

**N9255B**

# ENGINE LOG



# ENGINE LOG

Date	Engine Time		Recorder Reading
	This Date	Since Major	
	Brought Forward →		
Total To Carry Forward			

ENGINE August 30, 1995 Hobbs: 14.3 N9255B

Complied with Lycoming Service Bulletin 489A by inspection of the course oil screen. No discrepancies noted. Washed the engine. Performed a ground run. Operational and leak check good.

*Gerald F. Kusmider*

Gerald F. Kusmider  
A & P 523195989

Maintenance

For Aviation Sales, Inc.  
W.O. No. 10590

ENGINE

November 29, 1995

Hobbs: 30.4

N92558

Removed the engine cowl. Removed and replaced the #2 alternator. Installed Part No. 32C19558, Serial No. 5062365. Performed a ground run. Paralleled both electrical systems. Operational check good. Reinstalled the engine cowl.

*Michael Shrader*  
Michael Shrader, A & P 521029038

For Aviation Sales, Inc.  
W.O. No. 10658

ENGINE April 5, 1996 Hobbs: 53.2  
N92558

Total Time: 53.2

Changed the oil and filter. Cut the filter open. No abnormal contaminants were noted. Serviced with 11 quarts of Aeroshell SAE 15w50 oil. Performed a ground run. Operational and leak check good after repairs.

*Gerald F. Kusmider*

Gerald F. Kusmider  
A & P 523195989

For Aviation Sales, Inc.  
W.O. No. 10713

ENGINE July 10, 1996 Tach: 104.5 Total Time: 104.5 N9255B

Performed an Annual Inspection in accordance with FAR 43, Appendix D, and using Piper checklist, Part No. 230-1085. Airworthiness Directive Compliance checked through Revision 96-13M. See Airworthiness Directive Compliance Status Report.

Changed the oil and filter. Cut the filter open. No abnormal contaminants were noted. Serviced with 11 quarts of Aeroshell SAE 15w50 oil. Performed compression check in accordance with 43-13-1 with results as follows: #1-76/80; #2-78/80; #3-78/80; #4-72/80; #5-74/80; #6-78/80; Minimum - 60/80.

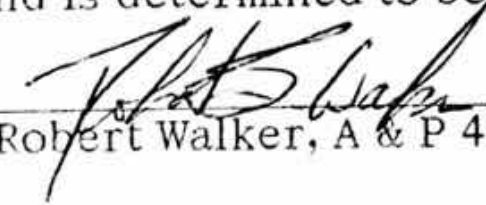
Retightened wastegate oil inlet line and fitting as required to prevent leakage.

Removed and replaced cracked right tailpipe support link with new.

Complied with Lycoming A.D. 93-02-05, fuel injector lines inspection. No discrepancies noted. Next compliance due at annual; Hobbs 204.5; removal.

Ground run and leak check completed in accordance with FAR 43, 15(c)(2), (i) through (iv) and was found to be satisfactory.

I certify that this engine has been inspected in accordance with an Annual Inspection and is determined to be in airworthy condition.

  
Robert Walker, A & P 434333937 IA

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For Aviation Sales, Inc.  
W.O. No. 10789

9255B

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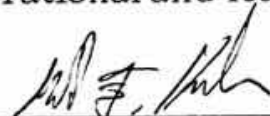
Certificate No.

ENGINE

July 25, 1996 Hobbs: 126.2

N9255B

Checked output of engine driven fuel pump at full power with boost pumps off. No discrepancies noted. Removed fuel pressure switch and tested by simulating manifold pressure and fuel pressure simultaneously. Adjusted pressure switch to manufacturer's specifications and reinstalled. Operational and leak checks good.



Gerald F. Kusmider  
A & P 523195989

For Aviation Sales, Inc.  
W.O. No. 10806

# ENGINE LOG

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

ENGINE      July 25, 1996 Hobbs: 126.2      N9255B

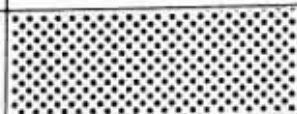
Removed the engine oil filter. Cut the filter open and checked for contaminants. None noted. Took an oil sample and sent for analysis.



Robert Walker  
A & P 434333937

For Aviation Sales, Inc.  
W.O. No. 10806

Total To  
Carry Forward



Maintenance

and Remarks

Signature

Certificate No.

ENGINE October 10, 1996 Hobbs: 169.1


N9255B

Installed six new loaded cylinder kits in accordance with manufacturer's overhaul manual and Lycoming S.I. 1029D. Installed new oil filter and serviced with 11 quarts of Aeroshell 15w50 oil per S.I. 1014M. Performed ground runs per S.I. 1427B. Operational and leak checks good. Cut open oil filter after test flight per S.I. 1427B. No abnormal contamination noted. Installed new filter. Complied with S.B. 527A during cylinder installation. All piston pins were N/A by part number. Performed ground run. Leak check good. Owner/operator provided with S.I. 1427B break-in instructions.

Installed new oil pressure relief valve gasket. Performed ground run. Leak check good after repairs.

Complied with A.D. 93-02-05 by visually inspecting fuel injector line installation in accordance with Lycoming S.B. 342A after cylinder installation. No discrepancies noted.

For Aviation Sales, Inc.  
W.O. No. 10821

  
John Ferrall, A & P 520662130

## ENGINE LOG

Engine Time

Recorder

ENGINE January 10, 1997 Hobbs: 196.0 Total Time: 196.0 N9255B

Performed an Annual Inspection in accordance with FAR 43, Appendix D, and using Piper checklist, Part No. 230-1085. Airworthiness Directive Compliance checked through Revision 97-01M. See Airworthiness Directive Compliance status report.

Changed the oil and filter. Cut the filter open. No abnormal contaminants noted. Serviced with 10 quarts of Aeroshell SAE 15w50 oil. Performed compression check in accordance with Lycoming S.I. 1191 with results as follows: #1-76/80; #2-75/80; #3-77/80; #4-76/80; #5-77/80; #6-72/80; Minimum-60/80.

Installed new oil scavenge pump gasket, vacuum pump gasket and vacuum pump drive seal. Operational and leak check good after repairs.

Complied with Lycoming S.B. 183A by checking magneto to engine timing. Both magnetos found to be set correctly.

Complied with recurring A.D. 93-02-05 by visual inspection of fuel injector lines in accordance with Lycoming S.B. 342.

Complied with Lycoming recurring S.B. 521 by inspection of exhaust slip joints and marmon flange joint. No discrepancies noted.

Complied with Lycoming S.B. 489 by visual inspection of oil suction screen. No discrepancies found at this time.



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ENGINE (cont'd.) January 10, 1997

N9255B

No.

Ground run and leak check completed in accordance with FAR 43, 15  
(c)(2), (i) through (iv) and was found to be satisfactory.

I certify that this engine has been inspected in accordance with an  
Annual Inspection and is determined to be in airworthy condition.

  
John Ferrall  
A & P 520662130 IA


For Aviation Sales, Inc.  
W.O. No. 10942

Page 2 of 2

# ENGINE LOG

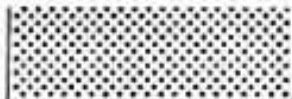
Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		
	Brought Forward →			

ENGINE July 14, 1997 Hobbs: 264.2 N9255B  
Tightened the alternator belt.

  
Merle R. Smith  
A & P 585366935

For Aviation Sales, Inc.  
W.O. No. 11140

Total To  
Carry Forward



Maintenance

and Remarks

Signature

Certificate No.

**ENGINE** September 11, 1997 Hour Meter: 294.2

**N9255B**

Total Time: 294.2

TSTOH: 125.1

Performed a 100 Hour Inspection in accordance with FAR 43, Appendix D, and using Piper checklist, Part No. 230-1085. Airworthiness Directive compliance checked through Revision 97-18. See Airworthiness Directive compliance status report.

Changed the oil and filter. Cut the filter open. No abnormal contaminants were noted. Serviced with 12 quarts of Aeroshell SAE 15w50 oil. Performed a compression check in accordance with A.C. 43-13.1 with results as follows: #1-72/80; #2-74/80; #3-76/80; #4-76/80; #5-76/80; #6-76/80; Minimum-60/80.

Installed a new right tail pipe support link.

Timed both magnetos to 20 degrees BTC.

Complied with Lycoming A.D. 93-02-05 per S.B. 342A, inspection of fuel injector lines. No discrepancies noted.

Lycoming A.D. 97-15-11 was previously complied with by compliance of A.D. 97-01-03 which was complied with by inspection of piston pin part numbers under S.B. 527A on 10/10/96 at 169.1 hours.

Ground run and leak check completed in accordance with FAR 43, 15 (c)(2), (i) through (iv) and was found to be satisfactory.

I certify that this engine has been inspected in accordance with a 100 Hour Inspection and is determined to be in airworthy condition.

For Aviation Sales, Inc.

W.O. No. 11185

  
Merle R. Smith, A & P 585366935 IA

# ENGINE LOG

ENGINE

February 23, 1998

Tach: 325.4

N9255B

Performed an Annual Inspection in accordance with FAR 43, Appendix D, and using Piper checklist, Part No. 230-1085. Airworthiness Directive Compliance checked through Revision 98-03. See Airworthiness Directive compliance status report.

Changed oil and filter. Cut filter open. No abnormal contaminants noted. Serviced with 12 quarts of Aeroshell SAE 15W50 oil.

Performed compression check in accordance with Lycoming S.I. 1191 with results as follows: #1 - 74/80; #2 - 73/80; #3 - 72/80; #4 - 72/80; #5 - 75/80; #6 - 76/80; minimum - 60/80.

Repaired crack in the right forward engine baffling and replaced sheared rivet.

Replaced right magneto gaskets. Reinstalled and timed right magneto. Operational and leak checks good after reinstallation.

Complied with Lycoming A.D. 93-02-05 by inspection of fuel injector lines, in accordance with S.B. 342B. No discrepancies noted.

Complied with Piper S.B. 1012 (Lycoming S.B. 531) by inspection of turbochargers and tail pipes. No discrepancies noted.

Complied with Lycoming S.B. 521 by disassembling, inspecting, and reassembling engine exhaust system. No discrepancies noted.

Complied with Lycoming S.B. 183 by checking the magneto timing.

Page 1 of 2

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Certificate No.

ENGINE (cont'd.)

February 23, 1998

Tach: 325.4

N9255B

Complied with Lycoming S.B. 489 by inspecting oil suction screen. No discrepancies noted.

Complied with Lycoming S.B. 529 by checking fuel pump plate screws. No discrepancies noted.

Replaced the right exhaust tail pipe link.

Ground run and leak check completed in accordance with FAR 43.15 (c)(2), (I) through (iv) and was found to be satisfactory.

I certify that this engine has been inspected in accordance with an Annual Inspection and is determined to be in airworthy condition.



Gerald F. Kusmider  
A&P 523195989 IA

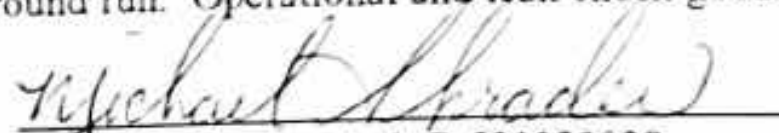
For Aviation Sales, Inc.  
W.O. No. 11327

Page 2 of 2

# ENGINE LOG

Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		
	Brought			

**ENGINE** July 10, 1997 Hobbs: 258.2 Total Time: 258.2 N9255B  
 Changed the oil and filter. Cut the filter open. No abnormal contaminants were noted.  
 Serviced with 10 quarts of Aeroshell SAE 15w50 oil. Performed a ground run. Operational and  
 leak check good after repairs.  
 Removed the engine cowling. Removed the propeller. Removed and replaced all drive belts  
 with new. Reinstalled the propeller and safetied. Adjusted the propeller deice brush block per  
 the manufacturer's recommendations. Set tension of all drive belts per the manufacturer's  
 recommendations. Performed a ground run. Operational and leak check good. Reinstalled the  
 engine cowling.

  
 Michael Shrader, A & P 521029038

For Aviation Sales, Inc.  
 W.O. No. 11140

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1. UNITED STATES		2. <b>FAA FORM 8130-3</b> AIRWORTHINESS APPROVAL TAG U.S. Department of Transportation Federal Aviation Administration				3. System Tracking Ref No. MS-0075085	
4. Organization		TEXTRON LYCOMING 652 OLIVER STREET WILLIAMSPORT, PA 17701				PRODUCTION CERTIFICATE #3	
						5. Work Order, Contract or Invoice Number: P50110710/001	
6. Item	7. Description	8. Part Number	9. Eligibility	10. Qty	11. Serial/Batch No	12. Status/ Work	
002	VALVE-EXHAUST BY-PASS (V/M 4709	47E21296	T.B.V. BY INSTALLER	1	BFN24955	NEW	
13. Remarks AVIALL INC USA Limited life parts must be accompanied by maintenance history including total time/total cycles/time since new.							
14. New <input checked="" type="checkbox"/> Newly Overhauled Certifies that the new or newly overhauled part(s) identified above, except as otherwise specified in block 13 was (were) manufactured in accordance with FAA approved design data and airworthiness. Note: In case of parts to be exported, the special requirements of the importing country have been met.				19. Return to Service in Accordance with FAR 43.9. Certifies that the work specified in block 13 for (attached) above was carried out in accordance with FAA airworthiness regulations and in respect to the work performed the part(s) is (are) approved for return to service.			
15. Signature S. F. Ellis		16. FAA Authorization No. 844029		20. Authorized Signature:		21. Certification Number:	
17. Name (Typed or Printed): S. F. ELLIS		18. Date: 07 JULY 1998		22. Name (Typed or Printed):		23. Date:	

FAA Form 8130-3 (111-93)

\*(Optional) Installer must cross check eligibility with applicable technical data.

# ENGINE LOG

Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		
	Brought			

**ENGINE (cont'd.)**

July 13, 1998

Tach 425.3

**N9255B**


Installed new valve cover gaskets on #3, #4, #5, and #6 cylinders.

Torqued exhaust v-band couplings as needed.

Installed new gasket on #1 exhaust flange.

Ground run and leak check completed in accordance with FAR 43.15 (c)(2), (I) through (iv) and was found to be satisfactory.

I certify that this engine has been inspected in accordance with a 100-Hour Inspection and is determined to be in airworthy condition.



John Ferrall

A&P 520662130

For Aviation Sales, Inc.

Work Order No. 11453

Page 2 of 2

Total To Carry Forward				
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Maintenance

and Remarks

Signature

Certificate No.

N9255B

ENGINE

October 5, 1998


Hobbs: 480.7

N9255B

Changed the oil and filter. Cut the filter open. No abnormal contaminants were noted. Serviced with 10 quarts of Aeroshell SAE 15W50 oil.

A.D. 98-18-12 was previously complied with by performing initial and subsequent torque check inspections per Lycoming S.B. 529.

Performed a ground run. Operational and leak check good after repairs.

  
Thomas C. Fulton  
A&P 170422335

For Aviation Sales, Inc.  
Work Order No. 11535

2 of 2

# ENGINE LOG

ENGINE April 7, 2000 Hobbs: 611.8

N9253B

Performed an Annual Inspection in accordance with FAR 43, Appendix D, and using the Piper checklist. Airworthiness Directive Compliance checked through Revision 2000-07.

Changed oil and filter. Cut filter open, no abnormal contaminants noted. Serviced with 11 quarts of Aeroshell SAE 15W50 oil. Performed compression check in accordance with Lycoming Service Instruction 1191 with results as follows: #1-74/80; #2-74/80; #3-71/80; #4-78/80; #5-77/80; #6-78/80; minimum-60/80.

Complied with Lycoming S. I. 1492B piston pin wear by inspection oil filter and screen.

Complied with 500 hour magneto inspection by removing and replacing the left and right magnetos with new units. Operational and leak check good.

Complied with 500 hour inspection on left and right alternators. Installed new brushes on both alternators.

Removed and replaced the starter with an overhauled unit. (See maintenance release placed in engine log.) Installed serial number A-147302. Operational check good.

Removed and cleaned fuel injector nozzles. Reinstalled using new seals.

Complied with Piper S. B. 1035 and Lycoming bulletin 529A, Crane S. B. 101SB02, Rev. 2, by checking torque on fuel pump cover.

Complied with Lycoming S. B. 534 and Piper S. B. 1024, by installing new left and right turbo oil drain tanks.

Complied with Lycoming S. B. 521 by inspection of exhaust slip joints.

Page 1 of 2

Tot

Carry Forward



**ENGINE**(cont'd.)

April 7, 2000

**N9255B**

Complied with Lycoming S. B. 388 exhaust valve wear inspection.

Complied with Lycoming S. B. 480 oil and filter change.

Complied with Lycoming S. B. 489 oil sump baffling by inspection. No discrepancies noted.

Complied with Lycoming S. B. 483A magneto timing.

Complied with Lycoming S. B. 531 by inspection of turbos and tail pipes.

Complied with AD 93-02-05 fuel injector lines by inspection in accordance with Lycoming S. B. 342A.

Installed new rocker cover gaskets on all cylinders.

Installed new bolt on right turbo charger mounting bracket.

Installed new mounting strap on right turbo charger.

Installed new exhaust valve spring on cylinder #5.

Ground run and leak check completed in accordance with FAR 43.15 (c)(2), (i) through (iv) and was found to be satisfactory.

I certify that this engine has been inspected in accordance with an Annual Inspection and is determined to be in airworthy condition.


For Aviation Sales, Inc.

W.O. No. 12002 and 12053

  
Max D. Kleinschrodt, A&P 476802692 IA

Page 2 of 2

# ENGINE LOG

Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		
	Brought Forward	ENGINE August 29, 2000	Hobbs: 650.0	N9255B
		Removed and replaced #1 cylinder CHT probe. Removed and replaced CHT scanner with repaired unit, Serial No. 217. (See FAA Form 8130-3 from International Avionics, Inc., dated 5/4/00, placed in the aircraft log book.) Performed aircraft ground run. Operational check good.		
		Tightened #2 alternator belt as per manufacturer's specifications. Operational check good.		
		For Aviation Sales, Inc. W.O. 12221	 Ronald C. Gish, A&P 523046946	

**ENGINE**      October 25, 2000      Total Hobbs: 663.5      **N9255B**

Changed the oil and filter. Cut the filter open. No abnormal contaminants were noted. Serviced with 11 quarts of Aeroshell SAE 15w50 oil. Performed a ground run. Operational and leak check good after repairs.

Complied with Lycoming S.I. 1492B, piston pin wear by inspecting the oil filter, oil suction screen and sampling oil for analysis. No abnormal contaminants were noted.

For Aviation Sales, Inc.  
W.O. 12317

  
 Tyson M. Teeboom, A&P 2510451

## Maintenance

650.0 N9255B  
Removed and replaced  
(See FAA Form 8130-3  
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*20*  
A&P 523046946

N9255B  
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## and Remarks

Signature

Certificate No.

ENGINE May 4, 2001 Hobbs: 699.8 Total Time: 699.8 N9255B  
Complied with A.D. 93-02-05, fuel injector line inspection per Lycoming S.B. 342A.  
Complied with Lycoming S.B. 489 by installing new oil sump baffling.  
Complied with A.D. 98-18-12 and Piper S.B. 1035 by installing overhauled fuel pump, Serial  
No. D8980. Recurring inspection no longer applies. (See Maintenance Release from B&S  
Aircraft Parts and Accessories, dated 12/29/00, placed in aircraft logs.)  
Installed new cabin pressurization ducts.  
Installed new tail pipe support bracket on right side.  
Installed new clamps on right side exhaust heat shield.  
Installed overhauled oil sump and oil sump baffle. (See Maintenance Release from Textron  
Lycoming, dated 10/13/00, placed in aircraft log.)  
Installed new mount bolt on left turbo.  
Installed new engine lord mounts.

For Aviation Sales, Inc.  
W.O. 12568

*Max D Kleinschrodt*  
Max D. Kleinschrodt, A&P 476802692

# ENGINE LOG

ENGINE May 4, 2001 Hobbs: 699.8 Total Time: 699.8 N9255B

Performed an Annual inspection using Piper checklist and FAR 43, Appendix D. Airworthiness Directive compliance checked through Revision 2001-08.

Changed oil and filter. Cut filter open. No abnormal contaminants noted. Serviced with 11 quarts of Aeroshell SAE 15w50 oil. Performed compression check in accordance with Lycoming S.L.L. 1191 with results as follows: #1 - 73/80; #2 - 77/80; #3 - 73/80; #4 - 72/80; #5 - 73/80; #6 - 70/80; minimum - 60/80. Ground run and leak check completed in accordance with FAR 43.15 (c)(2), (i) through (iv) and was found to be satisfactory.

Complied with Piper S.B. 1012, inspection of turbochargers and tailpipes per Lycoming S.B. 531C.

Complied with Lycoming S.B. 521, exhaust system inspection as instructed.

Complied with Piper A.D. 84-26-02 by replacing induction air filter with new.

Complied with Lycoming S.B. 480D by inspection of oil filter and suction screen for contaminants as instructed.

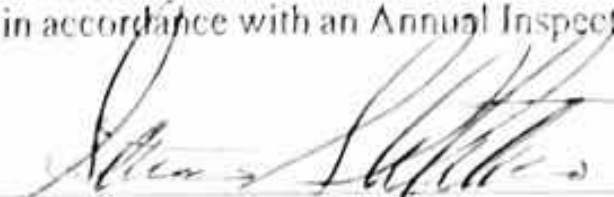
Adjusted timing of right and left magnetos per Lycoming specifications in Lycoming S.B. 183A.

Repaired exhaust crossover pipe heat shield as required.

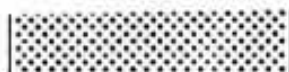
I certify that this engine has been inspected in accordance with an Annual Inspection and is determined to be in airworthy condition.

For Aviation Sales, Inc.

W.O. 12568

  
Steve Schlueter, A&P 506764251 IA

Total  
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FAR 43, Appendix D.

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ENGINE July 27, 2001

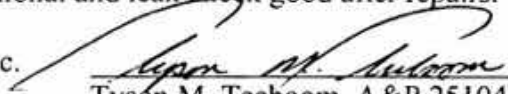
Hobbs: 755.1

N9255B

Changed the oil and filter. Cut the filter open. No abnormal contaminants were noted. Serviced with 11 quarts of Aeroshell SAE 15w50 oil. Performed a ground run. Operational and leak check good after repairs.

For Aviation Sales, Inc.

W.O. 12737

  
Tyson M. Teeboom, A&P 2510451

Certificate No.

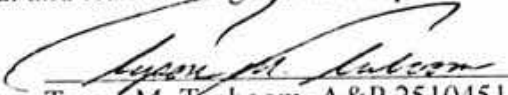
ENGINE

September 12, 2001 Total Hours: 791.3 N9255B

Changed the oil and filter. Cut the filter open. No abnormal contaminants were noted. Serviced with 11 quarts of Aeroshell SAE 15w50 oil. Performed a ground run. Operational and leak check good after repairs.

For Aviation Sales, Inc.

W.O. 12828

  
Tyson M. Teeboom, A&P 2510451

## ENGINE LOG

D

## ENGINE

November 9, 2001 Total Time: 824.1

**N9255B**

Maintenance

Replaced all 6 cylinders with new cylinder kits. Operational and leak check good.

Installed new bracket on air conditioner compressor.

Installed new bolt on left tailpipe bracket.

Installed new barrel nut on left front baffling.

For Aviation Sales, Inc.  
W.O. 12916

Max D. Kleinschrodt, A&P 476802692

Total To Carry Forward				



Maintenance

and Remarks

Signature

Certificate No.

**ENGINE**    March 19, 2002                      Total Time: 886.2    **N9255B**

Changed the oil and filter. Cut the filter open. No abnormal contaminants were noted. Serviced with 11 quarts of Aeroshell SAE 15w50 oil. Performed a ground run. Operational and leak check good after repairs.

Complied with Lycoming S.A. 56-500, coarse oil screen check. No contaminants noted. Installed new crush gasket and safety.

Removed and replaced left turbocharger, Serial No. VL-L0101, and gaskets. (See FAA Form 8130-3, from Consolidated Fuel Systems, Inc., dated 03/27/01, placed in the aircraft records.) Performed a ground run. Leak check good.

For Aviation Sales, Inc.  
W.O. 13190

  
Tyson M. Teeboom, A&P 2510451

# ENGINE LOG

Date

**ENGINE** April 20, 2002 Total Time: 906.0 **N9255B**

Removed fuel servo and sent for repair. Installed overhauled unit, Serial No. 70100710. (See FAA Form 8130-3 from B&S Aircraft Parts and Accessories, Inc., dated 4/4/02, placed in the aircraft records.)

Replaced fitting on wastegate controller. Leak check good on ground runs.

Replaced pressure controller clevis link. Operational check good on ground runs.

Removed and replaced variable absolute pressure controller with overhauled unit, Serial No. ABN10053. (See Maintenance Release from Main Turbo Systems, Inc., dated 4/16/02, placed in the aircraft records.) Operational check good on ground runs.

Replaced oil line from wastegate to manifold pressure controller. Leak check good on ground runs.

For Aviation Sales, Inc.  
W.O. 13219

  
Tyson M. Teeboom, A&P 2510451

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Certificate No.

**ENGINE** May 3, 2002 Hobbs Time: 937.1 Total Time: 937.1 **N9255B**

Changed the oil and filter. Cut the filter open. No abnormal contaminants were noted. Serviced with 11 quarts of Aeroshell SAE 15w50 oil. Performed a ground run. Operational and leak check good after repairs.

Complied with Lycoming Special Advisory 56-500, coarse oil screen. No abnormal contaminants noted. Replaced crush gasket and safetied. Performed a ground run. Operational and leak check good.

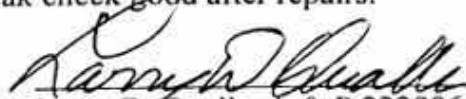
For Aviation Sales, Inc.  
W. O. 13265

  
Neal C. Booth, A&P 306928218

**ENGINE** July 1, 2002 Hobbs: 903.6 Total Time: 903.6 **N9255B**

Changed the oil and filter. Cut the filter open. No abnormal contaminants were noted. Serviced with 11 quarts of Aeroshell SAE 15w50 oil. Performed a ground run. Operational and leak check good after repairs.

For Aviation Sales, Inc.  
W.O. No. 13361

  
Larry D. Qualls, A & P 2228865

# ENGINE LOG

Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		

**ENGINE** December 4, 2002 Hobbs Time: 989.7 Total Time: 989.7 **N9255B**

Performed an Annual Inspection using a Piper PA46-350P checklist and FAR 43, Appendix D. Airworthiness Directive compliance checked through Revision 2002-23.

Changed oil and filter. Cut filter open. No abnormal contaminants were noted. Serviced with 11 quarts of Aeroshell SAE 15w50 oil. Performed compression check in accordance with Lycoming S.I. 1191 with results as follows: #1 - 75/80; #2 - 72/80; #3 - 75/80; #4 - 73/80; #5 - 72/80; #6 - 76/80; minimum - 60/80.

Complied with Lycoming S.B. 480D by inspecting oil filter and suction screen. No discrepancies noted.

Complied with Lycoming S.B. 183, 100 hour magneto timing check. Adjusted magneto timing to specifications. No discrepancies noted.

Complied with A.D. 93-02-05, fuel injector line inspection by inspecting fuel injector lines per Lycoming S.B. 342A.

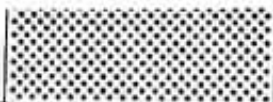
Removed wastegate actuator for overhaul. (See Maintenance Release from Main Turbo Systems, Inc., dated 11/26/02, placed in the aircraft records.) Reinstalled actuator with new orings and gaskets after overhaul.

Straightened bent left intercooler fins as required.

Complied with A.D. 84-26-02 by replacing induction air filter with new.

Page 1 of 2

Total To  
Carry Forward



## Maintenance

and Remarks

Signature

Certificate No.

N9255B

ENGINE (cont'd.) December 4, 2002

N9255B

Removed propeller governor control mounting bracket for welding repairs. (See Maintenance Release from Heliarc Welding Service, dated 12/2/02, placed in the aircraft records.) Reinstalled bracket after repairs.

Stop drilled crack in right forward baffling.

Cleaned fuel injector nozzles as needed.

Stop drilled crack in left aft baffling as needed.

Adjusted fuel pump pressure and engine idle speed and mixture as required.

Removed throttle cable attach bracket for repair. (See Maintenance Release from Heliarc Welding Service, dated 12/2/02, placed in the aircraft records.) Reinstalled bracket after repairs and replaced fuel servo supply hose with new.

Ground run and leak check completed in accordance with FAR 43-15 (c)(3), (i) through (iv) and was found to be satisfactory.

I certify that this engine has been inspected in accordance with an Annual Inspection and was determined to be in airworthy condition.

For Aviation Sales, Inc.  
W.O. 13573

Steve Schlueter, A&P 506764251, IA

Page 2 of 2

## ENGINE LOG

**ENGINE**

May 8, 2003

Hobbs Time: 1031.8 Total Time: 1031.8

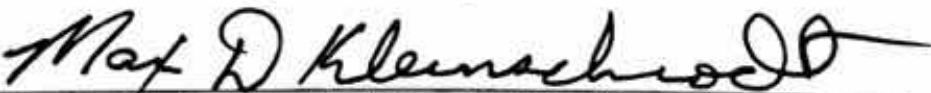
**N9255B**

Changed oil and filter. Cut filter open. No abnormal contaminants noted. Serviced with 11 quarts of Aeroshell SAE 15w50 oil. Leak check good.

Removed right magneto, Serial No. 99060103 and left magneto, Serial No. 99011786. Installed new right magneto, Serial No. 0110056 and new left magneto, Serial No. 01113609. Timed both magnetos to the engine per the manufacturer's specifications. Operational check good.

Performed a ground run. Operational and leak check good after repairs.

For Aviation Sales, Inc.  
W.O. 13824

  
Max D. Kleinschrodt, A&P 476802692

Total To Carry Forward				

**ENGINE** January 13, 2004 Hobbs: 1062.3 Total Time: 1062.3 **N9255B**

Performed an Annual Inspection using the Piper checklist and FAR 43, Appendix D. Airworthiness Directive compliance checked through Revision 2003-26.

Changed oil and filter. Cut filter open. No abnormal contaminants noted. Serviced with 11 quarts of Aeroshell SAE 15w50 oil. Performed compression check in accordance with Lyc SI 1191 with results as follows: #1-78/80; #2-77/80; #3-78/80; #4-77/80; #5-78/80; #6-79/80; minimum-60/80.

Complied with A.D. 2002-26-01 and A.D. 93-02-05, fuel injector lines by visual inspection. No discrepancies noted.

Complied with A.D. 99-15-04 R1, T.I.T. probe replacement per paragraph (d)(2)(iii) of instructions. Next replacement due at 1312.3

Piper S.B. 1134, servo metered fuel pressure port leakage is not applicable by serial number of servo.

Complied with Lycoming S.B. 183, 100 hour magneto timing, per service bulletin instructions.

Complied with Lycoming S.B. 480 D, oil filter and suction coarse screen inspection, per service bulletin instructions.

Complied with Lycoming S.B. 521, exhaust slip joint inspection, per service bulletin instructions.



## ENGINE LOG

**ENGINE** (cont'd)

January 13, 2004

**N9255B**

Complied with Piper S.B. 1012 and Lycoming S.B. 531, turbocharger and tailpipe inspection, per service bulletin instructions.

A.D. 2003-14-03, engine driven fuel pump, was previous complied with per Piper S.B. 1035 and Lycoming S.B. 529A by modification of fuel pump on 5/4/01.

Ground run and leak check completed in accordance with FAR 43.15 (c)(2), (i) through (iv) and was found to be satisfactory.

I certify that this engine has been inspected in accordance with a Annual Inspection and is determined to be in airworthy condition.

For Aviation Sales, Inc.  
W. O. 14114

  
Larry D. Qualls, A&P 2228865 IA

Page 2 of 2

**ENGINE**

July 16, 2004

Hobbs: 1087.2

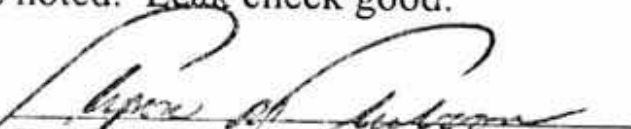
**N9255B**

Changed oil and filter. Cut filter open. No abnormal contaminants noted. Serviced with 11 quarts of Aeroshell SAE 15w50 oil. Performed ground run. Operational and leak checks good.

Complied with Lycoming Special Advisory 56-500, coarse oil screen inspection. No contaminants noted. Leak check good.

Total To  
Carry Forward

For Aviation Sales, Inc.  
W. O. 14360

  
Tyson M. Teeboom, A&P 2510451



**ENGINE**

February 23, 2005 Hobbs: 1110.0

Total Time: 1110.0

**N9255B**

Propeller Total Time: 0

Performed an Annual Inspection using the Piper PA46-350P checklist. Airworthiness Directive compliance checked through Revision 2005-03.

Changed oil and filter. Cut filter open. No abnormal contaminants noted. Serviced with 11 quarts of Aeroshell SAE 15w50 oil. Performed compression check in accordance with Lycoming S.I. 1191 with results as follows: #1 - 76/80; #2 - 75/80; #3 - 78/80; #4 - 74/80; #5 - 78/80; #6 - 75 /80; minimum - 60/80.

Removed brushes in #1 and #2 alternators and replaced with new parts.

Complied with A.D. 2002-26-01, fuel injector lines by visual inspection per Lycoming S.B. 342. No discrepancies noted.

Complied with Lycoming S.B. 480 D, oil filter and suction coarse screen inspection, per service bulletin instructions.

Complied with Piper S.B. 1012 and Lycoming S.B. 531, turbocharger and tailpipe inspection, per service bulletin instructions.

Complied with Lycoming S.B. 521, exhaust slip joint inspection, per service bulletin instructions. Removed exhaust components for repair. (See Maintenance Release from Heliarc Welding Service dated 02/16/05 placed in the aircraft records.) Installed repaired exhaust system per service bulletin instructions.

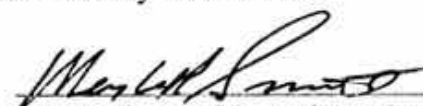
Fabricated and installed a patch on the left rear intercooler baffle.

Removed #2 alternator mount bracket and replaced with new parts.

Ground run and leak check completed in accordance with FAR 43.15 (c)(2), (i) through (iv) and was found to be satisfactory.

I certify that this engine has been inspected in accordance with a Annual Inspection Inspection and was determined to be in airworthy condition.

For Aviation Sales, Inc.  
W. O. 14531

  
Merle R. Smith, A&P 585366935 IA

**ENGINE**

March 2, 2006 Hobbs: 1133.8 Total Time: 1133.8

**N9255B**

Performed an Annual Inspection using the Piper PA46-350P checklist and FAR 43, Appendix D. Airworthiness Directive compliance checked through Revision 2006-04.

Changed oil and filter. Cut filter open. No abnormal contaminants noted. Serviced with 11 quarts of Aeroshell SAE 15-50 oil. Performed compression check in accordance with Lycoming S1 1191 with results as follows:

#1-74/80; #2-74/80; #3-75/80; #4-74/80; #5-74/80; #6-75/80; minimum-60/80.

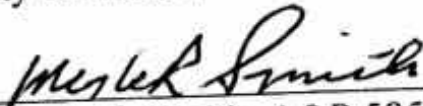
Complied with Textron Lycoming A.D. 2002-26-01, fuel injector lines by visual inspection per Lycoming S.B. 342. No discrepancies noted.

Adjusted maximum manifold pressure controller per the manufacturers specifications.

Ground run and leak check completed in accordance with FAR 43.15 (c)(2), (i) through (iv) and was found to be satisfactory.

I certify that this engine has been inspected in accordance with an Annual Inspection and was determined to be in airworthy condition.

For Aviation Sales, Inc.  
W. O. 14914

  
Merle R. Smith, A&P 585366935 IA

Total To Carry Forward				

N9255B

ENGINE July 7, 2006 Hobbs: 1162.0

N9255B

Changed oil and filter. Cut filter open. No abnormal contaminants noted.  
Serviced with 11 quarts of Aeroshell SAE 15w50 oil.

Complied with Lycoming Special Advisory 56-500, coarse oil screen  
inspection. No contaminants noted.

Performed ground run. Operational and leak checks good.

For Aviation Sales, Inc.  
W.O. No. 15048

*Timothy M. Orloff*  
Timothy M. Orloff, A & P 523844045

tificate No.

**ENGINE**

April 6, 2007

Hobbs: 1188.4

Total Time: 1188.4

**N9255B**

TSTOH: 364.3

**Dat**

Performed an Annual Inspection using the Piper PA46-350P checklist and FAR 43, Appendix D. Airworthiness Directive compliance checked through Revision 2007-06.

Changed oil and filter. Cut filter open. No abnormal contaminants noted. Serviced with 11 quarts of Aeroshell SAE 15w50 oil. Performed ground run. Operational and leak checks good. Performed compression check in accordance with Lycoming S.I. 1191 with results as follows: #1 - 72/80; #2 - 72/80; #3 - 73/80; #4 - 72/80; #5 - 72/80; #6 - 76 /80; minimum - 60/80.

Complied with Textron Lycoming A.D. 2002-26-01, fuel injector lines, by visual inspection per Lycoming S.B. 342. No discrepancies noted. Next inspection due at Hobbs 1288 or 04/08.

Complied with 500 hour vacuum pump replacement by removing vacuum pump, Serial No. 11AK-115 and installing new part, Serial No. N40723. Operational check good.

Complied with Piper S.B. 1012 and Lycoming S.B. 531, turbocharger and tailpipe inspection, per the service bulletin instructions.

Complied with 400 hour Lycoming engine valve train inspection per the manufacturer's specifications.

Complied with Piper S.B. 1180A, turbocharger V-band clamp inspection. Removed right and left turbo exhaust flange V-band clamps and replaced with new parts per the service bulletin instructions.

Complied with Lycoming S.B. 480D, oil filter and suction coarse screen inspection, per service the bulletin instructions.

Page 1 of 2

Total To Carry Forward				
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**ENGINE** (cont'd.) April 6, 2007

**N9255B**

ificate No.

Complied with Lycoming S.B. 183, 100 hour magneto timing, per the service bulletin instructions.

Removed scat tubing to lower and upper vacuum pumps and replaced with new parts.

Removed cylinder #1 exhaust gasket and replaced with new part. Leak check good.

Removed push rod tube seals in cylinders #4, #5, and #6 and replaced with new parts. Leak check good.

Repositioned and secured engine oil line heat shield to prevent chafing on lower right engine mount.

Complied with A.D. 84-26-02, induction air filter replacement per the manufacturer's specifications. Next replacement is due at 1688 hours.


Removed right turbo oil reservoir bracket and replaced with new part.

Complied with A.D. 99-15-04 R1, T.I.T. probe replacement per paragraph (d)(2)(iii) of instructions. Next replacement due at 1438

Ground run and leak check completed in accordance with FAR 43.15 (c)(2), (i) through (iv) and was found to be satisfactory.

I certify that this engine has been inspected in accordance with an Annual Inspection and was determined to be in airworthy condition.

For Aviation Sales, Inc.  
W.O. 15346

  
Michael A. Meyers, A&P 1840944 IA

Page 2 of 2

# ENGINE LOG

Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		
<b>ENGINE</b>	May 9, 2008	Hobbs: 1222.6	Total Time: 1222.6	<b>N9255B</b>
—	Performed an Annual Inspection using the Piper PA46-350P checklist and FAR 43, Appendix D. Airworthiness Directive compliance checked through Revision 2008-09.			
—	Changed oil and filter. Cut filter open. No abnormal contaminants noted. Serviced with 11 quarts of Aeroshell SAE 15w50 oil. Performed ground run. Operational and leak checks good. Performed compression			
—	check in accordance with Lycoming S.I. 1191 with results as follows: #1 - 75/80; #2 - 76/80; #3 - 74/80; #4 - 75/80; #5 - 76/80; #6 - 77 /80; minimum - 60/80.			
—	Complied with Lycoming S.B. 521, exhaust slip joint inspection per the service bulletin instructions.			
—	Complied with Textron Lycoming A.D. 2002-26-01, fuel injector lines, by visual inspection per Lycoming S.B. 342. No discrepancies noted. Next inspection due at Hobbs 1322.6 or 05/09.			
—	Complied with Piper S.B. 1103B, engine mount inspection, per the service bulletin instructions. Next inspection is due at 1322.6 hours.			
—	Complied with Piper S.B. 1012 and Lycoming S.B. 531, turbocharger and tailpipe inspection, per the service bulletin instructions.			
—	Removed both alternator belts and the air conditioner compressor belt and replaced with new parts. Operational check of both alternators and air conditioner good. Removed and reinstalled propeller as required to replace belts. Operational and leak checks good.			
Page 1 of 2				
<b>Total To Carry Forward</b>				



and Remarks

Signature

Certificate No.

**ENGINE** (cont'd) May 9, 2008

**N9255B**

Replaced bolt on right tail pipe support link with new part.

Removed one engine spark plug and replaced with new part.

Complied with Lycoming S.B. 480 D, oil filter and suction coarse screen inspection, per the service bulletin instructions. No abnormal contaminants noted.

Complied with Lycoming S.B. 183, 100 hour magneto timing, per the service bulletin instructions.

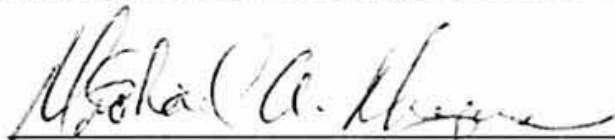
Lycoming A.D. 2008-08-14, Piper S.B. 1191 and Precision Airmotive S.B. PRS-107R2, fuel injector servo inspection, do not apply due to the fuel injector servo having no repairs accomplished during dates affected.

Ground run and leak check completed in accordance with FAR 43.15 (c)(2), (i) through (iv) and was found to be satisfactory.

I certify that this engine has been inspected in accordance with an Annual Inspection and was determined to be in airworthy condition.

For Aviation Sales, Inc.

W.O. 15732

  
Michael A. Meyers, A&P 1840944 IA

Page 2 of 2

## ENGINE LOG

Date

**ENGINE** June 5, 2009 Hobbs: 1256.3 Total Time: 1256.3 **N9255B**

Performed an Annual Inspection using the Piper PA46-350P checklist and FAR 43, Appendix D. Airworthiness Directive compliance checked through Revision 2009-11.

Changed oil and filter. Cut filter open. No abnormal contaminants noted. Serviced with 11 quarts of Aeroshell SAE 15w50 oil. Performed ground run. Operational and leak checks good. Performed compression check in accordance with Lycoming S.I. 1191 with results as follows: #1 - 76/80; #2 - 75/80; #3 - 76/80; #4 - 75/80; #5 - 77/80; #6 - 78 /80; minimum - 60/80.

Complied with Textron Lycoming A.D. 2008-14-07, fuel injector lines, by visual inspection per Lycoming S.B. 342E. No discrepancies noted. Next inspection due at Hobbs 1356.3 or 06/10.

Complied with Lycoming S.B. 480 D, oil filter and suction coarse screen inspection, per the service bulletin instructions.

Complied with Lycoming S.B. 183, 100 hour magneto timing, per the service bulletin instructions.

Adjusted left alternator belt tension per the manufacturer's specifications. Operational check good.

Removed engine cylinder #5 and #6 rocker box cover gaskets and replaced with new parts. Performed ground run. Leak checks good.

Removed engine cylinder #1, #3 and #5 exhaust stack gaskets and replaced with new parts. Performed ground run. Leak checks good.

Removed engine cylinder #4 upper spark plug and replaced with new part. Performed ground run. Operational check good.

Total To  
Carry Forw

Page 1 of 2



**ENGINE** (cont'd.) June 5, 2009

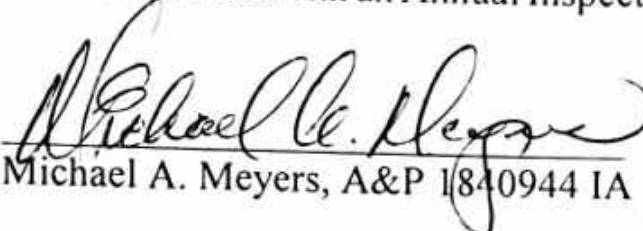
**N9255B**

Cleaned electrical connections on all cylinder head temperature probes. Performed ground run. Operational check good. te No.

Ground run and leak check completed in accordance with FAR 43.15 (c)(2), (i) through (iv) and was found to be satisfactory.

I certify that this engine has been inspected in accordance with an Annual Inspection and was determined to be in airworthy condition.

For Aviation Sales, Inc.  
W.O. 16098

  
Michael A. Meyers, A&P 1840944 IA

Page 2 of 2

**ENGINE**

November 4, 2009

Hobbs: 1290.0

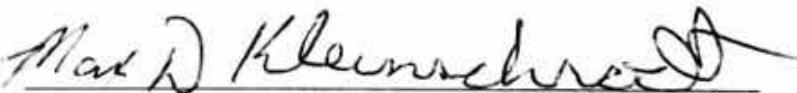
**N9255B**

Changed oil and filter. Cut filter open. No abnormal contaminants noted. Serviced with 11 quarts of Aeroshell SAE 15w50 oil. Performed ground run. Operational and leak checks good.

Complied with Lycoming Special Advisory 56-500, coarse oil screen inspection. No contaminants noted. Leak check good.

Removed left turbo charger Serial No. VL-L0101 and replaced with overhauled part Serial No. CCN00915. (See FAA Form 8130-3 from Main Turbo Systems, Inc., dated 11/02/09 placed in the aircraft records.) Operational check good.

For Aviation Sales, Inc.  
W.O. 16243

  
Max D. Kleinschrodt, A&P 476802692

# ENGINE LOG

Date	Engine Time		Recorder Reading	Maintenance	and R
	This Date	Since Major			
ENGINE	July 1, 2010	Hobbs: 1290.4	Total Time: 1290.4	N9255B	
	Performed an Annual Inspection using the Piper PA46-350P checklist and FAR 43, Appendix D. Airworthiness Directive compliance checked through Revision 2010-12.				
	Changed oil and filter. Cut filter open. No abnormal contaminants noted. Serviced with 11 quarts of Aeroshell SAE 15w50 oil. Performed ground run. Operational and leak checks good. Performed compression check in accordance with Lycoming S.I. 1191A with results as follows: #1 - 75/80; #2 - 75/80; #3 - 77/80; #4 - 76/80; #5 - 75/80; #6 - 76/80; minimum - 60/80.				
	Complied with Textron Lycoming A.D. 2008-14-07, fuel injector lines, by visual inspection per Lycoming S.B. 342E. No discrepancies noted. Next inspection due at Hobbs 1390.4 or 07/11.				
	Complied with Piper S.B. 1012 and Lycoming S.B. 531, turbocharger and tailpipe inspection, per the service bulletin instructions.				
	Complied with Lycoming S.B. 183, 100 hour magneto timing, per the service bulletin instructions.				
	Complied with Lycoming S.B. 480 D, oil filter and suction coarse screen inspection, per the service bulletin instructions.				
	Removed cylinder #4 CHT probe Serial No.04310 and replaced with new part Serial No. 10743. Operational check good.				
Total To Carry Forward					

and Remarks

Signature

Certificate No.

ENGINE (cont'd.) July 1, 2010

N9255B

Removed manifold pressure controller Serial No. ABN10053 for overhaul. ( See FAA Form 8130-3 from Main Turbo Systems, Inc., dated 6/29/10 placed in the aircraft records.) Reinstalled manifold pressure controller Serial No ABN10053 after overhaul. Operational check good.

Removed engine cylinder #2 and #4 exhaust gaskets and V coupling gasket and replaced with new parts. Operational and leak checks good.

Removed engine cylinder #1 and #3 exhaust gaskets and V coupling gasket and replaced with new parts. Operational and leak checks good.

Removed engine compartment lower left wire harness heat reflective blanket and replaced with new part.

Ground run and leak check completed in accordance with FAR 43.15 (c)(2), (i) through (iv) and was found to be satisfactory.

I certify that this engine has been inspected in accordance with a Annual Inspection and was determined to be in airworthy condition.

For Aviation Sales, Inc.  
W.O. 16446

  
Tom T. Mestas, A&P 523940167 IA

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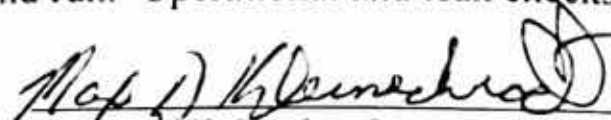
ENGINE August 05, 2010 Hobbs: 1298.4

N9255B

Removed fuel injector servo Serial No. 70100710 for repair. ( See FAA Form 8130-3 from Ametek B&S Aircraft Parts & Accessories dated 7/28/10 placed in the aircraft records.) Reinstalled fuel injector servo after repair. Operational and leak checks good.

Submitted oil sample for analysis. Complied with engine oil filter inspection and replacement. Cut filter open. No abnormal contaminants noted. Serviced with 1 quart of Aeroshell SAE 15w50 oil. Performed ground run. Operational and leak checks good.

For Aviation Sales, Inc.  
W.O. 16467

  
Max D. Kleinschrodt, A&P 476802692

Total To Carry Forward				
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and Remarks

Signature

Certificate No.

**ENGINE** August 3, 2011 Hobbs: 1316.5 Total Time: 1316.5 **N9255B**

Performed an Annual Inspection using the Piper PA46-350P checklist and FAR 43, Appendix D. Airworthiness Directive compliance checked through Revision 2011-15.

Changed oil and filter. Cut filter open. No abnormal contaminants noted. Serviced with 11 quarts of Aeroshell SAE 15w50 oil. Performed ground run. Operational and leak checks good. Performed compression check in accordance with Lycoming S.I. 1191A with results as follows: #1 - 72/80; #2 - 74/80; #3 - 73/80; #4 - 75/80; #5 - 73/80; #6 - 73/80; minimum - 60/80.

Complied with Piper S.B. 1012 and Lycoming S.B. 531, turbocharger and tailpipe inspection, per the service bulletin instructions.

Complied with 100 hour/annual exhaust V-band and coupling inspection. No defects noted.

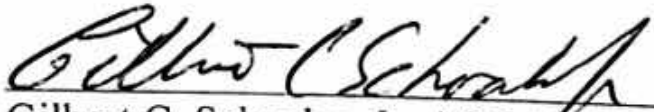
Complied with Piper AD 2011-06-11, TIT probe and indicator, inspection and cleaning and TIT system calibration check. TIT probe replacement is due at 1438.5 hours.

Complied with Textron Lycoming A.D. 2008-14-07, fuel injector lines, by visual inspection per Lycoming S.B. 342E. No discrepancies noted. Next inspection due at Hobbs 1416.5 or 8/12.

Lycoming A.D. 2011-15-10, AFS fuel servo diaphragm, is not applicable. (See email from Ametek B&S Aircraft Parts & Accessories dated 8/02/11 placed in the aircraft records.)

Page 1 of 2

## ENGINE LOG

Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		
<p><b>ENGINE</b> (cont'd.) August 3, 2011</p> <p>Complied with Lycoming A.D. 2011-13-03, turbocharger seizure. No action required due to time in service.</p> <p>Ground run and leak check completed in accordance with FAR 43.15 (c)(2), (i) through (iv) and was found to be satisfactory.</p> <p>I certify that this engine has been inspected in accordance with a Annual Inspection and was determined to be in airworthy condition.</p> <p>For Aviation Sales, Inc. W.O. 16824</p> <p style="text-align: right;">   Gilbert C. Schoales, Jr. A&amp;P 19543741 IA </p> <p style="text-align: right;">Page 2 of 2</p>				
Total To Carry Forward				



and Remarks

Signature

Certificate No.



**ENGINE**

August 24, 2012

Engine Total Time: 1336.7

**N9255B**

Hobbs: 1336.7

TSOH: N/A

Performed an **Annual Inspection** using the Piper PA46-350P checklist and FAR 43 Appendix D. Airworthiness Directive compliance checked through Revision 2012-16.

**Airworthiness Directives and Service Bulletins**

Complied with Lycoming AD 2011-26-04 fuel injector line inspection. No discrepancies noted.  
Complied with Lycoming Service Bulletin 531 turbocharger inspection. No discrepancies noted.  
VSP215 Lycoming SB597 Fuel Drain Valve Inspection does not apply by P/N.  
VSP217 Lycoming SB598A V band clamps inspection does not apply, by clamp P/N.

**Engine Scheduled Maintenance and Inspections**

Complied with the 1 year/100 hour fuel pump pressure operational check. No discrepancies noted.  
Complied with 100 hour/annual exhaust v-band and coupling inspection. No defects noted.

Page 1 of 2

# ENGINE LOG

Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		

Engine (cont'd)

August 24, 2012

N9255B

## Engine Maintenance Actions

Verified the engine oil pressure indication to be accurate. Adjusted the engine oil pressure per the manufacturer's instructions. Leak check good.

Adjusted the engine max manifold pressure per the manufacturer's instructions.

Re-positioned the engine exhaust crossover heat shield and secured the clamps.

Ground run and leak check completed in accordance with FAR 43.15 (c) (3) and was found to be satisfactory.

I certify that this **Engine** has been inspected in accordance with an **Annual Inspection** and was determined to be in airworthy condition.

For Tempus Aircraft Sales & Service  
WO# 1911

*Tom T. Mestas*  
Tom T. Mestas A&P523940167 IA

Total To Carry Forward				





Registration #: N9255B

Total Aircraft Time: 1,359.7

Hobbs: 1,359.7

Total Propeller Time: 1,359.7 Total Engine Time: 1,359.7

Work Order No: 2264

Date: September 19, 2013

### Engine

-Performed an **Annual Inspection** using the Piper PA46-350P checklist and FAR 43 Appendix D. Airworthiness Directive compliance checked through Revision 2013-18.

-Perform compression check in accordance with Lycoming Service Instruction 1191A with results as follows:  
#1 73/80, #2 71/80, #3 74/80, #4 76/80, #5 71/80, #6 75/80

### Engine Airworthiness Directives and Service Bulletins

-Complied with Lycoming AD 2011-26-04, Fuel Injector Line Inspection. Removed and replaced fuel injector line Adel clamps with new.

-Complied with Lycoming Service Bulletin 531 turbocharger inspection. No discrepancies noted.

-Complied with VSP 225 and Lycoming Service Bulletin 603 Slick magneto points inspection. Not applicable per engine serial number.

### Engine Scheduled Maintenance and Inspections

-Complied with the 1 year/100 hour fuel pump pressure operational check. No discrepancies noted.

-Complied with the 100 hour/annual exhaust v-band and coupling inspection. No defects noted.

### Engine Maintenance Actions

-Re-seated loose retaining spring clips on several push rod tubes as required. Leak check good.

-Installed anti chafing material to cylinder CHT probe lead on cylinder #2.

-Removed and replaced Adel clamp on turbo charger waste gate drain tube.

-Removed, cleaned and reinstalled fuel injector nozzle in cylinder #3, leak check good.

-Removed and replaced all rocker box cover gaskets with new.

-Secured and sealed loose/torn engine baffle material at the induction air box as required

-Installed new RHB37E spark plugs in all cylinders.

Ground run and leak check completed in accordance with FAR 43.15 (c) (2) and was found to be satisfactory.

I certify that this **Engine** has been inspected in accordance with an **Annual Inspection** and was determined to be in airworthy condition.

For Tempus Aircraft Sales & Service  
WO# 2264

  
Travis Kyle Reese ASEP 3243411 1A

# ENGINE LOG



Registration #: N9255B

Total Aircraft Time: 1,404.9

Hobbs: 1,404.9

Total Engine Time: 1,404.9 Total Propeller Time: 294.9

Work Order No: 2595

Date: October 15, 2014

TIO-540-AE2A Serial Number L-9602-61A

-Performed an **Annual Inspection** using the Piper PA46-350P checklist and FAR 43 Appendix D. Airworthiness Directive compliance checked through Revision 2014-20.

## Engine Airworthiness Directives and Service Bulletins

- Complied with Lycoming AD 2011-26-04, Fuel Injector Line Inspection. No discrepancies noted.
- Perform compression check in accordance with Lycoming Service Instruction 1191A with results as follows:  
#1 74/80, #2 70/80, #3 76/80, #4 78/80, #5 74/80, #6 78/80

## Engine Scheduled Maintenance and Inspections

- Complied with the 1 year/100 hour fuel pump pressure operational check. No discrepancies noted.
- Complied with the 100 hour/annual exhaust v-band and coupling inspection. No defects noted.

## Engine Maintenance Actions

- Changed oil and filter. Cut filter open. No abnormal contaminants noted. Serviced with 11 quarts of Aeroshell SAE 15w50 oil.
- Removed and replaced cylinder #6 intake tube heat shield with new, part number 78366.
- Removed and replaced cylinder #3 and #5 valve cover gaskets with new, part number 67193.

Ground run and leak check completed in accordance with FAR 43.15 (c) (2) and was found to be satisfactory.

I certify that this **Engine** has been inspected in accordance with an **Annual Inspection** and was determined to be in airworthy condition and is approved for return to service..

For Tempus Aircraft Sales & Service  
WO# 2595

Tracy A. Prouty

A&P 2769637 IA

Carry Forward

and Remarks

Signature

Certificate No.



Registration #: N9255B

Total Aircraft Time: 1432.7

Total Aircraft Cycles: UKN

Hobbs: 1432.7

Total Engine Time: 1432.7

Total Engine Cycles: UKN

Work Order #: 2933

Date: 11/24/2015

**TIO-540-AE2A, S/N L-9602-61A**

- Performed an **Annual Inspection** using the Piper PA-46-350P checklist, FAR 43 Appendix D, and Lycoming Periodic Inspection checklist.
- Airworthiness Directive compliance checked through Revision 2015-22.

**Engine Airworthiness Directives and Service Bulletins**

- Complied with fuel injector line inspection referencing Lycoming AD 2015-19-07 and Lycoming SB 342G. No discrepancies noted.
- AD 2015-02-07 - propeller governor shaft set screws is to be complied with at engine overhaul referencing Lycoming SI 1343B.
- Complied with Lycoming Service Bulletin 521. Installed new V-Band clamp P/N LW12093-3 and gasket P/N 06B19913 on right side exhaust pipe.

**Engine Scheduled Maintenance and Inspections**

- Complied with 1 year/100 hour fuel pump pressure operational check referencing PA-46-310P/46-350P AMM 761-783 Section 73-30-00. Operational check satisfactory.
- Replaced turbine inlet temperature probe, P/N 686-216 referencing PA-46-350P, Malibu Mirage AMM 761-783 chapter 77-20-00.

**Engine Maintenance Actions**

- Removed, cleaned, resealed, and reinstalled all fuel injector nozzles referencing PA-46-310P/350P AMM 761-783 Section 73-10-00. Installed 6 new vent manifold hoses P/N LW18724. Leak check good.

Ground run and leak check completed in accordance with FAR 43.15 (c) (3) and was found to be satisfactory. I certify that this **Engine** has been inspected in accordance with an **Annual Inspection** and was determined to be in airworthy condition and is approved for return to service. Pertinent details are on file at this facility under the work order referenced below.

For Tempus Aircraft Sales & Service:  
WO# 2933

  
Travis Kyle Reese, A&P 31434111A

**TEMPUS**

Registration #: N9255B

Hobbs: 1459.0

Total Aircraft Time: 1459.0

Total Engine Time: 1459.0

Total Aircraft Cycles:

Total Engine Cycles:

Work Order #: C3248

Date: 02/27/2017

**TIO-540-AE2A, S/N L-9602-61A**

-Performed an **Annual Inspection** using the Piper PA-46-350P 761-783 checklist, FAR 43 Appendix D.

-Airworthiness Directive compliance checked through Revision 2017-04

-Drained, inspected oil filter no defects noted serviced with 11 quarts Aeroshell 15W50 and installed new oil filter P/N CH48103-1  
Run up leak check satisfactory.

-Performed engine compression check results as follows: #1-75/80, #2-74/80, #3-73/80, #4-72/80, #5-74/80, #6-72/80

**Engine Airworthiness Directives and Service Bulletins**

-Complied with fuel injector line inspection referencing Lycoming AD 2015-19-07 and Lycoming SB 342G. No discrepancies noted.

**Engine Scheduled Maintenance and Inspections**

-Complied with 1 year/100-hour fuel pump pressure operational check referencing PA-46-350P/46R-350T AMM 761-873 chapter 73-30-00.  
Operational check satisfactory.

-Complied with 100-hour V-band coupling inspection referencing PA-46-350P/46R-350T AMM 761-873 chapter 81-20-00. No discrepancies noted.

-Complied with Lycoming SB 531C Inspection of Turbochargers and Tailpipes. Both Turbochargers and tailpipes inspected and found with no defects.

-Complied with Lycoming SB 521 by removal of both tail pipes and visual inspection of compressor wheel and housing. No defects noted at this time.

**Engine Maintenance Actions**

-Replaced left waste gate V-band coupling clamp with new P/N LW-12093-6. Referencing Lycoming Service Letter No. 1238B Assembly and torque procedures for V-Band Couplings.

-Replaced rear exhaust crossover clamps with new P/N LW-15592-8E24 with new, referencing Section 5 Lycoming operators EMM TIO-540-AE2A and Piper SB 521 for Exhaust slip joints.

-Replaced right exhaust sonic nozzle heat shield clamps with new P/N W-15592-8E24 referencing Section 5 Lycoming operators EMM TIO-540-AE2A.

-Replaced left exhaust flange transition adaptor gasket with new P/N 77611. Referencing Lycoming SL-1238B for torquing procedures.

-Replaced right exhaust crossover pipe flange at transition adapter with new gasket P/N 77611 referencing Section 5 Lycoming Operators EMM TIO-540-AE2A.

Ground run and leak check completed in accordance with FAR 43.15 (c) (3) and was found to be satisfactory.

I certify that this **Engine** has been inspected in accordance with an **Annual Inspection** and was determined to be in airworthy condition and is approved for return to service. Pertinent details are on file at this facility under the work order referenced below.

For Tempus Jets:  
WO# C3248

  
Ronald C Gish

CRS# 3TPR073R

Cycles:  
Cycles:

TEMPUS

Registration #: N9255B

Hobbs: 1472.9

VCCS Hours: N/A

Total Aircraft Time: 1472.9

Total Engine Time: 1472.9

Total Propeller Time: N/A

Work Order #: C3481

Total Aircraft Cycles:

Total Engine Cycles: N/A

Total Propeller TSOH:

Date: 08/24/2017

Piper PA46-350P S/N: 4622197

Lycoming TIO-540-AE2A, S/N L-9602-61A


### Engine Maintenance Actions

-Serviced engine with Aeroshell 15W50 as needed. Removed engine cowling from aircraft. Inspected both right and left turbochargers for oil leaks and none were found at this time. Cleaned engine and reinstalled engine cowling onto aircraft. Performed an engine ground run up referencing the Piper PA-46-350P POH and the Lycoming Operation Instructions section 3. Observed that oil pressure was within acceptable range per the Lycoming TIO-540 AE2A Operating Instructions Manual 60297-27 section 3. Ground run up satisfactory. Removed upper engine cowling and performed a cylinder compression check. All cylinders were found to be within the acceptable range per the Lycoming Service Instruction No.1191A. Re-installed spark plugs and engine cowling onto aircraft. All work was performed referencing the Piper PA-46-350P AMM 761-783 section 71-10-00, 74-20-00, 81-20-00 and the Lycoming TIO-540-AE2A Operation Instructions Manual 60297-27 section 3.

I certify that this **Engine** was repaired in accordance with current Regulations of the Federal Aviation Administration and the manufacturer's approved maintenance instructions, and is approved for return to service. Pertinent details are on file at this facility under the work order referenced below.

For Tempus Jets:

WO# C3481



Ronald C. Gish

CRS# 3TPR073R




# ENGINE LOG

## ARAPAHOE AERO

12760 EAST CONTROL TOWER ROAD ENGLEWOOD, COLORADO 80112 (303) 799-8386

N9255B Lycoming TIO-540-AE2A S/N: L-9602-61A Engine Total Time: 1490.0

16 July 2018 Hobbs: 1490.0

100 Hour Inspection for Annual completed this date using the Piper PA-46-350P Maintenance Manual Inspection Form as a guide. Compression test: #1) 76/80, #2) 74/80, #3) 78/80, #4) 72/80, #5) 73/80, #6) 77/80. Changed engine oil and filter using (Shell 15W50). Cut old filter open and inspected, no metal contaminates noted. Cleaned, inspected, gapped, tested, and rotated spark plugs. Repaired #4 cylinder bottom spark plug wire. Checked timing of magnetos to engine. Inspected and pressure tested exhaust system. Cleaned, inspected and reinstalled induction air filter. Checked and lubricated throttle, mixture and propeller controls. Installed new baffle around induction air filter. Installed new #3 and #5 rocker valve cover gaskets. Complied with Lycoming SB 480F (Oil Change Inspection) by inspection of oil filter. No metallic solids noted. Complied with Lycoming SB 521 (Exhaust Inspection) by inspection of exhaust heat shields and exhaust cross over engagement as outlined in Service Bulletin, no defects noted. Complied with Lycoming SB 531 (Turbo Charger Inspection) by inspection of left and right turbochargers and tailpipes, no defects found. Complied with Lycoming AD 2015-19-07 (Fuel Injection Lines) by inspecting fuel injection lines and clamps per Lycoming SB 342G, no defects noted. Next due at Hobbs: 1600.0. AD's checked through Biweekly 2018-15. Post inspection engine ground run-up, operational and leak check good. I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

Randy C. Johnson A&P 3123186

w/o 39165

Total To  
Carry Forward

## ARAPAHOE AERO

12760 EAST CONTROL TOWER ROAD ENGLEWOOD, COLORADO 80112 (303) 799-8386

**N9255B**    **Lycoming**    **TIO-540-AE2A**    **S/N: L-9602-61A**    **Engine Total Time: 1521.9**

**07 August 2020**    **Hobbs: 1521.9**

**100 Hour Inspection for Annual** completed this date using the Piper PA-46-350P Maintenance Manual Inspection Form as a guide. Compression test: #1) 74/80, #2) 72/80, #3) 75/80, #4) 79/80, #5) 75/80, #6) 79/80. Changed engine oil and filter using (**Shell 15W50**). Cut old filter open and inspected, no contaminants noted. Cleaned, inspected, gapped, tested, and rotated spark plugs. Checked timing of magnetos to engine. Inspected and pressure tested exhaust system. Cleaned, inspected and reinstalled induction air filter. Checked and lubricated throttle, mixture and propeller controls. Adjusted engine idle and manifold pressure. Complied with **Lycoming AD 2015-19-07 (Fuel Injection Lines)** effective 11-03-2015 by inspecting fuel injection lines and clamps per Lycoming. MSB 342G, no defects noted. **Next due Hobbs: 1631.9.** AD's checked through Biweekly 2020-16. Post inspection engine ground run-up, operational and leak check good. **I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.**

  
Randy C. Johnson A&P 3123186

w/o 41436


# ENGINE LOG

## ARAPAHOE AERO

12760 EAST CONTROL TOWER ROAD ENGLEWOOD, COLORADO 80112 (303) 799-8386

N9255B Lycoming TIO-540-AE2A S/N: L-9602-61A Engine Total Time: 1509.5

25 July 2019 Hobbs: 1509.5

**100 Hour Inspection for Annual** completed this date using the Piper PA-46-350P Maintenance Manual Inspection Form as a guide. Compression test: #1) 77/80, #2) 78/80, #3) 76/80, #4) 77/80, #5) 76/80, #6) 79/80. Changed engine oil and filter using (Shell 15W50). Cut old filter open and inspected, no contaminants noted. Cleaned, inspected, gapped, tested, and rotated spark plugs. Checked timing of magnetos to engine. Inspected and pressure tested exhaust system. Cleaned, inspected and reinstalled induction air filter. Checked and lubricated throttle, mixture and propeller controls. Removed left side intercooler mount clip, inboard aft, straightened and reinstalled. Complied with **Lycoming SB 521 (Exhaust Inspection)** by inspection of exhaust heat shields and exhaust cross over engagement as outlined in Service Bulletin, no defects noted. Complied with **Lycoming SB 531C (Turbo Charger Inspection)** by inspection of left and right turbochargers and tailpipes, no defects found. Complied with **Lycoming AD 2015-19-07 (Fuel Injection Lines)** effective 11-03-2015 by inspecting fuel injection lines and clamps per Lycoming. MSB 342G, no defects noted, **Next due Hobbs: 1619.5**. Removed turbo controller P/N: 431008-9033, S/N: ABN10053 and installed overhauled exchange unit S/N: FJN0029. Adjusted controller as required. AD's checked through Biweekly 2019-15. Post inspection engine ground run-up, operational and leak check good. **I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.**

*Gilbert C. Schoales, Jr.*

Gilbert C. Schoales, Jr. A&P 3644953

w/o 40342

Total To  
Carry Forward

