRT23381 s/n ASR-11-8-23 (recertified by AC Spec {crs DD2R764K} on WO# 288144). The following components were sent out for overhaul/repair and reinstalled: Crankcase c/n C11E20030-L m/n K0983 (recertified by Divco {crs DB2R762K} on WO# 144255), and Left Magneto p/n 6351 s/n 18030475 & Right Magneto p/n 6350 s/n 18021366 (both recertified by T&W Aircraft Electrical {crs 7W3R732D} on WO# 1968). All applicable Service Bulletins and Airworthiness Directives have been complied with. See S.B. and A.D. lists supplied. With respect to the work performed, this engine is airworthy and approved for return to service.

W/O#: 24\_077

Date: 19/Dec/2024

Make/Model: Lycoming / IO-540-K1G5

Serial Number: RL-18988-48E

Time in service: Engine Total Time: 225.81



20421 Bohemian Hall Road  
Silverhill, AL 36576

  
Authorized Signature

8PCR980B  
Certificate Number

ge Total: \_\_\_\_\_

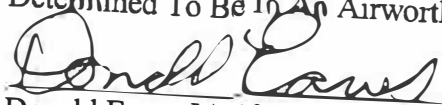
ought Forward: \_\_\_\_\_

al to Date: \_\_\_\_\_

All repair data must bear the endorsement of a certified mechanic, and his/her rating and certificate number MUST be shown.

Apr. 01, 2025, Engine Textron Lycoming IO-540-K1G5 Engine SN RL-18988-48E  
Engine Tach Time = AC Tach 4219.17 - 4002.18 = **216.99 Engine Time Since New.**  
-Performed Annual Inspection IAW Appendix D to Part 43 Scope and Detail of Annual  
Inspections Referencing Piper PA-32RT-300 and Textron Lycoming Service Manual. And N  
This Engine Was Just Re Installed By Coastal Aircraft Service and Was Still Is In Its 1<sup>st</sup> 25.  
Engine Was Operated and Inspected And Found Airworthy,  
-CW Repetitive AD 2015-19-07 Fuel injector fuel lines Inspect the fuel injector fuel lines and  
clamps lines For Chafing and Clamp Failure.  
-Checked AD's Through This Date.

I Certify This Engine Was Inspected In Accordance With An Annual Inspection And Was  
Determined To Be In An Airworthy Condition.



Donald Eaves IA 1984259 A


UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION <b>SPECIAL AIRWORTHINESS CERTIFICATE</b>			
CATEGORY/DESIGNATION Special Flight Permit			
PURPOSE Ferry flight for repairs, alterations, maintenance, or storage			
MANUFACTURER	NAME N/A		
	ADDRESS N/A		
FLIGHT	FROM KDTS		
	TO KJKA		
N39478	MODEL PA-32RT-300	SERIAL NO. 32R-7885221	
BUILDER PIPER		DATE OF ISSUANCE 15/Aug/2024	
Unless sooner surrendered, suspended, revoked, or the termination date of 24/Aug/2024, this airworthiness certificate is effective under the conditions prescribed in 14 CFR, Part 21, Section 21.181 or 21.217.			
SIGNATURE OF FAA REPRESENTATIVE //Signed by//Ronald Dwayne Humphrey, 09:45 AM, August 14, 2024		DESIGNATION OR OFFICE NO. 999997310	
This airworthiness certificate is issued under the authority of Title 48 United States Code 44704 and Title 14 Code of Federal Regulations. Any alteration, misuse or reproduction for a fraudulent purpose of this certificate may be punishable by the certificate revocation, fine and / or imprisonment. THIS PORTION OF THE CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT PER THE APPLICABLE REGULATIONS.			

### *--Conditions and Limitations--*

This aircraft does not meet the airworthiness standards of Annex 8 to the Convention on International Civil Aviation. Operations in airspace outside of the United States will require the permission of the applicable foreign authority. That permission must be carried aboard the aircraft together with this U.S. airworthiness certificate and, upon request, be made available to an FAA inspector or the applicable foreign authority in the country of operation.

Operations may be further restricted by the applicable foreign authority. This may include not allowing use of an airport, requiring specific routing, and restricting flight over specific areas. The operator must comply with any additional limitation prescribed by the applicable foreign authority when operating in its airspace.

This airworthiness certificate authorizes the flight specified for the purpose shown.

This authorization must be displayed in the aircraft in accordance with 14 CFR §91.203(b)

This authorization expires upon arrival at destination or 10 DAYS

These Operating Limitations are a part of the Special Flight Permit issued to the aircraft described above. Flight crew members must be properly certificated and rated in accordance with 14 CFR Part 61.

1. The flight described above shall be made under VFR/VMC day conditions only, (unless the additional limitation below authorizes differently). The flight shall be made by the most direct and expeditious route consistent with the aircraft operating limitations and weather. FAR 91.707 requires that a Flight Plan be filed for flights between the USA and Canada or Mexico—no waiver available.
2. Occupancy of the aircraft is limited to the pilot, essential flight crew required to operate the aircraft and its equipment and personal baggage.
3. Flight over congested areas is prohibited, and takeoffs and landings shall be conducted to avoid congested areas in the vicinity of any of the airports used in conjunction with this authorization. Flight over a foreign country must have special permission from that country.
4. Prior to flight, the aircraft must be inspected by a certificated mechanic or repair station to determine the aircraft is safe for the intended flight. The result of that inspection will be entered in the permanent aircraft records with the following similarly worded statement: "This aircraft has been inspected and has been found safe for the intended flight in accordance with Special Flight Permit dated 15AUG2024."
5. Operation of this aircraft is subject to the approval of the registered owner. The aircraft must display U.S. registration identification marks and have a registration certificate issued to its owner on board. This permit is valid for one flight only (Direct) with necessary fuel stops.
6. Any Airworthiness Directive pertinent to this make and model of aircraft that requires compliance must be complied with before the ferry flight is initiated unless the AD specifies that the aircraft can be ferried to a location where the requirements of that specific AD can be accomplished.

**Additional Limitations:**

1. Retraction of the landing gear prohibited during flight.