

100 HR
1722.4

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THE **adlog**TM AIRCRAFT
MAINTENANCE
RECORDKEEPING
SYSTEM

**ENGINE
MAINTENANCE
RECORDS**

Custom Airmotive, Inc.
FAA REPAIR STATION #DC2R763K
AIRCRAFT ENGINE SERVICE
2702 N. SHERIDAN, BLDG. B
TULSA, OKLA. 74115
(918) 836-6836
FAX (918) 836-9431

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
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07/22/2018
Right Tach 1510.39
Lycoming O-540-A1D5

ENGINE LOG
N113JB

Engine Total Time 2868.83
SMOH 416.0
Serial number L-2989-40

Installed engines on aircraft. Removed Generators and installed new Plane power Alternator kit part number SA10682SC. Replaced Starter with Sky Tech 07-00762. See 337's for details. Aircraft was weighed see aircraft logs for details. Oil was drained and refilled, filter inspected for contamination, Compressions #1 76/80 #2 74/80 #3 78/80 #4 76/80 #5 70/80 #6 70/80. Engine ran up and checked for leaks none found.

I certify this **ENGINE** has been inspected in accordance with an annual inspection is determined to be in **AIRWORTHY** condition
IA2819514
Randall Walton

8-3-19	RIGHT TACH 1514.69	LYCOMING O-540-A1D5	ENGINE TOTAL TIME 2873.13 SMOH 420.3 SERIAL NUMBER L-2989-40
OIL DRAINED AND REFILLED, FILTER INSPECTED FOR CONTAMINATION, NONE FOUND. COMPRESSIONS: #1 75/80 #2 75/80 #3 76/80 #4 74/80 #5 68/80 #6 74/80. AD LIST REVIEWED. AA48109 OIL FILTERS INSTALLED, SPARK PLUGS CLEANED, MAGS TIMED. PERFORMED ANNUAL INSPECTION IN ACCORDANCE WITH PIPER AZTEC SERVICE MANUAL. I CERTIFY THIS AIRCRAFT ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND IS DETERMINED TO BE IN AIRWORTHY CONDITION.			
IA2819514 Randall Walton			
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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
10-24-2020				TOTALS brought forward from previous page
RIGHT TACH	1522.28			ENGINE TOTAL TIME 2881.37 SMOH 428.49
OIL DRAINED AND REFILLED, FILTER INSPECTED NO CONTAMINATION FOUND. COMPRESSIONS #1 76/80 #2 70/80 #3 74/80 #4 70/80 #5 70/80 #6 75/80 AD LIST REVIEWED, PERFORMED AN ANNUAL INSPECTION IN ACCORDANCE WITH PIPER AZTEC SERVICE MANUAL. I CERTIFY THIS AIRCRAFT ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND IS DETERMINED TO BE IN AIRWORTHY CONDITION				
Randall Walton IA 2819514				
10/09/2021	Right Tach 1534.31 LYCOMING O-540-A1D5			Right ENGINE LOG N113JB Engine Total Time 2892.75 SMOH 439.92 Serial Number L-2989-40
Performed an ANNUAL inspection in accordance with Piper manual Compressions #1 78/80 #2 74/80 #3 76/80 #4 78/80 #5 68/80 #6 79/80 filter inspected for contamination, Engine ran up and checked for leaks none found.				
I certify this ENGINE has been inspected in accordance with an annual inspection is determined to be in AIRWORTHY condition IA2819514 Randall Walton				
RIGHT 09-29-2022	ENGINE TT 2900.73			SMOH 436.47
RIGHT TACH	1542.29			PERFORMED AN ANNUAL INSPECTION IN ACCORDANCE WITH PIPER MANUAL. COMPRESSIONS: #1 78/80 #2 76/80 #3 75/80 #4 79/80 #5 74/80 #6 79/80 OIL DRAINED AND REFILLED WITH 12 QTS PHILLIPS XC 20W50. OIL FILTER INSPECTED FOR CONTAMINATION, CH48109 OIL FILTER INSTALLED AD LIST REVIEWED ENGINE RAN-UP FOR LEAKS NONE FOUND I CERTIFY THIS ENGINE INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND DETERMINED TO BE IN AIRWORTHY CONDITION
Randall Walton IA 2819514				
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				TOTALS brought forward from previous page

Piper Aztec PA23-250 S/N 27-127 Reg N4615P Date: July 7, 2003
Tach: R/E 0842.83 TT 2776.76 SMOH 324.27

Drained oil and cleaned screens. Remove and regapped plugs. Performed compression tests, all cylinders above 80/70. Filled with 11 quarts of Aeroshell W100. Run engine; mag checks good; no oil leaks. I certify that this engine has been inspected in accordance with annual inspection procedures and is approved for return to service.

NAME David R. Harmon

CERTIFICATE# IA2184898

SIGNATURE

David R. Harmon

Piper Aztec PA23-250 S/N 27-127 Reg N4615P Date: June 7, 2004
Tach: R/E 0886.80 TT 2820.76 SMOH 368.27

Drained oil and cleaned screens. Remove and regapped plugs. Performed compression tests, all cylinders above 80/70. Filled with 11 quarts of Aeroshell W100. Run engine; mag checks good; no oil leaks. I certify that this engine has been inspected in accordance with annual inspection procedures and is approved for return to service.

NAME David R. Harmon

CERTIFICATE# IA2184898

SIGNATURE

David R. Harmon

Piper Aztec PA23-250 S/N 27-127 Reg N4615P Date: June 1, 2005
Tach: R/E 0928.86 TT 2863.19 SMOH 410.33

Drained oil and cleaned screens. Remove and regapped plugs. Performed compression tests, all cylinders above 80/70. Filled with 11 quarts of Aeroshell W100. Run engine; mag checks good; no oil leaks. I certify that this engine has been inspected in accordance with annual inspection procedures and is approved for return to service.

NAME

David R. Harmon

CERTIFICATE#

IA2184898

SIGNATURE

David R. Harmon

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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
2006				TOTALS brought forward from previous page
6-6-06	2867.23	414.37	0932.9	Drained oil & cleaned screens. Filled w/10 QTs Aeroshell 100W. Compression All Cylinders 80/70 or greater. R&R All plugs w/new. I certify this engine has been inspected I.A.W. Annual inspection procedures and is approved for return to service. <i>David R. Harmon</i> IA2184898

Piper Aztec PA23-250 S/N 27-127 Reg N4615P Date: May 13, 2008
Tach: R/E 0934.64 TT 2868.83 SMOH 416.0

Performed compression tests, all cylinders above 80/70. Did not change oil. Ran engine; mag checks good; no oil leaks. I certify that this engine has been inspected in accordance with annual inspection procedures and is approved for return to service.

NAME David R. Harmon

CERTIFICATE# IA2184898

SIGNATURE

David R. Harmon

Piper Aztec PA23-250 S/N 27-127 Reg N4615P Date: May 13, 2008
Tach: R/E 0934.64 TT 2868.83 SMOH 416.0

Removed Micromist 900 spray system hydraulic pump from accessory case, and installed cover plate & gasket. Ran engine checked for leaks; no leaks found.

NAME Justin M. Webb

CERTIFICATE# AP2843431

SIGNATURE

Justin Webb

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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				
Date: 06-04-99	TT: 2612.0	L/2612.0		
R/678.4 Removed and replaced left & right carb heat cables. Removed left & right engine exhaust. Exhausts repaired and replaced with new gaskets and nuts. Left & right propellers removed for AD 97-18 -02. After AD was complied with, they were replaced with new O-rings and nuts. (AD complied with by Aircraft Propellers)				
<i>James C Wolk</i> 1243-50-1428 AP				
Date: 6-4-99	Total Time 2612.0	TAC 678.4		
I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.				
<i>James C Wolk</i> 1243-50-1428 IA				
Date: 6-1-00	Total Time 2652	TAC 718.4		
I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.				
<i>James C Wolk</i> 1243-50-1428 IA				
Date: 2-1-00	TT: 2652	TAC: 718.4		
Right Engine Replaced left front baffling P/N16627-00. Replaced top right side shroud assy P/N16565-03, top left side shroud assy P/N 16571-08, bottom P/N 16571-09. Repaired air box (welded cracks)				
<i>James C Wolk</i> 1243-50-1428 AP				
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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				
5/1/01				REMOVED & REPLACED EXHAUST P.E.R.S. SMOH REMOVED OLD GODPHING ASSY 225.8 16559-000 AND REPLACED WITH NEW UNIT <i>James C Wolk</i> 1243-50-1428 AP
Date: 5/1/01	Total Time 2678.8			
I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.				
<i>James C Wolk</i> 1243-50-1428 IA				
Piper Aztec PA23-250 Ser# 27-127 Reg# N4615P June 8, 2002 Tach R/E 0797.0 TT 2731.4 SMOH 278.4 S/N # 2989-4				
Drained oil and cleaned screens. Filled with 10 quarts of Texaco 100, customer furnished oil. Run engines and checked for leaks; ops check good. Compression checks normal. Remove and replaced plugs. I certify this engine has been inspected in accordance with annual inspection procedures and is approved for return to service.				
DAVID R. HARMON IA2184898 <i>David R Harmon</i>				
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ENGINE MAJOR OVERHAULED TO MANUFACTURERS SPECIFICATIONS.

TT _____: _____ TSMOH _____ 1:1 _____ (test run)
Model: 0-540-A1D5 S/N L-2989-40

The aircraft engine identified above was repaired and inspected in accordance with manufactures specifications and current Regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repairs are on file at this repair station under work order no.: 13585

Date: Sept. 19, 1995 Signed: Mark D. Lisker

FOR FAA REPAIR STATION DC2R763K

Carburetor and magnetos were also overhauled (see appropriate yellow tags). Spark plugs, ignition harness, and fuel pump are new. This engine is equipped with chrome cylinder bores.

AIRWORTHINESS DIRECTIVES FOR: TYPE CERTIFICATE NUMBER E295
MODEL 0-540-A1D5 S/N L-2989-40 WO# 13585 TOTAL TIME _____
A.D.# _____ METHOD OF COMPLIANCE _____

A.D.#	S/N	WO#	TOTAL TI
59-10-07	METHOD OF COMPLIANCE		
63-14-03	P/C/W.		
64-16-05	P/C/W; HAD REDESIGNED SHAFT.		
66-14-03	C/W BY USE OF A NEW P/N LW-15472 PUMP.		
66-20-04	N/A PER MODEL OR S/N.		
73-23-01	N/A; HAS ORIGINAL SCREEN TYPE FILTER.		
75-08-09	N/A TO THESE NEW AL-14077-1 PINS.		
81-18-04R2	P/C/W; ALSO SEE 81-18-04R2.		
87-10-06R1	C/W BY USE OF P/N 05K19423-S KIT.		
91-14-22	N/A PER S/N OR THESE ROCKER ARMS.		
92-12-05	C/W LYCOMING SB#475B AT THIS OVERHAUL.		
93-11-11	N/A TO THESE NEW AL-14077-1 PINS.		
94-14-13	N/A TO THIS NEW PUMP.		
95-07-01	N/A TO THIS ENGINE.		
	N/A; USED 74644 ROD BOLTS.		

SIGNED: Mark D. Lichten FOR: CRS# DC2R763K ON: Sept. 19, '95

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				TOTALS brought forward from previous page
1/19/96	-	0	4H 2453.4 R/H 519.	Installed this engine on N461SP this date. Replaced all engine load mounts with new. Operational Check satisfactory. I certify this engine has been inspected in accordance with an annual inspection and is determined to be in airworthy condition. Thomas R Brouty #P2230151TA
				Date <u>8/1/97</u> Total Time <u>2533</u> TAC <u>599</u> I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. M.V. Shunkard 174182157
				Date <u>8/1/97</u> Total Time <u>2533</u> TAC <u>599</u> I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. 570H 80 Gus Walker
				Date <u>5-23-98</u> Total Time <u>2581.07</u> I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. TAC 647. 570H 12 E. H. O'Neil
				SUB-TOTALS this page TOTALS—Carry forward to next page 1243-50-1428

ENGINE MAINTENANCE RECORDS

Log No. _____

Aircraft Registration No. _____

Engine Manufacturer Lycoming

Model O-540-A1D5

Serial No. L-2989-40

Date installed on aircraft _____

Time Between Overhauls (TBO) 2000 Hours

If used on multi-engine aircraft:

☒ Right ☐ Left
☐ Front ☐ Rear



Custom Airmotive, Inc.

FAA REPAIR STATION #DC2R763K
2702 N. SHERIDAN PH. 918-836-6836
Tulsa, Okla. 74115

WARRANTY:

All engines rebuilt by Custom Airmotive after March 1, 1992, are guaranteed to be free from defects in material and workmanship, under normal use and service for six months or 240 hours; whichever occurs first. An additional prorated warranty will apply to parts only to manufacturers published T.B.O. Accessories will be guaranteed by the vendor. All parts and labor to be approved by Custom Airmotive prior to commencement of work. Cracked cylinders and crankcases excluded from all warranties unless it can be determined that they are a direct result of improper assembly. Loss of revenue or use of aircraft claims will not be allowed. Proration to be based on hours logged, or 40 hours per month; whichever is greater.

AERO
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