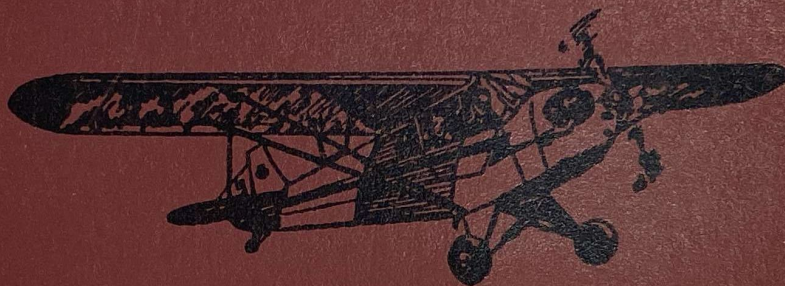


ENGINE LOG



PIPER

CUB

The World's Fastest Selling Airplane

Instructions for the Use of Log Book

1. This log must always accompany the engine to which it refers.
2. No pages shall be torn from Log Book. No erasures, and all entries to be made in ink.
3. Original entries shall be made and signed by manufacturer or seller. All other entries shall be made by Pilot, Chief Mechanic, or other competent person authorized to do so.
4. On journey, the pilot is responsible for carriage of Log Book and entries or omissions therein. Failure to do so will be considered a serious neglect of duty.
5. Before departure on journey, pilot is personally to ascertain that entries in log have been made are correct, and then sign certificate to the effect.
6. Special data such as manufacturers notes, test data, re-conditioning, etc., should be affixed to stubs provided for that purpose in the back of this book.
7. CAA-18-1 Repair and Alteration forms listed on last page.
8. This log book shall be available and produced, on demand of anyone so authorized.

PIPER AIRCRAFT CORP.—LOCK HAVEN, PA., U. S. A.

ENGINE LOG

NO. 3157 M
License No.

MANUFACTURER { Name LYCOMING DIVISION AVCO MFG. CORP.
Address WILLIAMSPORT, PA.
Model O-320 A-2-A H. P. 150 Serial No. L-10107-27
Stroke Manifold Pressure { Normal
Bore { Maximum
R.P.M. { Normal B.H.P. { Normal
Maximum { Maximum 150
Gear Reduction Ratio Rotation of Propeller Clockwise
Certified Correct Date
OWNER { Name ROBERT W. CARROLL
Address E. 5111 ELAICA RD.
CHATTAROY WA 99003

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

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Engine Serial				N C					
Date		R. P. M.		Ground Time		Air Time		Total Time	
				Hrs.	Min.	Hrs.	Min.	Hrs.	Min.
Year									
No.	Day	Ground	Air						

9-22-03

Removed engine cowlng, drained oil, removed filter, cut open filter to check contents for metal—none found. Installed new Champion filter #48110, set torque to manufacturers specifications, and safety wired filter with .041 safety wire. Serviced engine by adding 8 quarts of Aeroshell 15-50 oil. Cleaned engine, ground ran to check for leaks, installed cowlng. Tach time 74.0

Bob Conrad

539422745

TOTAL TIME

[illegible]

Engine Serial				N C					
Date		R. P. M.		Ground Time		Air Time		Total Time	
Year	Day	Ground	Air	Hrs.	Min.	Hrs.	Min.	Hrs.	Min.
Tach time 102.68 Removed engine cowling, drained oil, removed filter, cut open filter to check contents for metal-no metal found. Installed new Champion # 48110 oil filter, set torque to manufacturers specifications and safety wired with .041 safety wire Serviced engine by adding 8 quarts of Aero Shell 100 Plus oil. Cleaned engine, ground ran to check for leaks, installed cowling Signature: <i>Robert W. Call</i> FAA license--539422745 4-26-04									
TOTAL TIME									

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ENGINE LOG

REMARKS	SIGNATURE
10-10-2004 Tach Time 126.4 (I changed a e early due to the fact I had 100 wt. Oil—Weather dictated I put in 15-50) Removed engine cowling, drained oil, removed filter, cut open filter to check contents for metal. No metal found. Installed Champion #48110 oil file, set torque to manufacturers specifications and safety wired with .041 safety wire. Serviced engine by adding 8 quarts of Aero Shell 15-50 oil. Cleaned engine, ground ran to check for leaks, re-installed cowling. Signature: <i>Robert W. Call</i> FAA License—539422745	

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Tach Reads: 134.94 ENGTT: 2775.98

Raymond M. Thomas A&P2742360IA



N C

Air Time		Total Time	
rs.	Min.	Hrs.	Min.

ENGINE LOG

REMARKS

SIGNATURE

6-29-2005

Tach Time: 149.00 hours

Removed Engine cowl, drained oil, removed filter, cut open filter, inspected for metal. No metal found. Installed Champion #48110 filter. Set torque to manufacturers specifications and safety wired with .041 safety wire. Serviced engine by adding 8 quarts of Aero Shell 100 plus. Cleaned engine, ground pan to check for leaks, reinstalled cowl.

Signature: _____

FAA License---539422745

TOTAL TIME

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Tach: 201.91 TSMOH: 201.91 TTENG: 2842.98

Raymond M. Thomas 2742360IA

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Air Time		Total Time	
Hrs.	Min.	Hrs.	Min.

SIGNATURE

Tech 285.50 TT 4258.78

Full B Poth FAA# 3248973

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

Engine Serial

N C

Date
Year
Mo.

July 19, 2009

Lycoming O-320-A2A SN: L-10107-27 Tach: 317.22 ACTT: 4290.47

Time
Min.

Completed annual inspection. Cleaned, inspected, and gapped spark plugs.
Checked magneto timing. Cleaned fuel strainer. Completed compression check,
1-75, 2-76, 3-75, 4-74. Oil change not due at this time. Checked AD's thru
biweekly 2009-14, AD 2008-19-05 does not apply, ECI cylinders not installed.
Completed ground run and leak checks, checked satisfactory. I certify that this
engine was inspected in accordance with an annual inspection and found to be in
a safe condition for flight.

Mark Huffstutler
AP28324711A

TOTAL TIME

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ENGINE LOG

Wild Warbirds
Uvalde TX, 78801
830-591-8218



02/22/2011 N3157M Piper PA-12 S/N: 12-1890 Tach: 409.78 Hobbs: 4383.03

Completed annual inspection. Cleaned, and inspected spark plugs. Checked magneto
timing. Cleaned fuel strainer. Completed Compression check, 1-75, 2-76, 3-74, 4-78. Oil
drained and replaced with Aero shell 100, replaced and inspected oil filter. Tightened hex
screw on nose case due to oil leak. Checked AD's thru biweekly 2011-4, AD 2008-19-05
does not apply, ECI cylinders not installed. Completed ground run and leak checks,
checked satisfactory. I certify that this engine was inspected in accordance with an annual
inspection and found to be in a safe condition for flight.

Mark Huffstutler
AP28324711A

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Engine Serial		N C		Ground Time		Air Time		Total Time	
Date		R. P. M.		Hrs.		Hrs.		Hrs.	
Year	Mo. Day	Ground	Air	Min.		Min.		Min.	
2017	Jan 1	Tach reads 471.51	Total time eng.	3122.58					
		Tsmolt 471.51	Changed oil & filter - no metal						
		in filter. Serviced with 8 qts. AeroShell 100W 130							
		oil. Cleaned & gapped spark plugs. Compression:							
		#1 = 70/80; #2 = 70/80; #3 = 70/80; #4 = 72/80. Had							
		4th magneto repaired by Navajo Acc. under W.O.							
		78426 - the maintenance release is attached.							
		Reinstalled & timed to 25° BTC. Retimed R/H mag.							
		Replaced #1 cylinder cylinder base seal. Replaced							
		#1 cylinder oil drain tube, P/N 68759. Replaced							
		#2 cylinder 1B exh stud, P/N 31C12. Replaced all							
		exh nuts. Test run, ckd Am leaks & adjusted							
		idle mixture & RPM. Concl'd that this engine has							
		been inspected in accordance with an Annual							
		Inspection and it has been determined to be							

Engine Serial 1825468

Signature: John H. Langston

04/23/2018 Piper PA-12 N3157M s/n 12-1890 Tach Reads 484.11
 Lycoming O320 A2A s/n L-10107-27 TSO: 484.11 TTIS: 3135.18
 McCauley 1A175/GM8241 s/n 1028
 Performed 100 hour / annual inspection and servicing per Lycoming O320 series manual and the scope and detail of FAR 43 appendix D. Drained engine oil, replaced spin on oil filter with new, serviced using AeroShell 100W. Cleaned and inspected spark plugs. Compressions checked #1=66, #2=61, #3=67, #4=62/80 psi. Re-set left magneto timing. Weld repair to exhaust hanger. Cleaned intake air filter. Inspected propeller for security and condition. Engine solvent washed and water rinsed. Engine run up operational checks performed with no discrepancies noted. I certify that this engine has been inspected according to FAR 43.43(a)(1)(c)(1)(2) for an annual inspection and was determined to be in airworthy condition. Joseph G. Sills IA405867971

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Engine Serial		N C		
Date	R. P. M.	Ground Time Hrs. Min.	Air Time Hrs. Min.	Total Time Hrs. Min.
08/08/2019 Piper PA-12 S/N: 12-1890 N3157M TACH: 487.73 TTIS: 4460.98 Lycoming O-320-A2A S/N: L-10107-27 TSO: 487.73 McCauley 1A175/GM8241 S/N: 1028 Performed 100 hour/annual inspection IAW FAR 43, Appendix D and Lycoming service data. Compressions: 1=74, 2=75, 3=68, & 4=72/80. Drained oil, serviced with eight quarts Aero Shell 100W. Replaced engine oil filter with new CH48110-1; old filter opened and inspected and no contaminants noted. Induction air filter cleaned IAW Piper service data. Engine washed and op checked; no discrepancies noted. I certify this engine has been inspected IAW an annual inspection and found to be airworthy. Carl Shropshire A&P4678260999IA				
08/26/2020 Piper PA-12 S/N: 12-1890 N3157M TACH: 493.72 TTIS: 4466.97 Lycoming O-320-A2A S/N: L-10107-27 TSO: 493.72 McCauley 1A175/GM8241 S/N: 1028 Performed 100 hour/annual inspection IAW Lycoming O320 series manual and the scope and detail of FAR 43 appendix D. Drained oil, replaced spin on oil filter with new, serviced using AeroShell 100W oil. Cleaned, gapped and inspected spark plugs. Compressions checked #1=70, #2=76, #3=79, #4=72/ 80 psi. Checked magneto timing. Solvent washed engine and cowling. Engine run up, operational checks performed with no discrepancies noted. Inspected propeller for security and condition. I certify that this engine has been inspected per FAR 43.45(a)(1)(c)(1)(2) for an annual inspection and was determined to be in airworthy condition. Joseph G. Sills IA405867971				
TOTAL TIME				

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09/19/2021 Piper PA-12 S/N: 12-1890 N3157M TACH: 494.00 TTIS: 4467.25

Lycoming O-320-A2A S/N: L-10107-27 TSO: 494.00

McCauley 1A175/GM8241 S/N: 1028

Performed 100 hour/annual inspection IAW Lycoming O320 series manual and the scope and detail of FAR 43 appendix D. Drained oil, replaced spin on oil filter with new, serviced using AeroShell 100W oil. Cleaned, gapped and inspected spark plugs. Compressions checked #1=70, #2=76, #3=79, #4=72/ 80 psi. Checked magneto timing. Solvent washed engine and cowling. Engine run up, operational checks performed with no discrepancies noted. Inspected propeller for security and condition. I certify that this engine has been inspected per FAR 43.15(a)(1)(c)(1)(2) for an annual inspection and was determined to be in airworthy condition. Joseph B. Silis IA405867971

TOTAL TIME

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ENGINE LOG

REMARKS

SIGNATURE

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