

ENGINE LOG



NEW RECIPROCATING ENGINE CERTIFICATE

This is to certify that the engine as described hereinafter has been manufactured run-in and tested as prescribed by **LYCOMING** specifications and Federal Aviation Regulations. No further run-in is required. All applicable Federal Aviation Airworthiness Directives and Lycoming Service Bulletins have been complied with at time of Manufacture.

MODEL TIO-540-AH1A SERIAL NO. L-12842-61A
DATE AUG 09 2007 
(AUTHORIZED REPRESENTATIVE)

LYCOMING
A Textron Company

LYCOMING ENGINES
652 Oliver Street
Williamsport, PA 17701 U.S.A.

Form No. 777-B (Rev. 3/03)

ENGINE DESCRIPTION

Manufacturer: Lycoming-Williamsport, Penn Serial No. L-12842-61A

Horsepower: 300

Model: TIO-540-AH1A FAA T. C. No. E14EA

FAA T. C. No. E 14EA

[illegible]

ENGINE LOG

Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		
	Brought Forward →			



01/28/2008
HOBBS 24.3

Piper PA32R-30T N3098H

S/N 3257478

Drained oil, took sample, removed opened and inspected oil filter, no contamination noted. Installed new CH48110-1 oil filter and serviced with 11QT Aeroshell 15W50. Ran engine, no leaks noted, and ops check good.

The aircraft, airframe, aircraft engine, propeller, or appliance listed above, was inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at this agency under **Work Order 16622**.

Date Signed 01/28/2008

Paul Cawthorn

Des Moines Flying Service, Inc.

CRS G9CR485J



Total 1
Carry

and Remarks

Signature

Certificate No.



02/22/08

A/C HOBBS 31.8

N3098H

Tested starting voltage of autopilot pitch servo and ran motor in to ensure proper brush seating. Adjusted pitch mail cable tension and checked pitch bridal cable tension per Piper service manual.

The aircraft, airframe, or appliance listed above, was inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at Des Moines Flying Service, Inc. under Work Orders # 28013 and 28012. FAA Certified Repair Station # G9CR485J

Signed

[Signature]



ENGINE LOG

DMFS

DES MOINES FLYING SERVICE, INC.



INTERNATIONAL AIRPORT
P.O. BOX 35126 DES MOINES, IA 50315-0302
Telephone (515) 256-5300 FAX (515) 256-5537

enance

April 16, 2008 Piper PA32R-301T N3098H S/N 3257478
Tach / Hobbs 46.9 Total Time 46.9
Lycoming TIO-540-AH1A SN L-12842-61A Total Time 46.9

Completed the 1st 50 hour warrantable inspection per New Piper checklist PN 765-037 dated 03/01/2006

1. Changed oil with Aeroshell 15W50, changed oil filter, inspected old filter element for contamination, none detected at this time. Oil sample was taken at this time
2. Installed correct oil sump screen PN 60422
3. Complied with AD 2008-08-14 dated 04/29/2008 per Precision MSB PRS-107 revision 2, dated 03/21/2008 per G. Terminating Action, installed new replacement gasket Precision PN 2577258, torque hex plug and saftied per instructions. Letter "G" was stamped on plug per instructions.
4. Complied with AD 2002-26-01 39-12986 dated 01/31/2003 per paragraph (c) and Lycoming SB 342E dated 05/18/2004 instructions and diagram 18, found to meet conditions specified at this time, due ea. inspection

I certify that this Engine has been inspected in accordance with a 50 hour Inspection and was determined to be in an airworthy condition. Other details of this inspection are on file at this agency under Work Order Nos. 16709 and 16710.

Date Signed 04/16/2008:

Randall D Hunter

Des Moines Flying Service, Inc., FAA CRS G9CR485J



and Remarks

Signature

Certificate No.

DMFS

DES MOINES FLYING SERVICE, INC.



INTERNATIONAL AIRPORT
P.O. BOX 35126 DES MOINES, IA 50315-0302
Telephone (515) 256-5300 FAX (515) 256-5537

June 23, 2008 Piper PA32R-301T N 3098H S/N 3257478
Engine MN TIO-540-AH1A Engine SN L-12842-61A
Tach / Hobbs 71.8 Total Time 71.8

Drained oil and took sample. Removed, opened and inspected oil filter, no contamination noted. Installed new Champion CH48110-1 oil filter and serviced with 11 qt Aeroshell 15W50. Ran engine, no leaks noted, and ops check good.

The aircraft, airframe, aircraft engine, propeller, or appliance identified above, was repaired, and inspected in accordance with current Regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at this agency under Work Order No. 16838.

Date 06/23/2008 Signed:



Des Moines Flying Service, Inc.

ENGINE LOG

DMFS

DES MOINES FLYING SERVICE, INC.



INTERNATIONAL AIRPORT
P.O. BOX 35126 DES MOINES, IA 50315-0302
Telephone (515) 256-5300 FAX (515) 256-5537

Certificate No.

DMFS

DES MOINES FLYING SERVICE, INC.



INTERNATIONAL AIRPORT
P.O. BOX 35126 DES MOINES, IA 50315-0302
Telephone (515) 256-5300 FAX (515) 256-5537

September 8, 2008
Tach / Hobbs 109.6

Piper PA 32R-301T

N 3098H

SN 3257478

Changed oil with 12 quart Aeroshell 15W50, changed oil filter and inspected old filter element for contamination, none detected at this time. An oil sample was taken at this time. Engine was run-up and checked for leaks, none were detected at this time.

The aircraft, airframe, aircraft engine, propeller, or appliance identified above, was repaired, and inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at this agency under Work Order No 16950.

Signed 09/08/2008

Barry Vetterick

Des Moines Flying Service, Inc., FAA CRS G9CR485J

Total To
Carry Forward

CYLINDER COMPRESSION CHECK

No 1	No 2	No 3	No 4	No 5	No 6
80	79	79	79	79	79
80	80	80	80	80	80

1. Changed oil with Aeroshell 15W50, changed oil filter, old filter inspected for contamination, none was found at this time, oil sample was taken.
2. Complied with AD 2008-14-07 dated 08/14/2008 inspected the fuel injector fuel lines and clamps as per paragraph (k) and Textron Lycoming MSB No. 342E, dated May 18, 2004. Injector lines and clamps meet the conditions specified. (due each 100 hours)
3. Complied with Slick SB 02-08 Revision A dated 07/21/2008, replaced cams in left magneto PN 6361 SN 07050336, and right magneto PN 6360 SN 07052376. Cams were manufactured after May 12, 2008 ending service bulletin 100 hour or Annual inspection requirements.
4. Inspected left magneto PN 6361 SN 07050336, and right magneto PN 6360 SN 07052376 per Slick SB 03-08 Revision A dated 07/24/2008 no abnormal wear found in carbon brushes, inspection due again at 250 ± 10 magneto hours time in service.
5. Engine was operationally checked, no leaks or defects were noted at this time

I certify that this **Engine** has been inspected in accordance with an **Annual** inspection and was determined to be in an airworthy condition. Other details of this inspection are on file at this agency under Work Order No 17038 and 17039.

Date Signed 11/17/2008

Eugene Koll

Des Moines Flying Service, Inc.,

FAA CRS G9CR485J



ENGINE LOG

Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		
	Brought			



INTERNATIONAL AIRPORT
P.O. BOX 35126 DES MOINES, IA 50315-0302
Telephone (515) 256-5300 FAX (515) 256-5537

3/26/09 N3098H S/N3257478 Hobbs 156.2 Total Time 156.2

C/W oil and filter change, 11 qts. Aeroshell 15W50Wt. oil. Took oil sample, test ran and no leaks noted. The aircraft, airframe, engine, propeller, or appliance identified above was repaired and inspected in accordance with Regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at this agency under Work Order No. 17205

Signed Paul Cawthorn
Paul Cawthorn
Des Moines Flying Service FAA CRS G9CR485J



Total To Carry Forward

and Remarks

07-02-09 N3098H
SIN 3257478 176.8 hrs
A/C hobbs.

Removed Defective Starter
Installed New Skytec
Starter PIN 149-24PM
(31B22101) SIN R4P-170919.
Operational checked.

James K. Kellerman
N309802

LYCOMING

652 Oliver Street
Williamsport, PA 17701 U.S.A.
570/323-6181

ORDER NUMBER	LOCATION
97504	026 RR 10 02
PART NUMBER	QUANTITY
31B22101	1
DESCRIPTION	
STARTER-SKY-TEC(149-24P)	
EXP DATE	

ENGINE LOG

Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		

DMFS

DES MOINES FLYING SERVICE, INC.



INTERNATIONAL AIRPORT
P.O. BOX 35126 DES MOINES, IA 50315-0302
Telephone (515) 256-5300 FAX (515) 256-5537

07/14/2009 Piper N3098H S/N 3257478
Hobbs 181.9 Total Time 181.9

Drained oil and took sample. Removed and inspected the oil filter and installed a new CH48110-1 oil filter. Added 11 quarts Aeroshell 15w50 and leak checked.

The aircraft, airframe, aircraft engine, propeller, or appliance identified above, was inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at this agency under **Work Orders # 17306**

Date Signed 07/14/2009

James D. Swanson

Des Moines Flying Service, Inc. CRS G9CR485J



Total
Carry Forward

DMFS

DES MOINES FLYING SERVICE, INC.



INTERNATIONAL AIRPORT
P.O. BOX 35126 DES MOINES, IA 50315-0302
Telephone (515) 256-5300 FAX (515) 256-5537

icate No.

August 21, 2009 Piper PA32R-301T N 3098H S/N 3257478
Tach / Hobbs 182.0 Total Time 182.0
Lycoming TIO-540-AH1A SN L-12842-61A Total Time 182.0
Hartzell HC-I3YR-1RF SN HK1351B Total Time 182.0
Performed an Annual Inspection per Piper PA32R-301T Maintenance Manual, 761-879 dated 01/31/2008 including inspection checklists located in Chapter 5-20-00.

CYLINDER COMPRESSION CHECK

No 1	No 2	No 3	No 4	No 5	No 6
80	79	79	79	79	77
80	80	80	80	80	80

- Complied with AD 2008-14-07 dated 08/14/2008 inspected the fuel injector fuel lines and clamps as per paragraph (k) and Textron Lycoming MSB No. 342E, dated May 18, 2004. Injector lines and clamps meet the conditions specified. (due each 100 hours)
- Engine was operationally checked, no leaks or defects were noted at this time

I certify that this **Engine** has been inspected in accordance with an **Annual** Inspection and was determined to be in an airworthy condition. Other details of this inspection are on file at this agency under Work Order No 17352 and 17353.

Date Signed 08/21/2009

David Hintz



Des Moines Flying Service, Inc.,

FAA CRS G9CR485J

ENGINE LOG

Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		
6-17-2010	Brought Forward →		247.2	Changed engine oil and filter. Serviced engine with 12 qts of Aeroshell 15W-50 and a new C448110-1 filter. Engine was ground run, no leaks noted at this time. End - John L. Blamling P505749274
Total To Carry Forward				

and Remarks	Signature	Certificate No.
<p>Nov 10, 10 Hobbs 277.8 HRS. Inspected ignition, induction, exhaust and fuel systems for operation, condition, security and defects - Checked compression - #1 ⁸⁰/₇₄, #2 ⁸⁰/₇₄, #3 ⁸⁰/₇₈, #4 ⁸⁰/₇₈, #5 ⁸⁰/₇₇, #6 ⁸⁰/₇₇. Cleaned gapped and rotated spark plugs. Cleaned fuel screens and injectors. %w ad 08-14-01 and 3/0.342F. Found OK. Changed engine oil. Serviced engine w/ 12 qts of Aeroshell 15W-50. Checked oil filter for contamination. None found at this time. Removed intake pipes on cyl's 1, 2, 3 & 4 to gain access to oil pump to install a model 540 Eng preheater, supplied by E-2 Heat. Reinstalled intake pipes with new 71973 gaskets and 72711 O-rings. Replaced rocker cover gaskets on cyl's #1-2. Engine was washed</p>		
next page →		

ENGINE LOG

Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		
11/10/10	Brought Forward →		277.8	down and ground run.
No leaks noted at this time. Checked AD's thru 10-21 issue and %w those dated this date only on AD sheets with aircraft paperwork. End -				
<p align="center"><u>Annual</u> Inspection</p> <p>Date <u>11/10/10</u> Tach <u>277.8</u> T.T. <u>Same</u></p> <p>I certify that I have inspected this Aircraft engine in accordance with a <u>Annual</u> inspection and found it in an airworthy condition.</p> <p>Signed <u>John A. Hamling</u></p> <p>A & P or IA <u>505749274</u></p>				
Total To Carry Forward				

and Remarks	Signature	Certificate No.
12-21-11 Hobbs 331.0 hrs. Inspected ignition, induction, exhaust, engine mounts and controls and fuel systems for operation, security and defects. Cleaned fuel injectors and fuel screens. Cleaned, gapped and rotated spark plugs. Checked compression - #1 80/77, #2 80/74, #3 80/76, #4 80/77, #5 80/77, #6 80/77. Changed engine oil and filter. Checked for contamination. None found at this time. Engine was ground run, no leaks noted at this time. AD's checked thru 11-24 issue. END -	<u>Annual</u>	
	<p>Date <u>12-21-11</u> Tach <u>331.0</u> T.T. <u>Same</u></p> <p>I certify that I have inspected this Aircraft engine in accordance with a <u>Annual</u> inspection and found it in an airworthy condition.</p> <p>Signed <u>John A. Hamling</u></p> <p>A & P or IA <u>505749274</u></p>	

ENGINE LOG

Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		
2-15-2013	Brought Forward →	Hobbs 349.4		Inspected ignition, induction, exhaust, engine mounts and controls for operation, security and defects. Checked compression, cleaned fuel screen and injectors. Changed engine oil and filter. Serviced engine with 12 qts of Amsoil 15W-50 and a new
#1 80/70	CH 48110-1 filter			Inspected old oil filter for contamination. None found
2 80/70				at this time. Engine was ground run. No leaks noted at this time.
3 80/72				Checked AD's thru 13-02 issue. Annual inspection
4 80/72			Date 2-15-13 Tack 349.4 T.T. Same	
5 80/73				No new applicable AD at this time. See AD sheet with aircraft repair work. I certify that I have inspected this Aircraft Engine in accordance with a Annual inspection and found it in an airworthy condition.
6 80/75			Signed John R. Hamling	
Total To Carry Forward			AD 505749274	

and Remarks	Signature	Certificate No.
June 17, 2014 Hobbs 343.8. Inspected ignition, induction, exhaust, fuel and electrical systems, engine mounts and controls for operation, security and defects. Changed engine oil and filter. Serviced engine with 12 qts of Amsoil 15W-50 and a new CH 48110-1 filter. No contamination found in old oil filter. Checked compression: #1 80/68, #2 80/64, #3 80/64, #4 80/64, #5 80/66, #6 80/66. Checked, gapped, and rotated spark plugs. Engine was ground run, no leaks noted at this time. AD's checked thru 14-11 issue. No new applicable AD's at this date only on AD sheets with aircraft paper work. END -	Annual Date 6-17-14 Tack 343.8 T.T. Same I certify that I have inspected this Aircraft Engine in accordance with a Annual inspection and found it in an airworthy condition. Signed John R. Hamling	AD 505749274

ENGINE LOG

Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		
9-28-15	Brought Forward →		372.7	This engine has been inspected
				L/A/W FAR 43 App. D. Inspected ignition, induction, exhaust, fuel and electrical systems, engine mounts and controls for operation, security and defects. Checked compression, cleaned fuel screens and injectors. No oil change at this time. Removed oil filter and installed a new CH48110-1 filter.
# 1 8/14				No contamination found in old oil filter. Cleaned, gapped and retorted spark plugs. Checked AD's thru 15-19 issue and for those dated the date only. Engine was ground run, no leaks noted at this time. End.
2 8/12				
3 8/18				
4 8/14				
5 8/12				
6 8/14				
Total To Carry Forward				

Annual Inspection
 Date 9-28-15 Tack 372.7 T.T. 372.7
 I certify that I have inspected this Aircraft Engine
 in accordance with a Annual Inspection and
 found it in an airworthy condition.
 Signed John A. Hamling
 A-8-E or IA 505749274

and Remarks	Signature	Certificate No.
12-1-16 Hops 375.8 hrs. Inspected this engine I/A/W FAR 43 App. D. Inspected ignition, induction, exhaust and fuel systems, engine mounts and controls for operation, security and defects. Changed engine oil and filter, serviced engine with 12 qts of Aeroshell 15W-50 and a new CH48110-1 filter. No contamination found in old filter. Checked compression - #1 80/168, #2 50/172, #3 80/168, #4 80/168, #5 50/174, #6 80/178. Engine was ground run. No leaks noted at this time. Checked AD's thru 16-22 issue and for those dated the date only on AD sheets with aircraft paper work. End —	Annual Date 12-1-16 Tack 375.8 T.T. 375.8 I certify that I have inspected this Aircraft Engine in accordance with a Annual Inspection and found it in an airworthy condition. Signed John A. Hamling IA 505749274	

Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		



➡ *Li'l Red Aero, Inc.* ➡

Aircraft Maintenance & Repair
4975 AIRPORT ROAD
KEARNEY, NEBRASKA 68847

Tail Number: N3098H Model: Piper PA32R-301T Serial Number: 3257428

Hobbs Time: 385.3 Engine Total Time: 385.3

Engine: Model Lycoming TIO-540-AH1A Serial Number: L-12842-61A

[illegible]

I certify that I have inspected this aircraft engine in accordance with a Annual Inspection and have found it in a Airworthy Condition.

Date: 01/05/2018 Signature: John A. Hamling John A. Hamling IA: 505749274



Li'l Red Aero, Inc.

Aircraft Maintenance & Repair
4975 AIRPORT ROAD
KEARNEY, NEBRASKA 68847

Tail Number: N3098H Model: Piper PA32R-301T Serial Number: 3257478

Hobbs Time: 389.6 Engine Total Time: 389.6

Engine Model: Lycoming TIO-540-AH1A Serial Number: L-12842-61A

Inspected this engine in accordance with FAR 43 Appendix D. Inspected ignition, induction, exhaust, fuel systems and engine mounts and controls for operation, security and defects. No oil change done at this time. Removed and inspected oil filter for contamination. None found at this time. Installed a new AA48110-2 oil filter. Cleaned, gapped and rotated sparkplugs. Cleaned fuel screen and fuel injectors. Compression checked. #1 80/76, #2 80/72, #3 80/76, #4 80/74, #5 80/76, #6 80/76. Checked AD's through 19-06 issue and complied with those dated this date only on AD sheets with aircraft paperwork. Engine was ground run, with no leaks noted at this time. END>>>>

I certify that I have inspected this aircraft engine in accordance with a Annual inspection and have found it in a Airworthy Condition.

Date: 04/12/2019 Signature: John A. Hamling  IA: 505749274

Date: 04/12/2019 Signature: John A. Hamling 

IA: 505749274

ENGINE LOG



Li'l Red Aero, Inc. →

Aircraft Maintenance & Repair
4975 AIRPORT ROAD
KEARNEY, NEBRASKA 68847

Tail Number: N3098H Model: Piper PA32R-301T Serial Number: 3257478

Hobbs Time: 391.9 Engine Total Time: 391.9

Engine Model: Lycoming TIO-540-AH1A Serial Number: L-12842-61A

Inspected this engine in accordance with FAR 43 Appendix D. Inspected ignition, induction, exhaust, fuel systems and engine mounts and controls for operation, security and defects. No oil change done at this time. Removed and inspected oil filter for contamination. None found at this time. Installed a new AA48110-2 oil filter. Cleaned, gapped and rotated sparkplugs. Cleaned fuel screen and fuel injectors. Compression checked. #1 80/74, #2 80/70, #3 80/74, #4 80/74, #5 80/74, #6 80/78. Checked AD's through 20-07 issue and complied with those dated this date only on AD sheets with aircraft paperwork. Engine was ground run, with no leaks noted at this time. END>>>>

I certify that I have inspected this aircraft engine in accordance with a Annual inspection and have found it in a Airworthy Condition.

Date: 04/16/2020 Signature: John A. Hamling John A. Hamling IA: 4362586



Li'l Red Aero, Inc. →

Aircraft Maintenance & Repair
4975 AIRPORT ROAD
KEARNEY, NEBRASKA 68847

Tail Number: N3098H Model: Piper PA32R-301T Serial Number: 3257478

Hobbs Time: 396.0 Engine Total Time: 396.0

Engine Model: Lycoming TIO-540-AH1A Serial Number: L-12842-61A

Inspected this engine in accordance with FAR 43 Appendix D. Inspected ignition, induction, exhaust, fuel systems and engine mounts and controls for operation, security and defects. Changed engine oil and filter. Serviced engine with 12 qts of Aeroshell 15W-50 and a new AA48110-2 filter. Inspected oil filter for contamination. None found at this time. Cleaned, gapped and rotated sparkplugs. Cleaned fuel screen and fuel injectors. Compression checked. #1 80/72, #2 80/72, #3 80/74, #4 80/72, #5 80/72, #6 80/76. Checked AD's through 21-09 issue and complied with those dated this date only on AD sheets with aircraft paperwork. Engine was ground run, with no leaks noted at this time. END>>>>

I certify that I have inspected this aircraft engine in accordance with a Annual inspection and have found it in a Airworthy Condition.

Date: 06/01/2021 Signature: John A. Hamling John A. Hamling IA: 4362586



ENGINE LOG

Thoroughbred Aviation Maintenance, Inc. Engine

Date: 07/13/2022
AC: N3098H
Engine TT: 407.2
Prop: Hartzell HC-13YR-1RF

Type: Piper PA-32R-301T
AC SN: 3257478
Engine: TIO-540-AHIA
Prop SN: HK11351B

WO: 223270
Hobbs: 407.2
Eng. SN: L-12842-61A
Prop TT: 407.2

1. Compression tested engine, M/O 45/80: #1:74, #2:72, #3:74, #4:73, #5:73 & #6:71.
2. Drained oil, cut filter, no contaminants noted, install & torqued new oil filter, P/N CH48110-1, serviced with 12qts, of Aeroshell W15W-50.
3. Removed, Cleaned, Inspected & Tested original spark plug 8 out of 12 failed. Replaced & Torqued new Spark Plugs, P/N RHB37E.
4. Removed, Cleaned, Inspected, Reinstalled & Safetied In-Line Fuel screen with new packing, P/N 951790.
5. Removed, Cleaned, Inspected, Reinstalled & Safetied Fuel Strainer with new packing, P/N MS29513-043.
6. Removed, Cleaned, Inspected, Reinstalled & Safetied Oil Screen with new gasket, P/N MS35769-21.
7. Replaced ALT 1 Scat tube, P/N Scat-6.
8. Performed Borescope of the Cylinders, findings reported to the buyer and on file.
9. All AD's current.
10. Performed post maintenance run-up, Leak cks. & Ops. ck, Good.
11. Performed Annual Inspection IAW Piper PA-32R-301T Inspection Guide to include the scope and detail of 14 CFR Part 43 appendix D.

-----End-----

I certify this Engine has been inspected/repared/serviced utilizing Piper PA-32R-301T AMM, Lycoming MM & applicable FARs and was found to be in Airworthy Condition.

MAINTENANCE RELEASE

The aircraft and/or component identified was repaired in accordance with current FAA regulations and was found airworthy for return to service for the work performed. "Pertinent" details of the repair are on file at this agency under **Work Order: 223270**

Date: 07/13/2022

Signed: *Davey Bram Davis*

CRS: R81R199Y

and Remarks

Signature

Certificate No.



Thoroughbred Aviation Maintenance, Inc.
Engine

Date: 01/27/2023

AC: N3098H

Engine TT: 451.5

Prop: Hartzell HC-I3YR-1RF

Type: Piper PA-32R-301T

AC SN: 3257478

Engine: TIO-540-AHIA

Prop SN: HK11351B

WO: 223494

Hobbs: 451.5

Eng. SN: L-12842-61A

Prop TT: 451.5

1. Removed top Spark plug for Pre-Buy Compression test, MO 42/80, #1:79, #2:75, #3:75, #4:75, #5:72 & #6:73.
2. Re-installed & Torqued Spark Plugs with new gaskets, P/N M-674.
3. Drained oil, cut filter noting noted at this time, Installed & Safetied new Oil Filter (P/N AA48110-2), Serviced with 11qts. of Phillips 66 Victory 20W50.
4. Removed & Reinstalled #2 & #6 Intake tubes to replace leaking gaskets, P/N 71973.
5. Removed & Replaced leaking Crankshaft Seal, P/N LW15628.
6. Removed Mags for 500Hr Inspection. Reinstalled after they returned. Timed to Engine, Ops. Ck. Good.
7. Post Maintenance Run-up, Leak Ck. & Ops. Ck. Good.

End

I state that this Engine has been inspected/repaiored/serviced utilizing Piper PA-32R-301T AMM, Lycoming TIO-540-AH1 A MM and is Okay for return Service.

MAINTENANCE RELEASE

The aircraft and/or component identified was repaired in accordance with current FAA regulations and was found airworthy for return to service for the work performed. "Pertinent" details of the repair are on file at this agency under **Work Order: 223494**

Date: 01/27/2023

Signed:

CRS: R81R199Y

Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		
	Brought Forward →			
<div style="border: 1px solid black; padding: 5px;"> VIP Aircraft Maintenance 58 Lindbergh Drive Brainard Airport 860-525-5713/www.vipavionics.com Hartford, CT 06114 LOG ID# 3716 20-March-2023 WO# 2290/1 HOBBS 504.4 N3098H S/N 3257478 PIPER PA-32R-301T </div> <p style="text-align: right;">Pg 1 / 1</p> <p>At normal operating temperatures and drained oil. Replaced oil filter with new p/n: AA48110-2. Cut open old oil filter and inspected element. No abnormal wear indications evident. Put 12 quarts of Phillips Victory 20W50 oil into engine. Run up satisfactory. Leak check reveals no leaks.-----END-----</p> <p><i>[Signature]</i> AHP 2777906</p> <p>A&P 2777906 Eric Santerre</p>				
Total To Carry Forward				

Pg 1 / 1


At normal operating temperatures and drained oil. Replaced oil filter with new p/n: AA48110-2. Cut open old oil filter and inspected element. No abnormal wear indications evident. Put 12 quarts of Phillips Victory 20W50 oil into engine. Run up satisfactory. Leak check reveals no leaks.-----END-----

Eric Santerre A#P 2777906
A#P 2777906 Eric Santerre

[illegible]

Pg 1 / 1

At normal operating temperatures and drained oil. Replaced oil filter with new p/n: AA48110-2. Cut open old oil filter and inspected element. No abnormal wear indications evident. Put 12 quarts of Phillips #20W50 oil into engine. Run up satisfactory. Leak check reveals no leaks.


- A&P 40683784 Richard Quinn

ENGINE LOG

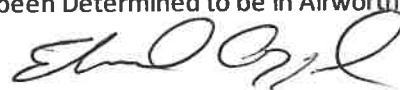
Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		

N3098H **Lycoming TIO 540 - AH1A S/N: L - 12842 - 61A** **07/13/23**

Hobbs: 594.4 ETT: 594.4

Performed a **100 Hour Inspection: IAW**, FAR 43, Appendix D and **Lycoming Engines** Maintenance and Service Manuals. **Compression Check #1 72 #2 76 #3 75 #4 74 #75 #6 76**. Drained Engine Oil, Collected the Oil Sample Replaced Filter, **Installed Tempest P/N: AA48110 - 2**. Added **12 quarts of Phillips Victory 20W - 50 Oil**. Inspected and Service Fuel Strainer, Replaced **O Ring P/N: MS29513 - 043** Checked the Engine Timing. Removed, Inspected and Serviced the Sparkplugs. Removed and Replaced and Installed **FAA / PMA (12) M - 674 Copper Plug Gaskets**. Inspected the Exhaust, Collectors and Turbo System. Removed and Replaced the Exhaust Gaskets on Cylinders #2 #4, #6, Installed **Lycoming "No Blow" P/N: 77611**. Removed & Replaced Sparkplugs, Installed Tempest Sparkplugs **P/N: URHB32S Fine Wire**. Removed & Replaced Induction Gaskets and O Rings on Cylinders #1, #2, #3, #4, Installed **Lycoming P/N: 71973 and P/N: 72711**. Removed, Insp. Replaced Rocker Box Gaskets, **installed (6) Lycoming P/N: 06B26811** Replaced **Tempest Air Filter P/N: AA15 - 1936** Inspected engine for Compliance per Service Procedures. All ADs were reviewed per **TDATA IA Approach 2023 - 14**. This Engine has been Inspected and Serviced in Accordance with a **100 Hour / Annual Inspection** and has been Determined to be in Airworthy Condition.

A&P 3690473



Total To Carry Forward				
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and Remarks	Signature	Certificate No.
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N3098H **Lycoming TIO - 540 - AH1A S/N: 3257478** **07/13/23**

Hobbs: 594.4

Removed existing Fuel Injectors and Installed (1) FAA/PMA Gami "6 Cylinder" Lycoming **P/N: GLVT20 S/N: 31562**. **Installed IAW Gami Installation Instructions**. Installed (1) FAA/PMA Tanis Engine Pre - Heat Kit 6 Cylinder **P/N TSP6CYL - 2927 - 115**. Installed in accordance with Tanis Installation Manual. Tested Components and Satisfied with Installation. Aircraft Returned to Service

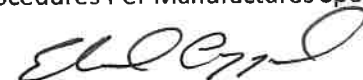


A&P 3690473

N3098H **Piper PA 32R - 301 S/N: 3257478** **11/26/23**

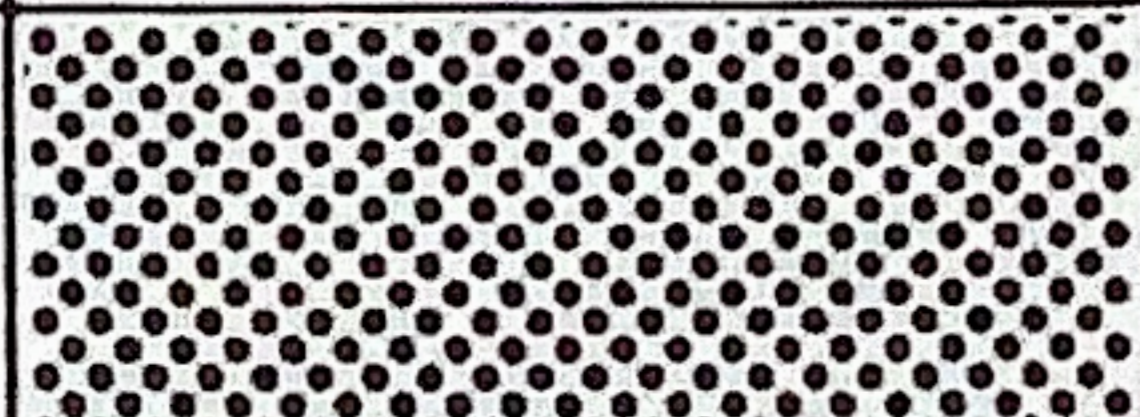
Tach: 679.3

Drained Engine Oil, Removed and Replaced Oil Filter, **Installed Tempest P/N: AA48110 - 2 Filter and Added 12Quarts Phillips 20W - 50 Victory Oil**. Installation Procedures Per Manufactures Speciation's. Operational Performance Check, Checked O.K.

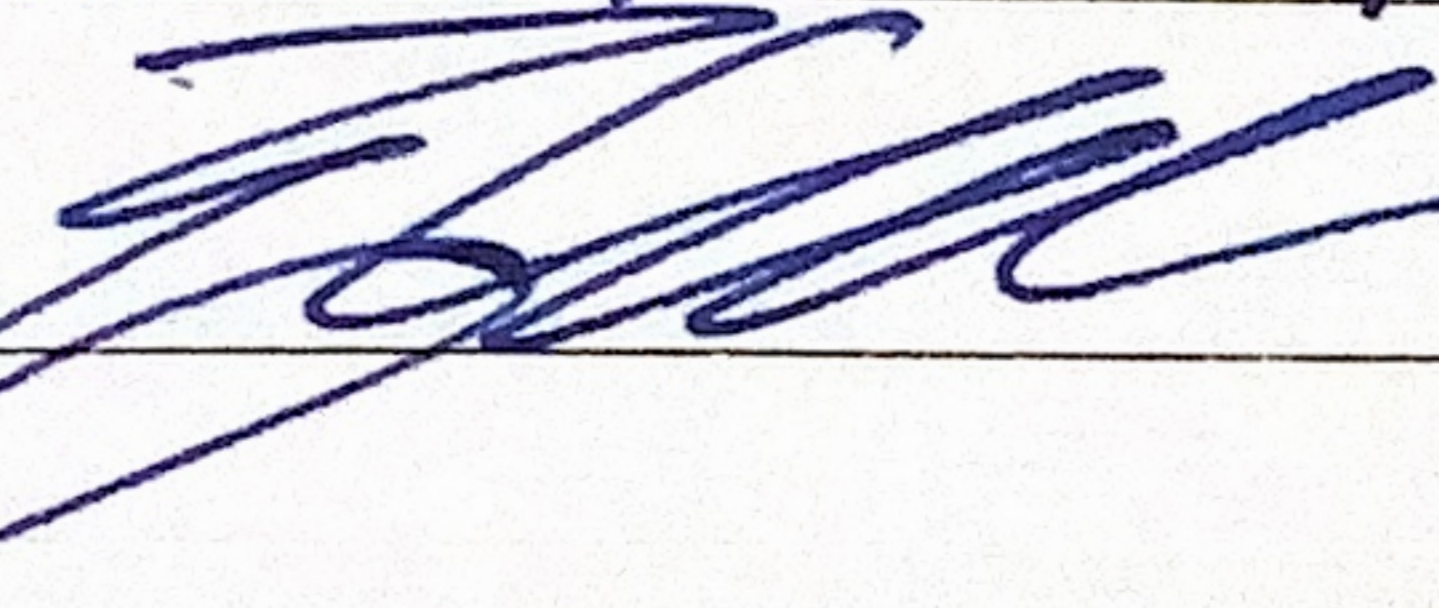


A&P 3690473

ENGINE LOG

Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		
	Brought Forward →			
8/29/24	Tach 859	AF++ 859	E++ 859	P++ 859, TSMOT Zero.
Compressions: 1) 76, 2) 74, 3) 76, 4) 72, 5) 72, 6) 78. Drained oil & cat filter. Checked for contaminants, none found. Installed CH48110-1 filters & 12 qts Phillips 20W50. Serviced plugs, checked mag timing, checked torque on all engine hardware. C/w AD 15-19-07 - no defects seen. Run-up, oil check, & leak check good.				
Total To Carry Forward				

Date 8/29/24 Tach 859 TT 859
 I certify that this engine has been
 inspected in accordance with a 100 hr.
 inspection and was determined to be in an airworthy
 condition.
 Signed [Signature]

and Remarks	Signature	Certificate No.
5/19/25 Tach 1024 c/w AD 15-19-07 fuel injectors. no defects seen.  Appendix 2017		

Michigan Aviation Co

6150 Highland Rd. Waterford Mi. 48327

Phone 248-666-3440 Fax 248-666-4630

INSPECTED ENGINE IAW ASPECTS OF THE PIPER PA-32R-301T INSPECTION GUIDE WHILE MAINTAINING THE SCOPE AND DETAIL OF FAR PART 43 APPENDIX D. CREATED NEW AD LIST AND RECURRING AD LIST. CHECKED COMPLIANCE OF [AD2024-21-02](#) EFF 12/05/2024 "TO PREVENT FAILURE OF CONNECTING ROD". AD IS N/A AT THIS TIME DUE TO CONNECTING RODS INSTALLED WERE FACTORY AND NOT REPLACED WITH THE CONNECTING RODS LISTED IN AD UNDER DATES SHIPPED. AD WILL BECOME APPLICABLE IF CONNECTING RODS SHIPPED DURING THE DATES LISTED IN THE AD ARE INSTALLED. THIS AD WOULD THEN BECOME RECURRING AS STATED IN THE AD. ADDED NEW AD LIST AND RECURRING AD LIST TO AIRCRAFT RECORDS. C/W [AD84-26-02](#) EFF 01/29/1985 REPLACEMENT OF PAPER INDUCTION AIR FILTER EVERY 500 HOURS. INSTALLED NEW AIR FILTER. **AD NEXT DUE AT HOBBS. 1555.6.** PERFORMED COMPRESSION TEST WITH RESULTS AS FOLLOWS; #1 76/80, #2 75/80, #3 76/80, #4 75/80, #5 76/80, #6 77/80. DRAINED OIL AND SENT SAMPLE TO BLACKSTONE LABS FOR ANALYSIS. REMOVED OIL FILTER AND CUT OPEN TO INSPECT. NO DEFECTS NOTED. INSTALLED NEW OIL FILTER P/N CH48110-1. SERVICED ENGINE WITH 12 QTS PHILLIPS 20W-50 X/C OIL. CHECKED MAGNETO TO ENGINE TIMING. NO DEFECTS NOTED. FOUND RIGHT EXHAUST STACK CRACKED ALONG WELD. REMOVED EXHAUST STACK AND WELDED. INSTALLED EXHAUST STACK BACK ON AIRCRAFT WITH NEW GASKETS P/N 77611 AND P/N78084. REMOVED CYLINDER'S #3 AND #4 INTAKE TUBES AND INSTALLED NEW O-RING P/N 72711 AND GASKETS P/N 71973. REMOVED AND CLEANED ALL FUEL INJECTOR NOZZLES. REINSTALLED ALL NOZZLES. PERFORMED VALVE GUIDE REAMING IAW S.B. 1425A ON ALL CYLINDERS. REMOVED AND REPLACED ALL 12 SPARK PLUGS P/N URHB36S. REMOVED AND REPLACED FUEL SERVO P/N 2576554-3 AND RIGGED IAW PIPER PA-32R-301T AND LYCOMING (CONTINUE TO NEXT PAGE, PAGE 1 OF 2)

ENGINE LOG

Michigan Aviation Co
6150 Highland Rd. Waterford Mi. 48327
Phone 248-666-3440 Fax 248-666-4630

TIO-540-AH1A. PERFORMED ALL ROUTINE MAINTENANCE. PERFORMED GROUND RUN-UP OF AIRCRAFT. ALL OPERATIONAL AND LEAK CHECKS DETERMINED SATISFACTORY AT THIS TIME. CHECKED AD'S THROUGH BIWEEKLY 2025-17. ALL MAINTENANCE PERFORMED IAW DATA APPROVED BY THE ADMINISTRATOR. _____ END _____ (2 OF 2)

I CERTIFY that this Engine has been
inspected in accordance with a Annual inspection
and was determined to be in Airworthy Condition.

MECHANIC
A & P

[Signature]
KL2R956K

Michigan Aviation
Oakland County International Airport
6150 Highland Road, Waterford, Michigan 48327
CRS No. KL2R956K

Time in Service Tech 1055.3 Eng TT 1055.3

Date of Inspection 10-01-2025

Total To
Carry Forward

