

4/H

THE **adlog**<sup>TM</sup> AIRCRAFT  
MAINTENANCE  
RECORDKEEPING  
SYSTEM

**ENGINE  
MAINTENANCE  
RECORDS**



# ENGINE MAINTENANCE RECORDS

Log No. 2

Aircraft Registration No. N7244Y

Engine Manufacturer Lycoming

Model IO-320-B1A

Serial No. L-291-55

Date installed on aircraft \_\_\_\_\_

Time Between Overhauls (TBO) \_\_\_\_\_ Hours

If used on multi-engine aircraft:

- |                                |  |
|--------------------------------|--|
| <input type="checkbox"/> Right | <input checked="" type="checkbox"/> Left |
| <input type="checkbox"/> Front | <input type="checkbox"/> Rear            |



(All applicable information must be filled in)

**AEROTECH PUBLICATIONS INC.**

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DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				<b>TOTALS</b> brought forward from previous page
1/9/07		1562.9		
9 Jan 07	3205.2	1010.2	1562.9	Changed oil & cleaned oil screen serviced with 15100W. By h/n A/P 2887303
31/07	3264.1	1020.4	1573.1	<p>I certify that this aircraft/engine/propeller was inspected IAW <u>Annual</u> inspection and determined to be in an airworthy condition.</p> <p>T.T. <u>3264.1</u> TACH <u>1573.1</u>  T.S.O. <u>1020.4</u> HOBBS <u>N/A</u></p> <p>Bryan Nixon A/P2887303 IA  Signature <u>B. Nixon</u> Date <u>1 / March / 07</u></p>
5/8/07	3240.12	1597.82		R+R #4 EXHAUST RISER P/N 23850-14 ADJUSTED IDLE MIXTURE.
				<p>MAINTENANCE RELEASE</p> <p>The aircraft, airframe, aircraft engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this repair station under Order No. <u>11118</u> Date <u>5/8/07</u></p> <p>Signed <u>[Signature]</u> for  Pensacola Aviation Center, Pensacola Regional Airport, Pensacola, FL 32513  Repair Station KRTR805F</p>
5-15-07		1601.		Replaced #3 Exh. Riser P/N 23850-11 with S/N 103497 A.W.I. Changed oil, cleaned screen, serviced with W100 AEROSHELL. Installed new SNIFFLE VALVES P/N 492-091. Ran up & Adj mixture. Installed (H) INTAKE GASKET P/N 71973. [Signature] A/P 3061232
				<b>SUB-TOTALS</b> this page
				<b>TOTALS</b> -Carry forward to next page



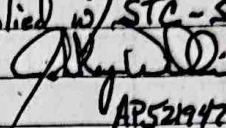
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				TOTALS brought forward from previous page
9-19-07		1639		Changed Oil & Cleaned screen. W100 Aeroshell. James H. Sella A&P 3061232
4-12-08	TTAF 3372.5	(1691) = LE 1681.5		 <p>Compression #1-25 to 3-72 CR ALL Cyl #2-76 to 4-74</p> <p>This Aircraft Engine has been serviced in accordance with the manufactures service manual &amp; specifications. Oil &amp; filter removed and replaced with <u>Aeroshell</u> WT. Filter # <u>Screens</u> Spark plugs <u>OK</u> New <u>Cleaned</u> Return to service</p> <p>Richard F. Sella A&amp;P-IA 1932983 Signature <u>Richard F. Sella</u></p>
				AD'S CURRENT THIS DATE 4-12-08
4-12-08	3372.5	(1691) LE 1681.5		 <p>I hereby certify that this Aircraft Engine/Propeller has been inspected IAW an <u>ANNUAL</u> inspection and found to be in an airworthy condition.</p> <p>Richard F. Sella A&amp;P-IA 1932983 Signature <u>Richard F. Sella</u></p>


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DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
<b>TOTALS</b> brought forward from previous page				

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 MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
4 Aug 2007				Installed GAMI injectors Kit #GL10 s/n 16703 #1 cyl p/n 627335GL-C #2 cyl p/n 627335GL-D #3 cyl p/n 627335GL-H #4 cyl p/n 627335GL-D IAW Instructions supplied w/ STC - SE 09445SC  AP5219472021A

Sun Aviation, Inc., Vero Beach, FL (VRB)

Date: 05/01/08

Left Engine Log


N7244Y

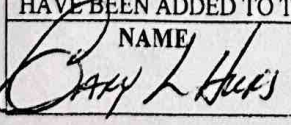

Hobbs: 1698.1

Aircraft SN: 30-269

Gapped and installed customer supplied spark plugs, P/N REM38S.

**MAINTENANCE RELEASE:** This aircraft, airframe, aircraft engine, propeller or appliance identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. All work was performed in accordance with applicable aircraft, engine and or appliance maintenance manuals and instructions. Pertinent details are on file at the repair station office, WO # 24571

Signature  CRS # ECWR470D  
 Sun Aviation, Inc, Municipal Airport, Vero Beach, FL 32961 (772) 562-9257

N7244Y LEFT ENGINE LOG BOOK ENTRY MODEL IO-320-B1A S/N L-291-55			
DATE 7/30/2009	TTIS 3444.42	TSMOH 1200.3	TACH 1753.42
I CERTIFY THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH THE PIPER & LYCOMING M.M. AND CURRENT FARs FOR AN ANNUAL INSPECTION AND IS IN AIRWORTHY CONDITION AT THIS TIME. INSPECTION FORMS AND WORK COMPLETED HAVE BEEN ADDED TO THE MAINTENANCE RECORDS			
NAME 	SIGNATURE 	CERT # 37A52701B1A	

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LEFT ENGINE

DATE: 8/10/2010 ; AIRCRAFT: N7244Y ; TYPE: PIPER PA-30; S/N 30-269; TOTAL TIME: 3455.26; LEFT ENGINE - TYPE: IO-320-B1A; S/N: L-291-55; TOTAL TIME: 3455.26; TSMOH: 1764.26; LEFT PROP- TYPE: HC-E2YL-2BSF; S/N: BG293; TOTAL TIME: 3455.26; TSMOH: 0.00; RIGHT ENGINE - TYPE: IO-320-B1A; S/N: L-669-55; TOTAL TIME: 3455.26; TSMOH: 1754.06; RIGHT PROP- TYPE: HC-E2YL-2BSF; S/N: BG250; TOTAL TIME: 3455.26; TSMOH: 0.00.

- INSPECTED ENGINE IAW AN ANNUAL INSPECTION WITH REFERENCE TO FAR 43 APPENDIX D AND TEXTRON LYCOMING EMM.
- CLEANED ENGINE AND PERFORMED RUN UP. INSPECTED FOR LEAKS AND GENERAL OVERALL CONDITION.
- PERFORMED COMPRESSION CHECK #1: 72/80 #2: 73/80 #3: 70/80 #4: 70/80.
- DRAINED CARBURATOR BOWL.
- CHECKED MAGNETO TIMMING, SET TO 25 DEGREE'S BTDC.
- REMOVED ALL SPARK PLUGS, CLEANED, INSPECTED, GAPPED AND REINSTALLED.
- INSPECTED ELECTRICAL WIRING FOR CHAFFING AND SECURITY.
- INSPECTED FLUID CARRYING HOSES.
- REMOVED GASCOLATOR, CLEANED, INSPECTED AND REINSTALLED.
- DRAINED OIL AND SERVICED WITH 7 QUARTS AEROSHELL W100 .
- REMOVED AND REPLACED OIL FILTER P/N CH48110-1. CUT OPEN FILTER FOR INSPECTION. NO ABNORMAL PARTICLES WERE FOUND AT THIS TIME.
- COLLECTED OIL SAMPLE FOR ANALYSIS.
- INSPECTED AND DRAINED OIL COOLER.
- INSPECTED CONDITION AND SECURITY OF ALL ENGINE ACCESSORIES.
- CLEANED INDUCTION AIR FILTER .
- VERIFIED AD COMPLIANCE THRU BI-WEEKLY ISSUE 2010-15.
- COMPLIED WITH AD 2002-26-1 NEXT DUE: T.T. 3555.26
- PERFORMED POST INSPECTION OPERATIONAL CHECK OF AIRCRAFT ENGINE SYSTEMS ALL WORKING NORMAL AT THIS TIME.

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IAW AN ANNUAL INSPECTION AND WAS FOUND TO BE IN AIRWORTHY CONDITION AT THIS TIME.

  
CHRISTOPHER T. REEVES A&P 3424570 IA


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Bay Minette Aircraft service

P.O. Box 1693

Bay Minette, AL. 36507

[bayminetteaircraft@att.net](mailto:bayminetteaircraft@att.net)

[www.bayminetteaircraft.com](http://www.bayminetteaircraft.com)

09-23-2011

N7244Y

Left Engine

Tach Time: 1785.93

Engine Total Time: 3476.93

Engine Time since overhaul: 1281.93

This Engine has been inspected as per Piper PA-30 and Lycoming Annual Inspection form, with the following repairs made. Complied with 100 hour replacement of bracket air filter element Part number BA-3, Performed as per Brackett Air filter ICA instruction as per STC. Vacuum pump Due 500 hour retirement at aircraft tach time: 1892.45, Complied with 500 hour magneto inspection on both Left and right magneto as per Unison slick repair and overhaul manual. No defects noted. 500 hour magneto inspection next due at aircraft tach time: 2285.93. Drained engine oil, removed oil screen checked for metal none noted, cleaned and installed oil screen, serviced Engine with 8 quarts of Aeroshell 100 oil. On inspection noted #2 inlet tube cracked due to exhaust pipe rubbing on inlet tube. Removed intake tube part# 61364, installed serviceable/ new intake tube part# 61364, removed #2 cylinder exhaust stack part# 23850-10, installed serviceable/ new exhaust stack part# 23850-10. Above performed as per Piper PA-30 Maintenance Manual chapter 71 and Lycoming IO-320 Direct Drive overhaul manual. Removed all spark plugs, cleaned and inspected all found to be within limits, installed all sparks plugs. No other defects noted.

Complied with AD'S as follows:

AD 99-04-04 Slick Magneto Impulse Coupling Inspection, complied with by inspection of impulse coupling as per Lycoming Mandatory Service Bulletin 537, dated November 20, 1998. No defects noted. Next due at aircraft total time: 3726.93.

AD 2003-14-03 Rotary Fuel Pump Relief Valve Screws, Complied with by torque check, as per Service Bulletin 529B, dated June 10, 2002. No defects noted. Next due aircraft total time: 3526.93 or March, 2012.

AD 2008-14-07 Externally Mounted Fuel Injection Lines, Complied with by inspection, as per Lycoming Mandatory Service Bulletin 342B dated April 27, 1999. Next due at Aircraft total time: 3576.93.

AD 2011-15-10 AFS Fuel Servo Diaphragm, N/A No fuel servo repairs made in date of question.

Above performed as per Piper PA-30 Maintenance Manual Chapter 71, and Lycoming IO-320 Direct Drive Overhaul Manual.

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

  
Randall Radford  
A&P3347203IA


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**Bay Minette Aircraft service**

01-26-2012

DATE

P.O. Box 1693

Bay Minette, AL. 36507

[bayminetteaircraft@att.net](mailto:bayminetteaircraft@att.net)[www.bayminetteaircraft.com](http://www.bayminetteaircraft.com)

N7244Y

left Engine

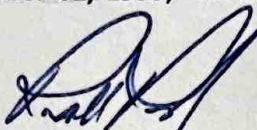
Tach Time: 1803.98

Engine Total Time: 3494.98

Engine Time since overhaul: 1299.98

On conformance inspection compliance with **AD 96-09-10** engine oil pump impeller, could not be verified with logbook research. Compliance with the AD was performed as follows; disassembled engine to gain access to engine oil pump impeller, inspection engine oil pump impeller in accordance with Lycoming Service Bulletin 524 dated September 01, 1995, This AD has been previously complied with by unknown person, date and Aircraft time at compliance also unknown. Engine assembled with serviceable/new gasket and locking hardware.

Above performed in accordance with Lycoming Direct Drive Overhaul Manual, Lycoming Service Bulletin 524 dated September 01, 1995, and AD 96-09-10 Lycoming engine oil pump impeller.



Randall Radford  
A&P3347203IA

**Blue Horizon Aviation**

12301 Airport Road  
Bay Minette, AL. 36507

11-08-2012

N7244Y

Left Engine

Tach Time: 1808.95

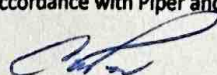
Engine Total Time: 3451.25

Engine TSO: 1249.40

S/N: L-291-55

205-705-4974

This Engine has been inspected as per Piper PA-30 and Lycoming Annual Inspection form, with the following repairs made. Drained engine oil, removed oil screen check for metal none noted, cleaned and reinstalled oil screen, serviced with 8 quarts of Aeroshell 15W50 oil. Removed all spark plugs, cleaned, gapped, inspected and found to be within limits. Re-installed all plugs. Replaced Brackett air filter. p/n: BA-3. C/W Magneto timing check good. Compression check C/W as follows: #1) 80/80 #2)79/80 #3)80/80 #4)68/80. Post run leak and operational check completed good. Engine times corrected this inspection. I certify that this aircraft has been inspected in accordance with Piper and Lycoming maintenance manuals and was determined to be in an airworthy condition.



Doran A Pedri  
A&P 3205413 IA

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**Blue Horizon Aviation**

4141 Jerry L Maygarden Road  
Pensacola, FL. 32504

17 Jan 2013

N7244Y

L/H Engine

Tach Time: 1820.58

Engine Total Time: 3462.88

Engine TSO: 1261.03

Engine S/N: L-291-55

205-705-4974

Engine running rough. Removed and replaced 8 each Spark plugs. p/n: UREM385. The following repairs were made. Above performed as per Piper and Lycoming IO-320 Maintenance Manuals. Post run and leak check completed good. No other defects noted.

I certify that this aircraft has been inspected and was determined to be in an airworthy condition.

**Blue Horizon Aircraft Maintenance**

4141 Jerry L. Maygarden Rd.

Pensacola, Fl. 32504

Phone: 850-433-6116

Fax: 850-433-6114

11/07/2013

Lycoming IO-320-B1A

Serial Number: L-291-55

Total Time: 3498.7

Left Tach: 1856.40

TSMOH: 1296.85

This Engine has been inspected as per Piper PA-30 100 Hr. inspection report with the following repairs made. Drained engine oil, removed oil filter, checked oil filter for metal none noted. Installed new oil filter part #CH48110-1 and serviced engine with 8 quarts of Aeroshell W100 oil. Removed, cleaned, inspected, tested and reinstalled spark plugs. Removed and replaced induction air filter. Removed, inspected, cleaned, and installed oil sump screen with new gasket. Cylinder compression checks as follows: #1) 70/80 #2) 78/80 #3) 70/80 #4) 66/80. Post inspection engine run and leak check complied with, checks good.

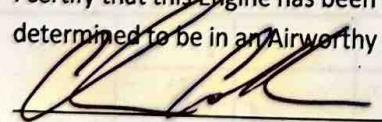
**Maintenance release/Return to service:** This aircraft, airframe, aircraft engine, propeller or appliance identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. All work was performed in accordance with applicable aircraft, engine and appliance maintenance manuals and instructions.



Christopher Collum AP3290616IA

Date: 11/07/13

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



Christopher Collum AP3290616IA

Date: 11/07/13



LEFT ENGINE ANN OAT

DESCRIPTION OF WORK PERFORMED—  
SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK

TOTALS brought forward from previous page

Trident Aircraft Maintenance, Inc.

4475 Jerlane  
Bastion, MD 21831  
Phone: 443-245-0780

DATE: 08 October 2014  
A/C TSN: 1941.89  
ENG TT: 1901.89  
TSMOH: 1382.34  
TACH: 1927.96

Left Engine Entries

(1) Cleaned all spark plugs and reinstalled with new gaskets. Torqued to 35 in lbs. Checked and reset timing on left magneto to 25 degrees. Torqued to 190 in lbs. Operational check found drop on both mags to be within limits.

1. Maintenance Release

The aircraft and component(s) on 17244 was inspected and found to be in accordance with current FAR/CFR of the Federal Aviation Regulations and was found airworthy for return to service.

DATE: 08 October 2014

SIGNED

Signature: [Signature] A&P 3330550

Work Order: 1678-10-2014

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ENGINE MAKE:  
IO-360-B1A  
ENGINE S/N: L-291-55  
REG: MD INT-447  
WORK ORDER:  
1769-11-2014



Trident Aircraft Maintenance, Inc.

4475 Jerlane  
Bastion, MD 21831  
Phone: 443-245-0780

DATE: 09 January 2015  
A/C TSN: 3584.19  
ENG TT: 1901.89  
TSMOH: 1382.34  
TACH: 1927.96

Left Engine Entries

(2) I certify that this engine has been inspected in accordance with a Annual inspection and was found to be in airworthy condition. Performed compression test #1-52.80 #2-77.80 #3-78.80 #4-78.80. Cleaned, inspected and rotated all spark plugs. Drained oil, replaced with 8 quarts of oil. Inspected oil screens for metal, none detected. Checked and set magneto timing 1AW engine placard. Complied with AD 2011-26-04 fuel line insp. next due 100hrs or next annual. Run up and leak check satisfactory. (8) Completed visual inspection of AD 2011-26-04 of fuel line injectors on left engine. (9) Replaced left engine #3 bottom spark plug and Tempest P/N UREM335. (14) Adjusted mount with new bolt. (15) Replaced left alternator belt with P/N 37B19774-325 and adjusted tension. Belt tension needs to be adjusted at 1925.89 hours. (16) Removed Alternate air cable at intake valve and shorten cable and reattached cable. Operational check found OK. (28) Removed prop and replaced crank shaft seal. Operational check found OK. (30) Staked #1 cylinder on L/H engine and compression was 64psi. (34) Cleaned L/H crank shaft sludge from inner crank shaft tube. (35) Removed L/H engine crank case vent tube from engine firewall and replaced with new tube.

DATE: 09 January 2015

SIGNED

Signature: [Signature] 3103550

Work Order: 1769-11-2014

Printed by EBIS 3 (datcomedia.com)

1 of 1

N7244Y Piper PA30 S/N: 30-269  
L Engine: Lycoming IO-320-B1A S/N: L-291-55  
Date: 1 March 2018 L Tach: 1941.89 R Tach: 1927.96  
Eng. TT: 3584.19 TSMOH: 1382.34

I certify that this Engine has been inspected In Accordance with an Annual Inspection and has been determined to be in airworthy condition. All work was performed as per the Piper PA30 Service Manual and Check Sheet. All AD's are complied with to this date and tach.

[Signature]  
Christopher David Collum

A&P/IA 3290616




N7244Y Lycoming IO-320-B1A S/N: L-291-55

Date: July 19, 2018

A/C Left Tach: 1941.80 L) Engine TT: 3584.10 L) TSMOH: 1382.25

This engine had been removed for overhaul. Disassembled and all parts to include the following: (crankcase, crankshaft, cam Shaft, connecting rods, crank gear, idler gears, cylinders and lifter bodies) were shipped out for re-certification at that time.

  
Stacy Blackburn 3318734A&P

N7244Y Lycoming IO-320-B1A S/N: L-291-55

Date: Oct. 1, 2018

A/C Left Tach: 1941.80 L) Engine TT: 3584.10 L) TSMOH: 1382.25

All parts have been returned from repair shop. All consumables parts Have been ordered and received. Cleaned the sump, accessory housing, Intake tube and flanges, oil returns push rods and push rod tubes, inspected and paint parts.

  
Stacy Blackburn 3318734A&P

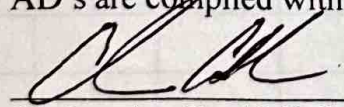
N7244Y Piper PA30 S/N: 30-269

Left Engine: Lycoming IO-320-B1A S/N: L-291-55

Date: 19 Dec. 2019 L Tach: 00.1 R Tach: 1928.79

Eng. TT: 3584.61 TSMOH: 1382.76

I certify that this Engine has been inspected In Accordance with an **Annual Inspection** and has been determined to be in airworthy condition. All work was performed as per the Piper PA30 Service Manual and Check Sheet. All AD's are complied with to this date and tach.


  
Christopher David Collum A&P/IA 3290616

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<b>N7244Y Lycoming 10-320-B1A S/N: L-291-55</b>				
<b>Date: Jan. 1, 2019</b>				
<b>A/C Left Tach: 1941.80 L) Engine TT: 3584.10 L) TSMOH: 1382.25</b>				
This engine has been assembled using the Lycoming Maintenance and Overhaul Manual. <b>See all yellow tags for re-certification information.</b> The following parts were installed new during this time:				
<b>(4) Chrome cylinder by J&amp;J Airparts</b>				
<b>(4) CC203 ring set,</b>				
<b>(4) 69603 intake hose,</b>				
<b>(4) SL11020M03 Main bearings</b>				
<b>(4) AEL75089 Pistons</b>				
<b>(4) AEL13790 Rocker shafts</b>				
<b>(8) AEL78027 Rod bolts</b>				
<b>(1) AEL-STD2213 Crank Gear Bolt</b>				
<b>(1) oil pump gears kit</b>				
<b>(1) gasket set,</b>				
<b>(2) 13889M03 Nose bearing</b>				
<b>(8) SL69373M003 Rod bearings,</b>				
<b>(4) 14077 Piston Pins,</b>				
<b>(8) AEL 12892 Thrust buttons,</b>				
<b>(8) SL12186 Rod Nuts</b>				
<b>(1) 78528 oil pump housing</b>				
<b>(4) STD-2180 oil return hose</b>				
All torques performed as per the torques specified in the Lycoming Overhaul Manual. Torque wrench 3/8 drive number: 4040917987, Torque wrench 1/4 drive number: 03870006015. Prime and paint this engine. This engine is ready to be installed on aircraft and finish out with the accessories and baffle. I certify that all work was performed using the Lycoming Maintenance and Overhaul Manual. This engine is ready to be installed on the right side of the aircraft.				
				
<b>Stacy Blackburn 3318734A&amp;P</b>				
				<b>SUB-TOTALS</b> this page
				<b>TOTALS</b> -Carry forward to next page



N7244Y Lycoming 10-320-B1A S/N: L-291-55

Date: Jan. 21, 2019

A/C Left Tach: 1941.80 L) Engine TT: 3584.10 L) TSMOH: 1382.25

Installed this engine on the right side of N7244Y using new engine mount rubber and hardware, used P/N's (4) J-9613-19 Lord mounts (4) AN7-50A Bolts (4) AN363-720 lock nuts. Installed the engine baffle. Re-installed the starter Sky-tek 149-12LS ; S/N: F2L-421132, installed new Alternator by Plane power Mod# 10-1051; S/N: H-R081405, re-installed the servo P/N: RSA-5AD1 mod# 2524145-12 S/N: 6886-20, performed 500 hour on the left and right magnetos and installed in the engine L) 4373 S/N: 07052588 and R) 4373 S/N: 95050271, installed a overhauled vacuum pump by Tempest P/N: 211CC ; S/N: 175698. Installed the ignition harness and (8) new spark Plugs. Installed the fuel divider, injection lines and fuel nozzles inspect and clamp fuel lines as per AD 15-19-07. Installed new engine hose kit provided by PHT, Inc. to include (oil cooler hoses, fuel hoses, manifold hose, prop governor hose and oil pressure hose). Installed the prop governor and secured oil hose, installed the prop with a new O-ring seal in the hub, torque And safety all mounting hardware. Installed Champion oil filter and (8qts) Philips 100AD motor oil, primed the engine oil system and primed the fuel system. I certify that the above listed work was performed using the Piper PA30 service manual. This engine is now ready for ground runs.

  
Stacy Blackburn 3318734A&P

N7244Y Piper Model#: PA30 S/N: 30-269

Date: 1 Dec. 2019 L) 1942.30 R) 1928.79

Write up: the left tach is sticking and jumps doing ground runs;  
Removed the left tach. Installed a new tach purchased from Air Parts of Lockhaven, the following times are as calculated:

Old tach: 1942.30

New tach: 00.0

A/C TT: 3633.30

Right engine: 3593.25 TSMOH: 1391.40

Left engine: 3584.60 TSMOH: 1382.75


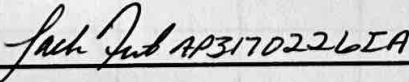
Right Prop: 3619.79 TSMOH: 164.53

Left prop: 3623.07 TSMOH: 167.51

I certify that the above listed work was performed using the Piper PA30 Service manual and the installation instructions and the above listed times were calculated from times recorded in the log books.

  
Stacy Blackburn 3318734A&P



DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
<b>TOTAL S brought forward from previous page</b>				
<p><b>N7244Y Piper PA30 S/N: 30-269</b>  <b>Left Engine: Lycoming IO-320-B1A S/N: L-291-55</b>  <b>Date: 19 Dec. 2019 L Tach: 00.1 R Tach: 1928.79</b>  <b>Eng. TT: 3584.61 TSMOH: 1382.76</b>  I certify that this Engine has been inspected In Accordance with an <b>Annual Inspection</b> and has been determined to be in airworthy condition. All work was performed as per the Piper PA30 Service Manual and Check Sheet. All AD's are complied with to this date and tach.</p> <p>  Christopher David Collum A&amp;P/IA 3290616</p>				
<p><b>N7244Y Piper Model PA30 S/N 30-269</b>  <b>Left Engine: Lycoming IO-320-B1A S/N L-291-55</b>  <b>03 Oct. 2022 Left Tach: 00.9 Eng. TT: 3585.05 TSMOH: 1383.21</b></p> <p>Performed an ANNUAL/100-hour inspection on this engine. Engine is with-in break-in period. and serviced with mineral oil. Oil change not required at this time. C/W AD2015-19-07 by visual and replacement of fuel manifold supply line. No other defects noted. C/W AD 2009-02-03 by visual and verifying letter "G" on servo. All engine compressions at 68/80 or greater. Adjusted mag to engine timing to 25 degrees BTC per engine data plate. All post op's and leak checks good. All AD's researched thru ATP and complied with to this date.</p> <p>I certify that this engine was inspected IAW an ANNUAL/100-hour inspection as per FAR 43 Appendix D and has been determined to be in an airworthy condition in regards to work performed.</p> <p>  Jack Frost A&amp;P3170226IA</p>				
				<b>SUB-TOTALS</b> this page
				<b>TOTALS</b> -Carry forward to next page







Left engine - ANN 001