

#3



The Standard

ENGINE LOG

ASA-SE-2



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 18 Feb 2016 Model Lyc IO-540-K1650 S/N RL-15930-48A WO# 7530

Revised 6/24/14

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 insure 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.

Do not run the engine above 75% power in a cruise setting or the probability of glazing cylinder bores is increased. Glazing cylinder bores required cylinder removal, honing and installing new piston rings. **Poplar Grove Airmotive does not warranty this condition.** Your ability to keep the engine temperature well in the green arc and within a power range of 65% to 75% power will be the key to a successful break in.

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

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

The Standard Engine Log
SE-2

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ASA-SE-2

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P N R A S A - S E - 2

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Engine Record General Information

Manufacturer LYCOMING

Model IO-540-K165D

Serial RL15930-48A

Type Certificate _____

This engine is currently installed in aircraft: _____

Minimum Octane Fuel _____

Oil Grade Summer _____

Winter _____

Magneto Time _____

Point Setting _____

Firing Order _____

Spark Plug Gap _____

Manufacturer's Recommended Overhaul at _____ hours

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

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	Description of Inspections, Tests, Repairs and Alterations
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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.)

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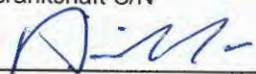
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Re

MANUFACTURER: Lycoming **ENGINE MODEL:** IO-540-K1G5D **S/N:** RL-15930-48A **WO #** 7530

AD #	DESCRIPTION	COMPLIANCE STATUS
63-14-03	oil pump drive shaft	N/A by engine S/N
66-20-04	oil filter adapter gasket	N/A by gasket P/N
75-08-09 R3	oil pump	N/A by engine S/N
75-09-15	fuel flow divider	N/A by P/N
78-23-10	fuel servo	N/A by servo P/N
79-04-05	fuel servo	N/A by servo P/N
83-22-04	fuel injector diaphragm	N/A by servo P/N
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 installed
95-26-02	improper fuel	N/A by registration number
96-09-10 C	oil pump	N/A by engine model
96-23-03	fuel pump	N/A by manufacturer
97-15-11	piston pin	N/A by pin P/N
98-17-11	crankshaft	C/W by inspection of crankshaft IAW para (b)(1)
02-12-07	oil filter converter plate gasket	C/W by installation of new gasket
02-19-03	crankshaft	N/A by crankshaft S/N

Poplar Grove Airmotive, Inc.

FAA Certified Repair Station YYBR664L **David Mason**  **Date:** 17/Feb/2016

MANUFACTURER: Lycoming **ENGINE MODEL:** IO-540-K1G5D **S/N:** RL-15930-48A **WO #** 7530

AD #	DESCRIPTION	COMPLIANCE STATUS
03-14-03	geared fuel pump	N/A by diaphragm style pump
04-05-24C	crank gear bolt	N/A by new bolt installed
04-10-14 C	crankshaft gear	C/W IAW Lycoming SB 475C
05-19-11	crankshaft failure	N/A by crankshaft S/N
09-02-03	Precision fuel servo	P/C/W by "G" stamp on plug
12-03-06 C	AFS servo diaphragm	N/A by no AFS parts installed
12-03-07	HA-6 carburetor	N/A by engine model
12-19-01	crankshaft failure	N/A by crankshaft S/N
15-02-07	Prop Gov Shaft Set Screw	C/W IAW SI 1343B
15-19-07	Fuel lines	C/W by inspection I/A/W SB342G

Poplar Grove Airmotive, Inc.

FAA Certified Repair Station YYBR664L **David Mason**  **Date:** 17/Feb/2016

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YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	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.)
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MAKE	LYCOMING	MODEL	IO-540-K1G5D	S/N	RL-15930-48A
Total Time	5,746.20	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# 116069. Installed camshaft P/N 76148 repaired by Aircraft Specialties Services. Installed lifters P/N 15B26262 new from Lycoming. Installed cylinder kits P/N 05K21120 new from Lycoming. Installed magneto P/N 10-382560-13, S/N CO20317 overhauled by Poplar Grove Airmotive. Installed fuel pump P/N AF15473 new from Tempest. Installed GAMjectors IAW STC SE09445SC. Installed flow divider P/N 2524232-2, S/N L642 overhauled by D&G Supply. Supplied starter P/N 149-NL, S/N FN-371571 new from Sky-Tec. Supplied servo P/N 2524273-12, S/N 72GG5801 overhauled by Precision Airmotive. See A.D. Compliance Record and Parts List for more 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 # 7530 Date 18/Feb/2016

Poplar Grove Airmotive, Inc.

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

David Mason
Signed for Poplar Grove Airmotive, Inc.

YEAR 20 DATE	RECORDING TACH	TODAY'S FLIGHT	TOTAL TIME IN	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of
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**AIR
ASSOCIATES**

18600 Edison Ave.
Chesterfield, MO 63005
(636) 536-1341

Engine

Date: 3/3/2016

Reg: N7857F

Model: IO-540-K1G5D

Tach: 2737.7

TTE: 5746.2

TSMO: 0.0

S/N: RL-15930-48A

1. Installed this engine model IO-540-K1GD s/n RL-15930-48A after major overhaul.
2. Engine was installed using new engine Lord Mounts p/n J-3804-40 and new bolts p/n AN7-27A.
3. Replaced engine fluid carrying hoses with kit supplied by AERO Hose Shop Ref Invoice: H27943-1.
4. Removed and reinstalled propeller governor p/n F-4-11B s/n B1407U after overhaul by Professional Aircraft Accessories Inc CRS# PO5R554Y. See FAA Form 8130-3 under WO# 58602 for details.
5. Replaced L/H oil cooler with new p/n 8001201 s/n 3889189 and R/H oil cooler with new p/n 8001201 s/n 3889185 from Aero-Classic Heat Transfer Products Inc - PAH Approval # PQ2543NM.
6. Replaced L/H aft baffling assembly with new p/n 68029-009.
7. Replaced baffling attach studs with new p/n 65103-002.
8. Replaced oil drain valve with new p/n P5000.
9. Installed existing exhaust system and baffling.
10. Serviced engine with Phillips 20W50M mineral oil.
11. Complied with AD2015-19-07 amdt: 39-18269 dated 11/3/15 Prevent failure of the fuel injector lines by visual inspection per Lycoming MSB# 342G, next due 2847.7
12. Complied with AD2005-12-06 amdt: 39-14122 dated 7/19/05 Magneto impulse coupling was complied with by Poplar Grove Airmotive and found to be less than .014, next due 3237.7
13. Pre oiled engine for oil pressure and leak checked fuel system.
14. Washed engine, ran for leaks, and operation. No defects at this time.

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

Jeremy McInturff
Jeremy McInturff A&P3684045IA

ENGINE LOG BOOK
N7857F 25JUL2016 TACH 2766 TSMOH
LYCOMING IO-540-KIG5D SN RL-15930-48A

- 1) Removed Top Cowling. Drained 11 quarts, removed filter, cut open & inspected for contaminants, none found. Installed Champion CH48103-1 Filter & 10 quarts AeroShell 100W/1088459 C521 25APR16)
- 2) Removed and cleaned Brackett BA-3 Intake Air Filter and re-installed.
- 3) CW AD2015-19-07 amdt: 39-18269 dated 11/3/15. Prevent failure of the fuel injector lines by visual inspection per Lycoming MSB#342G, **NEXT DUE 2866.0.**
- 4) Reinstalled Top Cowling.
- 5) Engine run for leak check. All ok.

With respect to the work performed this engine is approved for return to service.

Jeffrey Peterson  3297819 CP



18600 Edison Ave.
Chesterfield, MO 63005
(636) 536-1341

Engine

Date: 11/8/2016

Tach: 2805.7

TTE: 5814.2

Reg: N7857F

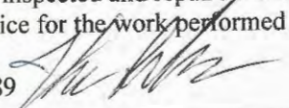
TSMO: 68.0

Model: IO-540-K1G5D

S/N: RL-15930-48A

Drained oil and inspect filter, no metal found. Installed, torqued and safetied new oil filter CH48103-1
Serviced engine with 9 qts Phillips 20W50 X/C. Ran for leak check and operation. Ops check good.

The aircraft identified was inspected and repaired in accordance with current regulations of the FAA and is approved for return to service for the work performed above.

John Behrens A&P 3024389 



18600 Edison Ave.
Chesterfield, MO 63005
(636) 536-1341

Engine

Date: 3/13/2017

Tach: 2856.0

TTE: 5864.5

Reg: N7857F

TSMO: 118.3

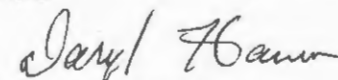
Model: IO-540-K1G5D

S/N: RL-15930-48A

1. Complied with an Annual Inspection in accordance with FAR 43 appendix d
2. Replaced induction filter with new bracket P/N BA-3.
3. Cleaned and inspected all fuel injectors and reinstalled in original positions.
4. Removed, cleaned, gapped and rotated spark plugs. Reinstalled with new gaskets P/N U674.
5. Changed oil with 12 quarts 20w50x/c and filter with P/N AA48103-2. Cut open old filter and inspection for contamination was satisfactory. Sent oil sample to Aviation Laboratories for analysis.
6. Complied with AD 2015-19-07 Effective Date 11/3/15. per Lycoming Engines Mandatory Service Bulletin (MSB) No. 342G. No defects or discrepancies noted at this time. Due again at 2956.0 hours tach.
7. Washed engine, ran for leaks, and operation. No defects at this time.

Pertinent details are on file under WO# 17-2309

I certify that this Engine has been inspected in accordance with an Annual Inspection and is approved for return to service.



Daryl Hanus A&P33091461A

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	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.)
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Engine

N7857F

Tach: 2915.6

Date: 6/5/2017

Model: IO-540-K1G5D

S/N: RL-15930-48A

1. Drained oil and inspect oil filter element. Serviced engine with 12 qts Phillips 20W50 X/C and installed new oil filter p/n CH48103-1.
2. Washed engine, ran for leak check, and operation.

The aircraft above was repaired in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service for the work performed.

Jeremy McInturff
Jeremy McInturff A&P3684045

Engine

N7857F

Tach: 2979.9

Date: 6/5/2017

TSMO: 242.2

Model: IO-540-K1G5D

S/N: RL-15930-48A

1. Drained oil, took oil sample, and inspect oil filter element. Serviced engine with 12 qts Phillips 20W50 X/C and installed new oil filter p/n AA48103-1.
2. Washed engine, ran for leak check, and operation.

The aircraft above was repaired in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service for the work performed.

Jeremy McInturff
Jeremy McInturff A&P3684045

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	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.)
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Aircraft Maintenance Specialties, Inc. 636-248-5748

February 26, 2018 N7857F Lycoming, IO-540-K1G5D, S/N: RL-15930-48A

Tach: 3014.3

TTSN: 6022.8

SMOH: 276.6

Changed oil and filter. Serviced with 12 qts Phillips 20w50 X/C and CH48103-1. Cleaned, gapped, tested and rotated spark plugs. Checked magneto to engine timing. Compression test: 1) 62 2) 72 3) 74 4) 74 5) 71 6) 72. Cleaned and inspected fuel screens and injector nozzles. Replaced induction air filter P/N BA3. Checked all ADs through 2018-04. C/W AD 2015-19-07 fuel injection lines by visual inspection. Due again at 3064.3 or 2-2019. Washed engine and ran for leak check. I certify that this engine has been inspected in accordance with a 100hr / Annual inspection and was determined to be in an airworthy condition. Details of work performed are on file with Aircraft Maintenance Specialties, Inc. under work order: AMS3490.


Kent Lischer A&P IA 3434937

Kent D. Lischer

Engine

wo: AMS3490

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	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.)
				<p>ENGINE MODEL: IO-540-K1GSD ENGINE S/N: RL-15930-48A REG. NO: N7857F WORK ORDER: BA-00572-01-2019</p> <p>Bartelt Aviation, Inc. 1301 West Lafayette Street Sturgis, MI 49091 Phone: 269-651-5431</p> <p>DATE: 7/1/2019 A/C TSN: 7194.9 ENG TT: 6217.9 TSMOH: 471.7 TACH: 3209.4</p> <p>Engine Entries</p> <p>Performed Annual/100hr Inspection on Engine. Complied per Lycoming Service Bulletin 480E, Part I (Oil and Filter change) Part II (Oil Filter Inspection). No contamination noted in Filter. Installed new CH48103-1 Filter. Serviced engine with 11qts Phillips 20w50XC. C/W 100hr Oil Suction Screen Inspection/Cleaning. C/W 100 Spark Plug cleaning, gapping, pressure testing. C/W 100hr Fuel Servo Inlet Screen inspection and cleaning. C/W 100hr Magneto to Engine timing inspection. Inspected Exhaust System. Installed new Air Filter Element Installed (12ea) new RHM38E spark plugs. Compression Test Results:#1 78 #2 77 #3 77 #4 78 #5 78 #6 77 (80psi).... Removed and reinstalled Magneto D-2000 Series, P/N 10-382560-13, Serial No. C020317 after repairs (500 Hour Inspection per AD2005-12-06) by Kelly Aerospace Energy Systems. See FAA Form 8130-3 Dated 2/6/19, Form Tracking No. C020317, W.O. KES1902-71. (AD's 80-17-14, 82-11-05, 81-12-06R1 C/W at this time). Timed to Engine mfg specs.... CWAD 2015-19-07 Fuel Injector Lines Inspection by Inspecting Fuel Lines PerTextron Lycoming MSB 342G. Inspected Lines, Replaced defective clamps on CYL's #2, #4, #6, & #5 push rod tubes (4ea) p/n MS21333-75.... AD 2017-14-04 Oil Cooler Hoses PCW at 3/3/16 @2736.7 Tach. Type D Hoses installed. AD no longer applicable to hose type.... C/W AD 2017-16-11 Inspection of Connecting Rods Small End Bushings per Lycoming MSB632B. Effected parts are not installed in this engine. AD not applicable.... Removed, Cleaned, Re-installed Fuel Injector Nozzles.... Tightened all Cylinder Oil Return Line Flex Hose Clamps.... Rerouted and properly attached grounding cables in engine compartment.... Removed and reinstalled exhaust system with new gaskets after repair by Dawley Aviation. (See Dawley Aviation WO 110428)... Installed new LH & RH Engine Induction Sniffle Valves p/n 492-091.... Removed Air Wolf Air/Oil Separator. Installed Cylinder #5 Rigid Oil Drain Line p/n 73027. Removed Air/Oil Separator Mount at firewall and Installed a doubler reinforcement. Installed New Engine Breather Line.... Properly secured the after market Fuel Flow Transducer and installed new hoses p/n</p>
				1 of 2


YEAR MO DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Entries must be en Technician or Repa
				<p>(1ea) 124F001-4CR0200 and (1ea) 124F001-4CR0230.... Secured Aft (o Secured LH Felt Seal on LH Oil Cooler.... Installed Terminal Boot Cover Connector on Firewall.... Removed Precise Flight SVS V Stand-by Vacu Cylinder #6 Intake Pipe p/n LW-12195. Weight Change Negl.... Tension PA-32R-300 MM.... Replaced Scat Tubing p/n SCAT-12 From Muffler Ho</p> <p>Performed ground runs. Operational check satisfactory. I CERTIFY THAT THIS EN ACCORDANCE WITH AN ANNUAL / 100 HOUR INSPECTION AND WAS DETERM CONDITION.</p> <p>DATE: 7/1/2019</p> <p>SIGNED: </p> <p>Larry E. Russell, IA: 3531609</p>

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

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DATE: 7/1/2019
A/C TSN: 7194.9
ENG TT: 6217.9
TSMOH: 471.7
TACH: 3209.4

Engine. Complied per Lycoming Service Bulletin 480E, Part I (Oil and on). No contamination noted in Filter. Installed new CH48103-1 Filter. w50XC. C/W 100hr Oil Suction Screen Inspection/Cleaning. C/W 100 e testing. C/W 100hr Fuel Servo Inlet Screen inspection and cleaning. Inspection. Inspected Exhaust System. Installed new Air Filter Element plugs. Compression Test Results: #1 78 #2 77 #3 77 #4 78 #5 78 #6 77 Magneto D-2000 Series, P/N 10-382560-13, Serial No. C020317 after 05-12-06) by Kelly Aerospace Energy Systems. See FAA Form 10. C020317, W.O. KES1902-71. (AD's 80-17-14, 82-11-05, 0 Engine mfg specs.... CWAD 2015-19-07 Fuel Injector Lines perTraxton Lycoming MSB 342G. Inspected Lines, Replaced defective h rod tubes (4ea) p/n MS21333-75.... AD 2017-14-04 Oil Cooler Type D Hoses installed. AD no longer applicable to hose type.... C/W Ins Rods Small End Bushings per Lycoming MSB632B. Effectd parts applicable.... Removed, Cleaned, Re-installed Fuel Injector Nozzles.... Flex Hose Clamps.... Rerouted and properly attached grounding moved and reinstalled exhaust system with new gaskets after repair by n WO 110428).... Installed new LH & RH Engine Induction Sniffle Volf Air/Oil Separator. Installed Cylinder #5 Rigid Oil Drain Line p/n ount at firewall and Installed a doubler reinforcement. Installed New ured after the market Fuel Flow Transducer and installed new hoses p/n

YEAR MO DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	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.)
				<p>(1ea) 124F001-4CR0200 and (1ea) 124F001-4CR0230.... Secured Aft (out) Vent Fitting on Vacuum Pump.... Secured LH Felt Seal on LH Oil Cooler.... Installed Terminal Boot Cover p/n MS252171-2S on Starter Connector on Firewall.... Removed Precise Flight SVS V Stand-by Vacuum System. Removed & Replaced Cylinder #6 Intake Pipe p/n LW-12195. Weight Change Negl.... Tensioned Alternator Drive Belt Per PA-32R-300 MM.... Replaced Scat Tubing p/n SCAT-12 From Muffler Heat Shroud to Cabin Heat Air Box.</p> <p>Performed ground runs. Operational check satisfactory. I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL / 100 HOUR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p>DATE: 7/1/2019 SIGNED:  Work Order: BA-00572-01-2019</p> <p>Larry E. Russell, IA: 3531609 Printed by EBis 3 (datcomedia.com)</p>

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