

***DELTA* CONNECTION ACADEMY**

2700 Flight Line Ave., Sanford, FL 32773

ENGINE MAINTENANCE RECORDS

Make: LYCOMING

Model # IO-360-C1C6

Serial # L-16140-51A

LOG BOOK # 1

ENGINE MAINTENANCE LOG Enter: Date (left) Tech: Total Time In Service.
Description of work performed. Signature and certificate number of person performing work.

LYCOMING
A Division of General Motors

652 Oliver Street
Williamsport, PA, 17701 U.S.A.

Form No. 2480 (3/04-LM)

This engine has been overhauled in accordance with the applicable Lycoming specifications. All applicable Federal Aviation Administration Airworthiness Directives and Lycoming Service Bulletins have been complied with. All parts have been inspected and have been determined airworthy to return to service. All accessories as part of the type certificate are new, newly rebuilt or newly overhauled. Refer to enclosed Form ET001 for applicable accessory part numbers and serial numbers.

Engine Model: IO-360-C1C6
Serial #: L-16140-51A
Total Time: 3377.8
Work Order #: GJ260695
Date Completed: AUG 16 2005

Authorized Signature
Robert L. Rich

Lycoming Engines

652 Oliver Street
Williamsport, PA, 17701
Repair Station: E1R115K

Lycoming Model: IO-360-C1C6 S/N L-16140-51A
WOM 19124

ENGINE MAINT. ENTRY
N3672Q 3377.8 415.7 00.0
5-2-06 TTE TACH SMOH
DATE Installed O/V'd engine. This maintenance was performed in accordance with manufacturer's instructions. See work order for complete details of installation.
SIGNED *[Signature]* CERTW 27256-474 APC

ENGINE LOG ENTRY
N3672Q 3476.1 514.0 99.3
6-29-06 TTE TACH SMOH
DATE I certify this ENGINE was inspected in accordance with 100 HR Insps and a list of discrepancies and unsatisfactory items dated 12-30-06 has been provided for the aircraft owner D.C.A.
SIGNED *[Signature]* CERTW Ap-3074752
EO

Piper Arrow II Registration N3672Q Model: PA-38R-301 Serial # 2BR-7737040

Date: 23 October 2006

Engine TT: 3499.4 SMOH 121.6

Tech: 3373

All maintenance work performed IAW Piper service manual 761-639.

1. Drained oil sump per paragraph 2-45
2. Replaced pressure oil filter with C148111-1 per paragraph 2-46
3. Removed, inspected, cleaned and reinstalled oil pump suction screens per paragraph 2-47
4. Serviced oil sump with 9 qts of AeroShell 15W-50 oil
5. Replaced oil drain plug with no discrepancy noted
6. Replaced carb heat cable by adjusting and reattaching to carb heat control lever-END

[Signature]
DANIEL L. RUTHER, AIP 3949339

07

June 27, 2007 Aircraft Tach Time: 575.0 Engine TSMOH: 159.3, TT: 3537.1
N2672Q PA28R-201 s/n 28R-7737040
Lycoming IO-360C1C6 s/n L-16140-51A
Performed routine maintenance & inspection IAW Lycoming and Piper Service
Manuals. Spark plugs cleaned, gapped, checked & reinstalled. Cylinder
compressions tested as follows: 1 74/80, 2 73/80, 3 76/80 & 4 75/80.
Checked Magneto timing to 25 degrees BTC. C/W AD 2002-26-01 by
inspection of injection attachment. No other AD's due at this time.

I certify that this engine has been inspected IAW a 100 hour inspection and has
been found satisfactory for return to service. *Marvin L. Campbell*
Sparta Aero Services, Inc. by Marvin L. Campbell, A&P 2808375

Piper Arrow II Registration N2672Q

Model: PA-28R-201 Serial # 28R-7737040

Date: 2 Sep 2007

Time: 18 TT: 7641.9

Time: 589.5

Time: 3551.6

Time: 575.0

Time: 73.8

Time: 6

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Time: 6

Time: 575.0

All maintenance work performed IAW Piper service manual 761-639.

1. Drained oil sump per paragraph 2-65

2. Replaced pressure oil filter with CH48111-1 per paragraph 2-66

3. Removed, inspected, cleaned and reinstalled oil pump suction screens per paragraph 2-67

4. Serviced oil sump with 8 qts of Aeroshell 15W-50 oil

5. Performed operational check with no discrepancies noted

Daniel L. Asher
DANIEL L. ASHER, A&P 3049539

Aug. 28, 2008 Tach Time: 601.0 Engine TT: 3573.1 Engine TSMOH: 185.3

N2672Q PA28R-201 s/n 28R-7737040

Engine: Lycoming IO-360C1C6 s/n L-16140-51A

Propeller: Hartzell HC-C3yr-1RF/7282 s/n DY5885B

Performed maintenance and inspection in accordance with Lycoming and Piper
service manuals. Cylinder compressions checked #1 73/80, #2 75/80, #3 74/80,
and #4 77/80. Spark plugs were removed, cleaned, gapped, checked, and
reinstalled. Timing was checked to 25 deg BTC. C/W AD 2002-26-01 by
inspection of fuel lines. Further AD compliance confirmed by report dated
8/12/2008 made a part of the aircraft records. Drained oil and replaced seal on
crankcase quick drain valve. Replaced oil with 8 Quarts of Aeroshell 15W50 oil
and CH48111 oil filter. Washed down engine with solvent. Test ran engine
with operation normal and no leaks observed.

I certify that this engine has been inspected IAW a 100 hour inspection and has
been found satisfactory for return to service.
Sparta Aero Services, Inc. by Marvin L. Campbell, A&P 2808375

Marvin L. Campbell

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Engine Make - Lycoming
Model - IO-360-C1C6
Tach - 619.2
ETT - 3581.3
N2672Q
ACTT - 7671.6
SMOH - 203.5
September 23, 2009
SN - L-16140-51A
SMOH - 203.5

Scheduled Maintenance

Inspected propeller IAW Piper PA28R-201 Service Manual checklist and FAR Part 43 APP D checklist.
Compression test results are #1 74/80, #2 76/80, #3 78/80, #4 77/80. Drained oil. Removed and inspected
and replaced filter with new PN CH48111-1 filter. No metal noted. Added 8 quarts Aeroshell 15W50 Oil.
Spark plugs removed, cleaned, gapped and tested. Run up engine and adjusted idle speed and mixture
settings as required. Checked magneto to engine timing. Fuel injector nozzles removed, cleaned and re-
installed. Injector filter checked. Injector servo plug checked for tightness. All plugs re-installed. Engine
run up and leak checked.

Airworthiness Directives/ Service Bulletins

Reference AD Compliance Sheets revision dated 09/23/2009

I certify that this Engine has been inspected in accordance with a 100 Hour / Annual Inspection as was
determined to be in an Airworthy condition

Shawn C. Sytle
Shawn C. Sytle
AP908251881A

ENGINE

Date: 21 Dec 2010 TACH: 652.7

Reg: N2672Q ENGTT: 3414.8 SMOH: 237.0

Model: IO-360-C1C6 SN: L-16140-51A

All maintenance completed IAW Piper Maintenance Manual 761-639.

Completed annual inspection in accordance with Table III-1 Inspection Report and FAR 43.13, Appendix D.
Performed performance checks to ensure parameters meet manufacturer's specifications. Oil level checked and topped off. POI. Drained oil, replaced pressure filter with CH48110-1, removed cleaned and inspected timing belt and
66. Replaced with new AN900-20 gasket torqued and sealed with 032 safety wire per section 2-63 through 2-
14-07 by complying with SBI 1423. Removed, cleaned, inspected spark plugs per RA-37 through RA-39.
Cylinder compression check #1 79/80, #2 76-80, #3 78-80, #4 77/80.

Performed inspection of ignition harness per RA-32. Removed magneto and inspected for SBI 1-70A.
Magneto and timing to engine. Removed air filter element, cleaned housing and reinstalled.
I certify this Engine has been inspected IAW an annual inspection using FAR 43 appendix D and
manufacturer's manual and has been determined airworthy.
All Airworthiness Directives have been complied with through 26 Nov 2010.

Shawn C. Sytle
Shawn C. Sytle
AP908251881A

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Signature _____

David L. Brown

White Hawk Aviation
12517 Beverly Ford Road
Beverly Station, Va. 22714
N2672Q Lyscoming 10-360-C1C
Date: 01 March 2016 TACH: 10974 TTENG: 4059.5 SMOH: 681.7

Inspected engine controls for security, freedom of movement, and travel limits. Drained oil, removed filter, inspected contents of filter element, nothing found. Installed new CH48110 at 18 lbs. safety wired in place. Serviced with 7qts Phillips 20W-50. Cleaned, gapped, tested and re-installed plugs with new M-6/4 gaskets at 30ft/lbs. Inspected and tested plug leads. Mag timing checked ok at 25 degrees BTDC per engine data plate. Inspected all hoses, lines, fitting, and wires. Inspected intakes, exhaust, and muffler. Inspected engine shock mounts. Compression test readings 1=79.80 2=79.80 3=79.80 4=79.80. Run up, high power check, and leak checked ok. AD's searched through 2016-04.

I certify that this engine has been inspected in accordance with the scope and detail of FAR 43 appendix D for a 100hr/annual inspection and was determined to be in airworthy condition.

Kevin Woodside AP31222551A

Cycle Aviation 1005 Sycolin Rd SE Leesburg Executive Apt. Leesburg, VA 20175 CRS# 6LVR604C
LOG ID# 3700 01-June-2016 WOP# 42331 FORM M3 HOBBS 6349.4
N2672Q SN 2BR-737040 PIPER PA-28R-201 TACH 1150.8

Engine Model: 10-360-C1C6 S/N: 1-16140-51A

> Disconnected the engine breather, and removed the engine breather tube with compressed air and reconnected the tube to the engine.

> Resecured the fuel servo to the engine IAW Lyscoming 10-360 Maintenance Manual.

The work identified above was performed in accordance with current Federal Aviation Regulations and current manufacturers manuals and is approved for return to service. Pertinent details on this repair station under above referenced work order.

Signed: Doug Cummins Date: 3-21-16

Cycle Aviation 1005 Sycolin Rd SE Leesburg Executive Apt. Leesburg, VA 20175 CRS# 6LVR604C
LOG ID# 3984 01-June-2016 WOP# 42331 FORM M3 HOBBS 6349.4
N2672Q SN 2BR-737040 PIPER PA-28R-201 TACH 1150.8

> Performed engine run for warm oil drain. Removed upper cooling, drained oil and took sample. Reinstalled new oil filter P/N CH4810-1 and serviced engine with 7 qts of Phillips 20W-50. Found satisfactory oil, further action required.

The work identified above was performed in accordance with current Federal Aviation Regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file at this repair station under above referenced work order.

Signed: Tom Gorman

Cycle Aviation 1005 Sycolin Rd SE Leesburg Executive Apt. Leesburg, VA 20175 CRS# 6LVR604C
LOG ID# 4448 03-November-2016 WOP# 42331 FORM M3 HOBBS 6349.4
N2672Q SN 2BR-737040 PIPER PA-28R-201 TACH 6399.2

Engine: Lyscoming 10-360-C1C6 SN: 1-16140-51A.

> Performed 100 hour engine inspection using Piper Checkmate above 100 inspection check list as a guide. Found no issues. Replaced spark plugs with A19 U-11102 R1.
> Applicable AD's have been reviewed thru SELL Aircraft. Slightly 2016-18.
> Performed compression test on cylinders 1-4. Compression test results: 1=79.80 2=79.80 3=79.80 4=79.80.
> Fuel line clamps and #2 fuel line P/N 1-10988-0-10 performance check. No leaks present. Next fuel line clamps and #2 fuel line P/N 1-10988-0-10 performance check. No leaks present. Next fuel line clamps and #2 fuel line P/N 1-10988-0-10 performance check. No leaks present. Next
> Drained oil. Removed, cut, and inspected oil filter for metal contamination. Found satisfactory at this time. Reinstalled new oil filter P/N CH4810-1 and serviced engine with 8 qts of oil.
> Inspected and tested plug leads. Mag timing checked ok at 25 degrees BTDC per engine data plate. Inspected all hoses, lines, fitting, and wires. Inspected intakes, exhaust, and muffler. Inspected engine shock mounts. Compression test readings 1=79.80 2=79.80 3=79.80 4=79.80. Run up, high power check, and leak checked ok. AD's searched through 2016-04.
> Cleaned fuel strainers.
> Cleaned, gapped and rotated spark plugs. Replaced #1 and #4 lower spark plugs PM: 60K-38E.
> Replaced oil quick disconnect air filter P/N 8A-10.
> Removed and replaced lower air engine baffle tie rod PM: 87392-002.

The work identified above was performed in accordance with current Federal Aviation Regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file at this repair station under above referenced work order.

I certify that this engine has been inspected in accordance with the scope and detail of FAR 43 appendix D for a 100hr/annual inspection and was determined to be in airworthy condition.

Signed: Daniel Wells

Cycle Aviation 1005 Sycolin Rd SE Leesburg Executive Apt. Leesburg, VA 20175 6LVR604C
LOG ID# 4704 03-November-2016 WOP# 42331 FORM M3 HOBBS 6349.4
N2672Q SN 2BR-737040 PIPER PA-28R-201 TACH 1235.6

MODEL: 10-360-C1C6 S/N: 1-16140-51A

> Performed engine run for warm oil drain. Removed upper cooling and drained oil. Reinstalled new oil filter P/N CH4810-1 and serviced engine with 7 qts of Phillips 20W-50. Found satisfactory oil, further action required.

The work identified above was performed in accordance with current Federal Aviation Regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file at this repair station under above referenced work order.

Signed: Doug Cummins

WESTSIDE AVIATION
Westside Aviation Services
10601 Observation Rd Manassas, VA 20110
703-368-8100

Engine

DATE: 11/18/2016 N2672Q S/N: 2BR-737040 Tach: 1249.4
Charged and reinstalled battery. Installed New Plane Power Alternator P/N: 10-1051. S/N: H-P101269. Ops check satisfactory. Installed new Alternator Belt. Installed new Propeller O-Ring P/N: MS28775-228, reinstalled Prop. all studs torqued to specification and safety wired.

AP 3186483
David Carter

over

ENGINE MAINTENANCE LOG Enter Date (dd) Tech Total Time In Service.
Description of work performed. Signature and certificate number of person performing work.

10601 Observation Road Engine
Manassas, VA 20110 N2672Q
Tach: 1294.8 SN: L16140-51A
PIPER PA-28R-201 SN28R-7737040 TIAF: 83468 TSOH: 879.1
Performed an Engine 100hr/Annual Inspection with reference to Piper Airplane Maintenance Manual P/N 761-895 April 2008 and the scope and detail of 14 CFR 43 Appendix D. Compression Test Results: 1174/80, 3176/80, 4178/80. Drained oil, removed filter, inspected contents of filter element, no contamination noted. Installed new Tempco Oil Filter P/N: AA48110-2 at 18 ft/lbs and safety wired in place. Cleaned, gapped, and tested spark plugs rotated and reinstalled with new copper gaskets torqued to 30 ft/lbs. Timed both magnetos to Cylinder #1 at 20° BTDC. Pressured tested exhaust system and inspected engine mounts. Installed new muffler P/N 467517-00 SN 53447, with cooper anti-seize and new star washers. Cleaned and visually inspected engine and components. Post run up and leak checked satisfactory.

Researched AOs through 02/03/2017
COW 15-19-07 Fuel Injector Fuel Lines and Clamps IAW (e)(ii)(i) Next due AFTT 8456.8 or re-inspect after any maintenance is done on the engine where any clamp on a fuel injector fuel line was disconnected, moved or loosened, and within every 110 hours TIS and after each engine overhaul.

I certify that this Engine has been inspected as part of a 100hr/Annual Inspection and determined to be in airworthy condition.

David Carter A&P 3186493 IA

10601 Observation Road Engine
Manassas, VA 20110 N2672Q
Tach: 1294.8 SN: L16140-51A
PIPER PA-28R-201 SN28R-7737040 TIAF: 8445.0 TSOH: 977.3 TTE: 4355.1
Performed an Engine 100hr/Annual Inspection with reference to Piper Maintenance Manual Inspection list and the scope and detail of 14 CFR 43 Appendix D. Compression check results: 1176/80, 3175/80, 4177/80. Drained oil, removed filter, inspected contents of filter element, no contamination noted. Installed new Tempco Oil Filter P/N: AA48110-2 at 18 ft/lbs and safety wired in place. Serviced engine with 7 qts of Phillips 88 XC20W50 oil. Inspected and replaced spark plugs. Rotated and reinstalled with new copper gaskets, torqued to 30 ft/lbs. Verified Magneto timing at 20° BTDC. Pressured tested exhaust system and inspected engine mounts. Installed 4 new Lymco Research AOs through June 23, 2017.

Fuel Injector Fuel Lines and Clamps IAW (e)(ii)(i) Next due Tach: 1503.0 or re-inspect after any maintenance is done on the engine where any clamp on a fuel injector fuel line was disconnected, moved or loosened, and within every 110 hours TIS and after each engine overhaul.

I certify that this Engine has been inspected as part of a 100hr/Annual Inspection and determined to be in airworthy condition.

David Carter A&P 3186493 IA

10601 Observation Road Engine
Manassas, VA 20110 N2672Q
Tach: 1357.4 SN: L16140-51A
PIPER PA-28R-201 SN28R-7737040 TIAF: 8109.4 TSOH: 941.7 TTE: 4319.5
Drained oil, removed filter, inspected contents of filter element, no contamination noted. Installed new Tempco Oil Filter P/N: AA48110-2 at 18 ft/lbs and safety wired in place. Serviced engine with 7 qts of Phillips 20-50W Aviation Oil. Run up and leak check satisfactory.

Researched AOs through 02/03/2017
COW 15-19-07 Fuel Injector Fuel Lines and Clamps IAW (e)(ii)(i) Next due AFTT 8456.8 or re-inspect after any maintenance is done on the engine where any clamp on a fuel injector fuel line was disconnected, moved or loosened, and within every 110 hours TIS and after each engine overhaul.

I certify that this Engine has been inspected as part of a 100hr/Annual Inspection and determined to be in airworthy condition.

David Carter A&P 3186493 IA

10601 Observation Road Engine
Manassas, VA 20110 N2672Q
Tach: 1357.4 SN: L16140-51A
PIPER PA-28R-201 SN28R-7737040 TIAF: 8109.4 TSOH: 941.7 TTE: 4319.5
Drained oil, removed filter, inspected contents of filter element, no contamination noted. Installed new Tempco Oil Filter P/N: AA48110-2 at 18 ft/lbs and safety wired in place. Serviced engine with 7 qts of Phillips 20-50W Aviation Oil. Run up and leak check satisfactory.

Researched AOs through 02/03/2017
COW 15-19-07 Fuel Injector Fuel Lines and Clamps IAW (e)(ii)(i) Next due AFTT 8456.8 or re-inspect after any maintenance is done on the engine where any clamp on a fuel injector fuel line was disconnected, moved or loosened, and within every 110 hours TIS and after each engine overhaul.

I certify that this Engine has been inspected as part of a 100hr/Annual Inspection and determined to be in airworthy condition.

David Carter A&P 3186493 IA

30 May 2017 Reg. N2672Q Serial: 28R7737040 Hobbs: 9604.6 TACH: 1378.6

Defective starter motor P/N: MZ-4222R S/N: H-P011524 weight 17lbs removed Replacement starter motor P/N: ERZ-8011 S/N: H-R010661 weight 9.5 lbs installed. All maintenance and inspection items completed as provided. Starter tested satisfactory. New weight and balance calculated and equipment list updated.

Richard Deary AP: 3042422

5083 Airport Road
Manassas, VA 20108
(540) 788-8300

10601 Observation Road Engine
Manassas, VA 20110 N2672Q
Tach: 1357.4 SN: L16140-51A
PIPER PA-28R-201 SN28R-7737040 TIAF: 8109.4 TSOH: 941.7 TTE: 4319.5
Drained oil, removed filter, inspected contents of filter element, no contamination noted. Installed new Tempco Oil Filter P/N: AA48110-2 at 18 ft/lbs and safety wired in place. Serviced engine with 7 qts of Phillips 20-50W Aviation Oil. Run up and leak check satisfactory.

Researched AOs through 02/03/2017
COW 15-19-07 Fuel Injector Fuel Lines and Clamps IAW (e)(ii)(i) Next due AFTT 8456.8 or re-inspect after any maintenance is done on the engine where any clamp on a fuel injector fuel line was disconnected, moved or loosened, and within every 110 hours TIS and after each engine overhaul.

I certify that this Engine has been inspected as part of a 100hr/Annual Inspection and determined to be in airworthy condition.

David Carter A&P 3186493 IA

10601 Observation Road Engine
Manassas, VA 20110 N2672Q
Tach: 1357.4 SN: L16140-51A
PIPER PA-28R-201 SN28R-7737040 TIAF: 8109.4 TSOH: 941.7 TTE: 4319.5
Drained oil, removed filter, inspected contents of filter element, no contamination noted. Installed new Tempco Oil Filter P/N: AA48110-2 at 18 ft/lbs and safety wired in place. Serviced engine with 7 qts of Phillips 20-50W Aviation Oil. Run up and leak check satisfactory.

Researched AOs through 02/03/2017
COW 15-19-07 Fuel Injector Fuel Lines and Clamps IAW (e)(ii)(i) Next due AFTT 8456.8 or re-inspect after any maintenance is done on the engine where any clamp on a fuel injector fuel line was disconnected, moved or loosened, and within every 110 hours TIS and after each engine overhaul.

I certify that this Engine has been inspected as part of a 100hr/Annual Inspection and determined to be in airworthy condition.

David Carter A&P 3186493 IA

FAA UNITED STATES AUTHORIZED RELEASE
Organization Name and Address:
HARTZELL ENGINE TECHNOLOGIES, 2900 SELMA HWY. MONTGOMERY, AL 36106
FAA Form 8130-3, AIRWORTHINESS

S. Item	7. Description	8. Part Number	9. Q
1	STR ASSY	ERZ-8011	1

10601 Observation Road Engine
Manassas, VA 20110 N2672Q
Tach: 1357.4 SN: L16140-51A
PIPER PA-28R-201 SN28R-7737040 TIAF: 8109.4 TSOH: 941.7 TTE: 4319.5
Drained oil, removed filter, inspected contents of filter element, no contamination noted. Installed new Tempco Oil Filter P/N: AA48110-2 at 18 ft/lbs and safety wired in place. Serviced engine with 7 qts of Phillips 20-50W Aviation Oil. Run up and leak check satisfactory.

Researched AOs through 02/03/2017
COW 15-19-07 Fuel Injector Fuel Lines and Clamps IAW (e)(ii)(i) Next due AFTT 8456.8 or re-inspect after any maintenance is done on the engine where any clamp on a fuel injector fuel line was disconnected, moved or loosened, and within every 110 hours TIS and after each engine overhaul.

I certify that this Engine has been inspected as part of a 100hr/Annual Inspection and determined to be in airworthy condition.

David Carter A&P 3186493 IA

ENGINE MAINTENANCE LOG Enter Date (dd) Tach Total Time In Service.
Description of work performed. Signature and certificate number of person performing work.

N2672Q Tach - 1575.1 12/13/2018 Lycoming IO-360-C1C6 Ser.# L-16140-51A
TTE - 4537.2 SMOH - 1159.4 Hobbs - 6824.8

Removed upper and lower engine cowl for access. Engine oil leak noted at Rt. magneto base.

- Removed Rt. magneto, removed old and installed new magneto base gasket PN 62224 and re-installed magneto.
- Adjusted magneto timing in accordance with paragraph 8-36 of Piper Arrow III Service Manual P/N 761-895 Rev. Aug 23, 2000.
- Performed engine ground run and troubleshooting of ignition system due to excessive mag drop on Rt. magneto
- #2 cylinder found running cold. Performed ignition lead high tension test of #2 cylinder upper and lower leads with no discrepancies noted.
- Removed, cleaned, gapped and checked all spark plugs. Weak spark noted on #2 cylinder upper spark plug.
- Installed used serviceable REM38E spark plug in #2 cylinder upper position.
- Performed engine ground run with no discrepancies/leaks noted

Re-installed upper and lower engine cowl. This engine considered airworthy with respect to work performed.

Kevin R. Hampton
Kevin R. Hampton
AP3120655

ENGINE LOG

01 March 2019, N2672Q Tach: 1591.5 Engine Log, Piper PA28R-201
S/N 28R-7737040 Lycoming IO-360-C1C6 S/N L-16140-51A TSMO: 1175.8
ENGINE TOTAL TIME: 4553.6

Removed all spark plugs. Installed four new UREM 38E spark plugs in bottom of each cylinder. Cleaned, tested and installed four serviceable UREM 38E plugs in the top of each cylinder. Set magneto timing. Tested all spark plug leads with lead tester. Installed plug leads. Test ran engine, with no defect noted. I approve this aircraft for return to service.

Paul Voorhees
Paul Voorhees
2331506 A&P I.A.

12 July, 2018 N2672Q Tach: 1523.1 Engine Log, Piper PA-28R-201 SN 28R-7737040.
Lycoming IO-360-C1C6 SN L16140-51A TSMO: 1107.4 ENGINE TOTAL TIME: 4485.2

Performed an Engine 100hr/Annual Inspection with reference to Piper Service Manual P/N 761 639, inspection list and the scope and detail of 14 CFR 43, Appendix D. Compression check results: (1) 75/80, (2) 74/80, (3) 76/80, (4) 74/80. Removed and replaced induction air filter P/N BA-10. Clean, gapped and tested four spark plugs. Installed four new UREM-40E new spark plugs. All spark plugs installed with new copper gaskets and torqued to 300 lbs. Installed two overhauled Champion Aerospace 4300 series magnetos, Part No. 4374, SN F09495 and Part No. 4370, SN G04279. Timed magnetos to 25 degrees BTDC in accordance with Lycoming Service Manual. Installed magnetos were overhauled in accordance with repair specifications KAES 3000, dated June 2014 and Champion Aerospace Overhaul Manual L-1363F, dated January 2011. Service Bulletin complied with: SB101, SB2-08B, SB1-12, SB3-08A, SB3-08B, SB1-15. 500 hour magneto inspection complied with on this date. Next due Tach 2032.1. Installed new Air Boss Ignition Harness Assembly Part No. KA14027Y, SN SK17 in accordance with manufacturers instructions. Repaired engine baffling and installed an air intake screen in accordance with Lycoming Service Manual. Cleaned and visually inspected engine and components, post run up and leak check satisfactory. Researched Airworthiness Directives through 12 July, 2018.

Complied with Airworthiness Directive 15-19-07 Fuel Injector Fuel Lines and Clamps in accordance with paragraph (e) (i) (ii). Next due at Tach 1623.1.

I certify this engine has been inspected in accordance with a 100hr/Annual Inspection and found to be airworthy. I approve this engine for return to service.

Paul D. Voorhees

Paul D. Voorhees
3221506 A&P I.A.

ENGINE LOG

25 October 2018, N2672Q Tach: 1559.5 Engine Log, Piper PA28R-201
S/N 28R-7737040 Lycoming IO-360-C1C6 S/N L-16140-51A TSMO:1143.8
ENGINE TOTAL TIME: 4521.6

Performed 50 Hr. inspection in accordance with Piper Service Manual. Drained oil. Serviced engine with 8 Qts. Phillips XC20W50. Removed old filter, cut open and inspected with no defect found. Installed, torqued and sale tied new AA4810-2 oil filter. I approve this aircraft for return to service.

Paul Voorhees
Paul Voorhees
3221506 A&P I.A.

ENGINE LOG

10 April, 2019 N2672Q Piper PA-28R-201 S/N 28R-7737040
Lycoming IO-360-C1C6 Ser # L-16140-51A Engine Total Time: 4660.6
Tach - 1615.5 Hobbs - 6870.6 TSMO: 1282.8

Performed an Engine 100hr/Annual Inspection with reference to Piper Service Manual P/N 761 639, Lycoming MM, and the scope and detail of 14 CFR 43 Appendix D. Compression check results 1) 73/80 2) 79/80 3) 76/80. Removed and replaced induction air filter P/N BA-10. Cleaned, gapped and tested spark plugs. Drained oil, removed filter, inspected filter element, no contamination noted. Engine was serviced with 8 quarts of Phillips 66 X/C 20W-50 Oil and new filter P/N AA48110-2. Checked both magnetos timing to 20 degrees BTDC. Installed new valve cover gaskets P/N 08-05882, on cylinders 2 and 4. Installed new intake gaskets P/N 71973 on all cylinders. Researched Airworthiness Directives through 9 April, 2019. Ran engine and tested for leaks, none found.

Complied with AD 15-19-07 Fuel Injector Lines and Clamps in accordance with paragraph (e) (i) (ii), next due at Tach- 1725.5

I certify that this engine has been inspected in accordance with the 100hr/Annual Inspection and found to be airworthy. I approve this engine for return to service.

Wayde Spinner
Wayde Spinner
A&P 341586401 IA
Big River Aviation, LLC

ENGINE LOG

6 August, 2019 N2672Q Tach: 1666.5 Piper PA-28R-201 S/N 28R-7737040 Lycoming IO-360-C1C6 S/N L16140-51A TSMO: 1250.8 ENGINE TOTAL TIME: 4628.6

Performed 50 Hr. inspection in accordance with the Piper Service Manual. Drained oil. Serviced engine with 8 Qts. of Phillips 66 X/C 20W-50 oil. Removed old filter, cut open and inspected with no defect found. Installed, torqued and safe tied new Tempest Oil Filter P/N AA48110-2. Inspected engine intake air filter. Installed new magnetos gaskets with two Superior Magneto Gaskets P/N 62224. Checked both magnetos timing to 20 degrees BTDC. Torqued magnetos. Visually inspected engine and components. Post run up and leak check satisfactory. I approve this aircraft for return to service.

Paul Voorhees

Paul Voorhees
3221506 A&P I.A.
Big River Aviation, LLC

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ENGINE LOG

22 August, 2020 2672Q TACH: 1698.5 Piper PA-28R-201 S/N 28R-7737040
Lycoming IO-360-C1C6 S/N L16140-51A TSMO: 1282.8 Engine Total Time: 4660.6

Performed an Engine 100 Hr./Annual Inspection with reference to Piper Service Manual P/N 761 639, Lycoming Maintenance Manual and the scope and detail of 14 CFR Part 43, Appendix D. Compression check results: 1) 76/80, 2) 70/80, 3) 76/80. Removed and replaced the induction air filter with new part no. BA-10. Clean, gapped and tested spark plugs. All spark plugs installed with new copper gaskets. Timed magnetos to 20 degrees BTDC in accordance with Lycoming Service Manual. Replaced engine baffling. Cleaned and visually inspected engine components. Post run up and leak check satisfactory. Researched Airworthiness Directives through 22 August, 2020.

Complied with Airworthiness Directive 15-19-07 Fuel Injector Lines and Clamps in accordance with paragraph (e) (i) (ii). Next due at TACH 1808.5.

I certify this engine has been inspected in accordance with a 100 Hr./Annual Inspection and found to be airworthy. I approve this aircraft for return to service.

Paul D. Voorhees
Paul D. Voorhees
3221506 A&P I.A.
Big River Aviation, LLC

ENGINE LOG

17 November 2020 N2672Q Tach: 1720.0 Piper PA-28R-201 S/N 28R-7737040
Lycoming IO-360-C1C6 S/N L16140-51A TSMO: 1304.3 ENGINE TOTAL TIME: 4682.1

Drained oil. Serviced engine with 8 Qts. of Phillips 66 X/C 20W-50 oil. Removed old filter, cut open and inspected with no defect found. Installed, torqued and safe tied new Tempest Oil Filter P/N AA48110-2. Visually inspected engine and components. Post run up and leak check satisfactory. I approve this aircraft for return to service.

Thomas W. Dahlmann *Thomas W. Dahlmann* A&P, I.A. 2111007

ENGINE LOG

15 March, 2021 N2672Q Tach: 1771.5 Piper PA-28R-201 S/N 28R-7737040
Lycoming IO-360-C1C6 S/N L16140-51A TSMO: 1355.8 ENGINE TOTAL TIME: 4733.6

Drained oil. Serviced engine with 8 Qts. of Phillips 66 X/C 20W-50 oil. Removed old filter and installed, torqued and safe tied new Tempest Oil Filter P/N AA48110-2. Visually inspected engine and components. Post run up and leak check satisfactory. I approve this aircraft for return to service.

Thomas W. Dahlmann *Thomas W. Dahlmann* A&P, I.A. 2111007

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ENGINE LOG

7 May, 2021 N2672Q Tach: 1798.6 Piper PA-28R-201 S/N 28R-7737040
Lycoming IO-360-C1C6 S/N L-16140-51A TSMO: 1382.9 ENGINE TOTAL TIME: 4760.7

Performed an Engine 100 Hr./Annual Inspection with reference to Lycoming IO-360 Service Manual, and the scope and detail of 14 CFR 43 Appendix D. Compression check results 1) 75/80 2) 78/80 3) 76/80 4) 75/80. Installed 8 new Champion spark plugs PN REM38E. Magneto timing checked satisfactory. Oil change was not due and owner produced Blackstone oil analysis results. Re-secured alternator wire to prevent possible chaffing on engine mount. Ran engine and tested for leaks, none found. No defects noted. Researched AIDs through 7 May, 2021.

Complied with Airworthiness Directive 15-19-07 Fuel Injector Fuel Lines and Clamps with no defects noted.

I certify that this engine has been inspected in accordance with a 100 Hr./Annual Inspection and found to be airworthy.
I approve this engine for return to service.



Ronald J. Brown
A&P 3443354 IA
Big River Aviation, LLC

ENGINE LOG

22 May, 2021 N2672Q Tach: 1822.6 Piper PA-28R-201 S/N 28R-7737040
Lycoming IO-360-C1C6 S/N L-16140-51A TSMO: 1406.9 ENGINE TOTAL TIME: 4784.7

Drained oil. Serviced engine with 8 Qts. of Phillips 66 X/C 20W-50 oil. Removed old filter and installed, torqued and safe tied new Tempest Oil Filter PN AA48110-2. Visually inspected engine and components. Post run up and leak check satisfactory. I approve this aircraft for return to service.

Thomas W. Dahlmann  A&P, I.A. 2111007

ENGINE LOG

4 October, 2021 N2672Q Tach: 1874.5 Piper PA-28R-201 S/N 28R-7737040
Lycoming IO-360-C1C6 S/N L-16140-51A TSMO: 1458.8 ENGINE TOTAL TIME: 4836.6

Drained oil. Serviced engine with 8 Qts. of Phillips 66 X/C 20W-50 oil. Removed old filter and installed, torqued and safe tied new Tempest Oil Filter PN AA48110-2. Visually inspected engine and components. Post run up and leak check satisfactory. I approve this aircraft for return to service.

Thomas W. Dahlmann  A&P, I.A. 2111007

ENGINE LOG

16 November, 2021 N2672Q Tach: 1898.2 Piper PA-28R-201 S/N 28R-7737040
Lycoming IO-360-C1C6 S/N L-16140-51A TSMO: 1482.5 ENGINE TOTAL TIME: 4860.3

Performed an Engine 100 Hr./Annual Inspection with reference to Lycoming IO-360 Service Manual, and the scope and detail of 14 CFR 43 Appendix D. Compression check results 1) 77/80 2) 76/80 3) 76/80 4) 76/80. Magneto timing checked satisfactory. Oil change was not due and owner produced satisfactory Blackstone oil analysis results. Researched AIDs through 16 November 2021. Complied with Airworthiness Directive 15-19-07 Fuel Injector Fuel Lines and Clamps with no defects noted.

I certify that this engine has been inspected in accordance with a 100 Hr./Annual Inspection and found to be airworthy.
I approve this engine for return to service.

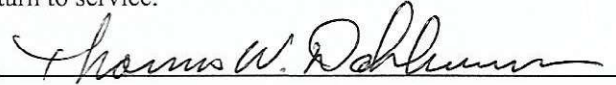
Thomas W. Dahlmann  A&P, I.A. 2111007

ENGINE LOG

16 November, 2021 N2672Q Tach: 1898.2 Piper PA-28R-201 S/N 28R-7737040
Lycoming IO-360-C1C6 S/N L-16140-51A TSMO: 1482.5 ENGINE TOTAL TIME: 4860.3

Performed an Engine 100 Hr./Annual Inspection with reference to Lycoming IO-360 Service Manual, and the scope and detail of 14 CFR 43 Appendix D. Compression check results 1) 77/80 2) 76/80 3) 76/80 4) 76/80. Magnetos timing checked satisfactory. Oil change was not due and owner produced satisfactory Blackstone oil analysis results. Researched ADs through 16 November 2021. Complied with Airworthiness Directive 15-19-07 Fuel injector Fuel Lines and Clamps with no defects noted.

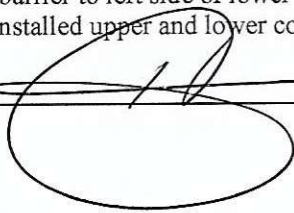
I certify that this engine has been inspected in accordance with a 100 Hr./Annual Inspection and found to be airworthy. I approve this engine for return to service.

Thomas W. Dahlmann  A&P, I.A. 2111007

ENGINE LOG

11 January, 2022 N2672Q Tach: 1904.2 Piper PA-28R-201 S/N 28R-7737040
Lycoming IO-360-C1C6 S/N L-16140-51A TSMO: 1488.5 ENGINE TOTAL TIME: 4866.3

Removed upper and lower cowlings, removed fwd exhaust assembly, removed starter, installed new Sky-Tec starter P/N: 149NL, S/N: H-V064119, installed serviceable fwd left exhaust riser P/N: 67810-000, installed serviceable muffler P/N 67517-000, reinstalled fwd right exhaust riser, installed new Lycoming exhaust gaskets P/N: 77611, installed new heat barrier to left side of lower cowl. Engine run leak and operational check completed with no defects noted. Reinstalled upper and lower cowlings. Weight and balance negligible. Aircraft Returned to Service.

Henry A. Cook  A&P, IA, 3430226

ENGINE LOG

2 March, 2022 N2672Q Tach: 1933.9 Piper PA-28R-201 S/N 28R-7737040
Lycoming IO-360-C1C6 S/N L-16140-51A TSMO: 1518.2 ENGINE TOTAL TIME: 4896.0

Drained oil. Serviced engine with 8 Qts. of Phillips 66 X/C 20W-50 oil. Removed old filter and installed, torqued and safe tied new Tempest Oil Filter P/N AA48110-2. Visually inspected engine and components. Post run up and leak check satisfactory. I approve this aircraft for return to service.

Thomas W. Dahlmann  A&P, I.A. 2111007

N2762Q

SPANAFLIGHT AVIATION, LLC
16705 103rd Ave. Ct. E.
Fryslip, VA 22374
(252)848-2020

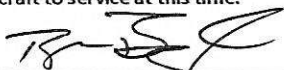


Aircraft Make/Model	Piper PA28R-201	Serial Number	28R-7737040
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DATE: 25 APR 2022 TACH: 1957.9

Performed oil change. Removed cowl, drained oil, removed and inspected oil filter. Installed new AA48110-2 oil filter, saftied and serviced with 8 quarts of Phillips X/C 20W-50 oil. Removed, cleaned, gapped and rotated spark plugs. Bench tested and reinstalled. Secures loose wires in engine compartment. Reinstalled cowl. Ran engine with no leaks noted.
Returned aircraft to service at this time.

Signature



AP 3048703

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N2672Q

SPANAFLIGHT AVIATION, LLC

16705 103rd Ave. Ct. E.
Puyallup, WA 98374
(253)848-2020

Engine Make/Model	Lycoming IO-360-C1C6	Engine Serial	L-16140-51A
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DATE: 8 JUN 2022 TACH:1987.3 AFTT:9039.3 Engine TT: 4949.4 ETSOH: 1571.6

Performed an annual inspection this date IAW the scope and detail of 14 CFR 43 Appendix D. Researched ADs through biweekly 2022-11. Updated ATP AD profiles and found AD index to be up to date. Drained oil and removed oil filter. Oil sample taken. Cut open oil filter and inspected contents and found no discrepancies. Installed new oil filter p/n: AA48108-1, torqued and safetied. Service engine with 8 qts. of Phillips X/C 20W-50 oil. Oil sample taken. Pressurized exhaust manifold – no leaks noted. Inspected fuel screens to be ok. Lubricated all engine controls. Removed spark plugs, cleaned, inspected, rotated, installed, and torqued into position. Performed Magneto 500 hr inspection. Installed a new ES3822 gear and rotor assy in both mags. Reassembled and internally timed mags. Installed mags onto aircraft and timed to 20 deg. Sealed small holes in baffling with red RTV. Performed AD2015-19-07 by inspection of fuel injector lines and clamp. No faults. Due again in 100 hrs. Performed post inspection engine run and checked for leaks – no leaks noted.

I certify this powerplant has been inspected in accordance with an annual inspection and was determined to be in airworthy condition this date.

Signature

AP 3048703 IA

Compression Test			
#1	#2	#3	#4
75/80	75/80	78/80	77/80

Date: 16 OCT 2022. TACH: 2042.5 AFTT: 9094.5 Engine TT: 5004.6 ETSOH: 1628.8 Oil and filter change performed. Drained oil and sample taken. Replaced, torqued and safety wired AA48110-2 oil filter. Added 8 quarts of Phillips X/C 20W50. Engine and propeller run up and leak check completed. Performed by pilot/owner IAW 14 CFR Part 43, Mark A. McLean, PP Cert # 3046419.

wo: WO_218

Engine Annual - page 1 of 1



Evergreen Airworks LLC - 33212 Webster Rd E - Eatonville, WA 98328 - 414-416-8671

N2672Q

TACH: 2092.0

Lycoming, S/N: L-16140-51A

TTSN: 4964.1

SMOH: 1676.3

June 08, 2023

Performed annual inspection on this engine IAW annual inspection checklist. 1. Performed engine run up, drained oil, removed oil filter and oil sump screen. Opened and inspected filter, no debris noted. Installed new oil filter AA48110-2 and serviced engine with 8 qts of Phillips X/C 20W-50 oil. Installed oil sump screen with new crush gasket and safetied. Removed, cleaned, checked, gapped rotated and reinstalled spark plugs. One spark plug found broken. Installed one new REM30E spark plug into #4 cylinder. Performed AD2015-19-07 by inspection of fuel injection lines and clamps. No faults noted. Due next in 100 hrs or next fuel mx. Performed post inspection run up and operation check to be satisfactory and no leaks noted at this time.

Compression check results were the following: #1 72/80, #2 78/80, #3 65/80, #4 79/80.

Completed annual inspection IAW 14 CFR 43 Appendix D and the Evergreen Airworks annual inspection checklist. Researched FAA AD's through biweekly 2023-12 and updated engine AD indexes.

I certify this engine has been inspected in accordance with an annual inspection and has been found to be in airworthy condition. Details of work performed are on file with Evergreen Airworks LLC under work order: WO_218.

Ryan Buczak A&P w/IA 3048703

wo: WO_290

Engine Repair or Service - page 1 of 1



Evergreen Airworks LLC - 33212 Webster Rd E - Eatonville, WA 98328 - 414-416-8671

N2672Q

TACH: 2141.7

August 18, 2023

Drained oil, took sample and removed filter and inspected element. Installed new oil filter P/N AA48110-2 and safetied. Serviced with 8 qts of Phillips 20W-50. Adjusted idle screw for 700 rpm. Installed cowling and performed engine run up. Operation check good and no leaks detected.

With respect to the work performed, this engine is approved for return to service. Details of work performed are on file with Evergreen Airworks LLC under work order: WO_290.

Song Kim A&P 4368224

wo: WO_421

Engine Repair or Service - page 1 of 1



Evergreen Airworks LLC - 33212 Webster Rd E - Eatonville, WA 98328 - 414-416-8671

N2672Q

TACH: 2186.8

February 16, 2024

1. Drained oil, retrieved sample (Blackstone) and removed filter. Opened filter and inspected for discrepancies - none found. Installed new filter P/N AA48110-2, torqued 16 ft. lbs., and safetied. Serviced engine with 9 qts Phillips 20W-50. Performed engine runup and checked for leaks - no leaks.
2. AD2015-19-07 Inspected fuel injection lines and clamps IAW Lyc MSB342G and found no discrepancies (Next Due Tach 2286 or fuel inj mc).

With respect to the work performed, this engine is approved for return to service. Details of work performed are on file with Evergreen Airworks LLC under work order: WO_421.

Michael Schuerman A&P w/IA 3436919

wo: WO_456

Engine Annual - page 1 of 1



Evergreen Airworks LLC - 33212 Webster Rd E - Eatonville, WA 98328 - 414-416-8671

N2672Q

TACH: 2207.7

Lycoming, IO-360-C1C6, S/N: L-16140-51A
TTSN: 5079.8 SMOH: 1792.0

July 17, 2024

Completed annual inspection IAW 14 CFR 43 Appendix D and the Evergreen Airworks annual inspection checklist. Researched FAA AD's through biweekly 2024-15 and updated engine AD indexes.

1. Performed runup, inspection and service of engine. Compression check results were the following: #1 77/80, #2 79/80, #3 76/80, #4 77/80 and borescoped - no discrepancies.
2. Drained oil with sample (Blackstone), removed filter (cut open and inspected element - no discrepancies), and sump screen. Inspected sump screen and found no discrepancies - reinstalled and safetied. Installed new filter P/NAA48110-2, torqued 16 ft. lbs. and safetied. Serviced engine with 8qts Phillips 20W-50.
3. Inspected magneto timing and found to be 25degrees BTDC #1.
4. Removed plugs and cleaned, tested and gapped. Rotated and installed with one new UREM38E and torqued to 420 in. lbs.
5. Removed fuel control inlet screen, inspected and reinstalled. Fuel leak check-none.
6. AD2015-19-07 Removed and cleaned fuel injectors ultrasonically. Reinstalled and Inspected fuel injector lines and clamps IAW MSB342G and found no discrepancies (Next Due Tach 2307.7 or fuel injector mx).
7. Installed new #3 cylinder drain tube P/N APS-74808.
8. Reinstalled baffling and cowling after service and performed engine runup - no leaks.

I certify this aircraft engine has been inspected in accordance with an annual inspection and has been found to be in airworthy condition Details of work performed are on file with Evergreen Airworks LLC under work order: WO_456.

Michael Schuerman A&P w/IA 3436919