

Log # 2

Closed



The Standard

ENGINE LOG

ASA-SE-2

Engine Record General Information

Manufacturer Continental Model TSIO 360 MBI

Serial 317141 Type Certificate _____

This engine is currently installed in aircraft: N252BH

Minimum Octane Fuel _____ Oil Grade Summer _____ Winter _____

Magneto Time _____ Point Setting _____ Firing Order _____

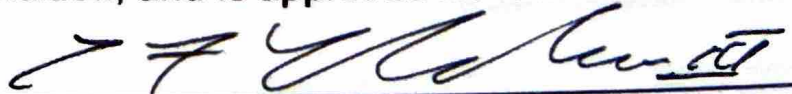
Spark Plug Gap _____

Manufacturer's Recommended Overhaul at _____ hours

DATE	RECORDING TACH TIME	TODAYS 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.)
19 _____				

- June 1, 2001. Hobbs Time 1025.5. Time Since Major Overhaul 403.2. Performed differential compression test: #1 - 75/80, #2 - 75/80, #3 - 72/80, #4 - 69/80, #5 - 75/80, #6 - 74/80. Checked rocker covers, push rod housings, Scat tubing and engine baffles. All in good condition. Metal lines, hoses and fittings all OK. Drained oil. Removed and inspected contents of oil filter. Found some carbon and one sliver of ferrous metal. Installed new CH48108 oil filter and 8 quarts Aeroshell 15/50 oil. Checked mag timing. Found both to fire properly at 20° BTDC. Ignition switch "off" position functions properly. External magnetos and ignition harnesses in good condition. Cleaned, inspected, gapped and tested all spark plugs. Oil cooler, oil sump, accessory section, crankcase, front seal and breather all OK. Engine mounts and ground strap in good condition. Checked all engine controls for routing, freedom, travel and wear. Found all in good condition. Inspected intake system. Alternate air system and warning light operational. Electric fuel pump operational. Found fuel flow transducer bracket cracked. Fabricated and installed new bracket. Air box and paper air filter in good condition. Blew out filter with compressed air. (Filter must be replaced at Hobbs 1432.2 in accordance with AD 84-26-02.) Opened both heat muffers and inspected entire exhaust system. Found in good condition. Troubleshoot #6 EGT probe. Repaired failed wire and protected with heat-shrink tubing. External vacuum pump and associated plumbing in good condition. Standby vacuum system operational. Dual alternator mounts and leads in good condition. Alternator belt in good condition. Starter mounts and leads OK. Electrical wiring in engine compartment in good condition. Firewall in good condition. Inspected and cleaned gascolator screen. Washed engine and cowl. Test ran engine. Found temperatures and pressures normal, mag drop normal, prop cycle normal. EGT operates properly all cylinders. No apparent leaks. Researched all AD notes. Found none outstanding against engine or accessories at this time. Complete lists included with logs. I certify this engine has been inspected in accordance with an annual inspection, found to be in an airworthy condition, and is approved for return to service.

N252BH


C.F. Chamberlain III AI2095041 Aerial Artistry
12951 N Tailwind Drive, Tucson, AZ 85737 (520)742-4490

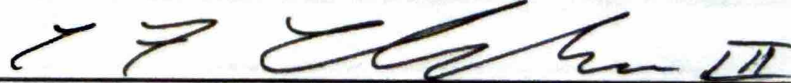
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10-5-01				Hobbs time 1061.1 Changed oil: Drained oil, removed and inspected contents of filter. Small amount of carbon and fine steel particles. Installed new CH48108 oil filter and 8 quarts Aeroshell 15/50 oil. Test ran engine - no leaks David Haymore owner

August 1, 2002. Hobbs Time 1092.1. Time Since Major Overhaul 469.80. Performed differential compression test: #1 - 75/80, #2 - 77/80, #3 - 76/80, #4 - 74/80, #5 - 74/80, #6 - 74/80. Tightened all rocker cover screws. Inspected push rod housings, Scat tubing and engine baffles. All in good condition. Metal lines, hoses and fittings all OK. Drained oil. Removed and inspected contents of oil filter. Found some carbon and some burned rubber fragments. Fragments are from the alternator drive coupling. Installed new CH48108 oil filter and 8 quarts Aeroshell 15/50 oil. Troubleshoot engine noise. Found #1 alternator rear bearing and drive coupling failed. Installed rebuilt alternator DOFF10300D, Serial # 6011076 from Arizona Aircraft Accessories, Mesa, AZ. Installed new Continental drive bushing part #635796. Installed alternator with new gasket. Reinstalled cooling shroud and electrical wires. Checked mag timing. Re-set left mag to 20° BTDC, right mag OK at 20° BTDC. Ignition switch "off" position functions properly. External magnetos and ignition harnesses in good condition. Cleaned, inspected and gapped all spark plugs. Oil cooler, oil sump, accessory section, crankcase, front seal and breather all OK. Engine mounts and ground strap in good condition. Checked all engine controls for routing, freedom, travel and wear. Found all in good condition. Inspected intake system and tightened all intake coupling hose clamps. Alternate air system and warning light operational. Electric fuel pump operational. Inspected and cleaned gascolator screen. Air box and paper air filter in good condition. Blew out filter with compressed air.

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(Filter must be replaced at Hobbs 1432.2 in accordance with AD 84-26-02.) Opened both heat muffers and inspected entire exhaust system. Found in good condition. External vacuum pump and associated plumbing in good condition. Installed new inlet vacuum filter Part #1J4-6. Standby vacuum system operational. #2 alternator mounts and leads in good condition. Re-set belt tension, belt in good condition. Starter mounts and leads OK. Electrical wiring in engine compartment in good condition. Firewall in good condition. Washed engine and cowl. Test ran engine. Found temperatures and pressures normal, mag drop normal, prop cycle normal. Both alternators operate properly. No apparent leaks. Researched all AD notes. Found none outstanding against engine or accessories at this time. Complete lists included with logs. I certify this engine has been inspected in accordance with an annual inspection, found to be in an airworthy condition, and is approved for return to service. N252BH


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August 29, 2003. Hobbs Time 1144.9. Time Since Major Overhaul 522.60. Performed differential compression test: #1 - 78/80, #2 - 73/80, #3 - 75/80, #4 - 74/80, #5 - 76/80, #6 - 78/80. Checked all rocker cover screws. Inspected push rod housings, Scat tubing and engine baffles. All in good condition. Metal lines, hoses and fittings all OK. Drained oil. Removed and inspected contents of oil filter. Found some carbon. Installed new CH48108 oil filter and 8 quarts Aeroshell 15/50 oil. Checked mag timing. Re-set left mag to 20° BTDC, right mag OK at 20° BTDC. Removed ignition switch because of intermittent "start" function. Dismantled switch and cleaned contacts and re-formed starter contacts to achieve positive engagement. Lubed switch and reinstalled. Ignition switch "off" position functions properly. (Bendix ignition switch Model 10-357210-1F w/black backplate, 8704). Found right "P" lead nut loose at mag, re-torqued. External magnetos and ignition harnesses in good condition. Cleaned, inspected and gapped all spark plugs. Oil cooler, oil sump, accessory section, crankcase, front seal and breather all OK. Engine mounts and ground strap in good condition. Checked all engine controls

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for routing, freedom, travel and wear. Found all in good condition. Inspected intake system and checked torque on all intake coupling hose clamps. Alternate air system and warning light operational. Electric fuel pump operational. Air box and paper air filter in good condition. Blew out filter with compressed air. (Filter must be replaced at Hobbs 1432.2 in accordance with AD 84-26-02.) Removed gascolator and inspected screen. Found small amount of foreign matter. Cleaned and reinstalled. Fuel injection system in good condition. Opened both heat muffers and inspected entire exhaust system. Removed multi-segmented "V" clamp on tail pipe-to-turbo connection for inspection in accordance with Special Airworthiness Information Bulletin CE-03-46. Cleaned clamp and inspected. Found in good condition. Reinstalled clamp and torqued to 15-20 inch pounds. Checked external vacuum pump. Found oil seepage from pump mounting pad. Re-torqued all mounting studs. Found stud at 4 o'clock position loose. Vacuum plumbing in good condition. Vacuum filters in good condition. Inspected alternators. Found both cooling shrouds broken at Scat tubing connection. Repaired shrouds with epoxy glue and reinstalled. Reinstalled Scat tubing. Starter mounts and leads OK. Electrical wiring in engine compartment in good condition. Firewall in good condition. Washed engine and cowl. Test ran engine. Found temperatures and pressures normal, mag drop normal, prop cycle normal. Both alternators operate properly. No apparent leaks. Researched all AD notes. Found none outstanding against engine or accessories at this time. Complete lists included with logs. I certify this engine has been inspected in accordance with an annual inspection, found to be in an airworthy condition, and is approved for return to service.

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September 3, 2004. Hobbs Time 1177.7. Time Since Major Overhaul 555.40. Performed differential compression test: #1 - 73/80, #2 - 73/80, #3 - 74/80, #4 - 73/80, #5 - 76/80, #6 - 74/80. Tightened all rocker cover screws. Inspected push rod housings, Scat tubing and engine baffles. All in good condition. Metal lines, hoses and fittings all OK. Drained oil. Removed and inspected contents of oil filter. Found small amount of carbon. Installed new CH48108 oil filter and 8 quarts Aeroshell 15/50 oil. Checked mag timing. Found both to fire properly at 20° BTDC. Ignition switch "off" position functions properly. Tightened left magneto "P" lead. External magnetos and ignition harnesses in good condition. Inspected and checked gap on all spark plugs. Oil cooler, oil sump, accessory section, crankcase, front seal and breather all OK. Engine mounts and ground strap in good condition. Checked all engine controls for routing, freedom, travel and wear. Found all in good condition. Inspected intake system and checked torque on all intake coupling hose clamps. Alternate air system and warning light operational. Electric fuel pump operational. Checked gascolator, found clean. Air box and paper air filter in good condition. Blew out filter with compressed air. (Filter must be replaced at Hobbs 1432.2 in accordance with AD 84-26-02.) Fuel injection system in good condition. Opened both heat muffers and inspected entire exhaust system. Checked external vacuum pump. Vacuum plumbing in good condition. Vacuum filters in good condition. Inspected alternators. Found both cooling shrouds broken at Scat tubing connection. Repaired shrouds with epoxy glue and reinstalled. Reinstalled Scat tubing. Starter mounts and leads OK. Electrical wiring in engine compartment in good condition. Firewall in good condition. Washed engine and cowl. Test ran engine. Found temperatures and pressures normal, mag drop normal, prop cycle normal. Both alternators operate properly. No apparent leaks. Researched all AD notes. Found none outstanding against engine or accessories at this time. Complete lists included with logs. I certify this engine has been inspected in accordance with an annual inspection, found to be in an airworthy condition, and is approved for return to service.

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September 12, 2005. Hobbs Time 1219.0. Time Since Major Overhaul 596.70. Performed differential compression test: #1 - 74/80, #2 - 78/80, #3 - 72/80, #4 - 74/80, #5 - 73/80, #6 - 78/80. Tightened all rocker cover screws. Inspected push rod housings, Scat tubing and engine baffles. All in good condition. Metal lines, hoses and fittings all OK. Drained oil. Removed and inspected contents of oil filter. Found clean. Installed new CH48108 oil filter and 8 quarts Aeroshell 15/50 oil. Checked mag timing. Found both to fire properly at 20° BTDC. Ignition switch "off" position functions properly. External magnetos and ignition harnesses in good condition. Cleaned, inspected and re-gapped all spark plugs. Oil cooler, oil sump, accessory section, crankcase, front seal and breather all OK. Engine mounts and ground strap in good condition. Checked all engine controls for routing, freedom, travel and wear. Found all in good condition. Inspected intake system, found in good condition. Alternate air system and warning light operational. Electric fuel pump operational. Air box and paper air filter in good condition. (Filter must be replaced at Hobbs 1432.2 in accordance with AD 84-26-02.) Fuel injection system in good condition. Opened both heat muffers and inspected entire exhaust system. Checked external vacuum pump. Vacuum plumbing in good condition. Vacuum filters in good condition. Inspected alternators. Both in good condition. Starter and regulator mounts and leads OK. Electrical wiring in engine compartment in good condition. Cleaned gascolator, found no foreign matter. Firewall in good condition. Test ran engine. Found temperatures and pressures normal, mag drop normal, prop cycle normal. Both alternators operate properly. No apparent leaks. Researched all AD notes. Found none outstanding against engine or accessories at this time. Complete lists included with logs. I certify this engine has been inspected in accordance with an annual inspection, found to be in an airworthy condition, and is approved for return to service.

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DATE 23 Dec 19____	RECORDING TACH TIME	TODAYS 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.)
23 Dec 05	Hobbs	1238.3		Changed oil: Drained oil, removed filter installed new CH48108 oil filter and 8 quarts Aeroshell 15/50 oil. Test ran engine; no leaks. Christy Moore owner

October 3, 2006. Hobbs Time 1277.3. Time Since Major Overhaul 655.0. Performed differential compression test: #1 - 71/80, #2 - 76/80, #3 - 75/80, #4 - 74/80, #5 - 76/80, #6 - 73/80. Re-torqued all rocker cover screws to eliminate seepage. Scat tubing and engine baffles in good condition. Metal lines, hoses and fittings all OK. Drained oil. Removed and inspected contents of oil filter. Found very small amount of carbon. Installed new CH48108 oil filter and 8 quarts Aeroshell 15/50 oil. Inspected magnetos. Removed right mag because of apparent oil leakage. Determined that oil leak was caused by vacuum pump instead of magneto. Inspected magneto internally and cleaned as necessary. Lubed bearings and inspected points. Reinstalled and set timing to 20° BTDC. Left mag fires properly at 20° BTDC. Ignition switch "off" position functions properly. Ignition harnesses in good condition. Removed vacuum pump to replace gasket to eliminate leak and reinstalled pump. Vacuum plumbing in good condition. Vacuum filters in good condition. Cleaned, inspected and re-gapped all spark plugs. Oil cooler, oil sump, accessory section, crankcase, front seal and breather all OK. Engine mounts and ground strap in good condition. Checked all engine controls for routing, freedom, travel and wear. Found all in good condition. Inspected intake system, found in good condition. Checked torque on all intake coupling clamps. Alternate air system and warning light operational. Electric fuel pump operational. Air box and paper air filter in good condition. Blew out air filter with compressed air. (Filter must be replaced at Hobbs 1432.2 in accordance with AD 84-26-02.) Fuel injection system in good condition. Opened both heat muffers and inspected entire exhaust system. Inspected alternators. Repaired plastic cooling fitting on right alternator. Both alternators now in good condition. Starter and regulator mounts and leads OK. Electrical wiring in engine compartment in good condition. Cleaned connections at tachometer plug to achieve accurate rpm indications. Troubleshoot fuel

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flow meter and replaced transducer with new Instrument Tech Corp. Transducer Part No. 201B(M), Serial No. 154941. Test ran, found to function properly. Cleaned gascolator, found no foreign matter. Firewall in good condition. Test ran engine. Found temperatures and pressures normal, mag drop normal, prop cycle normal. Both alternators operate properly. No apparent leaks. Researched all AD notes. Found none outstanding against engine or accessories at this time. Complete lists included with logs. I certify this engine has been inspected in accordance with an annual inspection, found to be in an airworthy condition, and is approved for return to service.

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INSTRUMENT TECH CORP.

ADDISON, TEXAS CAGE 59413

FAA-PMA

DESC: Transducer SN: 154941

PN: 201B(M) DT: 08/08

ELIGIBILITY: see www.instrumenttech.com

C.F. Chamberlain III

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Rodeo Airport, Rodeo, NM 88056 (505)557-2343

03 July 2007	Hobbs 1303.1	Drained oil, removed filter, installed new EH 48108 oil filter, safe tied; installed 8 quarts AeroShell 15-50 W Oil, Test ran engine, No leaks	Garrett Hays owner

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November 7, 2007. Hobbs Time 1317.8. Time Since Major Overhaul 695.50. Performed differential compression test: #1 - 74/80, #2 - 76/80, #3 - 76/80, #4 - 73/80, #5 - 70/80, #6 - 76/80. Checked torqued on all rocker cover screws. Push rod housings, Scat tubing and engine baffles in good condition. Metal lines, hoses and fittings all OK. Drained oil. Removed and inspected contents of oil filter. Found clean. Installed new CH48108-1 oil filter and 8 quarts Aeroshell 15/50 oil. Checked mag timing and re-timed right to 20° BTDC. Left mag fires properly at 20° BTDC. Ignition switch "off" position functions properly. External mags and ignition harnesses in good condition. Cleaned, inspected and checked gap on all spark plugs. Oil cooler, oil sump, accessory section, crankcase, front seal and breather all OK. Engine mounts and ground strap in good condition. Checked all engine controls for routing, freedom, travel and wear. Found all in good condition. External governor in good condition. Inspected intake system, found in good condition. Tightened all intake coupling clamps. Alternate air system and warning light operational. Electric fuel pump operational. Air box and paper air filter in good condition. Blew out air filter with compressed air. (Filter must be replaced at Hobbs 1432.2 in accordance with AD 84-26-02.) Fuel injection system in good condition. Opened both heat muffs and inspected entire exhaust system. External vacuum pump in good condition, vacuum relief filter in good condition. Both alternators, mounts and leads in good condition. Starter and regulator mounts and leads OK. Electrical wiring in engine compartment in good condition. Firewall in good condition. Cleaned gascolator and installed new bottom O-ring. Test ran engine. Found temperatures and pressures normal, mag drop normal, prop cycle normal. Both alternators operate properly. No apparent leaks. Researched all AD notes. Found none outstanding against engine or accessories at this time. Complete lists included with logs. I certify this engine has been inspected in accordance with an annual inspection, found to be in an airworthy condition, and is approved for return to service. N252BH

C.F. Chamberlain III

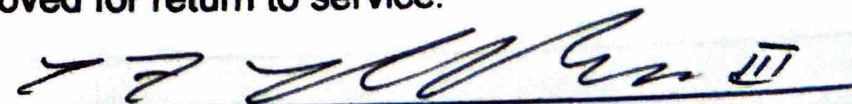
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12 July 2008. Hobbs 1336.8 Drained oil. Replaced 8 qts Aeroshell 15/50 oil.
David Haymore, owner

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December 13, 2008. Hobbs Time 1363.7. Time Since Major Overhaul 741.4. Performed differential compression test: #1 - 72/80, #2 - 71/80, #3 - 75/80, #4 - 65/80 (rings and slight exhaust valve leakage), #5 - 74/80, #6 - 73/80. Re-torqued all rocker cover screws. Push rod housings, Scat tubing and engine baffles in good condition. Metal lines, hoses and fittings all OK. Drained oil. Removed and inspected contents of oil filter. Found tiny amount of carbon. Installed new CH48108-1 oil filter and 9 quarts Aeroshell 15/50 oil. Removed right magneto for inspection. Internal overall in good condition. Dressed points, re-assembled and reinstalled mag with new gasket. Timed both mags to 20° BTDC. Ignition switch "off" position functions properly. External mags and ignition harnesses in good condition. Cleaned, inspected and re-gapped all spark plugs. Oil cooler, oil sump, accessory section, crankcase, front seal and breather all OK. Engine mounts and ground strap in good condition. Checked all engine controls for routing, freedom, travel and wear. Lubed all engine controls with WD40. All in good condition. External governor in good condition. Inspected intake system, found in good condition. Tightened all intake coupling clamps. Alternate air system and warning light operational. Electric fuel pump operational. Air box and paper air filter in good condition. Inspected and blew out air filter with compressed air. (Filter must be replaced at Hobbs 1432.2 in accordance with AD 84-26-02.) Fuel injection system in good condition. Opened both heat muffers and inspected entire exhaust system. External vacuum pump in good condition, vacuum relief filter in good condition. Both alternators, mounts, leads and cooling shrouds in good condition. Starter mounts and leads OK. Electrical wiring in engine compartment in good condition. Firewall in good condition. Cleaned gascolator, reinstalled and re-saftied. Washed engine and test ran. Found temperatures and pressures normal, mag drop normal, prop cycle normal. Both alternators operate properly. No apparent leaks. Researched all AD notes. Found none outstanding against engine or accessories at this time. Complete lists included with logs. I certify this engine has been inspected in accordance with an annual inspection, found to be in an airworthy condition, and is approved for return to service.

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February 12, 2009. Hobbs Time 1366.4. Time Since Major Overhaul 744.10. Removed factory installed starter and installed Sky-Tec FAA PMA Model C23ST3 starter, serial 4C3-400803. Tested OK. Approved for return to service.
N252BH



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9-25-09	Hobbs	1411.3	Drained oil, removed filter, installed new CH48108-1 oil filter. Sealed, installed 8 quarts Aeroshell 15-50 oil. Test ran engine. No leaks. David Haymore owner
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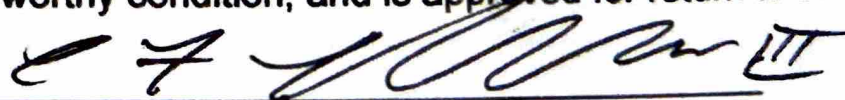
Chamberlain Aviation ~ Rodeo Airport ~ NM70
Mile 10 Hwy 80 ~ Box 27 ~ Rodeo, NM 88056
Phone 575-557-2343 / 877-209-7506

February 1, 2010. Hobbs Time 1435.1. Time Since Major Overhaul 812.8. Performed differential compression test: #1 - 74/80, #2 - 71/80, #3 - 74/80, #4 - 68/80, #5 - 75/80, #6 - 75/80. Checked torque on all rocker cover screws. Push rod housings and Scat tubing in good condition. Inspected engine baffles. Fabricated and installed heat shield on bottom of right forward baffle plate to protect engine driven fuel pump from exhaust system heat. Metal lines, hoses and fittings all OK. Drained oil. Removed and inspected contents of oil filter. Found tiny amount of carbon. Installed new CH48108-1 oil filter and 8 quarts Aeroshell 15/50 oil. Checked mag timing. Re-set right to 20° BTDC, left proper at 20° BTDC. Ignition switch "off" position functions properly. External mags and ignition harnesses in good condition. Cleaned, inspected and re-gapped all spark plugs. Removed starter drive adapter because of frequent drive slippage. Dismantled and inspected starter drive

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adapter. Found clearances between starter drive shaft and clutch spring excessive. Turned down starter drive shaft to .015 undersize and installed overhauled .015 oversize clutch spring new starter drive bronze gear. Measured at .004 clearance between shaft and starter clutch. Reassembled adapter, tested and reinstalled on engine. Oil cooler, oil sump, accessory section, crankcase, front seal and breather all OK. Engine mounts and ground strap in good condition. Checked all engine controls for routing, freedom, travel and wear. All in good condition. External governor in good condition. Inspected intake system, found in good condition. Checked torque on all intake coupling clamps. Alternate air system and warning light operational. Electric fuel pump operational. Air box in good condition. Installed new paper air filter DCI O/N KK3649659 – EDO 4011 in accordance with AD 84-26-02. Air filter must be replaced again in 500 hours at Hobbs 1935.1. Fuel injection system in good condition. Opened both heat muffers and inspected entire exhaust system. External vacuum pump in good condition, vacuum relief filter in good condition. Installed new inline vacuum filter RA1J4-6 in engine compartment. Installed new central vacuum filter element Tempest AAD9-18-1 under instrument panel. Both alternators, mounts, leads and cooling shrouds in good condition. Starter mounts and leads OK. Electrical wiring in engine compartment in good condition. Firewall in good condition. Washed engine, cleaned cowl and test ran. Starter operates properly, temperatures and pressures normal, mag drop normal, prop cycle normal. Both alternators operate properly. No apparent leaks. Researched all AD notes. Found none outstanding against engine or accessories at this time. Complete lists included with logs. I certify this engine has been inspected in accordance with an annual inspection, found to be in an airworthy condition, and is approved for return to service. N252BH



C.F. Chamberlain III AI2095041

11-19-10	Hobbs	147 1/2	Drained oil removed filter and sectioned it; inspection found fine bits of carbon, no metal. Installed new CH48108-1 oil filter, satisfied. Installed 8 qts. AeroShell 15-50W-oil. Test ran engine. No leaks. <i>Garrett</i> <i>owner</i>
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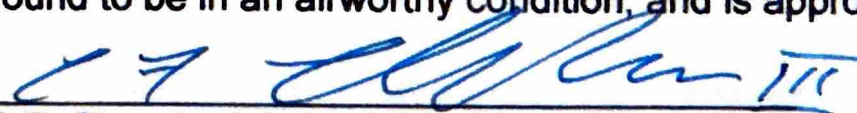
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Mile 10 Hwy 80 ~ Box 27 ~ Rodeo, NM 88056

Phone 575-557-2343 / 877-209-7506

February 24, 2011. Hobbs Time 1480.1. Time Since Major Overhaul 857.8. Performed differential compression test: #1 - 74/80, #2 - 76/80, #3 - 74/80, #4 - 70/80, #5 - 75/80, #6 - 73/80. Replaced 4 rocker cover gaskets with fabricated red silicon gaskets to eliminate seepage and checked torque on remaining rocker cover screws. Push rod housings and Scat tubing in good condition. Inspected engine baffles. Installed blue RTV at outboard end of oil cooler-to-baffle junction to seal gap. Installed split hose anti-chafe around engine mount to protect from abrasion from adjacent Scat tubing. Checked metal lines, hoses and fittings. Replaced waste gate actuator drain hose and re-routed hose to allow more distance from hot side of turbo. Metal lines, hoses and fittings now in good condition. Did not change oil due to recent oil change by owner. Checked mag timing. Found both to fire properly at 20° BTDC. Ignition switch "off" position functions properly. External mags and ignition harnesses in good condition. Installed 12 new Champion RHM38E spark plugs. Oil cooler, oil sump, accessory section, crankcase, front seal and breather all OK. Engine mounts and ground strap in good condition. Checked all engine controls for routing, freedom, travel and wear. All in good condition. External governor in good condition. Inspected intake system, found in good condition. Checked torque on all intake coupling clamps. Alternate air system and warning light operational. Electric fuel pump operational. Removed, inspected, cleaned and reinstalled gascolator screen. Found small amount of foreign matter. Air box in good condition. Blew out air filter with compressed air. This paper air filter DCI O/N KK3649659 – EDO 4011 must be replaced at Hobbs 1935.1 in accordance with AD 84-26-02. Fuel injection system in good condition. Opened both heat muffers and inspected entire exhaust system. External vacuum pump in good condition, vacuum relief filter in good condition. Cabin heat system in good condition. Both alternators, mounts, leads and cooling shrouds in good condition. Starter mounts and leads OK. Electrical wiring in engine compartment in good condition. Firewall in good condition. Washed engine, cleaned cowl and test ran. Temperatures and pressures normal, mag drop normal, prop cycle normal. Both alternators operate properly. No apparent leaks. Researched all AD notes. Found none outstanding against engine or accessories at this time. Complete lists included with logs. I certify this engine has been inspected in accordance with an annual inspection, found to be in an airworthy condition, and is approved for return to service.

N252BH


C.F. Chamberlain III AI2095041

DATE 19____	RECORDING TACH TIME	TODAYS 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 MODEL:
TSIO-360-MB1
ENGINE S/N: 317141
REG. NO: N252BH
WORK ORDER:
1599-05-2011

Don Maxwell Aviation Services, Inc.

390 Central Road
Longview, Tx 75603
Phone: 903-843-9902

DATE: 6/15/2011
A/C TSN: 1490.4
ENG TT: 1490.4
TSMOH: 868.1
HOBBS: 1490.4

Engine Entries

(6) Compression #1-70, #2-75, #3-78, #4-74, #5-76, #6-71... (17) Installed new yellow adel clamp MS21919WDF11 turbo pressure check valve... (22) Removed both mags, installed new mag. gaskets 649954 both mags. Reinstalled and timed to engine.

Don Maxwell A&P 1784050

DATE: 6/15/2011

SIGNED:

Don Maxwell

Work Order: 1599-05-2011

Printed by EBis 3 (datcomedia.com)

ENGINE MODEL:
TSIO-360-MB1
ENGINE S/N: 317141
REG. NO: N252BH
WORK ORDER:
1620-07-2011

Don Maxwell Aviation Services, Inc.

390 Central Road
Longview, Tx 75603
Phone: 903-843-9902

DATE: 6/20/12
A/C TSN: 1515.2
ENG TT: 1515.2
TSMOH: 892.9
HOBBS: 1515.2

Engine Entries

(1) Replaced #1 & #3 induction tubes cracked at cylinder flange with 655224-1 & -2 and 655230-1. (5) Convert M20K 252 to Encore designation IAW Mooney Retro drawing 940141 titled Retrofit TSIO-360-SB. (8) R&R engine fuel pump and sent to Aircraft Carb & Inj for O/H for Encore conversion... (9) R&R wastegate controller and sent to Main Turbo for O/H. (10) Removed prop governor and sent to Byam Propeller for encore conversion to a C290D3/T46. Reinstalled governor.

Don Maxwell A&P 1784050

DATE: 6/6/2012

SIGNED:

Don Maxwell

Work Order: 1620-07-2011

Printed by EBis 3 (datcomedia.com)

DATE 19 _____	RECORDING TACH TIME	TODAYS 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 MODEL
TSIO 360-MB1
ENGINE S/N 317141
REG NO N252BH
WORK ORDER
1713-02-2012

Don Maxwell Aviation Services, Inc.

390 Central Road
Longview, Tx 75603
Phone 903-643-3902

DATE 3/10/2012
A/C TSN 15423
ENG TT 1515.2
TSMCH 392.9
HOBBS 1542.3

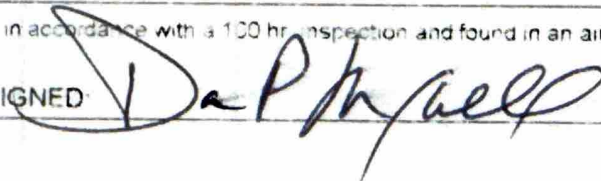
Engine Entries

(3) Checked compression #1-70, #2-68, #3-78, #4-74, #5-74, #6-72. Cleaned & gapped plugs. Serviced injectors. Check mag timing & security. Change oil Aeroshell 15W50 & Champion CH48108-1 filter.... (8) Checked for Slick Mag Pn. 6314, 6324, 6364 with Sn. 99110001 Thru 99129999. Not Applicable.

I certify this engine has been inspected in accordance with a 100 hr inspection and found in an airworthy condition. Don Maxwell A&P 1784050

DATE: 3/10/2012

SIGNED

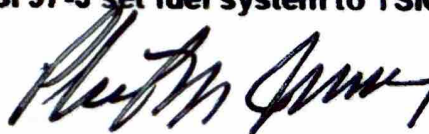


Work Order: 1713-02-2012

Printed by EBis 3 (datcomedia.com)

**P J AIRCRAFT SVC
702 CR 17A SOUTH
AVON PARK, FL 33825**

**Mooney N252BH 4/6/12 Hobbs 1552.9 Engine
Complied with Continental SI 97-3 set fuel system to TSIO 360 SB
specs. AP3472007IA**



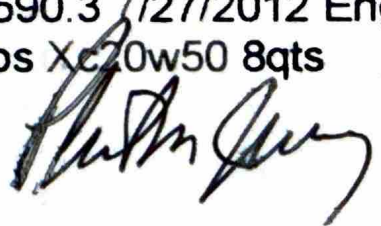
DATE

19__

RECORDING
TACHTODAYS
FLIGHTTOTAL
TIME IN**Description of Inspections, Tests, Repairs and Alterations**Entries must be endorsed with Name, Rating and Certificate Number of
y. (See back pages for other specific entries.)


P J AIRCRAFT SVC
1545 SR 64 W
AVON PARK, FL 33825

N252BH Hobbs 1590.3 7/27/2012 Engine
Changed oil Phillips Xc20w50 8qts
AP3472007IA



P J AIRCRAFT SVC
702 CR 17A SOUTH
AVON PARK, FL 33825

N252BH 7/25/12 Hobbs 1590.3
Removed #1 alternator and replaced with pn ES 4008 sn 30585
70amp 24V. tested ok. AP3472007IA



DATE 19 _____	RECORDING TACH TIME	TODAYS 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 MODEL
TSIO-360-ME1
ENGINE S/N 317141
REG NO N252BH
WORK ORDER
1881-02-2013

Don Maxwell Aviation Services, Inc.

390 Central Road
Longview, Tx 75603
Phone 903-643-9902

DATE 3/1/2013
A/C TSN 1842
ENG TT 18144
TSMCH 9921
HCBBS 1841

Engine Entries

(1) Changed oil with 8 qts Phillips 20/50. Changed filter with Champion 48108 Oil Filter. No cuttings found.... (3) Removed #2 Gami-fuel injectors [E]. Installed new Gami-fuel injectors #2 [D], #4[G].

Don Maxwell 1784050 A&P

DATE: 3/1/2013

SIGNED:

Don Maxwell

Work Order: 1881-02-2013

Printed by EBis 3 (datcomedia.com)

ENGINE MODEL
TSIO-360-ME1
ENGINE S/N 317141
REG NO N252BH
WORK ORDER
1397-03-2013

Don Maxwell Aviation Services, Inc.

390 Central Road
Longview, Tx 75603
Phone 903-643-9902

DATE 6/1/2013
A/C TSN 18635
ENG TT 18350
TSMCH 10108
HCBBS 18635

Engine Entries

(3) Checked compression #1-70, #2-65, #3-78 #4-63, #5-74, #6-72. Cleaned & gapped plugs. Serviced injectors. Check mag timing & security. Changed oil with 8 qts Phillips 20/50. Changed filter with Champion 48108 Oil Filter. No cuttings found... (9) Checked for Slick Mag Pn. 6314, 6324, 6364 with Sn.99110001 Thru 99129999. Not Applicable.... (11) AD2012-24-09 Turbo Charger not applicable

I certify this engine has been inspected in accordance with a 100 hr inspection and found in an airworthy condition. Don Maxwell A&P 1784050

DATE: 6/1/2013

SIGNED:

Don Maxwell

Work Order: 1397-03-2013

Printed by EBis 3 (datcomedia.com)

DATE 19 _____	RECORDING TACH TIME	TODAYS 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.)
2/17/14	1817.7			Remove this engine from N252BH S/N 25-1132. <i>David W. W.</i> A1P4876834
11 April 2014			1817.7	New book started following a major overhaul @ <div data-bbox="1394 684 1982 896" data-label="Text"> <p> Custom Airmotive, Inc. FAA REPAIR STATION #DC2R763K AIRCRAFT ENGINE SERVICE 2702 N. SHERIDAN, BLDG. B TULSA, OK 74115 (918) 836-6836 FAX (918) 836-9431 </p> </div> Ref. WO# 24422 Mark O. Lichting for DC 2R 763/K <i>End</i>