

TEXTRON Lycoming

ENGINE LOG

SSP 1872

TEXTRON Lycoming

Reciprocating Engine Division/
Subsidiary of Textron Inc.

652 Oliver Street
Williamsport, PA 17701 U.S.A.
717/323-6181

ENGINE SERIAL NUMBER

2	5	6	9	2	-	3	6	A		
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IN SERVICE DATE

1	6	0	4	9	3
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 ENG.

2	3	7	9
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T.T.

2	3	7	9
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DETACH AND RETAIN THIS PORTION FOR YOUR RECORD

TEXTRON Lycoming

Williamsport Plant

Textron Lycoming/Subsidiary of Textron Inc.

652 Oliver Street

Williamsport, PA 17701 U.S.A.

717/323-6181

ENGINE LOG AND MAINTENANCE RECORD

RECORD OF TEXTRON LYCOMING

MAKE

MODEL

SERIAL

FROM _____ 19 ____ TO _____ 19 ____

DETAILING TIME FROM _____ TO _____
HOURS HOURS

SSP 1872

September 1987

TEXTRON Lycoming

TLW-489
(Rev. 8-92)

Reciprocating Engine Division/
Subsidiary of Textron Inc.

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

This engine has been overhauled/rebuilt in accordance with the applicable Textron Lycoming manuals. All Federal Aviation Administration Airworthiness Directives and Textron 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 either new or newly overhauled. Refer to enclosed Form ET001 for applicable accessory part numbers and serial numbers.

Engine Model: O-360-A1A
Serial #: L-25692-36A
Total Time: 2379.33
Work Order #: LB0112302
Date Completed: 1/29/93

Authorized Signature S. F. Ellis
Textron Lycoming Reciprocating Engine Division
652 Oliver Street
Williamsport, PA 17701
Repair Station: EJ1R115K

ENGINE DESCRIPTION

Mfgr. TEXTRON LYCOMING	Place Williamsport, PA 17701	Date	
Type	Model	Serial No.	
Rated H.P.	Max.H.P.	Weight (Dry)	
Rated R.P.M.	Max. R.P.M.	Oil Pressure	
Bore	Stroke	Displacement	Cu. In.
Compression Ratio	Supercharger Ratio		
Reduction Gear Ratio			
Propeller	Hub Design	Hub Serial No.	
Blade Design	Blade Serial No.	Blade Serial No.	
Max. Hub H.P.	Max. Blade H.P.		
Pitch	Diameter	Length	
Name			
Address			

ENGINE LOG SERIAL No. _____

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
4/16/93			Tach Time 1765 hrs		
			Install This Engine O-360A1A		
			S/N 25692 -36A IN N29474 S/N 17700913		
			TAW 5TC 5A545CE Bush Conversion		
			New Lord Mounts New Fuel Hose		
			All New Battle Seals, Service		
			Engine with 50W Aeroshell 151 Straight		
			Mineral Oil Ground Runup and		
			Flight Check OK. 2A42472517		
			Reference 337 Dated 4/16/1993	Chick Dube	
			Page Total	All Repair Data Must Bear the Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.	
			Brought Forward		
			Total to Date		

ENGINE LOG SERIAL No. _____

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
5/12/93			TACH 1793. TOTAL ENGINE TIME 2407. TIME SMOKE 28 HRS. CHANGE OIL & CLEAN SCREEN. 7 QTS AEROSHELL #40 STRAIGHT MINERAL. REF CLASSAIRE W/O 0234.	Ken Hill	
			CALL "CLASSAIRE" 205-773-8267	KEN HILL	
				1470738 AP/IA	
7/20/93			TACH 1830 HRS. CHANGE OIL. 7 QTS AEROSHELL 15W/50 AD. VISUAL INSP & RUN-UP. CLASSAIRE W/O 0243.	Ken Hill	
				1470738 AP	
			Page Total	All Repair Data Must Bear the Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.	
			Brought Forward		
			Total to Date		

ENGINE LOG SERIAL No. _____

DATE OCT 93	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
10-20-93			AIRCRAFT TACH + TOTAL 1853 HRS. ENGT 2467. Time SMOH (Lyc) 88 HRS. OIL CHANGE, 7 QTS A& 15W/50 AD. Compression & Tuning Checks O.K. Ground Run-up O.K. Classaire w/o 0262. ENGINE Manufacturers service data, Bulletins, Letters, etc. not complied with unless noted or coincidental to AD's or other maintenance.		
			I certify this ENGINE been inspected in accordance with <u>an ANNUAL</u> inspection procedure and was determined to be in an satisfactory condition. Ken Hill CALL "CLASSAIRE" KEN HILL 205-773-8267 1470738 AP/IA		
			Page Total	All Repair Data Must Bear the Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.	
			Brought Forward		
			Total to Date		

ENGINE LOG

SERIAL No. _____

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
3-5-94			Tach 1907 change oil 7QTS A\$ 15W/50 Harvey Green 425431407		
7-27-94			Tach 1956.8 change oil 7QTS 15W/50 Harvey Green 425431407		
10/13/94			TACH 2007 HRS. CHANGE OIL & CLEAN OIL SCREEN. 7 QTS ARDShell 15W/50 AD. Ground Run-Up O.K. Classfire w/o 0368. Ken Hill 1470738 AP		
10/29/94			TACH 2039 HRS. CHANGE OIL. 7 QTS A\$ 15W/50 AD. Ken Hill 1470738 AP		
			Page Total	All Repair Data Must Bear the Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.	
			Brought Forward		
			Total to Date		

ENGINE LOG SERIAL No. _____

DATE '94	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
11-03-94			AIRCRAFT TACH & TOTAL 2039 HOURS. ENGINE TOTAL TIME 2653 HRS. TIS/SMOH (LYC O/H) 274 HOURS. Compression & Timing Checks O.K. Service & Rotate Spark Plugs. Ground Run- up O.K. Ref Classaire w/o 0368.		
			Manufacturers service data, Bulletins, Letters, etc. not complied with unless noted or coincidental to AD's or other maintenance.	I certify this <u>Engine</u> been inspected in accordance with an <u>Annual</u> inspection procedure and was determined to be in an <u>airworthy condition</u>	
				CALL "CLASSAIRE" 205-773-8267	KEN HILL 1470738 AP/IA
			Page Total	All Repair Data Must Bear the Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.	
			Brought Forward		
			Total to Date		

ENGINE LOG

SERIAL No. _____

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
1-14-95			TACH 2088.1 REMOVED LEFT MAG AND INSTALLED A SERVICEABLE 4271 SLICK MAG ENGINE RUN UP AND RETURNED TO SERVICE Ken Eders Atf 42902884		
1-17 95			Tach 2093 change oil A\$15W50 AD 7QTS Barney Brown 425431407		
			Page Total	All Repair Data Must Bear the Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.	
			Brought Forward		
			Total to Date		

ENGINE LOG SERIAL No.

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
4-7-95	TACH		2141. Change Oil & Clean Screen. 7 QTS AED Shell 15W/50 AD. Ground Run-up OK. Ken Hill 1470738H REF Closure w/o 0424.		
8/18/95	TACH	2184	TF 218 TSMO 419 See A/F log book for replaced vacuum pump this date See Serial A/P 418418971		
Page Total			All Repair Data Must Bear the Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.		
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Total to Date					

ENGINE LOG

SERIAL No. _____

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
9/13/95	Tach	2216	HRS. Change oil. 7 QTS A\$15W/50 AD. W/O AM 8. Ken Hill 1470238 AP.		
9/27/95					
11/27/95	Tach	2248	HRS. ENG 483 HRS SMOH (BY LYCOMING) Compression & Timing checks OK. INSTALL NEW REM 40 E Spark Plugs. Visual insp & Run-up OK.		
Manufacturers service data, Bulletins, Letters, etc. not complied with unless noted or coincidental to AD's or other maintenance.			I certify this ENGINE (ENG T.T. 2862) has been inspected in accordance with an <u>Annual</u> inspection procedure and was determined to be in an <u>airworthy</u> condition.		
Page Total			All Repair Data Must Bear the Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.		
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Total to Date					

KEN HILL
1470738 AP/IA

ENGINE LOG

SERIAL No.

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ENGINE LOG

SERIAL No. _____

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
11/25/96			Aircraft Total Time 2296 HRS. ENGINE T.T. 2910. 531 HRS SINCE O/H/C BY LYCOMING. CHANGE OIL & CLEAN SCREEN (O.K.) SERVICE WITH 7015 A\$15W/50 AD. COMPRESSION & TIMING O.K. SERVICE SPARK PLUGS. (NOTE: Lyc AD 916-23-03 N/A BY DATE). Wash engine & Ground Run-up O.K.		

Manufacturers service data, Bulletins, Letters, etc. not complied with unless noted or coincidental to AD's or other maintenance.

I certify this ENGINE has been inspected in accordance with ANNUAL inspection procedure and was determined to be in an airworthy condition 11/25/96

Ken Hill
KEN HILL
1A70738 AP/1A

Page Total
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Total to Date

All Repair Data Must Bear the Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.

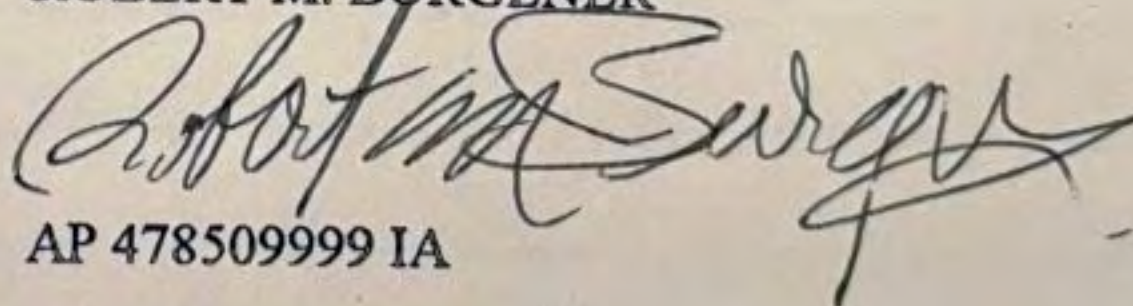
SOUTHERN SKIES AVIATION

LYC. O-360-A1A SN# L-25692-36A

24 APR. 97 TACH. TIME 2329.19 SMOH 564.19 TT 2943.52

REMOVED CARBURETOR PN# 10-4164-1 TO BE O'HAULED BY CONSOLIDATED FUEL SYSTEMS. REINSTALL CARBURETOR SEE YELLOW TAG. RAN ENG. AND ADJ. CARBURETOR ENG. RAN OK. RETURNED AIRCRAFT TO SERVICE.

ROBERT M. BURGNER



AP 478509999 IA

Total to Date

ENGINE LOG

SERIAL No. _____

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
5/20/97			Tach 2351. Oil change 8qts 15w50 AeroShell checked screens. Operational check - O.K. No leaks oil pressure and temperature normal Range.	Lee E. Estes	
				PPL # 436437682	
9-10-97			Tach 2402.8 TT50H 637.8 oil changed. Serviced with 8QTS AeroShell 15W50. Removed oil SCREEN, Inspected, Cleaned + Reinstalled. Engine Run up Completed No leaks noted End	Richard E. McGowan	APP 409606201
			Page Total	All Repair Data Must Bear the Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.	
			Brought Forward		
			Total to Date		

ENGINE LOG SERIAL No. _____

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
9-10-97			Tach 2402.8 AD 97-15-11 NA By Ser No.		
			Piston Pin Failure PN LW-14077	Rehul Singh	
				AF 409606201	
12/18/97			Routine preventive maint & service. Compression & Timing checks O.K. Service & ROTATE SPARK PLUGS. VISUAL Insp & RUN-UP O.K. (Oil change not due). ENG TIME SINCE LYCOMING O/H 6664 HOURS. (TOTAL ENG TIME 3043) ACFT TACH & TOTAL 2429 HRS.	Kent Hill	
				1470738 ACP	
			Page Total	All Repair Data Must Bear the Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.	
			Brought Forward		
			Total to Date		

DATE

12-22

ENGINE LOG

SERIAL No. _____

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
12-22-97			ENG TOTAL TIME 3043. TIS/SINOM (LYC) 664 HRS. (ACFT TACH & TOTAL 2429 HRS).		
			Manufacturers service data, Bulletins, Letters, etc. not complied with unless noted or coincidental to AD's or other maintenance.	I certify this <u>Engine</u> has been inspected in accordance with a <u>Annual</u> inspection procedure and was determined to be in an airworthy condition.	
				<u>Ken Hill</u>	
				KEN HILL	
				1470738 AP/IA	
			Page Total	All Repair Data Must Bear the Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.	
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			Total to Date		

SOUTHERN SKIES AVIATION

LYCOMING 0-360-A1A SN# L-25692-36A

10 FEB. 99

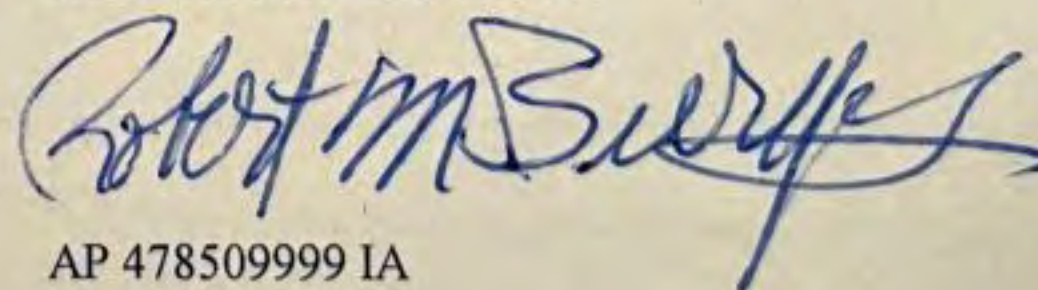
TACH. TIME 2508.79

SMOH 743.79

TT 3122.79

PERFORMED AN ANNUAL INSPECTION IN ACCORDANCE WITH THE CESSNA SERVICE MANUAL ON THE ENGINE. DRAINED ENGINE OIL AND SERVICE WITH 8 QTS. OF AEROSHELL 15W50 REMOVED OIL SCREEN, CLEAN AND REINSTALLED NO METAL NOTED AT THIS TIME. COMP. TEST (HOT) #1 72/80 #2 72/80 #3 73/80 #4 71/80. CLEAN ENGINE COMPARTMENT WITH SOLVENT. RAN ENGINE FOR OPS. CHECK AND LEAK CHECK NONE NOTED. I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.

ROBERT M. BURGNER



AP 478509999 IA

LICENSE
NUMBER

Total to Date

Assessment
Rating
Shown.

ENGINE LOG

SERIAL No. _____

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
24 Nov 92			Tach time 2586.65		
			Drain Eng and service with 8qt of Aeroshell		
			15W50 15W50. Removed oil screen, clean and		
			Reinstalled Ran Aircraft For leak ck		
			None noted at this time		

[Signature]
AP478509999

		Page Total	All Repair Data Must Bear the Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.
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		Total to Date	

ENGINE LOG

DATE

SOUTHERN SKIES AVIATION

LYCOMING 0-360-A1A SN# L-25692-36A

20 MAR. 2000

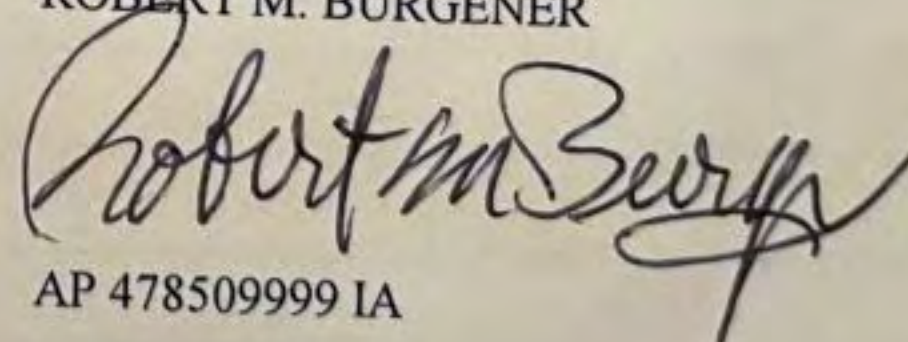
TACH TIME 2614.96

SMOH 849.96

TT 3228.99

PERFORMED AN ANNUAL INSP. IN ACCORDANCE WITH THE CESSNA SERVICE MANUAL ON THE ENGINE. DRAINED ENGINE OIL AND SERVICE WITH 8 QTS OF AEROSHELL 15W50. REMOVED OIL SCREEN, CLEAN AND REINSTALLED NO METAL NOTED AT THIS TIME. COMP. TEST (HOT) #1 75/80 #2 76/80 #3 76/80 #4 75/80 REPL. ALL FOUR EGT PROBE PN# 7B-2DWK. I CERTIFY THAT THIS ENGINE HAS BEEN INSP. IN ACCORDANCE WITH AN ANNUAL INSP. AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.

ROBERT M. BURGNER



AP 478509999 IA

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ENGINE LOG

SERIAL No. _____

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			
14 ²⁰⁰⁰ June 2062	7	16	Drain Eng oil and service with 8qt of Aeroshell 15W50. Removed oil screen clean and Reinstalled No metal Noted at this time Aircraft Return to service Robert M. Surges		
15 ²⁰⁰⁰ Sept. 2062	4	54	Eng Insp Eng AD 2000-18-53 Does not Apply Oil Filter not Installed Aircraft has oil screen	Robert M. Surges	AP478509999 IA
Page Total			All Repair Data Must Bear the Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.		
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Total to Date					

ENGINE LOG SERIAL No.

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ENGINE LOG

DATE

TIME

SERIAL No. _____

SOUTHERN SKIES AVIATION

LYCOMING 0-360-A1A SN# L-25692-36A

20 MAR. 2000

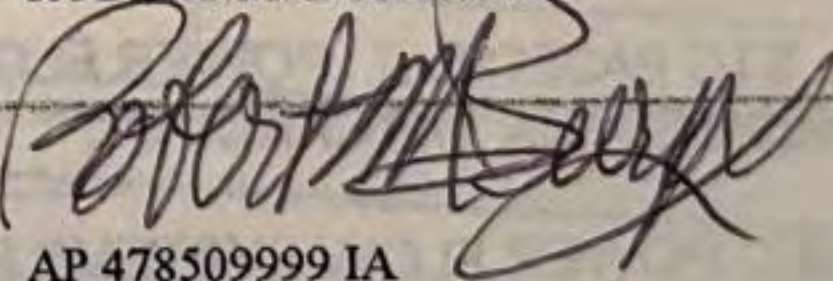
TACH TIME 2614.96

SMOH 849.96

TT 3228.99

PERFORMED AN ANNUAL INSP. IN ACCORDANCE WITH THE CESSNA SERVICE MANUAL ON THE ENGINE. DRAINED ENGINE OIL AND SERVICE WITH 8 QTS OF AEROSHELL 15W50. REMOVED OIL SCREEN, CLEAN AND REINSTALLED NO METAL NOTED AT THIS TIME. COMP. TEST (HOT) #1 75/80 #2 76/80 #3 76/80 #4 75/80 REPL. ALL FOUR EGT PROBE PN# 7B-2DWK. I CERTIFY THAT THIS ENGINE HAS BEEN INSP. IN ACCORDANCE WITH AN ANNUAL INSP. AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.

ROBERT M. BURGNER



AP 478509999 IA

SIGNATURE

Total to Date

Must Bear the Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.

ENGINE LOG SERIAL No. _____

TIME	
Hrs.	Min.

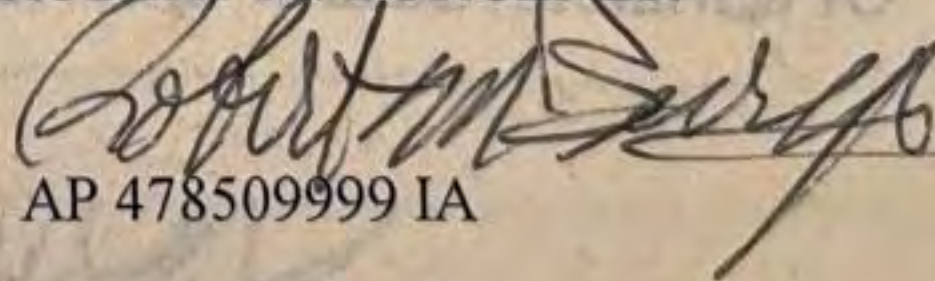
SOUTHERN SKIES AVIATION

LYCOMING 0-360-A1A SN# L-25692-36A

22 MAY 2002 TACH TIME 2798.86 SMOH 1033.86 TT 3412.89

PERFORMED AN ANNUAL INSP. IN ACCORDANCE WITH THE CESSNA SERVICE MANUAL ON THE ENGINE. DRAINED ENGINE OIL AND SERVICE WITH 8 QTS OF AEROSHELL 15W50. REMOVED OIL SCREEN, CLEAN AND REINSTALLED NO METAL NOTED AT THIS TIME. COMP. TEST (HOT) #1 76/80 #2 75/80 #3 76/80 #4 74/80 REPL. I CERTIFY THAT THIS ENGINE HAS BEEN INSP. IN ACCORDANCE WITH AN ANNUAL INSP. AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.

ROBERT M. BURGNER



AP 478509999 IA

SIGNATURE

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Total to Date

Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.

ENGINE LOG SERIAL No.

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SOUTHERN SKIES AVIATION

LYCOMING 0-360-A1A SN# L-25692-36A

27 MAY 03 TACH TIME 2856.06 SMOH 1091.06

TT 3470.09

PERFORMED AN ANNUAL INSP. IN ACCORDANCE WITH THE CESSNA SERVICE MANUAL ON THE ENGINE. CK MAG. TIMING TO ENGINE. REMOVED SPARK PLUG CLEAN, INSP, TESTED AND REINSTALLED. COMP. TEST (HOT) #1 76/80 #2 76/80 #3 78/80 #4 77/80. I CERTIFY THAT THIS ENGINE HAS BEEN INSP. IN ACCORDANCE WITH AN ANNUAL INSP. AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.

ROBERT M. BURGNER

AP 478509999 IA

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of a Certificated Mechanic
and Certificate Number ML

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SOUTHERN SKIES AVIATION

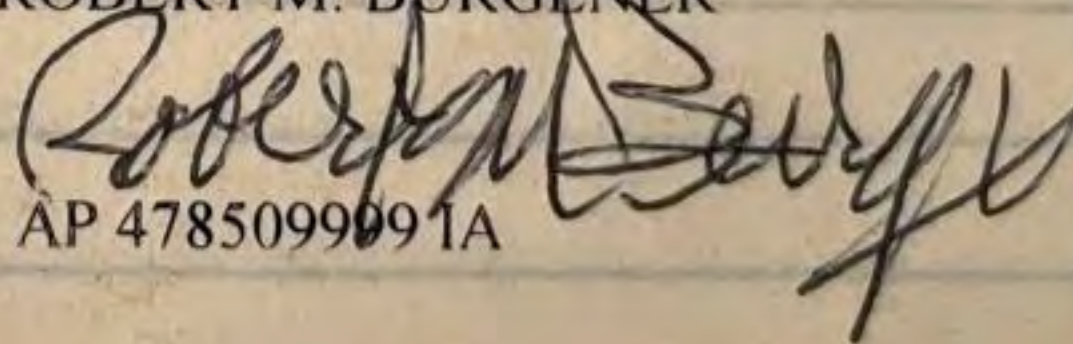
LYCOMING 0-360-A1A SN# L-25692-36A

12 JULY 04 TACH TIME 2915.84 SMOH 1150.84

TT 3529.87

PERFORMED AN ANNUAL INSP. IN ACCORDANCE WITH THE CESSNA SERVICE MANUAL ON THE ENGINE. CK MAG. TIMING TO ENGINE. REMOVED SPARK PLUG CLEAN, INSP, TESTED AND REINSTALLED. COMP. TEST (HOT) #1 77/80 #2 75/80 #3 77/80 #4 76/80. I CERTIFY THAT THIS ENGINE HAS BEEN INSP. IN ACCORDANCE WITH AN ANNUAL INSP. AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.

ROBERT M. BURGNER



AP 47850999 1A

Page Total

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All Repair Data Must
of a Certificated Me
and Certificate Number

ENGINE LOG SERIAL No. _____

SOUTHERN SKIES AVIATION

LYCOMING 0-360-A1A SN# L-25692-36A

13 AUG. 05 TACH TIME 3001.03 SMOH 1236.04 TT 3615.07

PERFORMED AN ANNUAL INSP. IN ACCORDANCE WITH THE CESSNA SERVICE MANUAL ON THE ENGINE. DRAIN ENGINE OIL AND SERVICE WITH 8qt OF AEROSHELL 15W50. REMOVED OIL SCREEN INSP. CLEAN AND REINSTALLED. CHECK MAG. TIMING TO ENGINE. REMOVED SPARK PLUG CLEAN, INSP. TESTED AND REINSTALLED. COMP. TEST (HOT) #1 79/80 #2 78/80 #3 79/80 #4 76/80. I CERTIFY THAT THIS ENGINE HAS BEEN INSP. IN ACCORDANCE WITH AN ANNUAL INSP. AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.

ROBERT M. BURGNER

AP 478509999 IA

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of a Certificated Mechanic, and his Rating
Endorsement
Must be Shown.

ENGINE LOG SERIAL No. _____

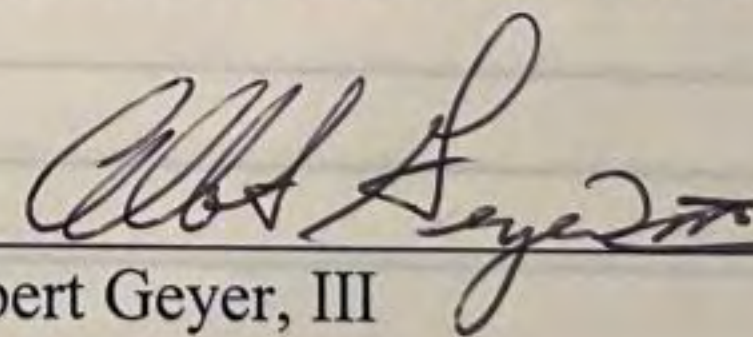
DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			

Tach: 3041.0

Oil Change Due - Changed oil, removed oil screen and cleaned, reserviced with 8 quarts
 Aeroshell 15-50 Oil; Outboard Landing Light Inoperable - Replaced with GE 4509 lamp; Flap
 Follow-Up Cable Drags - Replaced with cable P/N S488567 and casing P/N S990002; Fuel
 Leak in Right Hand Wing Tank - Repaired fuel leak; Carburetor Heat Rod End Worn Out -
 Replaced rod end

March 2, 2006

Date



Albert Geyer, III
 A&P 259746730

		Page Total
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		Total to Date

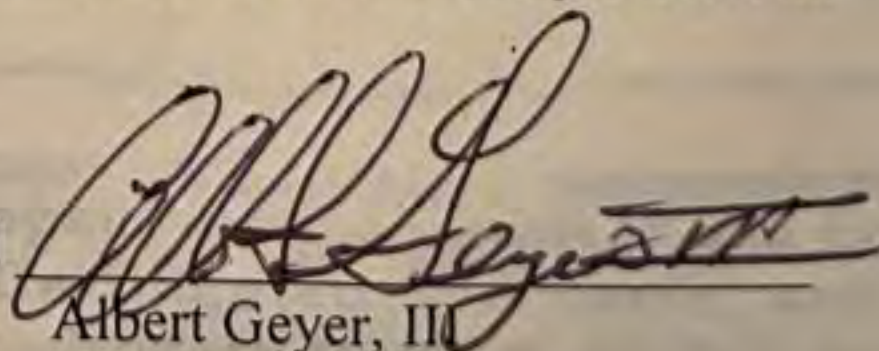
All Repair Data Must Bear the Endorsement
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 and Certificate Number MUST be Shown.

August 30, 2006 Tach & AFTT: 3107.02

TSMOH Engine & TTProp: 1342.02 ETT: 3721.35

Annual Inspection Due - Completed; Compression Check - 1. 74/80; 3. 75/80; 2. 74/80; 4. 74/80; Oil Change Due - Drained oil, removed oil screen and cleaned, re-serviced with 8 quarts Aeroshell 15-50 oil; Hole worn in Scat Hose at Carburetor Heat - Replaced 2" x 36" scat hose; Baffling at Firewall Worn Out - Replaced rubber baffling material; Both Main Tires Worn Out - Replaced tires with 2 Condor Tires 600 x 6 6Ply; Landing Light Kick Out Circuit Breaker - Circuit breaker weak, replaced with new unit P/N: W58XC4C12A20; Gear Leg Fairing Cracked - Repaired; Fuel Drain Push/Pull Cable Stiff - Repaired; Aircraft Battery Post Corroded - Repaired; ELT Batteries Expired - Inspected IAW FAR 91-207(d), replaced batteries. Batteries due to expire August 2007; FOD Found in Control Pulleys - Removed FOD; Fuel Leak Right-Hand Tank - Drained fuel, repaired leak; Dust Felt Missing Right-Hand Main Gear - Replaced; Carburetor Air Box Rivets Worn Out and Missing - Repaired; Aircraft Dirty - Degreased engine, cowling, and belly, washed aircraft; Spark Plugs Worn Out - Replaced with 8 Champion REM 40E spark plugs; Corrosion Left-Hand Wing Panel and Rivets Missing - Replaced rivets, cleaned, primed, and painted; **AD 87-20-03 R2 (Seat Tracks)** - C/W by visual inspection. Due next August 2007; **AD 98-02-08 (Crankshaft Corrosion)** - C/W by visually inspecting the inside diameter of the crankshaft for corrosion pits in accordance with Textron Lycoming Mandatory Service Bulletin No. 505B, dated December 1, 1997. None found. Mailed report in accordance with paragraph (e) of this AD. Due next 5 years = September 2011 or at next engine overhaul, whichever is first; **AD 76-07-12 R1 (Bendix Switches)** - C/W by operational check. Checks ok. Due next 3207.02 Tach; I certify that this engine ~~airframe~~ has been inspected in accordance with an annual inspection and determined to be in airworthy condition.

Signed


Albert Geyer, III

I.A. 259746730

CENSE
UMBER

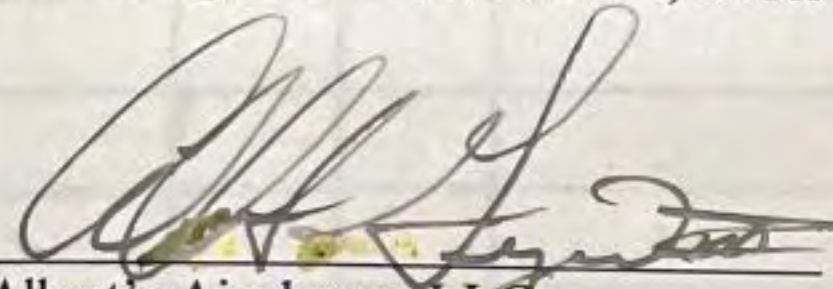
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ENGINE LOG SERIAL No. _____

DATE	TIME		REPAIRS - ADJUSTMENTS - SERVICE - REMARKS	SIGNATURE	LICENSE NUMBER
	Hrs.	Min.			

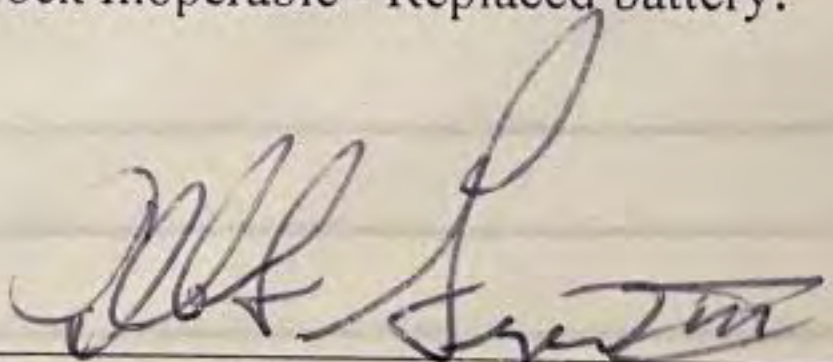
March 21, 2007 Tach: 3160.48

Oil Change Due - Drained oil, re-serviced with 7 quarts Aeroshell 15-50 oil; EGT not working properly - Repaired EGT.


 Albert's Airplanes, LLC
 Albert Geyer, III
 A&P 259746730

January 10, 2007 Tach: 3124.9

Oil Change Due - Drained oil, checked oil screen for metal - none found at this time. Re-serviced with 6 quarts Aeroshell 15-50 oil; Fuel Drain Leaks - Replaced fuel drain with new Flush Drain Valve P/N: F-391-82; Clock Inoperable - Replaced battery.


 Albert Geyer, III
 Albert's Airplanes, LLC
 A&P 259746730

Page Total

Brought Forward

Total to Date

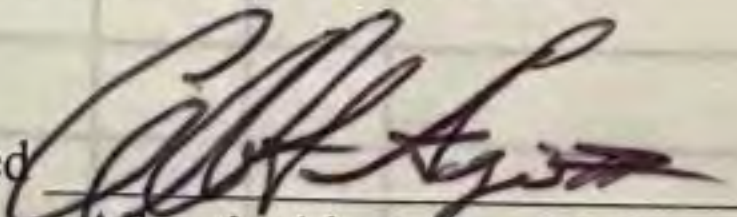
and Certificate Number MUST be Shown.

ENGINE LOG SERIAL NO.

September 18, 2007 Tach/AFTT: 3210.79 ETT: 3825.12 TSOHengine/TSNprop: 1445.79

- Annual Inspection Due - Completed; Compression - 78/80; 3. 78/80; 2. 76/80; 4. 76/80; Oil Change Due - Drained oil and checked oil screen for metal - None found. Re-serviced with 8 quarts Aeroshell 15-50; ELT Inspection Due - Inspected i/a/w FAR 91-207(d) checked for security and proper operation. Batteries due to expire September 2008; Brake Pads Worn Beyond Limits - Replaced with 4 Cleveland Brake Linings P/N: 66-105; Nose Wheel Tire Worn Beyond Limits - Replaced with new Condor Tire 500-5 6 ply; Gascolator Leaks - Replaced fuel strainer seal kit, cleaned bowl and screen; Courtesy Light Switch and Bulbs Inoperable - Replaced Courtesy Switch P/N: LT07-37606 and 2 Courtesy Lamps P/N: LT04-46599; Owner Requested Nose Wheel Pants Painted - Repaired fiberglass, sanded, primed, and painted; Aircraft Dirty - De-greased engine, cowlings, and belly. Washed aircraft; **AD 87-20-03 R2 (Seat Tracks) - C/W by inspection. Due next September 2008; AD 98-02-08 (Corrosion Pits in I.D. of Crankshaft) - P/C/W 09-01-2006 @ 1342.02 TSOH, by visually inspecting the inside diameter of the crankshaft for corrosion pits in accordance with Textron Lycoming Mandatory Service Bulletin No. 505B, dated December 1, 1997. None found. Mailed report in accordance with paragraph (e) of this AD. Due next September 2011 or at next engine overhaul; 76-07-12 (Bendix Switches) - C/W by operational check. Due next 3310.79 Tach. I certify that this engine/~~airframe/propeller~~ has been inspected in accordance with an annual inspection and determined to be in airworthy condition.**

Signed


Albert's Airplanes, LLC
Albert Geyer, III
I.A. 259746730

Total to Date

All Repair Data Must Be Entered in Logbook of a Certificated Mechanic and the Name and Certificate Number Must Be Signed

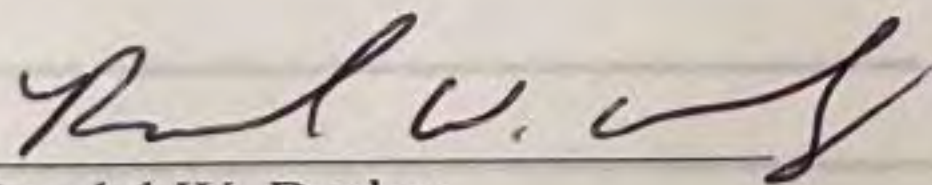
DATE _____

Service Bulletins, Letters, Instructions & A D Notes

October 16, 2008 Tach/AFTT: 3242.0 ETT: 3856.33 TSOHengine/TSNprop: 1477.0

Annual Inspection Due - Completed; Compression - 78/80; 3. 78/80; 2. 78/80; 4. 78/80; Oil Change Due - Drained oil and checked oil screen for metal - None found. Re-serviced with 8 quarts Aeroshell 15-50; ELT Inspection Due - Inspected i/a/w FAR 91-207(d) checked for security and proper operation. Batteries due to expire September 2009; Serviced Gascolator - Replaced fuel strainer seal kit, cleaned bowl and screen; Replaced air filter BA-5605; replaced central vac filter D9-14-5 and garter filter BA3-5-1. Replaced o-rings in primer; Aircraft Dirty - De-greased engine, cowling, and belly. Washed aircraft; **AD 87-20-03 R2 (Seat Tracks) - C/W by inspection. Due next October 2009; AD 98-02-08 (Corrosion Pits in I.D. of Crankshaft) - P/C/W 09-01-2006 @ 1342.02 TSOH, by visually inspecting the inside diameter of the crankshaft for corrosion. Due next September 2011 or at next engine overhaul; 76-07-12 (Bendix Switches) - C/W by operational check. Due next 3342.0 Tach.** I certify that this engine/airframe/propeller has been inspected in accordance with an annual inspection and determined to be in airworthy condition.

Signed



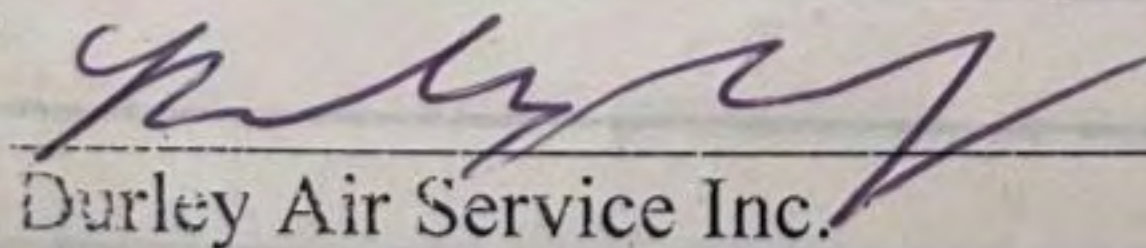
Randal W. Durley

Durley Air Service Inc.

327628025IA

N29474 Tach: 3261.26 Date 05-19-2009

Drained Oil, Checked Screen no metal found Serviced with 8 Qts
Aeroshell 15W50. Leak check OK



Durley Air Service Inc.

Randal W. Durley

A/P 327628025

DATE _____

Service Bulletins, Letters, Instructions & A D Notes

November 16, 2009 Tach/AFTT: 3277.79 ETT: 3892.12 TSOHengine/TSNprop: 1512.79

Annual Inspection Due - Completed; Compression - 78/80; 3. 79/80; 2. 78/80; 4. 78/80; Oil Change Due - Drained oil and checked oil screen for metal - None found. Re-serviced with 8 quarts Aeroshell 15-50; ELT Inspection Due - Inspected i/a/w FAR 91-207(d) checked for security and proper operation. Batteries due to expire October 2010; Serviced Gascolator - Replaced fuel strainer seal kit, cleaned bowl and screen; Repaired battery box. Serviced battery. Sealed right fuel tank. Replaced air filter BA-5605; Replaced garter filter BA3-5-1. Installed Davtron M800-14B Removed existing Clock no change to weight and balance Aircraft Dirty - De-greased engine, cowling, and belly. Washed aircraft; **AD 87-20-03 R2 (Seat Tracks) - C/W by inspection. Due next November 2010; AD 98-02-08 (Corrosion Pits in I.D. of Crankshaft) - P/C/W 09-01-2006 @ 1342.02 TSOH, by visually inspecting the inside diameter of the crankshaft for corrosion. Due next September 2011 or at next engine overhaul; 76-07-12 (Bendix Switches) - C/W by operational check. Due next 3377.79 Tach. AD 2008-10-02 N/A not installed.** I certify that this ~~airframe~~ ^{ENGINE} has been inspected in accordance with an annual inspection and determined to be in airworthy condition.

Signed _____

Randal W. Durley
Durley Air Service Inc.
327628025IA

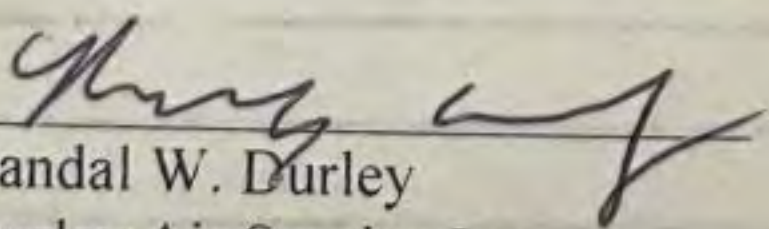
DATE _____

Service Bulletins, Letters, Instructions & A D Notes

January 11, 2011 Tach/AFTT: 3289.95 ETT: 3904.28 TSOHengine/TSNprop: 1524.95

Annual Inspection Due - Completed; Compression - 76/80; 3. 75/80; 2. 74/80; 4. 76/80; Oil Change Due - Drained oil and checked oil screen for metal - None found. Re-serviced with 8 quarts Aeroshell 15-50; ELT Inspection Due - Inspected i/a/w FAR 91-207(d) checked for security and proper operation. Changed batteries next dur 01-12; Serviced Gascolator - Replaced fuel strainer seal kit, cleaned bowl and screen; Replaced broken nut plate at rudder stop. Serviced battery. Replaced air filter BA-5605; Replaced garter filter BA3-5-1. Replaced D-9-14-5 Central Vac Filter. Replaced 3" Scat hose. Installed new Strut O-Rings and seals. Replaced seals in Shimmy dampener. Replaced gear strut fairings. Aircraft Dirty - De-greased engine, cowlings, and belly. Washed aircraft; **AD 87-20-03 R2 (Seat Tracks) - C/W by inspection. Due next January 2012; AD 98-02-08 (Corrosion Pits in I.D. of Crankshaft) - P/C/W 09-01-2006 @ 1342.02 TSOH, by visually inspecting the inside diameter of the crankshaft for corrosion. Due next September 2011 or at next engine overhaul; 76-07-12 (Bendix Switches) - C/W by operational check. Due next 3389.95 Tach.** I certify that this ~~airframe~~ ^{Engine} has been inspected in accordance with an annual inspection and determined to be in airworthy condition.

Signed _____


Randal W. Durley
Durley Air Service Inc.
34766521A

Date: Feb. 10, 2012

Aircraft # N-29474

Serial #

Tach: 3314

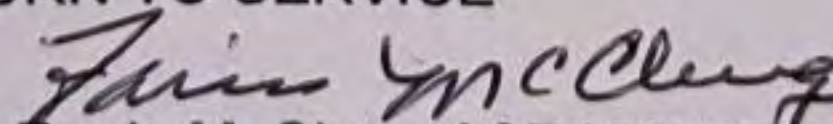
Total Time: 3314

SMOH: 1524.95

Comments:

run-up and compression check : #1 76/80 #3 76/80 #2 74/80 #4 72/80, oil changed screen inspected and cleaned, gasket replaced, plugs cleaned and gaskets replaced, mag timing checked , fuel screens inspected, #4 cylinder drain hose replaced, all hose clamps tightened, exhaust gaskets replaced, system inspected for leaks, starter replaced with ERZ-8011 Hartzell assembly sn. H-L111615 (new), CW AD 98-02-08 crank shaft corrosion inspection (sludge removed and bore checked for pitting and surface corrosion, none found, SLSTD 1211 plug installed) next inspection due Feb. 2017 or engine disassembly, engine run-up and leak check accomplished.

I CERTIFY THIS ENGINE WAS INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION AND IS APPROVED FOR RETURN TO SERVICE


Farris McClung A&P1708256



PROPELLER LOG BOOK



SENSENICH PROPELLER COMPANY
EAST AIRPORT ROAD
LANCASTER, PA 17601
USA

THIS LOG BOOK IS TO BE KEPT
WITH THE PROPELLER
FOR RECORDING OF ALL PROPELLER MAINTENANCE WORK PERFORMED

FIXED-PITCH METAL PROPELLERS INSTRUCTIONS FOR USE AND CARE

Supersedes previous Use & Care Instructions

Service Bulletins and Airworthiness Directives are not affected by these instructions

Your Sensenich propeller has been manufactured under closely controlled conditions to the approved design in accordance with the applicable **FAA** Regulations. Stamped on the propeller hub face are the Model and Serial Number, the Type Certificate Number, and the Production Certificate Number (Sensenich Propeller Company P.C. No. 1NE).

DO

1. Have your propeller installed by an A. & P. mechanic. For convenience, the proper installation bolt torque is shown on the blade decal near the hub. Always have blade track checked after the hub bolts are tightened. Note: Every propeller is accurately balanced at the factory. If the propeller-engine combination feels rough in flight, ask your mechanic to remove the propeller, rotate it 180 degrees on the engine crankshaft flange, and re-install. Again check blade track. This provides a means to verify that the crankshaft flange is true.
2. Inspect the blades of your propeller before each flight for nicks, cuts, and stone bruises. Have minor repairs* promptly performed by an A. & P. mechanic. If a crack is discovered, **THE PROPELLER MUST BE IMMEDIATELY REMOVED FROM SERVICE.**
3. Have major repairs* performed by an FAA Certificated Propeller Repair Station or by the factory.
4. Conform to applicable RPM limitations and periodically have your tachometer checked for accuracy.
5. Frequently wipe the propeller blades clean with an oily rag. This oily wipe will remove corrosive substances, and the oily residue will repel water and corrosives.
6. The recommended flight-time between reconditioning for your Sensenich fixed-pitch metal propeller is One Thousand hours PROVIDED IT HAS NOT RECEIVED PRIOR DAMAGE REQUIRING IMMEDIATE ATTENTION. This accomplishes the removal of fatigued surface metal and the accumulation of small nicks and cuts too numerous to be repaired individually.

- Do Not** permit installation of a propeller unless it is the model approved under the Aircraft Type Certificate or STC and has been obtained from a reliable source. **Beware** of a propeller of unknown service history.
- Do Not** push or pull on the propeller when moving an aircraft by hand.
- Do Not** run up your engine/propeller over loose stones or gravel.
- Do Not** paint over corroded or damaged blades. This hides the defect and may deter needed repair.
- Do Not** permit repair of blade damage by peening or welding. **These practices will lead to early blade failure.**
- Do Not** fly your aircraft under any circumstances before a thorough inspection by qualified personnel if the propeller has been subjected to impact.
- Do Not** have your propeller straightened except by an FAA Certificated Propeller Repair Station or the factory. Even partial straightening of blades for convenience of shipping to a repair station may cause hidden damage which, if not detected, could result in the return to service of a non-airworthy propeller. Report anything of this nature before repair is initiated.

***DEFINITIONS**

Minor Repair:

Rounding out a shallow nick or cut shall be considered a minor repair provided that the strength, weight, and stiffness of the blade is not materially affected.

Major Repair:

Major repairs to aluminum alloy propellers include diameter reduction (when permissible) to repair tip damage, repairs to deep cuts or nicks, and straightening of bent blades.

PROPELLER MAINTENANCE RECORD

PROPELLER MODEL M-76EMM5-

PROPELLER SERIAL NUMBER 28815K

TABLE OF PROPELLER ATT
Sensenich Metal Propellers (the proper to

PROPELLER SERIES**	BOLT DIA. (inches)	WRENCH TORQUE	
			n.-m.
69CK, M69CK (6 bolts) 72CK (6 bolts) 74CK, M74CK (6 bolts) 76AK, M76AK (6 bolts) 76AM6, M76AM (6 bolts) 74DM6, M74DM (6 bolts) * 74DR, M74DR (8 bolts)	3/8 (0.375)		32-34
74DM7 (6 bolts)	7/16 (0.4375)		54-61
72CC (6 bolts) 74DC, M74DC (6 bolts) 76EM8, M76EMM (6 bolts) * 80BM8, M80BMM (6 bolts)	1/2 (0.500)		81-88

← This Model prop is NOT what WAS installed ON 4-16-1993. This Model WAS MANUFACTURED ~~1958~~ between 1958 & 1959. The actual prop installed on 04-16-93 is **76EM855**, which was new in 1993. The actual prop was pulled to confirm correct Model. Also, owner Mr. Weir, confirmed he purchased a new prop in 1993 at Engine over-haul. *Lora Meyer*
2006 ANNUAL

*Not in production

**These are the basic propeller models. Spacer addition does not affect recommended wrench torque.

DESCRIPTION OF ALL OPERATIONS
PERTAINING TO AIRWORTHINESS DIRECTIVES,
SERVICE BULLETINS, SERVICE LETTERS,
& MINOR ADJUSTMENTS

DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
4/16/93	1765	Install this prop in Bessna 147 N29474 OPS Check OK	DAH24725117 Chuck Duh
11-3-94	ACFT TACH	Total 2039 HOURS. Annual WSP.	Ken Hill 1470738IA.
11/27/95	" "	" 2248 " "	" Ken Hill 1470738IA.
11/26/96	" "	" 2296 " "	" Ken Hill 1470738IA.
12/22/97	" "	" 2429 " "	" Ken Hill 1470738IA.
		TIS (INSTALLED 4/93) 664 HRS. REF ENTRY 12-01-97 NEXT PAGE.	

2

DESCRIPTION OF ALL OPERATIONS
PERTAINING TO AIRWORTHINESS DIRECTIVES,
SERVICE BULLETINS, SERVICE LETTERS,
& MINOR ADJUSTMENTS

DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
12-01-97.		Ref AD 69-09-03. Checked with Sensesnich (factory repair station) 1-800-462-3412 this date Dec 01, 97 Concerning Prop M76EMMS S/N 28815K. Advised by tech rep that subject prop (installed New April '93) with S/N having suffix "K" is in compliance with AD 69-09-03 & no additional WSP or rework is required. Ken Hill 1470738 A.P.	

SOUTHERN SKIES AVIATION

SENSENICH M-76EMMS SN# 28815K

10 FEB. 99

TACH. TIME 2508.79

TTSN 743.79

PERFORMED AN ANNUAL INSPECTION IN ACCORDANCE WITH THE CESSNA SERVICE
MANUAL ON THE PROPELLER. I CERTIFY THAT THIS PROPELLER HAS BEEN INSPECTED IN
ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY
CONDITION.

ROBERT M. BURGNER

Robert M. Burgner
AP 479509999 IA

3

DESCRIPTION OF ALL OPERATIONS
PERTAINING TO AIRWORTHINESS DIRECTIVES,
SERVICE BULLETINS SERVICE LETTERS

SOUTHERN SKIES AVIATION

SENSENICH M-76EMMS SN# 28815K

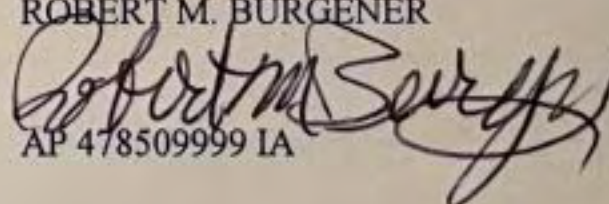
20 MAR. 2000

TACH. TIME 2614.96

TTSN 849.99

PERFORMED AN ANNUAL INSP. IN ACCORDANCE WITH THE CESSNA SERVICE MANUAL ON
THE PROPELLER. I CERTIFY THAT THIS PROPELLER HAS BEEN INSP. ACCORDANCE WITH AN
ANNUAL INSP. AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.

ROBERT M. BURGNER



AP 478509999 IA

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24

SOUTHERN SKIES AVIATION

SENSENICH M-76EMMS SN# 28815K

20 MAR. 2000

TACH. TIME 2614.96

TTSN 849.99

PERFORMED AN ANNUAL INSP. IN ACCORDANCE WITH THE CESSNA SERVICE MANUAL ON THE PROPELLER. I CERTIFY THAT THIS PROPELLER HAS BEEN INSP. ACCORDANCE WITH AN ANNUAL INSP. AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.

ROBERT M. BURGNER

AP 478509999 IA

SOUTHERN SKIES AVIATION

SENSENICH M-76EMMS SN# 28815K

22 MAY 2002 TACH. TIME 2798.86 TT 1033.86

PERFORMED AN ANNUAL INSP. IN ACCORDANCE WITH THE CESSNA SERVICE MANUAL ON THE PROPELLER. REPL. PROP SPINNER PN# 1750041-4. I CERTIFY THAT THIS PROPELLER HAS BEEN INSP. ACCORDANCE WITH AN ANNUAL INSP. AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.

ROBERT M. BURGNER

AP 478509999 IA

DESCRIPTION OF ALL OPERATIONS
PERTAINING TO AIRWORTHINESS DIRECTIVES,
SERVICE BULLETINS, SERVICE LETTERS,
& MINOR ADJUSTMENTS

(5)

DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
15 Apr 03	2841.87	Balance prop see Form 337 Date this Date By Dynamic Balance Service Aircraft Return to service	

[Signature]
A147832978914

Date APRIL 15/03

This aircraft has been dynamically balanced in accordance with AW-9511-2 The Smooth Propeller. The aircraft is approved for return to service. See work order for detailed information on balance order # 1515.

Dynamic Balance Service, Inc.
FAA Approved Repair Station
DYOR230Y

James M. Gaither

177
N29474

SOUTHERN SKIES AVIATION

SENSENICH M-76EMMS SN# 28815K

27 MAY 03 TACH. TIME 2856.06 TT 1091.06

PERFORMED AN ANNUAL INSP. IN ACCORDANCE WITH THE CESSNA SERVICE MANUAL ON THE PROPELLER. REPL. PROP SPINNER PN# 1750041-4. I CERTIFY THAT THIS **PROPELLER** HAS BEEN INSP. ACCORDANCE WITH AN **ANNUAL INSP.** AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.

ROBERT M. BURGNER

AP 478509999 IA

SOUTHERN SKIES AVIATION

SENSENICH M-76EMMS SN# 28815K

12 JULY 04 TACH. TIME 2915.84 TT 1150.84

PERFORMED AN ANNUAL INSP. IN ACCORDANCE WITH THE CESSNA SERVICE MANUAL ON THE PROPELLER. I CERTIFY THAT THIS **PROPELLER** HAS BEEN INSP. ACCORDANCE WITH AN **ANNUAL INSP.** AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.

ROBERT M. BURGNER

AP 478509999 IA

SOUTHERN SKIES AVIATION

SENSENICH M-76EMMS SN# 28815K

13 AUG. 05 TACH. TIME 3001.03 TT 1236.04

PERFORMED AN ANNUAL INSP. IN ACCORDANCE WITH THE CESSNA SERVICE MANUAL ON THE PROPELLER. I CERTIFY THAT THIS **PROPELLER** HAS BEEN INSP. ACCORDANCE WITH AN **ANNUAL INSP.** AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.

ROBERT M. BURGNER

AP 478509999 IA

