N78805





		E. Carama	Engine page 1 of
	Wingnuts Aviation, L	LC · Mailing Address, 197 Bagwell Road, Clarksville, Airport Road, Springfield, TN 37172 · 615-384	FN 37043 - Facility Address, 4428 -3200
	N7880G HOBBS: 6053.8	Lycoming, O-320-E2D, S/N: L-42136-27A TACH: 2341.2 ETT: 11258.0	March 04, 2025 ESMOH: 854.77
	tenance Manu 2. Compression	n an Annual Inspection in accordance with our tail of 14CFR (FAR) 43 appendix D with reference all and all applicable ICA's. test results over 80 PSI: 1) 73, 2) 71, 3) 70, 4) 66	Checklist encompassing the e to Cessna Model 172 Main
	M674 - Gaske	eaned, gapped, tested, rotated and reinstalled s et: Spark Plug.	park plugs. Installed (8) P/N
	P/N MS35769 20w50 Quart	emoved and inspected filter and suction screen; ed suction screen with new crush gasket and ser 9-21 - Gasket. Crush. Installed P/N AA48110-2 - Oil: Phillips X/C.	viced engine with oil. Installed Filter; Oil, Installed (7 gt) P/N
	 Researched A Adjusted both 	D's through bi-weekly 2025-03 and found to be in mag timing to specs. completed, all systems satisfactory.	n compliance.
3	I certify that this Endetermined to be in	ngine has been inspected in accordance with a	n Annual Inspection and was
	David Bliss AP / IA 3	3456094 \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\	

	REG.# N7880G DATE: 12/06/2024	Jeff Troynar 272 Lakeside Park Drive	TACH: 2254.2	Alterations Number of	YEAR 20	RECORDING TACH		TOTAL TIME IN	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of
-	ACTT: 7140.0	Hendersonville, TN 37075 (724)-494-0250	ETT: 11171.0	cific entries.)	DATE	wo: WO-227			Engine page 1 of 1
	HOBBS: 5934.4		ETSMOH: 767.7		1	1			
	DETAILS: Complied with a 1	L: O-320-E2D ENG S/N: L-42136-27A	PTT: 4798.7 PTSMOH: N/A			•			♥TENNESSEE ♥
	Cessna 172L check list Drained	100 hour inspection in accordance with FAR 43 Ap	ppendix D and the			Ten	nessee Fli	nht Training .	y · 801 Hangar Lane, Hangar #7 · Nashville, TN 37217 · 6153669192
	48110. Inspected oil filter, no co	contaminants found Engineering of Phillips 20W-50	0 oil. R&R oil filter P/N	1 _		N7880G			
	#4 76/80. Operation and leak ch	hecks good.	U #2 70/80 #3 70/80			TACH: 2327.5			February 14, 2025
	INSPECTION AND THIS ENGINA	IE HAS BEEN INSPECTED IN ACCORDANCE WIT ERMIN ED TO BE IN AN AIRWORT WAS A	TH A 100 Hours		,	Received squav	vk for no n	nag drop. ins	inspected and found broken p lead on left magneto, repaired by crimping
	THE ECTION AND WAS DETE	ERMINED TO BE IN AN AIRWORTHY CONDITION	······································			on new connect 172 MM.	tor. ops c	hecked my	y performing mag drop, both drop to 50 RPM. Work done IAW Cessna
	SIGNATURE).			With respect to t	the work of	norformed H	this amains is assessed that the state of th
	PRINT NAME: Jeff B. Tr	oynar	1045			are on file with	Tennessa	ອ Flight Trail	, this engine is approved for return to service. Details of work performed aining under work order: WO-227.
─l wo: Ŵ	WO-211		AP181622634IA				:		1
			Engine · page 1 of	1		Carter Morehou	se A&P F	ending 6	outro Nouhose
	· .	© TENNESSEE © FLIGHT TRAINING		-		-			
	Tennessee Flight Training	ı - 801 Hangar Lane, Hangar #7 - Nashville, TN 3	•				L		
N7880	'0G	-and, Hangar #7 · Nashville, TN	37217 - 6153669192						
Dorton	H: 2321.5		January 31, 2025		_		+	 	
rerforn installed	med oil change, warmed and	d drained oil, removed inspected filter no par removed and inspected oil suction screen representations	#				+	 	
time, ins	stalled with new crush gasket	d drained oil, removed inspected filter no par removed and inspected oil suction screen r et P/N MS35769-21, filled with 8 Qts of Phillip neck for leaks none noted at this time Work	articulates found at this time,						
i run up te	to bring oil to terno and to che	acold for Is a land with 8 Qts of Phillip	line 2014 to	s I					
With ret	spect to the work performed,	this engine is approved for roturn	done IAW Cessna 172 MM.				1		
	www.rennessee Flight Tra	, this engine is approved for return to service aining under work order: WO-211.	e. Details of work performed	,	_		+		
	Morehouse A&P Pending	-At-Ann							
101 1		- Many	_						

YEAR 20 Date	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Al Entries must be endorsed with Name, Rating and Certificate Name Technician or Repair Facility. (See back pages for other specified)	Number of	YEAR 20 Date	REG. # N7880G DATE: 9/3/2024 ACTT: 7038.8	Jeff Troynar 272 Lakeside Park Drive Hendersonville, TN 37075 (724)-494-0250	TACH: 2153.0 ETT: 11069.8 ETSMOH: 666.5	I Alterations Ite Number of pecific entries.)
	N7880G Tach: 2134.1 1. Oil change Replaced oil defects note: With respect to the are on file with T&	due – Dra filter with d. work perfo Γ Aviation	ained engine Tempest 811 ormed, this en under work or	Engine - page 1 of 1 AVIATION Description August 14, 2024 Oil. Removed oil filter. Serviced with 7 Qrts Phillips 20W/60. O-2. Cut filter, no metal noted. Ran engine no leaks or other regine is approved for return to service. Details of work performed order: BNA1289.			HOBBS: 5795.5 W.O. # ENG MODEL: DETAILS: Complied with a 100 Cessna 172L checklist. Drained oi 48110. Inspected oil filter, no cont. #4 70/80. Operation and leak checklist.	O-320-E2D ENG S/N: L-42136-27 A 0 hour inspection in accordance with FAR il and serviced with 8 quarts of Phillips 25 taminants found. Engine compressions #1 cks good. HAS BEEN INSPECTED IN ACCORDANC MINED TO BE IN AN AIRWORTHY CON	PTT: 4697.5 PTSMOH: N/A 43 Appendix D and the W-60 oil. R&R oil filter P/N 74/80 #2 74/80 #3 78/80 CE WITH A 100 HOUR	
	Doug Nehrbass A&	RP IA 2576	5751	L			-	iation · 1480 Murfreesboro Pike · Nashvi		
							N7880G Hobbs: 5862.9 Oil change due – Drained Installed new Tempest 481 With respect to the work pe	Tac tiime: 2202.6 d engine oil. Removed engine oil fil 10-2 oil filter. Ran engines for leak of erformed, this engine is approved for on under work order: BNA1360.	ter. Serviced with 7quart check. No leaks noted at	s Phillips 15W/50.

						wo: WO-62			Engine - page 1 of 2	
EAR	RECORDING	TODAY'S		Description of Inspections, Tests, Repairs and A	Alterations	1		-	1000	llterations
)	TACH TIME	FLIGHT	TIME IN SERVICE	Entries must be endorsed with Name, Rating and Certificate	Number of		⊗TENNESSEE ⊗ FLIGHT TRAINING			Number of
ATE			CENTIOE	Technician or Repair Facility. (See back pages for other spec	cific entries.)			- The same of the same of	n. • of work per-	cific entries.)
wo: WO-4	5		•	Freins	1	Tennesse	ee Flight Training · 801 Hangar Lane, Hangar	#7 · Pashville, TN 37217	· 6153665 - ?	
				Engine · p.ige 1 of 1		N7880G	Lycoming, O-320-E2D, S/N: L	-42136?7A	Jur 26, 2024	
				FLIGHT TRAINING		TACH: 2054.3 Hobb	bs: 5658.9 TSMOH: 567.87 ETT: 10971.	1	the thirty of the same of the same content of the same	
	Tennessee F	light Traini	ng - 801 Hanga	ar Lane, Hangar #7 · Nashville, TN 37217 · 🤋 53669192		 Complied wit 	th a 100 Hr inspection IAW 14 CFR (FA	AR) 43 Appendix D the	e Cessna 172 nainte-	
N7880G					-	Trance manua	al allu checklist, and all corresponding I(CA's		
TACH: 19	39.7 Hobbs: 5	571 58		May 30, 2024		2. Performed Al	D compliance check through 2024-13 bi	weekly and found to be	e in compliance.	
Drained o	il and romovo	d £:14				4. Drained oil a	ns: #1 79/80, #2 74/80, #3 72/80, #4 72/8 and removed filter. Cut open for inspec	80.		
this engin	e log for simil	a fliter afti ar issues	er squawk for in hot weath	r low oil pressure and high oil temp. See pressure in er. Cut open filter for inspection. No metal not in the engine. Serviced to the engine of the engine o		10110-2.	Torqued and safety wired to the engine	tion. No metal noted. Serviced engine with	Ots. Phillips 25W-60	
HEW HILE	P/NI	O T		at opon mile in menon no motol at		700.			a menta contenta il mai fi	
for return	to service	neck perfo	rmed. Both			5. Removed and	d replaced all 8 spark plugs. New plugs	P/N UREM40E. Torque	ed. "Elemmed to 18	
With respe	ect to the week			within spec. Aircraft is oproved		or Official Illa	Unero timing and adjusted both to fire at	25 degrees TDC. Torq	lued.	
are on file	with Tenness	ee Flight	d, this engine	e is approved for return to se, ice. Details of work to permed		i i i cilioved and	() replaced ongine oir filter		CALACTE CHIL	
		oc i ligiti	naming unde	e is approved for return to se. ice. Details of work proved for work order: WO-45.		9. Tightened All	ternator mounting bolt.	· (A - a - CA -)		
Matt Marti	n A&P 42573	. /	11/2/11	A Mi		10. Adjusted Idla	olt for carb heat control cable.		July 198, 202-	l
- Tricki (11 AQF 425/3	40 0/	MAN	J. HAMILE		, rajusted tale	e and Mixture settings.			
						11. Removed all a	the state of the s	, the point of the section of the first	A CONTRACTOR OF THE PARTY OF TH	7
						wired dipstick	dipstick tube and replaced gasket. New tube.	v gasket P/N RG-7205	9. Torued and safety	
						12. Cleaned engin	OR and norformed	o issues noted.		
						airworthy cond	is engine has been inspected IAW a 10	0 Hr. inspection and w	vas deter ned to be in	
						With respect to the			A	
						are on file with Tenne	ork performed, this engine is approved fessee Flight Training under work order:	or return . service. De WO-62	etails of work informed	
							and a series of the series of	,		
						Matt Martin A&P 425	57340 MMM	The same	And the second of the second s	-
							WILLIAM A PARTIE		Engine - puic 2 of 2	

wo: WO-62

DATE TIME SERVICE SERVICE Technician or Repair Facility (See back pages for other specific entries)	
Tennessee Flight Training , 801 Hangar Lane, 115 - 117 All 117	Iterations Number of
We: WO-15 Sending - page 1 of 1	cific entries.)

wo: WO-30

YEAR	RECORDING	TODAY'S	TOTAL	Description of Inspections Tools Benefits and Albertaions	YEA	
20 Date	TACH TIME	FLIGHT	TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)	20 . DAT	wo: 24-1024 Engine page 1 of 1 Number of iffic entries.)
Complied w Cessna 177 Complied w Cessna 177 Compressio Drained oil Torqued an Removed a New gaske Checked m International transported for the complete of the	and removed filt ones:-> #1 73/80, and removed filt d safety wired to all spark plugs for the P/N M-674. Tor agneto spark advance uel bowl for contide safety wired. Ucting from baffligine and perform the this engine has Martin A&P# 123 TACH: 182 oil and removed new filter P/N A dengine with 8 C	9.1 TSMOI pection IAW pection	d: 286.97 ETT: 14CFR (FAR) 4 18 applicable IC/ 3 73/80, #4 78/8 16 for inspection. Serviced enging and operation are and operationsted spark advance. None noted. Installed appropriate Installed appropriate Installed appropriate Installed in accordance Installed Inst	43 Appendix D and the A/s. 43 Appendix D and the A/s. 480. No metal noted. Installed new filter P/N AA48110-2. The with 8 Qts. Phillips 20W-50 X/C. Tonal check. Rotated and reinstalled with new gaskets. The properties of t		Wingnuts Aviation, LTC Mailing Address. 197 Bagwell Road, Clarksville, TN 27043 Facility Address. 4428 Airport Road. Springfield, TN 37172 - 615-384-3200 N7880G
Matthew	es noted. Aircraft D. Martin A8	is approved P # 425734 (for return to se	eak and ops check performed. ervice. 23 Signature:		
- AUA	-			Signature Mattheward		
	-					

-									
YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (<i>See</i> back pages for other specific entries.)	YEAR 20	RECORDING TACH TIME	TODAY'S FLIGHT	TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
TACH: 1632 Drained oil a Torqued and Leak and op	s check perform	.5 TSMOH r. Cut open the engine.	: 146.37 ETT: 1 for inspection. N Serviced engine		Complied Cessna 1 Performed Compress Drained of	AD compliance chicons:-> #1 77/80, #; I and removed filter ew filter P/N 4A483	D.0 TSMOH ection IAW 1 klist and all eck thru 20; 2 72/80, #3 . Cut open f	: 189.07 ETT: 4CFR (FAR) 4 applicable ICA 23-14 and foun 78/80, #4 77/8 or inspection. I	10.592.3 IS Appendix D and the Section of the Sect
Received Inspected Checked of O-320 Ser performed P/N AA481 Leak and of Aircraft is a	ill pressure with a les 3rd edition P/oil change. Oil o	esive oil tem oil lines. No analog gaug N 60297-30 ut Phillips 20 ad safety win	H: 167.37 ETT: perature and love blockages note e and verified re l. Referenced Po OW-50 X/C. Oil i red to the engine ues noted. Note:	voil pressure. Inspected baffling. No issues noted. d. Inspected probe and gauge. No issues noted. sults. Referenced Lycoming Operators Manual i. 3-7 "Fuel and Oil: Operating Conditions" and in Phillips 25W-60 X/C (8 Qts.). Replaced oil filter c. Cut open old filter for inspection. No metal noted. Ambient air temperature Assessed 1888	Fulled all streinstalled Checked in Replaced Inspected Replaced Cleaned er I certify the Matthew D	spark plugs for clear with new crush gas hagneto timing. No nose for cabin heat, fuel bowl for contain D-rings P/N MS295 agine and cowling. It at this engine has . Martin A&P# 42	hings 25W- hing and ga kets P/N M issues note Installed ap hination. No 13-111 and sak and op been inspe 257340 D	p check. Set green of set of s	ap, rotated, skeet ducting. Torqued and safety wired to the engine. med, No issues noted. dance with a 100 ptr. inspection and was determined to be in airworthy condition. Signature
					Drained of Torqued of Leak and	and safety wired to	2.5 TSMOP er. Cut open the engine. ed. No issu	for inspection. Serviced engines noted. Aircr	: 10,644.1 . No metal noted. Installed new filter P/N AA48110-2 ne with 8 Qts. Phillips 25W-60 X/C raft is returned to service.

YEAR RECORDING								
20 TACH TIME	FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)	YEAR 20 Date	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
Installed new filter P/N AA48 Phillips 20W-50. Leak and o Matthew D. Martin A&P# - 04/03/2023 Lycoming O-3 TACH: 1537.3 Hobbs: 494;	3110-2. Torce ps check p 4257340 320-E2D 2.8 TSMOH ps. Drainer 3110-2. Torce ps check pe	gued and safety erformed. No is: Date: 2/20/23 S/N L-42136-2: 1: 50.8 ETT: 104 doil and remove qued and safety rformed. No iss	7A Tach 1510.20 Hobbs: 4903.5 TSMOH: 23.7 semoved filter. Cut open for inspection. No metal noted. I wired to engine. Serviced engine with 8 Qts. sues noted. Aircraft is returned to service. Signature: That I will be filter. Cut open for inspection. No metal noted. Wired to the engine. Serviced engine with 8 Qts. uses noted.	05/17/2023 TACH: 157 Complied of CW AD concompression Drained oil Torqued an Tightened of Removed at Checked for Performed I certify that Matthew D 05/25/2023 TACH: 1601 Received square No issues no New hose 2 Removed an P/N 215CC SAII systems s	ons:-> #1 79/80, # and removed filter and removed filter and safety wired to to oil dip stick tube ar all spark plugs for co aggneto to engine to and replaced engin tel bowl for contam leak and ops chect at this engine has . Martin A&P# 4 Lycoming O-320 .1 Hobbs: 5029.7 uawk for outside o oted. Blew compress foot section skeet	2.2 TSMOH: ection IAW I ru 2023-10 a ru 2023	s/N L-42136-2: 93.47 ETT: 10 FAR 43 Appendent found to be 78/80, #4 78/8 for inspection. Serviced engined. I gap check. Consues noted. If you have the serviced in accompanies of the serv	7A 0,496.7 Idix D and the Cessna 172 L inspection checklist. e in compliance. 60. No metal noted. Installed new filter P/N AA48110-2. ne with 8 Qts. Phillips 20W-50 X/C. Cleaned, set gap, rotated and reinstalled with new gaskets. Torqued. acced O-rings P/N MS29513-111 and MS29513-138. Torqued and safety wired to engine. ordance with a 100 Hr. inspection and was determined to be in airworthy condition. Signature: A 0517.9 temperature. Checked baffling and baffling rubber. No issues noted. Replaced hose from baffling to oil cooler. erature and pressure gauge to read proper values from POH. P/N AA3215CC S/N 0W6C01. Installed overhauled unit

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E ?		FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterat Entries must be endorsed with Name, Rating and Certificate Number Technician or Repair Facility. (<i>See</i> back pages for other specific entri	a- af	YEAR 20_23 Date		FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, To Entries must be endorsed with Name Technician or Repair Facility. (See ba	ne, Rating and Certificate Number of
		•	•			21/1-			D-4-: 04	1/40/2022 Hours Task 4400 f. To	2MOU: 0.07
	12/30/22	2, 2:34 PM		7880G 00000 TDO 1/200		01/19			İ	01/19/2023 Hours : Tach: 1486.5 TS	1 SIVIUM. U.U/
	- 40/00/0	022 :		7880G engine TBO - N7880G Cessna 172	?L		1486.5	t 1	Tail#: N	17880G	
	12/30/	ad Dans 1	ming O-320-E2	2D S/N L-42136-27A Tach: 1485.8 Hobbs: 4873.7			1	1	Make: Ly	ycoming Model: O-320-E2	S/N : L-42136-27A
							L	<u></u>	l '	•	
		o opiui Oi	TOVE MINITIONIVA A	PROIDS Lycoming C. 000 Eng		1	t i	1	Lngine L	overhauled and installed 12/30/2022. F	nan engine, leak check good. Sec
_	Remove	== and ittp: ∃d and root-	aced oil cooler	nose P/N 624000-6-0310				·		sure sender wiring. Repaired magneto	o p-lead wiring. Operational check
	1/0111046	eu ario repia	laced fuel line 12/	hose P/N 624000-6-0272 P/N 360-8D0220			11	tt	performe	ed and found to be satisfactory	<u> </u>
	- Remove	ed and repla	aced oil oressur	Ire hase P/N A Faccock to a series		1	1	 	1		
		ea una tebis	Sceu ecuine my	Olipto and half- as			L	$\;\; \; \; \; \; \; \; \; \; \; \; \; \; \; \; \; \; \; \;$		that this engine has been inspected in	
							t i	()	Appendi	ix D, annual inspection and determine	ad to be in airworthy condition and
	_ L/GILIOAE	eu and repia	aced engine oil d	Cooler New oil cooler Day access				 		to service.	
_							<u></u> 1	11		-	
	- Veniove	eo ano repia	aced alternator "	"V" helt P/N \$4507 4 03 5			1	1	, –		
	1,611046	eu and renia	3CCC COO Drimor	FOOTS DELANGE			└──	<u></u>	ſ.		
	176111046	su exnaust s	System: P/N 175/	54901.4 Juntate			1	1	· ·		
	P/N 3c	S WAI 000s	STC SA0180 AT	short stack exhaust system			+		ŧ		
	hellateni	oil quick dra	rain vaive P/N P	25000		-	<u></u>	t	· ·		
	Instailed	l new engine	e air filter P/N B/	VA-6108.			1	1	Ţ		
	Cleaned of	engine.					└	$\;\; \bigsqcup \;\;$	Ļ		_
	Servicet	engine wit.	h 8 Qts. Phillips	s 20W-50 oil and performed break in run. Checked for leaks.			1	1	Name: L	Lee P Bridges	Cert: A&P 1942849
	יאו אוייפן! יאו אוייפן!	ALL -	aft is returned to	service. Onecked for leaks.			 		·	Landergood Aviation, LLC	Sign: D. P. M.
	Pavia M	· Auberson	i Sr. A&P# 46	08902423 Date: 12/30/22 Signature: Del Quberso Le			<u></u>	<u></u> 1	(Co: .	Lanuciguou Aviauum, LLC	July 1
\rightarrow	·			I was a law was		_	1	1	1	•	
	`						02/03/2023 Ly	coming O-	320-E2D S/N	L-42136-27A Tach 1496.90 Hobbs: 4887.3	3 TSMOH: 10.4
1	·					_	Performed 10 Hr	Hr. break in o	oil change IAW M	Manufacture's Instructions. Removed filter an	and cut open for inspection.
+	·						No metal noted.	'. Installed fin	ter P/N AA4811	10-2. Torqued and safety wired to the engine.	a. Servicea engine with
1		- 1)				8 Pts. Phillips 2	°0W-50. Lea	k and ops chec.	ck performed. No issues noted. Aircraft is return	umed to service.
						_	Matthew D. Ma	ortin AΠ	# 4257340 Da	ate: 2/3/23 Signature:	1
										1. 000	

MANUFACTURER: Lycoming ENGINE MOD: O-320-E2D S/N: L42136-27A WO# 104651 AD # DESCRIPTION S59-02 accessory drive adplate gasket baffle clamps 19-10-07 baffle clamps 19-10-07 baffle clamps 19-10-07 crankshaft gear 19-10-14 C my Law S8508 and S85308, has PID stamp O-10-04-19 R1 Superior Vinders 19-10-14 C generated with Manufacturer with Superior Vinders 19-10-14 C generated with Superior Vinders 19-10-14 C generated with secretary of the limit of the superior of the lamps o	YEAR 20 Date	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alte Entries must be endorsed with Name, Rating and Certificate Nur Technician or Repair Facility. (See back pages for other specific	mbor of	YEAR 20 Date	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
15-02-07 Prop Governor shaft set screw N/A by carburetor model 17-16-11 Lycoming con. rod bushings N/A to new bushings installed, P/N AEL13923 Poplar Grove Airmotive, Inc. FAA Approved Repair Station YYBR664L Terry Aavang Date: 16/Dec/2022	AD # 55-02 59-10 63-23 64-16 66-20 75-08 87-10 90-04 92-12- 95-26 96-09- 97-15- 98-02- 98-17- 04-10- 06-12- 07-04- 09-26- 12-03-(15-02-(17-16-	DES -02 accc -07 baff -02 exh -05 fuel -04 oil fi -09 R3 oil p -06 R1 rock -06 R1 oil li -05 pisto -02 impr -10 C oil p -11 pisto -08 cran -11 C cran -14 C cran -14 C cran -17 ECI -19 R1 Supe -10 R1 Supe -10 R1 Supe -11 Lyco -11 Lyco -11 Lyco -11 Cran -12 ECI -13 R1 Supe -14 Cran -15 Cran -16 Cran -17 ECI -18 R1 Supe -18 Cran -19 R1 Supe -19 R1 Lyco -10 Crave -11 Lyco -11 Lyco -11 Lyco -11 Crave -12 Crave -13 Crave -14 Crave -15 Crave -16 Crave -17 Crave -18 Cra	ccRIPTION essory driv essory driv essory driv ele clamps aust valves pump liter adapte eump drive eer arm ne on pin roper fuel ump on pin P/N i ekshaft kshaft (N ekshaft geal cylinders erior cylinders erior cylinders of carbureto Governor ming con. i	e adapter gask r gasket shaft LW14077 Nelson Balanci r ers r shaft set screw rod bushings	COMPLIANCE STATUS N/A by engine S/N N/A has new style clamps N/A by 1/2" valves installed N/A no fuel pump installed N/A by engine S/N N/A has drive shaft with flats N/A rocker LW-18790 not installed N/A has fixed pitch prop N/A by pin P/N N/A by registration number P/C/W IAW SB524 N/A by pin P/N C/W IAW SB505B and SB530B, has PID stamp C/W by inspection IAW para. (b) C/W I/A/W SB 475C, due any prop strike N/A by cylinder S/N N/A to ECi cylinders N/A by carburetor model N/A to this engine model N/A to new bushings installed, P/N AEL13923		Total Time This engine was as per the manuf parts list is on file Assembled e tappets P/N 1 and right P/N 75109303, ov from Hartzell All applicable ain book. This engir and inspected in work performed. Poplar Grove	disassembled, cacturer's current at this agency. ngine with construction of the second at this agency. 15B26262. In 14370, S/N 2 erhauled by Engine Teclororor of the was test run in accordance with Pertinent detail	10403.30 cleaned, instance of course of repair	spected and reamanual ving accessorie e repaired toverhauled of from Chaic Accessorie es. See A.D. elated factory papproved test congulations of the are on file at the	Time Since Major Overhaul ZERO

Engine	Record	General	Information	

Manufacturer Lycoming	Model <i>O-</i> 32 <i>O - E 2 D</i>
Serial L-42/36-27 A	Type Certificate
This engine is currently installed in aircraft:	

Minimum Octane Fuel _____ Oil Grade Summer _____ Winter _____

Magneto Time _____ Point Setting ____ Firing Order _____ Spark Plug Gap _____

Manufacturer's Recommended Overhaul at _____ hours



Phone: 815.544.2300 800.397.8181

LIMITED AIRCRAFT ENGINE WARRANTY

FAX: 815.544.8900

Poplar Grove Airmotive, Inc. (PGA) limits its warranty on the listed engine overhauled by PGA to be free from defects in material and workmanship under normal use and service for a period of two years or 500 hours, whichever occurs first from the completion date of the overhaul. All accessories overhauled by PGA are warranted for 250 hours of operation or one year, whichever event shall occur first.

Any engine, cylinder or component Repair not associated with a major engine overhaul is warranted to be free from defects in material and workmanship for six months.

The obligation of the Company under this warranty is limited to the repair or replacement, at the option of PGA, of any part, component or engine, which, in the opinion of PGA is defective. PGA assumes no obligation for work accomplished at a facility other than PGA unless prior notification is given and the owner receives authority from PGA to proceed. PGA additionally reserves the right to furnish any parts and/or components required. If requested by PGA, owner must return all warranted parts, transportation prepaid, to PGA for examination.

Warranty is not applicable to routine maintenance, inspection or adjustments. Replacement or repair of an engine component or accessory will not be construed to extend the initial warranty period.

This warranty shall not apply to engines, their component parts or accessories which have been improperly installed, adjusted, stored, handled, repaired, altered or operated contrary to current manufacturer's recommendations of FAA Airworthiness Directives, or subjected to misuse, neglect, accident, pre-ignition, detonation, hydrostatic lock or corrosion.

PGA does not warrant accessories, such as factory-remanufactured magnetos, carburetors, starters, etc. supplied by a vendor other than PGA

No express warranties and no implied warranties, whether of merchantability or fitness for any particular use, or otherwise (except to title) other than that expressly set forth above, which is made expressly in lieu of all other warranties, shall apply to products sold by PGA.

This warranty and this PGA's obligation thereunder is in lieu of all other warranties, expressed or implied, including warranties of merchantability and fitness for a particular purpose, and all other obligations or liabilities, including consequential damages or contingent liabilities arising out of the failure of any engine or part to operate properly, and no person is authorized to give any other warranty or to assume any additional obligation on PGA's behalf unless made in writing and signed by an officer of PGA.

16 Dec, 2822 Model Lyc. B-328-E2D S/N L-42136-27 A

POPLAR GROVE AIRMOTIVE, INC. CRS YYBR664L SUGGESTED BREAK-IN PROCEDURES

After starting the engine, ensure a normal warm up, but avoid prolonged ground running. Follow the airframe manufacturer's recommendations for takeners. for takeoff power. When possible, reduce power to the climb power setting specified in the operator's manual. Establish a shallow climb angle to ensure good and the control of the climb power setting specified in the operator's manual. Establish a shallow climb angle to ensure good air speed for proper cooling. Use more cowl flaps than normal or step climb to help in this process. Adjust mixture per aircraft operating beauty operating temperature well operating handbook. Excessive heat is the primary cause of cylinder bore glazing. Make every effort to keep your operating temperature well into the green arc.

If the engine is normally aspirated (non-turbocharged) it will be necessary to cruise at a low altitude to obtain the required cruise power levels.

We recommend a spirated (non-turbocharged) it will be necessary to cruise at a low altitude to obtain the required cruise power levels. We recommend a density altitude less than 5,000 feet to allow the engine to develop sufficient cruise power for a good break-in.

For proper break-in/piston ring seating, operate the engine at 65-75% power during cruise while keeping engine temperatures well in the green arc. Maintaining the change of glazing the cylinder bores. Glazing green arc. Maintain these power settings until oil consumption stabilizes, this will minimize the chance of glazing the cylinder bores. Glazing cylinder bores are the power settings until oil consumption stabilizes, this will minimize the chance of glazing the cylinder bores. cylinder bores require cylinder removal, honing, and installing new piston rings. **Poplar grove Airmotive does not warranty this condition.**

Descend at low cruise power while closely monitoring the engine instruments. Avoid long descents at low manifold pressure and rapid descents, as this will cause it. as this will cause the engine to cool too rapidly.

There is only one object to be accomplished during the break-in: the stabilization of oil consumption. Record all oil additions and flight hours in such a manner than the stabilization of oil consumption. Record all oil additions and flight hours in such a manner than the stabilization of oil consumption. such a manner that quart per hour of flight is known. During this portion of the break-in, which could range 25 to 100 hours, mineral oil <u>must</u>

be used in the ensity. be used in the engine. Change oil and inspect filter after approximately 10 hours – then 35 hours – then per your normal schedule, however, do not use AD (ashless not use AD (ashless dispersant) oil until consumption stabilizes.

Ingine Oil Pos		
lero Shell 100	mendation For Piston Ring Sea	tina

Aero Shell 100	Piston Ring Seating
Sid Shall	SAE 50
Aero Shell 65	SAE 40
	SAE 30
Phillips 20W-50	Type M
Uso	XC

Above 60 degrees F 30 degrees - 90 degrees F 0 degrees - 70 degrees F All Season Nickel Cylinders

Use mineral based AD oils only after break-in – NO synthetics