

# ENGINE LOG

  
**Piper** N422P

## 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 IO-540-K1G5 SERIAL NO. L-31887-48E  
DATE 11/17/06 Blenley  
(AUTHORIZED REPRESENTATIVE)

**LYCOMING**  
A Textron Company

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

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

# OWNER

		Installed in Aircraft No.	Date
NAME	ADDRESS	N422P	FEB 21 2007
1			
2			
3			
4			
5			
6			

If this book is found, please return it to the owner.

## ENGINE DESCRIPTION

Manufacturer: Lycoming-Williamsport Penn Serial No. L-31887-48E  
300

Manufacturer: Lycoming Horsepower: 300

Model: IO-540-KIG5 FAA T. C. No. 1E4



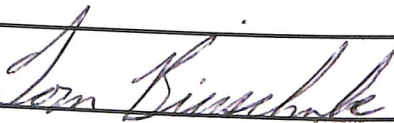
## NOTICE




**Making false entries in this book is a violation of government regulations and is punishable by civil penalty.**

[illegible]



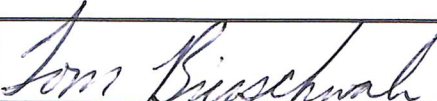


## ENGINE LOG

Date	Engine Time		Recorder Reading	Maintenance	
	This Date	Since Major			
				ENGINE RECORD ENTRY	
Registration	N422P	Cutter Aviation San Antonio, Inc. 367 Sandau Rd. San Antonio, Texas 78216 FAA Repair Station No. U7TR491Y Phone 210) 384-3388 Fax 210) 384-3394		Hour Meter	25.2
Model No.	PA32-301FT			Total Time	25.2
Serial No.	3232065			Landings	
1. DRAINED OIL AND REMOVED FILTER P/N CH48110-1. OPENED FILTER AND INSPECTED FOR METAL. NONE FOUND. INSTALLED NEW FILTER P/N CH48110-1 AND SERVICED ENGINE WITH 12 QUARTS AEROSHELL W100 PLUS OIL. GROUND RUN ENGINE AND LEAK CHECKED GOOD. ALL WORK ACCOMPLISHED IAW PIPER PA32-301FT MM CHAPTER 12-10-00.					
The aircraft/component identified above was maintained or altered in accordance with current regulations of the Federal Aviation Administration and is approved for return to service for the work performed. All disrupted systems were restored and functionally tested in accordance with mfg's instructions. Pertinent details of the repair are on file at this repair station under <b>Work Order: 11M-350</b>					
Date:	3-16-2007	Authorized Signature:	 Thomas A. Bierschwale		
Total To Carry Forward					

and Remarks		Signature	Certificate No.
			
Cutter Aviation San Antonio, Inc. 367 Sandau Rd. San Antonio, Texas 78216 FAA Repair Station No. U7TR491Y Phone 210) 384-3388 Fax 210) 384-3394		ENGINE RECORD ENTRY	
Registration	N422P	Hour Meter	37.1
Model No.	PA32-301FT	Total Time	37.1
Serial No.	3232065	Landings	
1. REMOVED FUEL INJECTOR NOZZLES AND CLEANED. REINSTALLED NOZZLES, LEAK CHECKED AND GROUND RUN WITH NO DEFECTS NOTED. ALL WORK ACCOMPLISHED IAW PIPER PA32-301FT MAINTENANCE MANUAL CHAPTER 73-10-00 AND LYCOMING SI 1275B. 2. C/W AD 2002-26-01 FUEL INJECTOR LINES INSPECTION PER PARA. (c) IAW LYCOMING SB 342E. NO DEFECTS NOTED.			
The aircraft/component identified above was maintained or altered in accordance with current regulations of the Federal Aviation Administration and is approved for return to service for the work performed. All disrupted systems were restored and functionally tested in accordance with mfg's instructions. Pertinent details of the repair are on file at this repair station under <b>Work Order: 11M-394</b>			
Date:	5-30-2007	Authorized Signature:	 Thomas A. Bierschwale

# ENGINE LOG

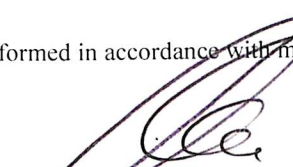
		 <b>Leading the Business of Aviation</b>	ENGINE RECORD ENTRY	
Registration	N422P	Cutter Aviation San Antonio, Inc. 367 Sandau Rd. San Antonio, Texas 78216 FAA Repair Station No. U7TR491Y Phone 210) 384-3388 Fax 210) 384-3394	Hour Meter	57.0
Model No.	PA32-301FT		Total Time	57.0
Serial No.	3232065		TSOH	N/A
Engine M/N	IO540-K1G5		Page 1 of 1	
Engine S/N	L-31887-48E			
<ol style="list-style-type: none"> <li>1. C/W 50 HOUR INSPECTION IAW PIPER PA32-301FT FIRST 50 HOUR INSPECTION REPORT P/N 765-034.</li> <li>2. DRAINED OIL AND REMOVED FILTER. OPENED FILTER AND INSPECTED FOR METAL. NONE FOUND. INSTALLED NEW FILTER P/N CH48110-1 AND SERVICED ENGINE WITH 12 QUARTS OF AEROSHELL W100 PLUS OIL. GROUND RUN AND LEAK CHECKED GOOD.</li> <li>3. REMOVED CLEANED AND REINSTALLED FUEL INJECTOR NOZZLES IAW LYCOMING SI 1275B. GROUND RUN AND LEAK CHECKED GOOD.</li> <li>4. C/W AD 2002-26-01 FUEL INJECTOR LINES INSPECTION PER PARA (c) IAW LYCOMING SB 342E. NO DEFECTS NOTED. DUE AGAIN AT NEXT SCHEDULED INSPECTION OR WHENEVER LINES ARE DISTURBED.</li> <li>5. AD 2007-04-19 R1 CYLINDER FAILURE IS N/A. SUPERIOR CYLINDERS NOT INSTALLED.</li> <li>6. AD 2006-20-09 CRANKSHAFT FAILURE FOUND TO BE N/A. LYCOMING SB'S 553 AND 566 C/W AT TIME OF MANUFACTURE.</li> </ol>				
I CERTIFY THAT A 50 HOUR INSPECTION HAS BEEN PERFORMED ON THIS ENGINE IN ACCORDANCE WITH FAR 91.409(a)(1), AND HAS BEEN DETERMINED TO BE IN AIRWORTHY CONDITION AND IS APPROVED FOR RETURN TO SERVICE. Pertinent details of the repair/inspection is on file at this repair station under <b>Work Order: 11M-430</b>				
Date:	7-30-2007	Authorized Signature:	 Thomas A. Bierschwale	

Mukenschnabl, Inc.  
DuPage Airport, West Chicago, IL 60185  
Aircraft: 442P Date: 12/06/07 Shop Order: 5563

TACH: HOBBS: 103.8 TTAF: TTENG TSMO

Accomplished the following:  
The engine oil was drained, the filter element removed, opened and inspected. No foreign matter or metal particles were found. A new filter p/n CH48110-1 was installed. The engine was serviced with 11qts qts. of Aeroshell W80 Plus oil. The engine was run and checked for leaks (none apparent).

All work performed in accordance with manufacturer's specifications and Federal Aviation Regulations.

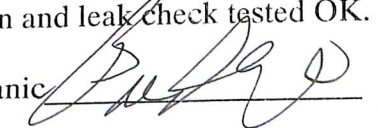
  
Robert F. Mukenschnabl, A&P 1490429

(end)

N422P Hobbs: 155.3

Drained oil, replaced filter part #48110-1. Inspected filter for metal shavings. No metal found. Replaced with new filter of same part number. Filled engine with 12 qts Aeroshell W100 Plus Multigrade oil and ground run and leak check tested OK.

Ref Work Order# NA

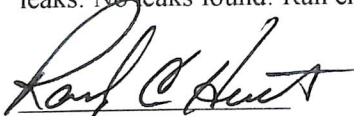
Mechanic 



# ENGINE LOG

Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		

N422P Serial Number 3232065 Lycoming IO-540-K1G5 Serial Number L-31887-48E  
 8/7/2008 Hour Meter 203.1 Changed oil. Removed oil filter p/n 48110-1 and installed a new oil filter p/n 48110-1. No contamination found in old oil filter. Serviced engine with twelve quarts of Aero Shell W100 oil. Checked compression: all 74/80 or better. Cleaned gapped and rotated spark plugs. Inspected fuel servo p/n 2524273-12 serial number 70B82601 per Emergency AD 2008-06-51 and Precision Airmotive Service Bulletin PRS-107 Rev. 4 and found Hex Plug loose from regulator cover. Remove fuel servo and sent to Precision Airmotive for repair. Precision Airmotive CRSN P32R748N repaired fuel servo and complied with AD 2008-06-51 and SB PRS-107 Rev 4 on there work order number JO#ICV32 dated July 30, 2008. See 8130-3. Reinstalled fuel servo IAW PA32-301FT Maintenance Manual Instructions. Pressured fuel system and inspected for leaks. No leaks found. Ran engine, leak check and operational check found ok. - END -

  
 Randy C. Huitt  
 A&P 3176911

Total To  
Carry Forward

and Remarks

Signature

Certificate No.



Registration	N422P
Model No.	PA32-301FT
Serial No.	3232065
Engine M/N	IO-540-K1G5
Engine S/N	L-31887-48E

Cutter Aviation San Antonio, Inc.  
 367 Sandau Rd.  
 San Antonio, Texas 78216  
 FAA Repair Station No. U7TR491Y  
 Phone (210) 384-3388 Fax (210) 384-3394

Hour Meter	207.1
Total Time	207.1
TSOH	--



Page 1 of 3

1. COMPLIED WITH AN ANNUAL INSPECTION USING THE PIPER PA32-301 MAINTENANCE MANUAL CHAPTER 5 CHECKLIST AS AN INSPECTION GUIDE.
2. PERFORMED COMPRESSION CHECK AND FOUND ALL CYLINDERS TO BE AS NOTED. #1 72/80, #2 77/80, #3 72/80, #4 77/80, #5 72/80, #6 77/80.
3. COMPLIED WITH 12 MONTH INDUCTION AIR FILTER REPLACEMENT INSTALLED A NEW AIR FILTER ELEMENT PART NUMBER 460-632 IN ACCORDANCE WITH THE PIPER PA-32-301 MAINTENANCE MANUAL, CHAPTER 12-10-00.
4. REINSTALLED LEFT MAGNETO MODEL # 6351, SERIAL NUMBER 06072066 AFTER COMPLIANCE WITH SB1-98A WAS COMPLETED BY NAVAJO ACCESSORIES [CRS BU2R729K] REFERENCE FAA FORM 8130-3 WORK ORDER NUMBER 73778 DATED 9/18/2008. WORK ACCOMPLISHED IN ACCORDANCE WITH THE PIPER PA32-301 MAINTENANCE MANUAL CHAPTER 74-10-00, LYCOMING SB 537, SLICK SB1-98 AND SLICK 4300/6300 MAGNETO MAINTENANCE AND OVERHAUL MANUAL #L-1363. THIS WORK CONSTITUTES FULL COMPLIANCE WITH AD 99-04-04 PARA (B). THIS INSPECTION DUE AGAIN AT HM 457.4.

-----CONTINUED NEXT PAGE-----





## ENGINE LOG

		 Leading the Business of Aviation			
Registration	N422P	Cutter Aviation San Antonio, Inc. 367 Sandau Rd. San Antonio, Texas 78216 FAA Repair Station No. U7TR491Y Phone (210) 384-3388 Fax (210) 384-3394		Hour Meter	207.1
Model No.	PA32-301FT			Total Time	--
Serial No.	3232065			TSOH	--
Engine M/N	IO-540-K1G5			Page 2 of 3	
Engine S/N	L-31887-48E				

5. REINSTALLED CYLINDERS AFTER OVERHAUL WAS COMPLETED BY GIBSON AVIATION INC [CRS AV2R704K] REFERENCE FAA FORM 8130-3 WORK ORDER NUMBER 722741 FOR #1 CYLINDER S/N 92271-1, #2 CYLINDER S/N 92271-2, #3 CYLINDER S/N 92271-3, #4 CYLINDER S/N 92271-4, #5 CYLINDER S/N 92271-5, #6 CYLINDER S/N 92271-6. RECEIVED CYLINDERS, PISTONS, RINGS, AND SEAL KITS. COATED CYLINDERS AND PISTONS WITH KIT PROVIDED GIBSON BREAK IN OIL. INSTALLED RINGS ON PISTONS. INSTALLED PISTONS AND CYLINDERS ON AIRCRAFT AS NOTED. INSTALLED PUSHROD TUBES WITH NEW SEALS. INSTALLED ROCKERS. THRUST CLEARANCE AND DRY TAPPET CLEARANCE WITH IN LIMITS OF ALL ROCKERS. INSTALLED ROCKER BOX COVERS. INSTALLED INDUCTION TUBES AND EXHAUST AND TORQUED AS PER TORQUE TABLE OF LIMITS. INSTALLED BAFFLING AND CONNECTED ALL CHT PROBES AND WIRING. INSTALLED FUEL LINES AND FUEL INJECTOR NOZZLES IN COMPLIANCE WITH AIRWORTHINESS DIRECTIVE AD2008-14-07 AND LYCOMING SERVICE BULLETIN MSB342E. INSTALLED SPARK PLUGS AND IGNITION LEADS. INSTALLED OIL COOLERS. DRAINED OIL AND ADDED 12 QUARTS OF AS100 STRAIGHT MINERAL OIL. ENGINE WAS INSTALLED WITH NEW GASKETS AND O-RINGS PROVIDED IN KITS. WASHED ENGINE WITH SOLVENT. ALL WORK COMPLETED WAS DONE IN ACCORDANCE WITH TEXTRON LYCOMING 6 CYLINDER OVERHAUL MANUAL SECTION 6 PARA. 3-39, 6-18 THRU 6-24, 6-114 THRU 6-138, AND THE PIPER PA-32-301FT MAINTENANCE MANUAL, CHAPTERS 71-10-00, 61-20-00 AND 74-20-00. ENGINE GROUND RUN WAS COMPLETED IN ACCORDANCE WITH LYCOMING SERVICE INSTRUCTION S 11427B WITH NO DEFECTS NOTED. OWNER/OPERATOR TO COMPLETE BREAK IN FLIGHT OF CYLINDERS.

-----CONTINUED NEXT PAGE-----

		 Leading the Business of Aviation			
Registration	N422P	Cutter Aviation San Antonio, Inc. 367 Sandau Rd. San Antonio, Texas 78216 FAA Repair Station No. U7TR491Y Phone (210) 384-3388 Fax (210) 384-3394		Hour Meter	207.1
Model No.	PA32-301FT			Total Time	--
Serial No.	3232065			TSOH	--
Engine M/N	IO-540-K1G5			Page 3 of 3	
Engine S/N	L-31887-48E				

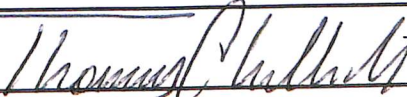
6. REINSTALLED LEFT MAGNETO MODEL # 6351, SERIAL NUMBER 06072066 AFTER COMPLIANCE WITH SB1-98A WAS COMPLETED BY NAVAJO ACCESSORIES [CRS BU2R729K] REFERENCE FAA FORM 8130-3 WORK ORDER NUMBER 73778 DATED 9/18/2008. WORK ACCOMPLISHED IN ACCORDANCE WITH THE PIPER PA32-301 MAINTENANCE MANUAL CHAPTER 74-10-00, LYCOMING SB 537, SLICK SB1-98 AND SLICK 4300/6300 MAGNETO MAINTENANCE AND OVERHAUL MANUAL #L-1363. THIS WORK CONSTITUTES FULL COMPLIANCE WITH AD 99-04-04 PARA (B). THIS INSPECTION DUE AGAIN AT HM 457.4.

7. REMOVED RIGHT MAGNETO MODEL 6350, SERIAL NUMBER 06100074, DISASSEMBLED INSTALLED A NEW BRUSH PART NUMBER K3215, REASSEMBLED INSTALLED IN MAGNETO AND SET INTERNAL TIMING AS PER INSTRUCTIONS CONTAINED IN THE PIPER PA-46-350P MAINTENANCE MANUAL CHAPTER 74-10-00. COMPLETED INSPECTION OF MAGNETO AS PER INSTRUCTIONS CONTAINED IN THE SLICK SERVICE BULLETIN 3-08. INSTALLED MAGNETO USING A NEW GASKET PART NUMBER 62224 AND TIMED TO ENGINE.

8. PERFORMED ENGINE GROUND RUNS, NO DISCREPANCIES OR LEAKS NOTED AT THIS TIME.

9. COMPLIED WITH AIRWORTHINESS DIRECTIVE AD2008-14-07 IN ACCORDANCE WITH THE INSTRUCTIONS IN LYCOMING SERVICE BULLETIN 342E NO DEFECTS WERE NOTED AT THIS TIME.

I CERTIFY THAT AN ANNUAL INSPECTION HAS BEEN PERFORMED ON THIS ENGINE IN ACCORDANCE WITH FAR 43 APPENDIX D, AND HAS BEEN DETERMINED TO BE IN AIRWORTHY CONDITION AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR/INSPECTION IS ON FILE AT THIS REPAIR STATION UNDER WORK ORDER: 11M-736

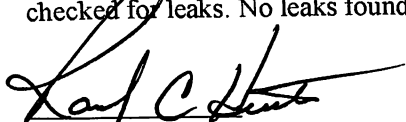
Date:	16 September 2008	Authorized Signature	 Thomas C. Hollick
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# ENGINE LOG

Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		
<p>N422P IO-540-K1G5 S/N L-31887-48E</p> <p>9-18-2008 Hour Meter 213.3 Removed oil filter. Inspected oil filter for contamination. No contamination found in old oil filter. Installed new oil filter. Washed engine ran and checked for leaks. No leaks found. -END-</p> <p><i>Randy C. Huitt</i></p> <p>Randy C. Huitt A&amp;P 3176911 Pratt Air Inc.</p>				
Total To Carry Forward				

1. Approving National Aviation Authority/Country:  FAA/UNITED STATES		2. <b>AUTHORIZED RELEASE</b> FAA Form 8130-3, AIRWORTHINESS Certificate No.	
4. Organization Name and Address:		Precision Airmotive LLC 14800 40th Avenue N.E. Marysville, Washington 98271 REPAIR	
6. Item:	7. Description:	8. Part Number:	9. Eligibility: *
1	FLOW DIVIDER (INSTL)	2524232-2	N/A
13. Remarks:  THIS ASSEMBLY WAS OVERHAULED PRECISION AIRMOTIVE SERVICE ALL APPLICABLE SERVICE BULLETINS AND A.D. N COMPLETE DETAILS HELD ON FILE IN ASSEMBLY PRESERVED FOR SHORT			

## ENGINE LOG

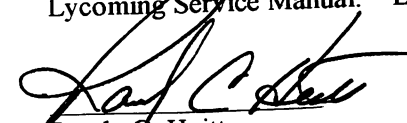
Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		
N422P IO-540-K1G5 S/N L-31887-48E				
9-18-2008 Hour Meter 213.3 Removed oil filter. Inspected oil filter for contamination.				
No contamination found in old oil filter. Installed new oil filter. Washed engine ran and checked for leaks. No leaks found. -END-				
 Randy C. Huitt A&P 3176911 Pratt Air Inc.				
Total To Carry Forward				

and Remarks

Signature

Certificate No.

N422P Lycoming IO-540-K1G5 S/N L-31887-48E  
10-30-2008 Hour Meter 240.9 Owner could not start engine because of no fuel flow with boost pump on. Trouble shot fuel system and found defective fuel flow divider. Removed Precision Airmotive LLC fuel flow divider p/n 2524232-2, serial number OB48502 and installed an overhauled Precision Airmotive LLC fuel flow divider p/n 2524232-2 serial number 0280336 which was overhauled by Precision Airmotive LLC CRSN P32R748N on their work order JO# ICU21 dated March 28<sup>th</sup>, 2008. See FAA 8130-3 Approval Tag. Reinstalled all fuel injector lines per AD 2008-14-07 and Lycoming SB MSB342E. Pressured fuel system and inspected fuel system for leaks. No leaks found. Checked idle mixture and full throttle fuel flow. Found ok. Changed oil. Replaced oil filter p/n CH48110-1. No contamination found in old oil filter. Serviced engine with eleven quarts of Aero Shell 100WT Mineral Oil. Washed engine ran and checked for leaks. No leaks found. Above work was done with reference to Piper PA32-301 Maintenance Manual and Lycoming Service Manual. - END -

  
Randy C. Huitt  
A&P 3176911  
Pratt Air Inc.



## ENGINE LOG

Date: 11/10/2010; Aircraft: 422P; Type: PA32-301FT

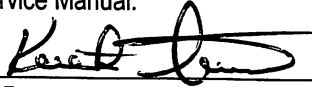
THIS LOG ENTRY REMOVED BY PERSON OR PERSON'S UNKNOWN. REASON FOR REMOVAL IS UNKNOWN - HAVE CONCLUDED THAT AN INCORRECT ENTRY WAS MADE AND THEN REMOVED.

Robert Mukenschnabl A&P 1490429IA

Carry Forward

[illegible]

# ENGINE LOG

Date	06/27/10	SN	3232065	N	422P	Hobbs	497.0	Tach	
Maintenance Performed:		AIRFRAME		ENGINE #					
Removed & replaced Starter PN off 149-24PM SN off F4P-020810 PN on 149-24PM SN on F4P-161006 with new Starter. Ops ck good ref piper Service Manual.									
Maintenance Performed By:  A&P 3109754 Work Order # 10-3492 c/o Trego-Dugan Aviation Inc Grand Island, NE 68801 (308) 398-5788									

Total To Carry Forward				

Mukenschnabl Inc  
DuPage Airport, West Chicago IL 60185  
630-584.7570

Date: 10/08/2009; Aircraft: 422P; Type: PA32-301FT; S/N: 3232065; Hobbs: 440.30; Total Time: 440.30; Engine - Type: , S/N: , Time: 440.30  
Shop Order #: 5805, Closed: 10/09/2009

THIS LOG ENTRY IS PLACED IN LOG OUT OF DATE SEQUENCE.

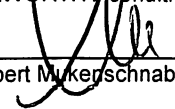
This ENGINE has been given a 100/annual inspection in accordance with the manufacturer's checklist following the guidelines of F.A.R., Part 43, Appendix D, and 91, Subpart E.

Removed and replaced all spark plugs with new p/n REM38E. Performed compression check. RESULTS: CYL1:74/80 CYL2:74/80 CYL3:76/80 CYL4:72/80 CYL5:76/80 CYL6:75/80. The engine oil was drained, the filter element removed, opened and inspected. No foreign matter or metal particles were found. Installed and safetied new oil filter P/N CH48110-1. Serviced engine with 12 qts. of Aeroshell W100 Plus oil. Removed all fuel injector nozzles, ultrasonically cleaned and re-installed with proper torque. Re-torqued all crankcase bolts to MM specifications. Replaced the induction air filter with new p/n 460-632. Removed magnetos p/n 6350 & 6351 from a/c and sent to Aircraft Systems for 500 hr inspection per Slick L-1363D Manual. No AD's apply at this time and all Service bulletins and associated repairs were completed with no additional inspections required at this time reference WO#43390. The inspected magnetos were re-installed on a/c and timing inspected per MM - OK for service. Removed #5 cylinder EGT probe with open lead and replaced with new p/n 489-463 - OK for service. Replaced missing clamp LH exhaust shroud and safetied all shroud clamps. Repaired the RH heater duct as required. Removed the RH exhaust stack to access a/c belly to remove and treat corrosion. The RH exhaust stack was re-installed. The engine was run and checked for leaks (none apparent).

The current status of applicable ADs was checked through 2009-20. Complied with the following AD's:  
AD 75-08-09, eff 7/9/1975, Oil pump, N/A by a/c s/n.  
AD 2008-14-07, eff 8/14/2008, Prevent failure of fuel injector lines, C/W by inspection per SB342E - OK for service.

Engine is approved for return to service on this date.

I certify that this ENGINE has been inspected in accordance with a 100 hr/annual inspection and was determined to be in AIRWORTHY condition.

  
Robert Mukenschnabl 1490429 IA



# ENGINE LOG

Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		

Mukenschnabl Inc  
DuPage Airport, West Chicago IL 60185  
630-584.7570

Date: 11/10/2010; Aircraft: 422P; Type: PA32-301FT; S/N: 3232065; Hobbs: 575.20; Total Time: 575.20; Engine - Type: IO-540-K1G5, S/N: L-31887-48E, Time: 575.20  
Shop Order #: 5975

This ENGINE has been given a 100/annual inspection in accordance with the manufacturer's checklist following the guidelines of F.A.R., Part 43, Appendix D, and 91, Subpart E.

Performed compression check. RESULTS: CYL1:74/80 CYL2:71/80 CYL3:75/80 CYL4:73/80 CYL5:75/80 CYL6:73/80. Removed spark plugs. Cleaned, inspected, gapped and reinstalled. The engine oil was drained, the filter element removed, opened and inspected. No foreign matter or metal particles were found. Installed and safetied new oil filter P/N CH 48110-1. Serviced engine with 11 qts. of Aeroshell W80 PLUS oil. The engine was run and checked for leaks (none apparent). Removed all fuel injector nozzles, ultra sonically cleaned and re-installed. Removed and replaced the air induction filter with new p/n 460-632. Removed the RH engine muffler assembly and shipped to Aerospace Welding Minneapolis, Inc. for inspection and repair. Re-installed overhauled muffler. Lubricated all exhaust system slip joints. Removed cyl#1 return oil line hose clamp and replaced with new.

The current status of applicable ADs was checked through 2010-22.

Complied with the following AD's:

AD 2008-14-07, eff 8/14/08, Prevent failure of fuel injector lines, C/W by inspection per AD and SB 342E - OK for service.

Engine is approved for return to service on this date.

I certify that this ENGINE has been inspected in accordance with a 100 hr/annual inspection and was determined to be in AIRWORTHY condition

Robert Mukenschnabl 1490429 IA

Mukenschnabl Inc  
DuPage Airport, West Chicago IL 60185  
630-584.7570

Date: 1/27/2011; Aircraft: 422P; Type: PA32-301FT; S/N: 3232065; Hobbs: 595.90

The engine oil was drained, the filter element removed, opened and inspected. No foreign matter or metal particles were found. Installed and safetied new oil filter P/N CH48110-1. Serviced engine with 11 qts. of Aeroshell W80 oil. The engine was run and checked for leaks (none apparent).

Aircraft is approved for return to service.

All work performed in accordance with manufacturer's specifications and Federal Aviation Regulations.

Robert F. Mukenschnabl, A&P 1490429


## ENGINE LOG

Mukenschnabl Inc  
DuPage Airport, West Chicago IL 60185  
630-584.7570

THIS ENTRY WAS INSTALLED OUT OF SEQUENCE  
IN ERROR

*Robert Mukenschnabl - 1490429*

Date: 10/08/2009; Aircraft: 422P; Type: PA32-301FT; S/N: 3232065; Hobbs: 440.30; Total Time: 440.30; Engine - Type: , S/N: , Time: 440.30

Shop Order #: 5805, Closed: 10/09/2009

This ENGINE has been given a 100/annual inspection in accordance with the manufacturer's checklist following the guidelines of F.A.R., Part 43, Appendix D, and 91, Subpart E.

Removed and replaced all spark plugs with new p/n REM38E. Performed compression check. RESULTS: CYL1:74/80 CYL2:74/80 CYL3:76/80 CYL4:72/80 CYL5:76/80 CYL6:75/80. The engine oil was drained, the filter element removed, opened and inspected. No foreign matter or metal particles were found. Installed and safetied new oil filter P/N CH48110-1. Serviced engine with 12 qts. of Aeroshell W100 Plus oil. Removed all fuel injector nozzles, ultrasonically cleaned and re-installed with proper torque. Re-torqued all crankcase bolts to MM specifications. Replaced the induction air filter with new p/n 460-632. Removed magnetos p/n 6350 & 6351 from a/c and sent to Aircraft Systems for 500 hr inspection per Slick L-1363D Manual. No AD's apply at this time and all Service bulletins and associated repairs were completed with no additional inspections required at this time reference WO#43390. The inspected magnetos were re-installed on a/c and timing inspected per MM - OK for service. Removed #5 cylinder EGT probe with open lead and replaced with new p/n 489-463 - OK for service. Replaced missing clamp LH exhaust shroud and saftied all shroud clamps. Repaired the RH heater duct as required. Removed the RH exhaust stack to access a/c belly to remove and treat corrosion. The RH exhaust stack was re-installed. The engine was run and checked for leaks (none apparent).

The current status of applicable ADs was checked through 2009-20. Complied with the following AD's:  
AD 75-08-09, eff 7/9/1975, Oil pump, N/A by a/c s/n.  
AD 2008-14-07, eff 8/14/2008, Prevent failure of fuel injector lines, C/W by inspection per SB342E - OK for service.

Engine is approved for return to service.

I certify that this ENGINE has been inspected in accordance with a 100 hr/annual inspection and was determined to be in AIRWORTHY condition.

*Robert Mukenschnabl*  
Robert Mukenschnabl 1490429 IA

Mukenschnabl Inc  
DuPage Airport, West Chicago IL 60185  
630-584.7570

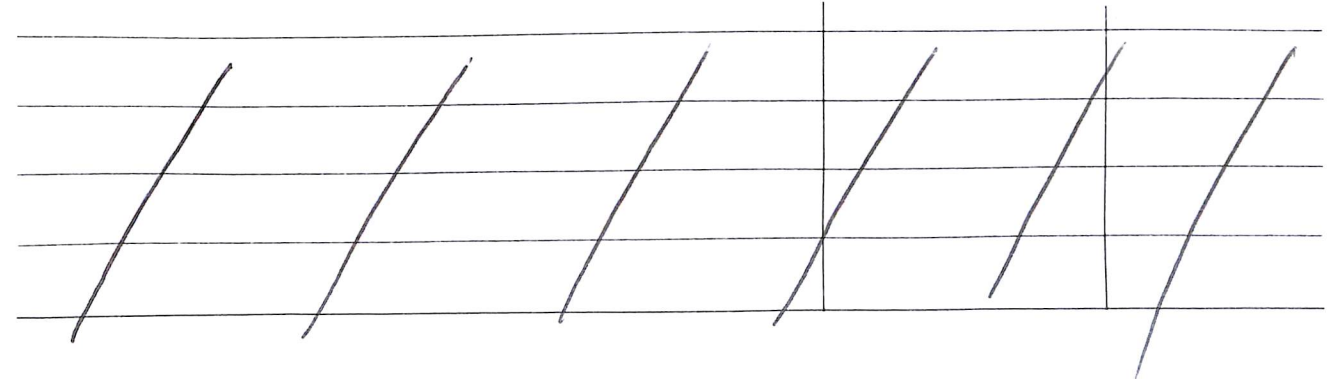
Date: 10/19/2011; Aircraft: 422P; Type: PA32-301FT; S/N: 3232065; Hobbs: 682.60

The engine oil was drained, the filter element removed, opened and inspected. No foreign matter or metal particles were found. Installed and safetied new oil filter P/N CH48110-1. Serviced engine with 12 qts. of Aeroshell W80 plus oil. The engine was run and checked for leaks (none apparent).

Aircraft is approved for return to service.

All work performed in accordance with manufacturer's specifications and Federal Aviation Regulations.

*Robert F. Mukenschnabl*  
Robert F. Mukenschnabl, A&P 1490429



# ENGINE LOG

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

Mukenschnabl Inc  
DuPage Airport, West Chicago IL 60185  
630-584.7570

Date: 4/02/2012; Aircraft: 422P; Type: PA32-301FT; S/N: 3232065; Hobbs: 703.00; Total Time: 703.00; Engine - Type: IO-540-K1G5, S/N: L-31887-48E, Time: 703.00, SMOH: 703.00  
Shop Order #: 6088

This ENGINE has been given a 100/annual inspection in accordance with the manufacturer's checklist following the guidelines of F.A.R., Part 43, Appendix D, and 91, Subpart E.

Performed compression check.RESULTS:CYL1:72/80 CYL2:70/80 CYL3:70/80 CYL4:74/80 CYL5:73/80 CYL6:65/80. Removed spark plugs. Cleaned, inspected, gapped and reinstalled with new M674 gaskets. The engine oil was drained, the filter element removed, opened and inspected. No foreign matter or metal particles were found. Installed and safetied new oil filter P/N CH48110-1. Serviced engine with 11 qts. of Aeroshell 50W PLUS oil. Removed LH & RH magnetos. Sent magnetos to Aircraft Systems for AD99-04-04, OK by inspection of impulse coupling, performed 250/500 hour inspection, repair and bench test, see WO#46435. SB 2-08B & 3-08B P/C/W by replacement of contacts and carbon brush. Cleaned magneto mounting pads and adapters. Installed LH & RH magnetos and timed to engine data plate spec. Removed fuel nozzles, ultrasonically cleaned and re-installed. Removed fuel stains from cylinder heads around nozzle mounts. Removed, cleaned, inspected and re-installed fuel screen. Removed #5 engine baffle. Manufactured replacement baffle & installed. The engine was run and checked for leaks (none apparent).

Total to  
Carry Forward

CONTINUED...

Mukenschnabl Inc  
DuPage Airport, West Chicago IL 60185  
630-584.7570

The current status of applicable ADs was checked through 2012-04.

Complied with the following AD's:

AD99-04-04, eff 2/25/99, C/W LH & RH mags 250/500 hr inspection and associated SBs complete.

AD2011-26-04, eff 1/25/12, C/W by inspection per AD para (h) and SB 342 - OK for service.

AD2012-03-06, eff 2/24/12, Prevent in-flight shut-down due to a failed fuel servo, N/A by records review, subject p/n not installed after 5/20/2010.

AD2012-03-07, eff 3/27/12, To address "machined from billet" HA-6, N/A engine is fuel injected no carburetor installed.

Engine is approved for return to service on this date.

I certify that this ENGINE has been inspected in accordance with a 100 hr/annual inspection and was determined to be in AIRWORTHY condition.

Robert Mukenschnabl 1490429 IA

## ENGINE LOG

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

Dubois County Flight Services  
2675 west 900 south  
Huntingburg, IN 47542

N422P

S/N 3232065

П: 746.6

Removed spark plugs cleaned, re-gaped, replaced gaskets and reinstalled. Ground ran aircraft mag check satisfactory. I certify this maintenance was performed in accordance with current FAA regulations and this aircraft is approved for return to service. Pertinent details on file under WO# 4156.

CRS# J8SR130J

08/01/2012

Total To Carry Forward				

**DON DAVIS  
AVIATION**

## *Join your log crew today since 1957*

### Aircraft Logbook Entry

- Date: 1-23-2013  
TSMOH: 769.5

Aircraft: N422P  
TTAF: 769.5

SN: 3232065  
Tach: 769.5


- Annual inspection completed this date. Oil and filter changed using Aeroshell 15W50. Comps as follows: 1=72/80, 2=79/80, 3=79/80, 4=79/80, 5=78/80, 6=72/80. AD's checked thru CD2013-1. Complied with AD2011-26-04 by inspection of fuel injection lines. I certify that this engine has been inspected in accordance with an Annual inspection and was determined to be in airworthy condition.

A&P3296474IA

CHARTER - AIRCRAFT MANAGEMENT - FULL SERVICE LBO - MAINTENANCE

Don Davis, System, Inc. • 2154 Hwy. 130 West • Henderson, NV 89044 • Telephone 770-826-6000 • Fax 770-826-6010


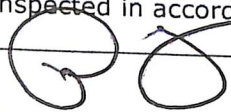
# ENGINE LOG

Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		
***** <b>MUNCIE AVIATION CO. CRS#AJVR135C</b> *****				
N422P	<u>DATE</u> 3/20/2013	<u>Hobbs</u> 777.6	Make <u>Piper</u> Model <u>PA32-301FT</u>	Ser.No. <u>3232065</u> Reg.Mark <u>N422P</u>
Compression check: #1 76/80 #2 76/80 #3 76/80 #4 74/80 #5 74/80 #6 72/80			The aircraft/component identified above was repaired inspected in accordance with current Regulations of the Federal Aviation Administration and found airworthy, and is approved for return to service for work performed	
Verified operation of Air conditioner clutch Reinstalled sparkplugs removed for compression check torqued to 30 Ft lbs. and reinstalled cowlings			Pertinent details of the repair are on file at the agency Work Order Number <u>S000097</u> Date <u>3/20/2013</u> Signed <u>[Signature]</u> Inspector for <b>MUNCIE AVIATION CO. CRS#AJVR135C</b> <b>MUNCIE, IN 47308 765-289-7141</b>	
				
Total To Carry Forward				


and Remarks	Signature	Certificate No.
06-08-13 drain oil sump fill with 1 qt aeroshell 100 plus install new oil filter C1748110-1 Q8 AP045541244		
Hobb 813.8		
ETT 813.8		
1-20-14 Drain oil, replace oil filter and service with 1 qt Aeroshell 100W plus.		
<del>CHP</del> A+P 3495015		




# ENGINE LOG

<b>Engine</b> N422P <b>Lycoming Model:</b> IO-540-K1G5 <b>S/N:</b> L-31887-48E <b>TSN:</b> 849.4 <b>A/C TT:</b> 849.4	 <b>PDK Aviation Services</b> Ft. Lauderdale Exec (FXE) Tel: (772) 349-2408
Performed Annual Inspection IAW FAR 43 Appendix D scope and detail of a 100Hr/Annual Inspection checklist. Drained oil. Filled oil sump with 11qts Aeroshell M50 mineral oil. Installed new oil filter P/N: CH48110-1. Removed prop assembly. Installed new alternator belt P/N: 37B19774-412. Installed new A/C compressor drive belt P/N: 37B19774-472. Reinstalled prop assembly. Installed all new cylinder intake gaskets P/N: 71973. Installed all new cylinder intake pipe ring seals P/N: 72711. Removed cylinders #2, #4, #6 for repair (see 8130 Airmark Engines W.O. #44105 dated 02/20/14). Reinstalled cylinders #2, #4, #6. Performed cylinder compression check: #1 - 72/80; #2 - 75/80; #3 - 72/80; #4 - 75/80; #5 - 72/80; #6 - 75/80. Installed lower RT exhaust rear hanger bolt P/N: AN3-36A. Installed new Skytronics ignition harness P/N: A21-11A5-11. Installed 12 new spark plugs P/N: REM38E. Performed ground run engine leak check; no leaks noted. Checked all ADs through this biweekly date. All work performed IAW Piper PA32 maintenance manual and Lycoming direct drive overhaul manual. I certify that this engine has been inspected in accordance with an Annual Inspection and was found to be in airworthy condition.	
<b>Date:</b> 02/22/14	<b>Signature:</b>  Pete Kunz AP045541244IA

## ENGINE LOGBOOK ENTRY

Reg. No: N422P May 7, 2014 Tach: 419.6  
 Drain oil, clean sump screen, replace oil filter, and service with 7qts Aero Shell 100W plus. Cut open oil filter and found clean.  
 Clyde Hogate  
 A&P 3495015 

## ENGINE LOGBOOK ENTRY

Reg. No: N422P December 10, 2014 Hobbs: 893.7  
 Drain oil, replace filter, cut open and inspect filter - found ok. Service with Aero Shell 100 W plus oil. Wash down and look over engine.  
 Clyde Hogate  
 A&P 3495015 

# ENGINE LOG

Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		

Southern Skies Aviation  
Ft Lauderdale Executive Airport  
Hanger 20 H  
Tel: (954) 648-0802

Feb 25-2015 N422P Lycoming IO-540-K1G5 Ser# L-31887-48E

On this date this engine has been inspected in accordance with an Annual/100hr inspection Reference FAR 43 appendix (d). Compression test results, #1 78/80 #2 77/80 #3 79/80 #4 78/80 #5 78/80 #6 77/80. AD 11-26-04 complied with by inspection at this time. Spark plugs cleaned inspected and gap set to correct specs re-installed using new gaskets. Oil and filter changed, old filter cut open and inspected for abnormal debris, none noted at this time. Oil pump inlet screen removed and inspected for abnormal debris, none noted at this time. New Tempest 48-110 filter installed and engine serviced with 12 Qts of Phillips 100 AW oil. Engine to magneto timing checked, found to be correct at this time. All AD's complied with thru cycle 2015-03, see AD portion of this logbook for additional information. This engine has been run up, all pressures, temperatures and rpm normal at this time. This engine has been found to be in airworthy condition and is approved for return to service at this time.

Aircraft Hobbs meter 928.1 Engine total time 928.1 Time since overhaul 928.1

David J. Peeler A&P/IA 3753926 *David J. Peeler*

Total To Carry Forward				
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Southern Skies Aviation

Hanger 20 H

Ft Lauderdale Executive Airport

(954) 648-0802

18-July-2015 N422P Lycoming IO-540-K1G5 Ser# L-31887-48E

Change oil and filter, cut open old filter and inspect for abnormal debris, none found at this time. Replace filter with new Tempest 48-110-2 and service engine with 12 Qts Phillips 100AW oil. This engine was test run and no leaks noted at this time. This engine is approved for return to service at this time.

Hobbs 962.3

David J. Peeler A&P 3753926

*David J. Peeler*

Southern Skies Aviation

Hanger 20 H

Ft Lauderdale Executive Airport

(954) 648-0802

4-December-2015 N422P Lycoming IO-540-K1G5 Ser# L-31887-48E

Remove left magneto and inspect per AD 99-04-04, OK for further service at this time. Next due Hobbs 1245.8. Change oil and filter, cut open filter and inspect for abnormal debris. None noted at this time. Service engine with 12 Qts of Phillips 100AW oil. Replace filter with new Tempest 48110-2. Replace starter with new Skytech P/N 149-24PM Ser# F4P-211511. This engine was run and leak checked , no leaks noted at this time. This engine is approved for return to service at this time.

Hobbs 995.8

David J. Peeler A&P 3753926

*David J. Peeler*

# ENGINE LOG

Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		

Southern Skies Aviation  
Ft Lauderdale Executive Airport  
Hanger 20 H  
Tel: (954) 648-0802

Feb 13-2016 N422P Lycoming IO-540-K1G5 Ser# L-31887-48E  
On this date this engine has been inspected in accordance with an Annual/100hr inspection Reference FAR 43 appendix (d). Compression test results, #1 77/80 #2 77/80 #3 78/80 #4 78/80 #5 76/80 #6 77/80. AD 11-26-04 complied with by inspection at this time. Spark plugs cleaned inspected and gap set to correct specs re-installed using new gaskets. Oil and filter changed, old filter cut open and inspected for abnormal debris, none noted at this time. Oil pump inlet screen removed and inspected for abnormal debris, none noted at this time. New Tempest 48-110 filter installed and engine serviced with 12 Qts of Phillips 100 AW oil. Engine to magneto timing checked, found to be correct at this time. Comply with AD 11-26-04 by visual inspection, ok for further service at this time. All AD's complied with thru cycle 2016-03, see AD portion of this logbook for additional information. This engine has been run up, all pressures, temperatures and rpm normal at this time. This engine has been found to be in airworthy condition and is approved for return to service at this time.  
Aircraft Hobbs meter 1022.8 Engine total time 1022.8 Time since overhaul 1022.8  
David J. Peeler A&P/IA 3753926

Corsair Flight Services  
1525 N.W. 56<sup>th</sup> St Suite 202  
Ft Lauderdale FL 33309

May 15-2016 N422P Lycoming IO-540-K1G5 Ser# L-31887-48E  
Remove magnetos for inspection. Replace magnetos and time to engine using new magneto adapter and magneto gaskets. This inspection complies with the requirements of AD 99-04-04 Next due 1317.3 See attached 8130's for additional information.  
This engine is approved for return to service at this time.  
Hobbs 1067.3 David J Peeler A&P 3753926

and Remarks	Signature	Certificate No.
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Corsair Flight Services  
1525 N.W. 56<sup>th</sup> St. Suite 202  
Ft. Lauderdale FL. 33309

29-March-2017 N422P Lycoming IO-540-K1G5 S/N L-31887-48E  
Performed Annual inspection ref FAR 43 appendix (d). Compression Test results #1 76/80 #2 77/80 #3 77/80 #4 78/80 #5 78/80 #6 77/80. Comply with AD 15-19-07 by visual inspection, OK for further service at this time. Spark plugs removed, cleaned, re-gapped and tested. Spark plugs installed using new washers. Inspect fuel servo inlet screen for debris, none noted at this time. Inspect fuel lines per AD 15-19-07 using Lycoming SB 342G diagram #19, OK for further service at this time. Replace both magneto spark plug wire harnesses with new Champion units. Change oil and filter, old filter cut open and inspected for abnormal debris. None noted at this time. Install new Tempest 48-110 oil filter and service engine with 12Qts of Phillips 100AW oil. Check magneto to engine timing and found to correct at this time. All AD's complied with thru cycle 2017-07. This engine has been run up, all temps, rpm and pressures normal at this time. This engine has been found to be in airworthy condition and is approved for return to service. Hobbs 1162.0 Total time 1162.0 David J. Peeler A&P/IA 3753926

*David J. Peeler*

Corsair Flight Services  
1525 N.W. 56<sup>th</sup> St Suite 202  
Ft Lauderdale FL. 33309

2-June-2017 N422P Lycoming IO-540-K1G5  
Change oil and filter, cut open old filter and check for abnormal debris. None noted at this time. Replace filter with new Tempest 48-110 and service engine with 12 Qts Phillips 100AW oil. Remove clean and inspect spark plugs. Correct gap and re-install plugs. This aircraft is approved for return to service. Tach 1190.9 David J. Peeler 3753926

*David J. Peeler*



# ENGINE LOG

Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		

Corsair Flight Services  
1525 N.W. 56<sup>th</sup> St. Suite 202  
Ft. Lauderdale Fl. 33309

14-Dec-2017 N422P Lycoming IO-540-K1G5 Ser# L-31887-48E

Inspect fuel injection inlet filter for debris, none found. Inspect fuel valve filter for debris, none found. Replace fuel pump with new Tempest unit. Remove clean and inspect and test spark plugs, re-install using new gaskets. Perform compression test, results #1 76/80 #2 75/80 #3 77/80 #4 75/80 #5 72/80 #6 75/80. Check and correct mag timing, repair broken "P" lead on right magneto. Change oil and filter, cut open old filter and check for abnormal debris, none noted. Replace oil filter with new Tempest unit and service engine with 12 Qts of Phillips 100AW oil. Test run engine, operation normal at this time. This engine is approved for return to service. Hobbs 1210.2 David J. Peeler A&P 3753926 *David J. Peeler*

Corsair Flight Services  
1525 N.W. 56<sup>th</sup> St. Suite 202  
Ft. Lauderdale Fl. 33309

29-March-2018 N422P Lycoming IO-540-K1G5 S/N L-31887-48E

Performed Annual inspection ref FAR 43 appendix (d). Compression Test results #1 76/80 #2 76/80 #3 75/80 #4 78/80 #5 78/80 #6 77/80. The following additional service work was performed at the time of inspection. Spark plugs removed, cleaned, re-gapped and tested. Spark plugs installed using new washers. Inspect fuel servo inlet screen for debris, none noted at this time. Inspect fuel lines per AD 15-19-07 using Lycoming SB 342G diagram #19, OK for further service at this time. Next due Tach 1314.6 or on removal of any line. Inspect Log books for compliance with AD 17-16-11 not applicable by engine build date and engine not listed in MSB 632B. AD 99-04-04 in compliance next inspection due Tach 1317.3 Change oil and filter, old filter cut open and inspected for abnormal debris. None noted at this time. Install new Tempest 48-110 oil filter and service engine with 12Qts of Phillips 100AW oil. Check magneto to engine timing and found to correct at this time. All AD's complied with thru cycle 2018-07. This engine has been run up, all temps, rpm and pressures normal at this time. This engine has been found to be in airworthy condition and is approved for return to service. Hobbs 1204.6 Total time 1204.6 David J. Peeler A&P/IA 3753926 *David J. Peeler*

and Remarks

Signature

Certificate No.

**Engine** N422P  
**Lycoming Model:** IO-540-K1G5  
**S/N:** L-31887-48E  
**TSN:** 1255.7  
**A/C TT:** 1255.7



**PDK Aviation Services**  
Ft. Lauderdale Exec (FXE)  
Tel: (772) 349-2408



Performed oil change. Drained oil. Filled oil sump with 12qts Aeroshell W100+. Collected oil sample. Installed new oil filter P/N: CH48110-1. Cut open old filter to inspect; no defects noted. Tightened all rocker box cover hardware. Performed compression test; all cylinders 78/80 or better. Installed new EGT probe P/N: 481-403 cylinder #6. Cleaned spark plugs. Installed new muffler P/N: A26345-008 LT position. Removed shroud from RT muffler to inspect; no defects noted.

**Date:** 10/24/18


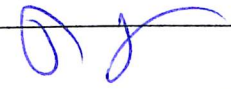
**Signature:** *Pete Kunz*

Pete Kunz AP045541244

## ENGINE LOG

<b>Engine</b>	N422P		<b>PDK Aviation Services</b> Ft. Lauderdale Exec (FXE) Tel: (772) 349-2408
<i>Lycoming Model:</i>	IO-540-K1G5		
<i>S/N:</i>	L-31887-48E		
<i>TSN:</i>	1202.6		
<i>A/C TT:</i>	1202.6		
Removed RT & LT magnetos for 250 HR impulse coupling inspection. Installed repaired LT mag S/N: 06072066 and exchanged RT mag S/N: 99040028. Complied with <b>AD 99-04-04 impulse coupling inspection</b> to LT & RT magnetos within 500 HR inspection. Performed engine ground run; no defects noted.			
<i>Date:</i>	04/20/18	<i>Signature:</i>	
		Pete Kunz AP045541244	

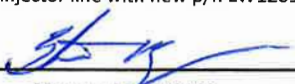
Total To  
Carry Forward

<b>Engine</b>	N422P		<b>PDK Aviation Services</b> Ft. Lauderdale Exec (FXE) Tel: (772) 349-2408
<i>Lycoming Model:</i>	IO-540-K1G5		
<i>S/N:</i>	L-31887-48E		
<i>TSN:</i>	1309.5		
<i>A/C TT:</i>	1309.5		
Performed Annual Inspection IAW FAR 43 Appendix D scope and detail of a 100Hr/Annual Inspection checklist. Drained oil. Filled oil sump with 12 qts Aeroshell W100+. Installed new oil filter P/N: 48110-2. Installed new air filter P/N: PA613.			
Performed cylinder compression check: #1 - 78/80; #2 - 78/80; #3 - 75/80; #4 - 78/80; #5 - 78/80; #6 - 74/80. Complied with <b>AD 84-26-02</b> paper air filter replacement.			
Performed <b>AD 2015-19-07</b> external fuel injector lines inspection; no defects noted.			
Performed ground run engine leak check; no leaks noted.			
Checked all ADs through this biweekly date. All work performed IAW Piper PA32 maintenance manual and Lycoming direct drive overhaul manual.			
I certify that this engine has been inspected in accordance with an Annual Inspection and was found to be in airworthy condition.			
<i>Date:</i>	05/10/19	<i>Signature:</i>	
		Pete Kunz AP045541244IA	



N #	N422P	Date:	6/17/2020	<b>Wingman Aircraft Repair</b>
Make:	Lycoming	Tach:	na	<b>650 Airport Rd</b>
Model:	IO-540-K1G5	Hobbs:	1368.8	<b>Lawrenceville, GA 30046</b>
s/n:	L-31887-48E	Total time:	1368.8	TSMO: na

Performed 100 hour inspection. Performed cylinder differential compression test; #1-71/80, #2-75/80, #3-72/80, #4-75/80, #5-67/80, #6-76/80. Cut open old oil filter and inspected for metal; no metal noted. Removed oil sump suction screen and inspected for metal; small piece of non ferrous metal was found and was analysed by AVlabs and determined it is from some billet version of a part in the engine. Recommend checking screen and filter again in 10 hours. Installed new oil filter and safety wired . Reinstalled oil sump screen with new gasket and safety wired. Inspected and cleaned fuel servo inlet fuel screen. Replaced all spark plugs with new Tempest fine wire spark plugs. Replaced all rocker cover gaskets with new silicone rubber gaskets. Replaced pushrod tube seals on # 1 and # 4 cylinders. Sealed and retorqued several case half bolts. Serviced sump with Aeroshell 100W Plus oil. Slick Service Bulletin SB 1-19 is not applicable due to serial number and date of magnetos. Adjusted idle speed and mixture. Replaced all fuel injector line crush clamps with new as preventative maintenance; none were loose. Replaced #4 fuel injector line with new p/n LW12098-0-210. Repaired baffles and baffles seals.


Signed:  page: 1 of 2

**Steven Morgan AP 2719163 IA for Wingman Aircraft Repair, Inc**

N #	N422P	Date:	6/17/2020	<b>Wingman Aircraft Repair</b>
Make:	Lycoming	Tach:	na	<b>650 Airport Rd</b>
Model:	IO-540-K1G5	Hobbs:	1368.8	<b>Lawrenceville, GA 30046</b>
s/n:	L-31887-48E	Total time:	1368.8	TSMO: na

Complied with Lycoming SB 621B by inspecting engine driven fuel pump ad found that engine driven fuel pump does not fall into the category of fuel pumps needing to be replaced. Fuel pump is an Aero Accessories fuel pump. No further action is required. Complied with AD 2015-19-07 amendment 39-16894 dated November 3, 2015 by inspecting fuel injector lines and clamps per paragraph (e), (1) (ii) of AD and inspection instructions, table 1, diagram 19 and inspection checklist in Lycoming Service Bulletin 342G and supplements to 342G. Due again in 110 hours, at engine overhaul or when maintenance causes movement to the fuel injector lines. AD 99-04-04 dated 2/5/99 on left magneto is due at aircraft total time 1452.6.


I certify that this Engine was inspected in accordance with a 100 Hour Inspection referencing FAR 43 appendix D checklist, was found to be in airworthy condition and is approved for return to service on this day.

Signed:  page: 2 of 2

**Steven Morgan AP 2719163 IA for Wingman Aircraft Repair, Inc**

N #	N422P	Date:	7/27/2020	<b>Wingman Aircraft Repair</b>
Make:	Lycoming	Tach:	na	<b>650 Airport Rd</b>
Model:	IO-540-K1G5	Hobbs:	1380.9	<b>Lawrenceville, GA 30046</b>
s/n:	L-31887-48E	Total time:	1380.9	TSMO: na

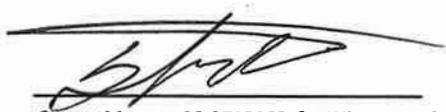
Changed engine oil and filter. Cut open old oil filter and inspected for metal; no metal noted. Removed oil sump suction screen and inspected for metal; no metal noted. Installed new oil filter and safety wired . Reinstalled oil sump screen with new gasket and safety wired. Serviced sump with Aeroshell 100W Plus oil. Ground ran and leak checked.

Signed:  page: 1 of 2

**Steven Morgan AP 2719163 IA for Wingman Aircraft Repair, Inc**

N #	N422P	Date:	1/28/2021	<b>Wingman Aircraft Repair</b>
Make:	Lycoming	Tach:	na	<b>650 Airport Rd</b>
Model:	IO-540-K1G5	Hobbs:	1421.1	<b>Lawrenceville, GA 30046</b>
s/n:	L-31887-48E	Total time:	1421.1	TSMO: na


Changed engine oil and filter. Cut open old oil filter and inspected for metal; no metal noted. Installed new oil filter and safety wired. Serviced sump with Aeroshell 100W Plus oil. Washed engine. Ground ran and leak checked. Sent oil sample to AvLabs.

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**Steven Morgan AP 2719163 for Wingman Aircraft Repair, Inc**

N #	N422P	Date:	7/1/2021	<b>Wingman Aircraft Repair</b>
Make:	Lycoming	Tach:	na	<b>650 Airport Rd</b>
Model:	IO-540-K1G5	Hobbs:	1444.1	<b>Lawrenceville, GA 30046</b>
s/n:	L-31887-48E	Total time:	1444.1	TSMO: na

Performed 100 hour inspection. Performed cylinder differential compression test; #1- 70/80, #2- 72/80, #3- 75/80, #4- 71/80, #5- 66/80, #6- 74/80. Inspected oil filter and oil sump screen for metal; no metal noted in either. Oil sample was sent to AVLabs; results were good. Installed new oil filter and safety wired . Reinstalled oil sump screen with new gasket and safety wired. Inspected and cleaned fuel servo inlet fuel screen. Cleaned, inspected, gapped, tested and rotated spark plugs using new gaskets. Cleaned all fuel nozzles. Removed one case half bolt, (by flow divider) cleaned, applied permatex then reinstalled. Coated exterior of bolt with PRC A. Serviced engine with "Aeroshell 100W Plus". Adjusted right mag to engine timing. Replaced paper induction air filter with new. This filter is due mandatory replacement per AD 84-26-02 dated 1/29/19985 by aircraft total time of 1944.1.


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**Steven Morgan AP 2719163 IA for Wingman Aircraft Repair, Inc**

N #	N422P	Date:	7/1/2021	<b>Wingman Aircraft Repair</b>
Make:	Lycoming	Tach:	na	<b>650 Airport Rd</b>
Model:	IO-540-K1G5	Hobbs:	1444.1	<b>Lawrenceville, GA 30046</b>
s/n:	L-31887-48E	Total time:	1444.1	TSMO: na

Complied with AD 2015-19-07 amendment 39-16894 dated November 3, 2015 by inspecting fuel injector lines and clamps per paragraph (e), (1) (ii) of AD and inspection instructions, table 1, diagram 19 and inspection checklist in Lycoming Service Bulletin 342G and supplements to 342G. Due again in 110 hours, at engine overhaul or when maintenance causes movement to the fuel injector lines. Complied with AD 99-04-04 dated 2/25/1999 on left magneto p/n 6351 s/n 06072066 by removing impulse coupling and found impulse coupling and magneto rotating magnet shaft bad. Cleaned old gasket material from surfaces and installed new drive cushions for the magneto and new gaskets for magneto base and for the adapter plate base. Installed new magneto p/n 6351 s/n 21020235 which included new impulse coupling. AD is due again in 250 hours or aircraft total time 1694.1..


**I certify that this Engine was inspected in accordance with a 100 Hour/Annual Inspection referencing FAR 43 appendix D checklist, was found to be in airworthy condition and is approved for return to service on this day.**

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**Steven Morgan AP 2719163 IA for Wingman Aircraft Repair, Inc**

N #	N422P	Date:	9/12/2022	<b>Wingman Aircraft Repair</b>
Make:	Lycoming	Tach:	na	<b>650 Airport Rd</b>
Model:	IO-540-K1G5	Hobbs:	1466.7	<b>Lawrenceville, GA 30046</b>
s/n:	L-31887-48E	Total time:	1466.7	TSMO: na

Performed 100 hour inspection. Performed cylinder differential compression test; #1-68/80, #2-72/80, #3-72/80, #4-69/80, #5-70/80, #6-72/80. Inspected oil filter and oil sump screen for metal; no metal noted in either. Oil sample was sent to AVLabs. Installed new oil filter and safety wired . Reinstalled oil sump screen with new gasket and safety wired. Inspected and cleaned fuel servo inlet fuel screen. Cleaned, inspected, gapped, tested and rotated spark plugs using new gaskets. Cleaned all fuel nozzles. Serviced engine with "Aeroshell 100W Plus". Paper induction air filter is due replacement per AD 84-26-02 dated 1/29/19985 by aircraft total time of 1944.1. Complied with AD 2015-19-07 amendment 39-16894 dated November 3, 2015 by inspecting fuel injector lines and clamps per paragraph (e), (1) (ii) of AD and inspection instructions, table 1, diagram 19 and inspection checklist in Lycoming Service Bulletin 342G and supplements to 342G. Due again in 110 hours, at engine overhaul or when maintenance causes movement to the fuel injector lines.


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**Steven Morgan AP 2719163 IA for Wingman Aircraft Repair, Inc**

N #	N422P	Date:	9/12/2022	<b>Wingman Aircraft Repair</b>
Make:	Lycoming	Tach:	na	<b>650 Airport Rd</b>
Model:	IO-540-K1G5	Hobbs:	1466.7	<b>Lawrenceville, GA 30046</b>
s/n:	L-31887-48E	Total time:	1466.7	TSMO: na

AD 99-04-04 dated 2/25/1999 is due on left magneto p/n 6351 s/n 06072066 AD at aircraft total time 1694.1. AD 22-16-03 dated 8/15/2022 does not apply as Slick/Champion magnetos are installed.


**I certify that this Engine was inspected in accordance with a 100 Hour/Annual Inspection referencing FAR 43 appendix D checklist, was found to be in airworthy condition and is approved for return to service on this day.**

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**Steven Morgan AP 2719163 IA for Wingman Aircraft Repair, Inc**

N #	N422P	Date:	10/3/2023	Wingman Aircraft Repair
Make:	Lycoming	Tach:	na	650 Airport Rd
Model:	IO-540-K1G5	Hobbs:	1482.3	Lawrenceville, GA 30046
s/n:	L-31887-48E	Total time:	1482.3	TSMO: na

Performed 100 hour inspection. Performed cylinder differential compression test; #1-74/80, #2-73/80, #3-74/80, #4-76/80, #5-72/80, #6-76/80. Inspected oil filter and oil sump screen for metal; no metal noted in either. Oil sample was sent to AVLabs. Installed new oil filter and safety wired. Reinstalled oil sump screen with new gasket and safety wired. Inspected and cleaned fuel servo inlet fuel screen. Cleaned, inspected, gapped, tested and rotated spark plugs using new gaskets. Cleaned all fuel nozzles. Serviced engine with "Aeroshell 100W Plus". Complied with AD 2015-19-07 amendment 39-16894 dated November 3, 2015 by inspecting fuel injector lines and clamps per paragraph (e), (1) (ii) of AD and inspection instructions, table 1, diagram 19 and inspection checklist in Lycoming Service Bulletin 342G. Due again in 110 hours, at engine overhaul or when maintenance causes movement to the fuel injector lines. AD 23-09-09 dated 7/17/2023 is not applicable as subject clamps are not installed on this engine application. No action is required.


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Steven Morgan AP 2719163 IA for Wingman Aircraft Repair, Inc

N #	N422P	Date:	10/3/2023	Wingman Aircraft Repair
Make:	Lycoming	Tach:	na	650 Airport Rd
Model:	IO-540-K1G5	Hobbs:	1482.3	Lawrenceville, GA 30046
s/n:	L-31887-48E	Total time:	1482.3	TSMO: na

AD 99-04-04 dated 2/25/1999 is due on left magneto p/n 6351 s/n 06072066 AD at aircraft total time 1694.1. AD 23-09-09 dated 7/17/2023 is not applicable as subject clamps are not installed on this engine application. No action is required.

I certify that this Engine was inspected in accordance with a 100 Hour/Annual Inspection referencing FAR 43 appendix D checklist, was found to be in airworthy condition and is approved for return to service on this day.



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Steven Morgan AP 2719163 IA for Wingman Aircraft Repair, Inc

REG. #: 422P	TYPE: Engine (IO-540-K1G5 SN:L-31887-48E)	DATE: 12/17/2024
TACH: N/A	HOBBS: 1489.4	TT: 1489.4

Performed 100 hour inspection. Performed cylinder differential compression test; #1-71/80, #2-73/80, #3-75/80, #4-73/80, #5-72/80, #6-75/80. Inspected oil filter and oil sump screen for metal; no metal noted in either. Installed new oil filter and safety wired. Reinstalled oil sump screen with new gasket and safety wired. Inspected and cleaned fuel servo inlet fuel screen. Cleaned, inspected, gapped, tested and rotated spark plugs using new gaskets. Cleaned all fuel nozzles. Serviced engine with "Aeroshell 100W Plus". Complied with AD 2015-19-07 amendment 39-16894 dated November 3, 2015 by inspecting fuel injector lines and clamps per paragraph (e), (1) (ii) of AD and inspection instructions, table 1, diagram 19 and inspection checklist in Lycoming Service Bulletin 342G. Due again in 110 hours, at engine overhaul or when maintenance causes movement to the fuel injector lines. AD 23-09-09 dated 7/17/2023 is not applicable as subject clamps are not installed on this engine application. No action is required. AD 99-04-04 dated 2/25/1999 is due on left magneto p/n 6351 s/n 06072066 AD at aircraft total time 1694.1. AD 23-09-09 dated 7/17/2023 is not applicable as subject clamps are not installed on this engine application. No action is required. I certify that this Engine was inspected in accordance with a 100 Hour/Annual Inspection referencing FAR 43 appendix D checklist, was found to be in airworthy condition and is approved for return to service on this day.

Phillip Danilchuk A&P 4470563 IA

	<b>Mechanic:</b> 	850 Airport Road Lawrenceville, GA 30046 (770) 962-9092
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