

R/H

THE
adlog™
AIRCRAFT
MAINTENANCE
RECORDKEEPING
SYSTEM

**ENGINE
MAINTENANCE
RECORDS**



ENGINE MAINTENANCE RECORDS

Log No. 2

Aircraft Registration No. N72444

Engine Manufacturer Lycoming

Model IO-320-B1A

Serial No. L-669-55

Date installed on aircraft _____

Time Between Overhauls (TBO) _____ Hours

If used on multi-engine aircraft:

Right Left
 Front Rear



(All applicable information must be filled in)

AEROTECH PUBLICATIONS INC.

P.O. Box 1359 / Southold, NY 11971-0965

(516) 765-9375

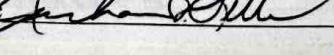
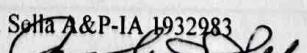
1-800-235-6444

FAX: (516) 765-9359

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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
				TOTALS brought forward from previous page
1 MAY 05	3057.0	862.0	1411.0	This log book opened 1 MAY 2005. Engine total time is 3057.0. Time SMOH is 862.0 Bryan Nixon A/P 2887303 ENN.
Aug 10, 05	3057.0	897.0	1446.0	Changed oil, serviced screen with A/S 100 W. Ground run & leak checked ok. Bryan Nixon A/P 2887303
				I certify that this aircraft/engine/propeller was inspected IAW <u>Annual</u> inspection and determined to be in an airworthy condition.
				T.T. <u>3122.2</u> TACH <u>1479.9</u> T.S.O. <u>927.2</u> HOBBS <u>—</u>
				Bryan Nixon A/P2887303 I.A. Signature <u>Bryan Nixon</u> Date <u>6/15/2006</u>
				Changed Oil and Filter and serviced with <u>A/S 100 W</u> & <u>NO filter</u> . TACH <u>1522.8</u> HOBBS <u>—</u>
				Bryan Nixon A/P2887303 Signature <u>Bryan Nixon</u> Date <u>6/15/2006</u>
				SUB-TOTALS this page
				TOTALS -Carry forward to next page

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
				TOTALS brought forward from previous page
1/08/07	32052	1010.7	15629	Cleaned oil screen, changed oil with MS100W Bryan Nixon A/P 2887303
				I certify that this aircraft/engine/propeller was inspected IAW <u>Annual</u> inspection and determined to be in an airworthy condition. T.T. <u>3 044.1</u> TACH <u>1573.1</u> T.S.O. <u>1020.4</u> HOBBS _____
				Bryan Nixon A/P2887303 IA Signature <u>Bryan Nixon</u> Date <u>1/March/07</u>
5/11/07	3217.27	1574.97		REPLACED INLET AIR FILTER DUE TO CONDITION, REPLACED INLET AIR DUCT DUE TO CONDITION, CLEANED & CHECKED SPARK PLUGS, CLEANED & FLAMED ALL FUEL NOZZLES, REMOVED FUEL FILTER FROM SIGHT & CLEANED DIESEL OUTLET. DRAINING WATER FROM ALL FUEL TANKS. FOUNDED & CLEANED A PARTIALLY BLOCKED FUEL LINE FROM THE ENGINE DRIVEN FUEL PUMP TO THE FUEL INJECTOR SERVO. ENGINE IS Ground Run, ALL ops was NORMAL.
				MAINTENANCE RELEASE 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>1110</u> Date <u>5-01-07</u> Signed <u>J. McMillan</u> for <u>Pensacola Aviation Center, Pensacola Regional Airport, Pensacola, FL 32513</u> <u>Repair Station KTR805F</u>
				SUB-TOTALS this page
				TOTALS —Carry forward to next page

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				TOTALS brought forward from previous page
5-15-07			RT 1583	Changed oil & cleaned screen. Serviced with W100 Aeroshell. James M. Jones A&P 3061232
9-17-07			RT 1631.	Changed oil & cleaned screen W100 Aeroshell. James M. Jones A&P 3061232
12/29/07			RT 1635.93	Removed & replaced fuel regulator on RT engine & removed & replaced flow divider on RT engine IAW Lycoming maintenance manual. Signature 408880129 A&P
4-12-08	TTAF 33725	RT (1699) = 1673.5		 <p>As Complied with this Rate, Current</p> <p>This Aircraft/Engine has been serviced in accordance with the manufacturers service manual & specifications. Oil & filter removed and replaced with Aeroshell WT. Filter # Screen cleaned Spark plugs OK New Cleaned Richard F. Sella A&P-IA 1932983 Signature </p>
				 <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&P-IA 1932983 Signature </p>

774F		At
33725-(1699)		1673.5

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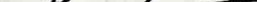
Sun Aviation, Inc., Vero Beach, FL (VRB)
Date: 05/01/08 Right Engine L
Hobbs: 1698.1

N7244Y

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

<p>N7244Y</p> <p>RIGHT PROPELLER LOG BOOK ENTRY</p> <p>MODEL HC-E2YL-2BSF S/N BG250</p>			
DATE	TTIS	TSMOH	TACH
7/30/2009		342.42	1753.02

I CERTIFY THIS PROPELLER HAS BEEN INSPECTED IN ACCORDANCE WITH THE PIPER M.M. AND CURRENT FAR'S 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 #
Barry L. Hales	Barry L. Hales	3715220181A

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RIGHT 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-2B5F; 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-2B5F;S/N: BG250; TOTAL TIME: 3455.26; TSMOH: 0.00.

- INSPECTED ENGINE IAW AN ANNUAL INSPECTION WITH REFERENCE 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: 73/80 #2: 71/80 #3: 74/80 #4: 71/80.
- 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 BY INSPECTION 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

02/26/2011 PA-30, Reg: N7244Y, S/N: 30-269 Right Hand Tach: 1766.9

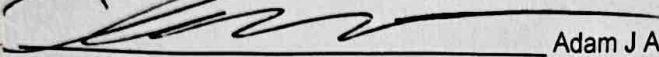
Replaced #4 Cylinder assembly on right hand engine with serviceable unit from Gibson Aviation work order: 96987. Installed using all new gaskets and seals including new ring set. Installed new M4004 complete ignition harness of right hand engine. Run up, and leak check all good at this time.



Brent D. Andrews 2709232 A&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
 Right Engine Log Entry N7244Y Lycoming IO-320-B1A S/N L669-55 6/10/2011 L Tach: 1783 TSMOH: 1229 Total: 2984				
<p>After careful inspection of aircraft records these are the correct engine times. Removed and reinstalled fuel servo and flow divider after OH by Avstar Fuel systems P/N 2524145-12, S/N 4639 and P/N 2524218-2, S/N 49G. Adjusted as needed during run-up. Performed leak check none found at this time. All work performed I/A/W Piper PA-30 and Lycoming MM.</p>				
<p>I certify that this maintenance has been inspected and was found airworthy at this time.</p> <p></p> <p>Adam J Amundsen A&P 3291613 IA</p>				
<p>SUB-TOTALS this page</p>				
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Bay Minette Aircraft service

P.O. Box 1693

Bay Minette, AL. 36507

bayminetteaircraft@att.netwww.bayminetteaircraft.com

09-23-2011

N7244Y

Right 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. Removed all spark plugs, cleaned and inspected all found to be within limits, installed all spark 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

P.O. Box 1693
DA Bay Minette, AL. 36507
bayminetteaircraft@att.net
www.bayminetteaircraft.com

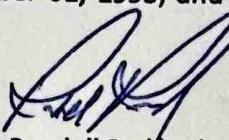
01-26-2012

N7244Y
Right Engine
Tach Time: 1803.98
Engine Total Time: 3494.98
Engine Time since overhaul: 1299.98

RK

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, removed engine oil pump impeller, installed serviceable/ new engine oil pump impeller part number 05K19423-S in accordance with Lycoming Direct Drive Overhaul manual. 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

Bay Minette Aircraft service

P.O. Box 1693
Bay Minette, AL. 36507
bayminetteaircraft@att.net

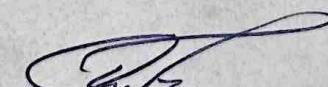
205-705-4974

2-1-2012

N7244Y
Engine
Tach Time: 1793.71
Engine Total Time: 3484.71
Engine time since overhaul: 1289.71

Removed and replaced Vacuum pump. p/n: AA3215CC s/n: 1765509. Operational check c/w. Per Piper & Lycoming maintenance manuals.

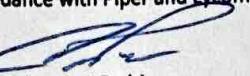
Above performed as per Piper & Lycoming requirements, no other defects noted.



Doran A Pedri
A&P 3205413 IA

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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
				<p>Blue Horizon Aviation</p> <p>12301 Airport Road Bay Minette, AL. 36507</p> <p>205-705-4974</p> <p>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, gaped and inspected, replaced 2 each plugs. p/n: UREM38E. 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)70/80 #3)79/80 #4)79/80. Post run leak and operational check completed good. Engine times corrected this inspection.</p> <p>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.</p> <p> Doran A Pedri A&P 3205413 IA</p> <p>11-08-2012</p> <p>N7244Y Right Engine Tach Time: 1798.42 Engine Total Time: 3451.25 Engine TSO: 1249.40 S/N: L-669-55</p>

Blue Horizon Aviation

4141 Jerry L Maygarden Road
Pensacola, FL 32504

17 Jan 2013

N7244Y
R/H Engine
Tach Time: 1810.05
Engine Total Time: 3474.51
Engine TSO: 1272.66
Engine S/N:L-669-55

205-705-4974

Engine running rough. Removed and replaced 8 each Spark plugs. p/n: UREM38S. 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.

Doran A Pedri
A&P 3205413 IA

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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
				<p>Blue Horizon Aircraft Maintenance 4141 Jerry L. Maygarden Rd. Pensacola, Fl. 32504 Phone: 850-433-6116 Fax: 850-433-6114</p>
11/07/2013				<p>Lycoming IO-320-B1A Serial Number: L-669-55</p> <p>Total Time: 3508.78 Right Tach: 1844.32 TSMOH: 1306.93</p> <p>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) 76/80 #2) 68/80 #3) 76/80 #4) 72/80. Post inspection engine run and leak check complied with, checks good.</p> <p>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.</p> <p> Christopher Collum AP3290616IA Date: <u>11/7/13</u></p> <p> Christopher Collum AP3290616IA Date: <u>11/7/13</u></p>
				<p>SUB-TOTALS this page</p> <p>TOTALS—Carry forward to next page</p>

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				TOTALS brought forward from previous page



Trident Aircraft Maintenance, Inc.

3476.6 3476.706
3476.7 3476.706
3476.8 3476.706
3476.9 3476.706
3477.0 3476.706

Right Engine Entries

20w50

41) Confirmed that this engine has been inspected in accordance with a Annual inspection and was found to be in airworthy condition
Performed compression test #1-79-80 #2-78-80 #3-79-80 #4-78-80. Cleaned, inspected and rotated all spark plugs. Drained oil replaced with 5 quarts of Amsoil 15W-50. Inspected oil screen for metal, none detected. Checked and set magneto timing (PAW engine) per chart. Complied with AD 2011-26-04 fuel line inspection, 100hrs or next annual. Run up and leak check satisfactory.
7) Completed visual inspection of AD 2011-26-04 of fuel line fittings on right engine. (27) replaced broken fuel line on left engine. Will not let fuel flow, pressure back to gauge. (29) Replaced broken battle and follower in new profile and reinstalled.
(31) Reinspected broken fuel line on right engine and installed new one. Operational test found OK. (33) R.R. Right engine crank shaft seal. (39) Cleaned R.H. engine crank shaft tube. (41) Replaced #111 alternator belt with PN 37C19774 325 and adjusted tension. Belt tension needs to be adjusted at 1914 ft hours.

DATE 26 January 2015

1121

Work Order 1759-11-2014

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FAA - PMA

This tag certifies that Sky-Tec Model No. 149-12LS
Serial No. F2L-141527 was manufactured new on 06 Apr 2015
by Sky-Tec under the authority of FAA-PMA No. PQ0852SW
Supplement No. 1 in accordance with Sky-Tec's
FAA-Approved Quality System (14CFR Part 21, Subpart K).
This article has been determined to be airworthy.

For installation eligibility see www.skytecair.com/eligibility.htm

Installed on N 7244 X by Scott W. KERSCHE
(Aircraft) (Mechanic)

MAY 8 2015

Form CC1108-1

N7244Y **Piper** **PA30** **S/N: 30-269**
R Engine **Lycoming** **IO-320-B1A** **S/N: L-669-55**
Date: 1 March 2018 **L Tach: 1941.89** **R Tach: 1927.96**
R Engine TT: 3592.42 **TSMOH: 1390.57**

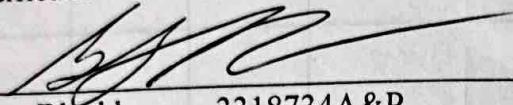
I certify that this Engine has been inspected In Accordance with an **Annual Inspection** and has been determined to be in airworthy condition. All work was performed as per the Piper PA30 Service Manual and Check Sheet. All AD's are complied with to this date and tach.

AD's are complied with

A&P/JA 3290616

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				TOTALS brought forward from previous page
N7244Y	Lycoming	10-320-B1A	S/N: L-669-55	
				Date: Aug 10, 2019
				A/C Right Tach: 1928.79 R) Engine TT: 3593.25 R) TSMOH: 1391.40
				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	10-320-B1A	S/N: L-669-55	
				Date: Oct. 21, 2019
				A/C Right Tach: 1928.79 R) Engine TT: 3593.25 R) TSMOH: 1391.40
				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
				SUB-TOTALS this page
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				TOTALS brought forward from previous page

N7244Y Lycoming 10-320-B1A S/N: L-669-55

Date: Dec. 1, 2019

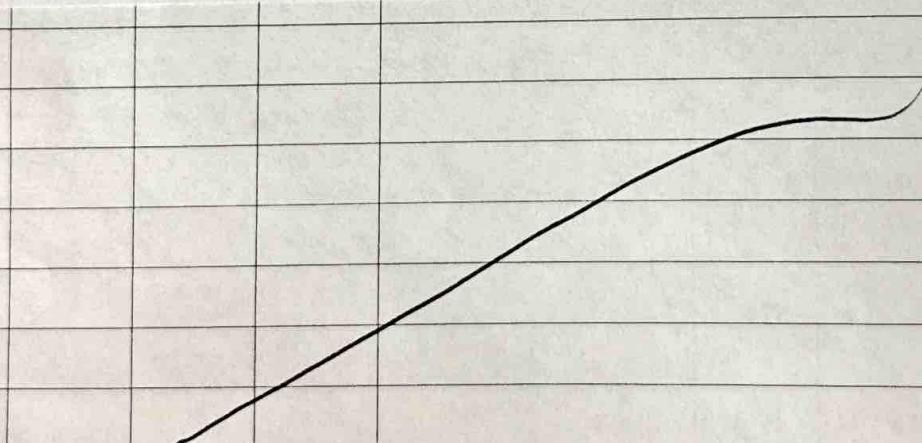
A/C Right Tach: 1928.79 R) Engine TT: 3593.25 R) TSMOH: 1391.40

This engine has been assembled using the Lycoming Maintenance and Overhaul Manual. See all yellow tags for re-certification information. The following parts were installed new during this time:

- (4) Chrome cylinder by J&J Airparts
- (4) CC203 ring set, (1) gasket set,
- (4) 69603 intake hose, (2) 13889M06 Nose bearing
- (4) SL11020M06 Main bearings (8) SL61662M003 Rod bearings,
- (4) AEL75089 Pistons (4) 14077 Piston Pins,
- (4) AEL13790 Rocker shafts (8) AEL 12892 Thrust buttons,
- (8) AEL78027 Rod bolts (8) SL12186 Rod Nuts
- (1) AEL-STD2213 Crank Gear Bolt (1) 78528 oil pump housing
- (1) oil pump gears kit (4) STD-2180 oil return hose

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.


Stacy Blackburn 3318734A&P

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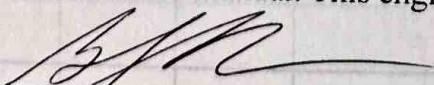
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				TOTALS brought forward from previous page

N7244Y Lycoming I0-320-B1A S/N: L-669-55

Date: Dec. 10, 2019

A/C Right Tach: 1928.79 R) Engine TT: 3593.25 R) TSMOH: 1391.40

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-141527, installed new Alternator by Plane power Mod# 10-1051; S/N: H-R081404, re-installed the servo P/N: RSA-5AD1 mod# 2524145-12 S/N: 7205G601, performed 500 hour on the left and right magnetos and installed in the engine L) 4373 S/N: 99110151 and R) 4373 S/N: 90050264, installed an overhauled vacuum pump by Tempest P/N: 215CC; S/N: 1765509. 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

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
				TOTALS brought forward from previous page

N7244Y Lycoming 10-320-B1A S/N: L-669-55

Date: 19 Dec. 2019 L tach: 1942.30 R Tach: 1928.79
R) Engine TT: 3593.25 L) TSMOH: 1391.40

Performed several ground runs on this engine. Adjusted the engine ideal and The ideal mixture setting. Adjusted the oil pressure. Inspected for leaks, there are no leaks noted at this time. Installed the lower cowling, nose bowl and the upper cowling. Installed the side access cowling panels. I certify that the above listed work has been performed and that this engine is now ready for test flights.


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

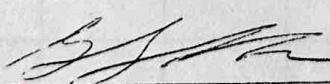
Right engine: 3593.25 TSMOH: 1391.40

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

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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
N7244Y	Piper	PA30	S/N: 30-269	
Right Engine	Lycoming	IO-320-B1A	S/N: L-669-55	
Date: 19 Dec. 2019		L Tach: 00.1	R Tach: 1928.79	
R Engine TT: 3593.25		TSMOH: 1391.40		
<p>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.</p> <p><i>Christopher David Collum</i></p>				
<p>Christopher David Collum A&P/IA 3290616</p>				
<p>N7244Y Piper Model PA30 S/N 30-269</p> <p>Right Engine: Lycoming IO-320-B1A S/N L-669-55</p> <p>03 Oct. 2022 Right Tach: 1929.24 Eng. TT: 3593.7 TSMOH: 1391.85</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. C/W AD 2009-02-03 by visual and verifying letter "G" on servo. All engine compressions at 66/80 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><i>Jack Frost A&P3170226IA</i></p>				
<p>Jack Frost A&P3170226IA</p>				
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Left engine off