



The Standard

ENGINE LOG

ASI-SE-2



POPLAR GROVE
AIRMOTIVE
INC

Phone: 815.544.2300 800.397.8181

LIMITED AIRCRAFT ENGINE WARRANTY

FAX: 815.544.8900

Poplar Grove Airmotive, Inc. (PGA) limits its warranty on the listed engine overhauled by PGA to be free from defects in material and workmanship under normal use and service for a period of two years or 500 hours, whichever occurs first from the completion date of the overhaul. All accessories overhauled by PGA are warranted for 250 hours of operation or one year, whichever event shall occur first.

Any engine, cylinder or component Repair not associated with a major engine overhaul is warranted to be free from defects in material and workmanship for six months.

The obligation of the Company under this warranty is limited to the repair or replacement, at the option of PGA, of any part, component or engine, which, in the opinion of PGA is defective. PGA assumes no obligation for work accomplished at a facility other than PGA unless prior notification is given and the owner receives authority from PGA to proceed. PGA additionally reserves the right to furnish any parts and/or components required. If requested by PGA, owner must return all warranted parts, transportation prepaid, to PGA for examination.

Warranty is not applicable to routine maintenance, inspection or adjustments. Replacement or repair of an engine component or accessory will not be construed to extend the initial warranty period.

This warranty shall not apply to engines, their component parts or accessories which have been improperly installed, adjusted, stored, handled, repaired, altered or operated contrary to current manufacturer's recommendations of FAA Airworthiness Directives, or subjected to misuse, neglect, accident, pre-ignition, detonation, hydrostatic lock or corrosion.

PGA does not warrant accessories, such as factory-remanufactured magnetos, carburetors, starters, etc. supplied by a vendor other than PGA when that vendor has its own warranty.

No express warranties and no implied warranties, whether of merchantability or fitness for any particular use, or otherwise (except to title) other than that expressly set forth above, which is made expressly in lieu of all other warranties, shall apply to products sold by PGA.

This warranty and this PGA's obligation thereunder is in lieu of all other warranties, expressed or implied, including warranties of merchantability and fitness for a particular purpose, and all other obligations or liabilities, including consequential damages or contingent liabilities arising out of the failure of any engine or part to operate properly, and no person is authorized to give any other warranty or to assume any additional obligation on PGA's behalf unless made in writing and signed by an officer of PGA.

Date 17 Apr 2028 Model Lyc. O-360-F1A6 S/N L-28359-36A WO# 106526

After starting the engine, ensure a normal warm for takeoff power. When possible, reduce power to ensure good air speed for proper cooling. Use the operating handbook. Excessive heat is the primary cause of engine failure into the green arc.

If the engine is normally aspirated (non-turbocharged), We recommend a density altitude less than 5,000 feet.

For proper break-in/piston ring seating, operate at 75% power in the green arc. Maintain these power settings until the cylinder bores require cylinder removal, honing or re-boring.

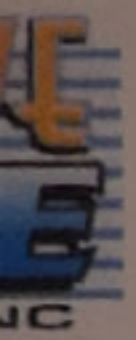
Descend at low cruise power while closely monitoring engine temperature as this will cause the engine to cool too rapidly.

There is only one object to be accomplished during such a manner that quart per hour of flight is kept below the green arc. Change oil and inspect for leaks. Do not use AD (ashless dispersant) oil until consumption is determined.

Engine Oil Recommendation For Piston Ring

Aero Shell 100
Aero Shell 80
Aero Shell 65
Phillips 20W-50
Phillips 20W-50

Use mineral based AD oils only after break-in -



FAX: 815.544.8900

free from defects in material and
from the completion date of the
ever event shall occur first.

free from defects in material and

PGA, of any part, component or
facility other than PGA unless prior
right to furnish any parts and/or
to PGA for examination.

engine component or accessory

y installed, adjusted, stored,
thinness Directives, or subjected to

supplied by a vendor other than PGA

use, or otherwise (except to title)
ly to products sold by PGA.

ncluding warranties of
quential damages or contingent
o give any other warranty or to

36A WO# 106526

POPLAR GROVE AIRMOTIVE, INC.
CRS YYBR664L
SUGGESTED BREAK-IN PROCEDURES

After starting the engine, ensure a normal warm up, but avoid prolonged ground running. Follow the airframe manufacturer's recommendations for takeoff power. When possible, reduce power to the climb power setting specified in the operator's manual. Establish a shallow climb angle to ensure good air speed for proper cooling. Use more cowl flaps than normal or step climb to help in this process. Adjust mixture per aircraft operating handbook. Excessive heat is the primary cause of cylinder bore glazing. Make every effort to keep your operating temperature well into the green arc.

If the engine is normally aspirated (non-turbocharged) it will be necessary to cruise at a low altitude to obtain the required cruise power levels. We recommend a density altitude less than 5,000 feet to allow the engine to develop sufficient cruise power for a good break-in.

For proper break-in/piston ring seating, operate the engine at 65-75% power during cruise while keeping engine temperatures well in the green arc. Maintain these power settings until oil consumption stabilizes, this will minimize the chance of glazing the cylinder bores. Glazing cylinder bores require cylinder removal, honing, and installing new piston rings. **Poplar grove Airmotive does not warranty this condition.**

Descend at low cruise power while closely monitoring the engine instruments. Avoid long descents at low manifold pressure and rapid descents, as this will cause the engine to cool too rapidly.

There is only one object to be accomplished during the break-in: the stabilization of oil consumption. Record all oil additions and flight hours in such a manner that quart per hour of flight is known. During this portion of the break-in, which could range 25 to 100 hours, mineral oil **must be** used in the engine. Change oil and inspect filter after approximately 10 hours – then 35 hours – then per your normal schedule, however, do not use AD (ashless dispersant) oil until consumption stabilizes.

Engine Oil Recommendation For Piston Ring Seating

Aero Shell 100	SAE 50	Above 60 degrees F
Aero Shell 80	SAE 40	30 degrees – 90 degrees F
Aero Shell 65	SAE 30	0 degrees – 70 degrees F
Phillips 20W-50	Type M	All Season
Phillips 20W-50	XC	Nickel Cylinders

Use mineral based AD oils only after break-in – NO synthetics

YEAR
20
DATE

RECORD
TACH
TIME

Repairs, and Alterations
and Certificate Number of
for other specific entries

YEAR
20
DATE

WORK ORDER # 106526

MANUFACTURE

AD #

DE

4/16/2025

59-10-07

cyl

3:42PM

64-16-05

fuel

Shop Order #

Close Date

Dsc #

Part Number

Description

Action

Date Wrnty?

Quantity Units

66-20-04

oil

106526

//

2,000

SL61544

Plunger

3/21/2025

1.00 Each

75-08-09 R3

oil

106526

//

2,000

SL74637

Bushing

3/21/2025

8.00 Each

87-10-06 R1

rocker arm

106526

//

2,000

77875RW

Gear

3/21/2025

1.00 Each

90-04-06

external oil line

N/A by engine model

92-12-05

piston pin P/N LW-14077

N/A by pin P/N

95-07-01

connecting rod bolt P/N 75060

N/A by new bolts P/N SL75061

95-26-02

improper fuel

N/A by aircraft registration number

96-09-10 C

oil pump

P/C/W IAW SB524

97-15-11

piston pin

N/A by pin P/N

98-02-08

crankshaft

N/A to engine using controllable pitch prop

MANU

AD #

05-19-

06-06-

06-10-

06-12-

07-04-

09-26-

12-03-

12-19-

15-02-

17-16-

24-21-

Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE
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MANUFACTURER: Lycoming		ENGINE MODEL: 0-360-F1A6	S/N: L-28359-36A	WORK ORDER # 106526
DESCRIPTION		COMPLIANCE STATUS		
		N/A has new style clamps		

AD #	DESCRIPTION	REMARKS
59-10-07	cylinder baffle clamps	N/A has new style clamps
64-16-05	fuel pump	N/A to overhauled pump installed
66-20-04	oil filter adapter gasket	N/A by gasket P/N
75-08-09 R3	oil pump drive shaft with woodruff key	N/A has drive shaft with flats
87-10-06 R1	rocker arm	N/A by rocker arm P/N LW18790 not installed
90-04-06	external oil line	N/A by engine model
92-12-05	piston pin P/N LW-14077	N/A by pin P/N
95-07-01	connecting rod bolt P/N 75060	N/A by new bolts P/N SL75061
95-26-02	improper fuel	N/A by aircraft registration number
96-09-10 C	oil pump	P/C/W IAW SB524
97-15-11	piston pin	N/A by pin P/N
98-02-08	crankshaft	N/A to engine using controllable pitch prop
98-17-11 C	crankshaft	C/W by inspection I/A/W par (b)
94-10-14 C	crankshaft gear	C/W IAW Lycoming SB 475C, due any prop strike

Signature: _____ Date: 17/

04-10-14 C
Poplar Grove Airmotive, Inc.
Station #

Poplar Grove Airmotive, Inc.
FAA Approved Repair Station # YYBR664L _Terry Aavang.

Date: 17/Apr/2025

Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

YEAR 20 _____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE
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MANUFACTURER: Lycoming ENGINE MODEL: 0-360-F1A6 S/N: L-28359-36A WORK ORDER # 106526

AD #	DESCRIPTION	COMPLIANCE STATUS
05-19-11	crankshaft failure	N/A by crankshaft S/N V1319
06-06-16	crankshaft failure	N/A by crankshaft S/N V1319
06-10-21 C2	ECI rods	N/A by Lycoming rods installed
06-12-07	ECI cylinders	N/A to Lycoming cylinders
07-04-19 R1	Superior cylinders	N/A to Lycoming cylinders
09-26-12	ECI cylinders	N/A to Lycoming cylinders
12-03-07	HA-6 carburetors	N/A by die cast body
12-19-01	Crankshaft failure	N/A by crankshaft S/N V1319
15-02-07	Prop Gov Shaft Set Screw	C/W IAW SB 1343B
17-16-11	Lycoming rod bushings	N/A to new bushings installed, P/N 01K28983 and SL13923A
24-21-02	LW-13923 rod bushings	N/A to new bushings installed, P/N 01K28983 and SL13923A

Poplar Grove Airmotive, Inc.

FAA Approved Repair Station # YYBR664L

Terry Aavang

Date: 17/Apr/2025

[illegible]

MANUFACTURER: Lycoming **ENGINE MODEL:** 0-360-F1A6 **S/N:** L-28359-36A **WORK ORDER #** 106526

AD #	DESCRIPTION	COMPLIANCE STATUS
59-10-07	cylinder baffle clamps	N/A has new style clamps
64-16-05	fuel pump	N/A to overhauled pump installed
66-20-04	oil filter adapter gasket	N/A by gasket P/N
75-08-09 R3	oil pump drive shaft with woodruff key	N/A has drive shaft with flats
87-10-06 R1	rocker arm	N/A by rocker arm P/N LW18790 not installed
90-04-06	external oil line	N/A by engine model
92-12-05	piston pin P/N LW-14077	N/A by pin P/N
95-07-01	connecting rod bolt P/N 75060	N/A by new bolts P/N SL75061
95-26-02	improper fuel	N/A by aircraft registration number
96-09-10 C	oil pump	P/C/W IAW SB524
97-15-11	piston pin	N/A by pin P/N
98-02-08	crankshaft	N/A to engine using controllable pitch prop
98-17-11 C	crankshaft	C/W by inspection I/A/W par (b)
04-10-14 C	crankshaft gear	C/W IAW Lycoming SB 475C, due any prop strike

Poplar Grove Airmotive, Inc.

FAA Approved Repair Station # YYBR664L _Terry Aavang_

Date: 17/Apr/2025

YEAR 20 _____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE

MANUFACTURER: Lycoming ENGINE

AD #	DESCRIPTION
05-19-11	crankshaft failure
06-06-16	crankshaft failure
06-10-21 C2	ECI rods
06-12-07	ECI cylinders
07-04-19 R1	Superior cylinders
09-26-12	ECI cylinders
12-03-07	HA-6 carburetors
12-19-01	Crankshaft failure
15-02-07	Prop Gov Shaft Set Screw
17-16-11	Lycoming rod bushings
24-21-02	LW-13923 rod bushings

Poplar Grove Airmotive, Inc.
FAA Approved Repair Station # YYBR664L

YEAR
20
DATE

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TACH
TIME

MANUFACTU
AD #
59-10-07
64-16-05
66-20-04
75-08-09 R3
87-10-06 R1
90-04-06
92-12-05
95-07-01
95-26-02
96-09-10 C
97-15-11
98-02-08
98-17-11 C
04-10-14 C
Poplar Grove
FAA Approved

Shop Order #	Close Date	Dsc #	Part Number	Description	Action Date Wmnty?	Quantity	Units
106526	//	2,000	SL75439-1	Gasket Set	3/07/2025	1.00	Each
106526	//	2,000	LW18843	Camshaft	3/07/2025	1.00	Each
106526	//	2,000	15B26262	Lifter (Hyperbolic)	3/07/2025	2.00	Each
106526	//	2,000	15B26262	Lifter (Hyperbolic)	3/07/2025	6.00	Each
106526	//	2,000	URHM38E	Spark Plug 18mm 3/4"	3/07/2025	8.00	Each
106526	//	2,000	SL-STD1211	Plug	3/07/2025	1.00	EACH
106526	//	2,000	AA48103-2	Oil Filter, Tempest	3/07/2025	1.00	Each
106526	//	2,000	SL73810	Bushing	3/07/2025	4.00	Each
106526	//	2,000	72801RW	Counterweight Set	3/07/2025	1.00	Each
106526	//	2,000	SL14W21696	Roller	3/07/2025	2.00	Each
106526	//	2,000	SL72797	Roller	3/07/2025	2.00	Each
106526	//	2,000	AEL71907	Washer	3/07/2025	8.00	Each
106526	//	2,000	SL14820 (MS16625-309)	Ring	3/07/2025	8.00	Each
106526	//	2,000	SL-STD2213	Screw	3/07/2025	1.00	Each
106526	//	2,000	SL1028-B	Ball	3/07/2025	1.00	Each
106526	//	2,000	SL61084	Spring	3/07/2025	1.00	Each
106526	//	2,000	SL13884A	Bearing	3/07/2025	2.00	Each
106526	//	2,000	SL11020	Bearing	3/07/2025	4.00	Each
106526	//	2,000	AN565B1032H5	Screw Set	3/07/2025	1.00	Each
106526	//	2,000	01K28983	Bushing	3/07/2025	2.00	Each
106526	//	2,000	SL75061	Rod Bolt	3/07/2025	8.00	Each
106526	//	2,000	SL12186	Nut	3/07/2025	8.00	Each
106526	//	2,000	SL13521A	Rod Bearing	3/07/2025	8.00	Each
106526	//	2,000	SL13790A	Shaft	3/07/2025	4.00	Each
106526	//	2,000	SL12892	Thrust Button	3/07/2025	8.00	Each
106526	//	2,000	SL-STD1821	Hose	3/07/2025	4.00	Each
106526	//	2,000	SL69603	Hose	3/07/2025	4.00	Each
106526	//	2,000	STD1925	Screw Superior Product	3/07/2025	2.00	Each
106526	//	2,000	STD1925	Screw Superior Product	3/07/2025	1.00	Each
106526	//	2,000	SL68761	Tube	3/07/2025	1.00	Each
106526	//	2,000	SL68760	Drain Tube	3/07/2025	1.00	Each
106526	//	2,000	SL68759	Drain Tube #1 Cyl	3/07/2025	1.00	Each
106526	//	2,000	LW14795	Oil Gauge	3/07/2025	1.00	Each
106526	//	2,000	AEL75072	Gear	3/07/2025	1.00	Each
106526	//	2,000	SL11485	Tube	3/07/2025	2.00	Each
106526	//	2,000	AEL61665	Mag Gear	3/07/2025	1.00	Each
106526	//	2,000	SL75339	Baffle	3/07/2025	2.00	Each
106526	//	2,000	05K21104	Cylinder	3/07/2025	4.00	Each
106526	//	2,000	AS3582-016	O-Ring	4/07/2025	6.00	Each
106526	//	2,000	61247	Cover	4/08/2025	4.00	Each
106526	//	2,000	AELSTD551	Plug	4/08/2025	4.00	Each
106526	//	3,000 M	10-5253	Carburetor Core	4/09/2025	1.00	Each
106526	//	2,000	QS200-32S [200-32H]	Clamp	4/09/2025	-1.00	Each
106526	//	2,000	LW16775	Fuel Pump	4/14/2025	2.00	Each
106526	//	2,000 M	LW16775	Fuel Pump	4/14/2025	1.00	Each
106526	//	2,000	LW11750RW	Conn. Rod	4/14/2025	-1.00	Each
106526	//	3,000	10-5253	Carburetor	4/02/2025	2.00	Each
106526	//	2,000	KA12508	Harness	4/04/2025	1.00	Each
					4/14/2025	1.00	Each

Iterations
Certificate Number of
or other specific entries)

ORDER # 106526

17/Apr/2025

YEAR
20
DATE

RECORDING
TACH
TIME

TODAY'S
FLIGHT

TOTAL
TIME IN
SERVICE

MANUFACTURER: Lycoming ENG

AD # DESCRIPTION

05-19-11 crankshaft failure

06-06-16 crankshaft failure

06-10-21 C2 ECI rods

06-12-07 ECI cylinders

07-04-19 R1 Superior cylinders

09-26-12 ECI cylinders

12-03-07 HA-6 carburetors

12-19-01 Crankshaft failure

15-02-07 Prop Gov Shaft Set Scre

17-16-11 Lycoming rod bushings

24-21-02 LW-13923 rod bushings

Poplar Grove Airmotive, Inc.

FAA Approved Repair Station # YYB

DATE	TIME	SERVICE	Technician or Repair Facility. (See back pages for other specific entries)

MAKE LYCOMING **MODEL** O-360-F1A6 **S/N** L-28359-36A
Total Time 5680.70 **Hours** Time Since Major Overhaul ZERO **Hours**

This engine was disassembled, cleaned, inspected and reassembled with necessary new parts in accordance with a major overhaul as per the manufacturer's current overhaul manual 60294-7 New tolerances and clearances were maintained. A detailed parts list is on file at this agency. The following accessories were overhauled or exchanged. See maintenance releases in this logbook.

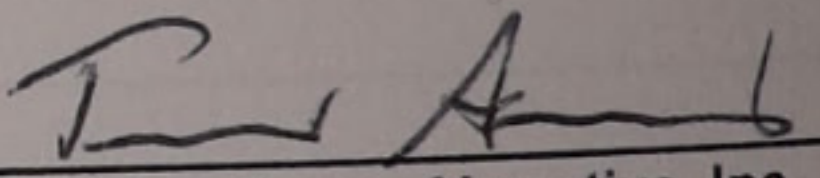
Assembled engine with crankcase repaired by DIVCO, WDC #136769. Installed new Lycoming camshaft P/N LW-18843 and tappets P/N 15B26262. Installed new Lycoming cylinder kits P/N 05K21104. Installed fuel pump P/N LW16775 overhauled by Aero Accessories. Supplied carburetor P/N 10-5253, S/N MS1HG701 overhauled by Marvel-Schebler Aircraft Carburetors. See A.D. Compliance Record and Parts List for further details.-----END-----

All applicable airworthiness directives and related factory publications have been checked for compliance at this date. See list in this log book. This engine was test run in an FAA approved test cell and meets specifications. The aircraft engine identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service for the work performed. Pertinent details of repair are on file at this repair station under:

Work Order # 106526 **Date** 17/Apr/2025

Poplar Grove Airmotive, Inc.

Poplar Grove Airport, Poplar Grove, IL
FAA Approved Repair Station #YYBR664L

Terry Aavang 
Signed for Poplar Grove Airmotive, Inc.

YEAR 20 **DATE** 05-19
RECORDING TACH 05-19 **TO** ELI
Date 05-19
Tach Time
E
 Install overhauled engine
 front of engine log book
 Install engine with new
 122.9 Hrs. on them, send
 engine to magneto timing
 o-ring p/n M83248/1-
 plates. Inspect and lubricate
 Alternator and starter
 cooler p/n HE800173
 H55735-1. Install new
 1. Replace left rear engine
 LLC. Add 8 Quarts of oil
 install bottom spark plug
 for leaks, make idle adjustment
 and reseal at this time
 Check for proper function
AD 83-14-04 Dated
 672.9 Tach Time.
 Inspect IAW Cessna
 I certify that this aircraft
 determined to be in a
TTAF 11,235.

DATE

Date 05-19-2025**Tach Time 622.9**

8300 Airport Rd.

Middleton, WI, 53562-0008

(608) 836-1711

CESSNA 172RG**S/N172RG1191****ENGINE LOGBOOK ENTRY for N131VU (ANNUAL)**

Install overhauled engine from Poplar Grove Airmotive, Lycoming O-360-F1A6 s/n L-28359-36A. See front of engine log book for Poplar Grove Airmotive for release date W.O. # 106526 dated April 17/2025. Install engine with new Lord engine mounts s/n J-9613-49 and new hardware. Magnetoes installed have 122.9 Hrs. on them, see release tags this page p/n 4371 on each s/n H-Y030068 and Y-030070. Check engine to magneto timing. Install primer nozzles and lines. Drain and clean fuel strainer, replace lower cup o-ring p/n M83248/1-111, and safety both. Inspect and re-install muffler and exhaust system, inspect end plates. Inspect and lube all engine controls. Replace Brackett air filter element P/N BA-5805. Install Alternator and starter from previous engine. Install new alternator belt p/n S1597-1-37.5. Install new oil cooler p/n HE8001733s/n 1087. Install new oil and fuel hose kit from Aero Aviation Co. Ref. Invoice # H55735-1. Install new oil quick drain SAF-AIT p/n P5000. Install new Carb. Air box gasket p/n 2250023-1. Replace left rear engine baffle -p/n AF2455038-2 and left rear baffle p/n AF2455057-1 from Airform LLC. Add 8 Quarts Phillips 20W50 M mineral oil. Spin engine through with starter to get oil pressure and install bottom spark plugs and all lead ends. Check for leaks, and none found. Run up engine and check for leaks, make idle adjustment. No discrepancies noted. Propeller and Governor sent out for inspection and reseal at this time and installed on engine. Install Tanis engine heater kit p/n TA2925-1, s/n 241223. Check for proper function, no discrepancies noted.

AD 83-14-04 Dated 07/20/1983 Muffler End Plates and Shroud C/W by visual inspection, due again at 672.9 Tach Time.

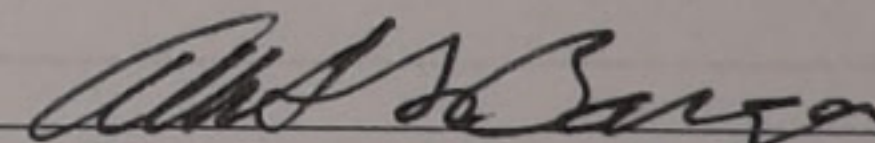
Inspect IAW Cessna 172RG Service Manual and FAR 43 App. D as a guide.

I certify that this aircraft has been inspected in accordance with a **ANNUAL** inspection and was determined to be in airworthy condition.

TTAF 11,235.6**SMOH 000.0 TTE 5680.7****Lycoming O-360-F1A6 S/N L-28359-36A**

Signed

A&P#


368752ATA

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE
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Description of Inspections, Tests, Repairs, and Alterations
 Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries)

MOREY AIRPLANE COMPANY

8300 Airport Rd.

Middleton, WI, 53562-0008

(608) 836-1711

Cessna 172RG

S/N 17281189

Date 06-30-2025

Tach Time 0631.6

ENGINE LOGBOOK ENTRY for N 131VU

Changed engine oil and filter, installed new tempest AA48103-2-2 oil filter and added 7qts. of Phillips Type M oil . Cut open oil filter and checked for metal ,no metal found at this time.Aircraft approved for return to service for maintenance performed.

Signed

A&P#

[Signature]
 4874658

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE
--------------------	---------------------------	-------------------	-----------------------------