

The Power of Experience

PENN YAN AERO

**Penn Yan Aero
2499 Bath Road
Penn Yan, New York 14527 U.S.A.**

**www.PennYanAero.com
Phone: 315-536-2333
Fax: 315-536-2335**

FAA Repair Station: Y2GR396Y

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Penn Yan Aero

2499 Bath Road, Penn Yan, NY 14527

www.pennyanero.com

Telephone: 315-536-2333 / 800-727-7230

Fax: 315-536-2335

FAA Repair Station No. Y2GR396Y

Break In Instructions

Penn Yan Aero - Overhauled Engines

1. Carefully read all of the enclosed information before installing or operating this engine.
2. Check and inspect shipping container for any damage. Report damage immediately to Penn Yan Aero (800-727-7230) and the shipping company.
3. Check shipping container contents against shipping inventory documentation. Immediately report and discrepancy to Penn Yan Aero (800-727-7230).
4. Reinstall your engine in accordance with the appropriate airframe and engine manuals. Ensure that all mounting points, control cables, and wiring points are connected, secured, and tested.
5. ADD Engine OIL. Your engine has been drained of oil for shipping purposes. DO NOT START THE ENGINE until you add oil. Starting the engine without oil will VOID THE WARRANTY.
6. DO NOT USE AUTO FUEL. USE OF AUTOMOTIVE FUEL WILL VOID THE WARRANTY.
- 7.* Prime the engine for oil pressure prior to first start up.
8. Check and insure proper control function, gauge operation, and inspect for fluid leaks.
9. Propeller cycling should be kept to a minimum. Just enough to ensure proper operation, a maximum 200 RPM drop, once. Your engine has been thoroughly tested and operated at maximum power at the Penn Yan Aero facility. No extended running prior to flight is required or desirable. Ground operation should be limited to the time necessary to check and ensure proper control function, gauge operation, and inspect for any leaks of any sort.
10. Provided all parameters are within reasonable and airworthy limits, it is generally best to make final idle and mixture adjustments after the first flight rather than before. Remember it is always advantageous to be familiar with and idiosyncrasies of the particular aircraft, it's control systems and instrumentation. This will help to preclude trying to adjust airframe problems out of the engine.

11. On Continental fuel injected engines it is Required that the fuel system be set up per Continental Maintenance Manuals.
12. All takeoffs should be performed at full power. There should be no rush to reduce power to climb settings. Most engines are designed and built to operate at maximum power indefinitely. A few models are time restricted at maximum RPM: those restrictions will be called out in the Aircraft Operating Handbook as well as being marked on the tachometer.
13. The first flight should be at least one hour in duration, climb speeds should be kept high when practical and leaning in climb avoided except as necessary to maintain smooth operation at high altitudes and lean to best power. Cruise settings should be maintained at 75% power or more whenever possible. Any sort of abusive operation such as touch and goes, power off stalls, and 0 thrust should be avoided for the first thirty hours.
14. After the first flight, carefully inspect all the mounting points, control functions, and check for leaks. Check the oil level.
15. Engine break-in can take as long as 100 hours or as few as 10 hours depending on cylinder bore treatment, aircraft usage, and climatic conditions. Each engine is different. It is important that the engine oil temperature be brought up to normal operating range and flown for as long as possible but no less than one hour per flight for the first ten hours at 75% power. Check your oil level carefully. Many times you can determine when an engine has properly completed its break-in when the oil consumption stabilizes.

Oil Temperature - Some oil temperature gauges have temperature markings and some only have a green and red arc. Make sure your gauge has been calibrated carefully and mark your gauge accordingly. In order to help prevent corrosion, it is imperative that your engine be operating at 180-220 degrees F. Otherwise, corrosion will accumulate on wear surfaces and decrease the life of your engine. Four cycle piston engines produce almost one gallon of water per one gallon of fuel burned. Oil temperature is critical.

Oil level and consumption - In general, if the oil level on an engine is kept full it will usually blow out the top quart in as little as an hour. It is commonly accepted practice to run a quart or two lower than full; i.e. 10 quarts maximum in a 12 quart engine. Remember that on engines with an oil cooler, the temperature is thermostatically controlled. Twelve quarts will not run cooler than 10 quarts, heat is dissipated in the cooler not the sump. For best

consumption calculations, checking the oil should be done and compared cold to cold with the aircraft sitting in the same attitude. Differences in attitude caused by changes in strut extension or uneven ramps with cause changes in oil quantity readings.

Oil Requirements for Turbocharged Engines - DO NOT USE MINERAL OIL IN LYCOMING TURBOCHARGED ENGINES as per Lycoming break-in instructions, the use of mineral oil is known to cause coking in turbo(s). Penn Yan Aero recommends the use of AeroShell Straight Weight 100 Plus or 80W Plus Ashless Dispersant Oil. Mineral oil is approved for use in turbocharged engines.

16. 10 Hours-Change the oil and filter after 10 hours from the start using AeroShell Straight Weight Mineral Oil.
17. 35 Hours - The oil and filter should be changed again 25 hours from the above 10 hours using AeroShell Straight Weight Mineral Oil.
18. After the initial 50-60 hours of break-in, the oil may be changed to AeroShell 100W Plus or 80W Plus. Change the oil filter.

The Power of Experience



2499 Bath Road, Penn Yan, New York, USA

Telephone: +1-315-533-2333 | 1-800-727-7209 Fax: +1-315-533-2335 | www.PennYanAero.com

FAA Part 145 Repair Station Number: Y2GR396Y | EASA: 145.0236 | Authorized Lycoming & Continental Distributor

PENN YAN AERO ENGINE WARRANTY: 3 YEARS, UNLIMITED HOURS TO TBO

Subject to the limitations and conditions set forth in this warranty, Penn Yan Aero warrants its overhauled and experimental aircraft engines, exclusive of engine accessory components noted below, are free from defects in material and workmanship, under normal use and service, for a period of THREE YEARS FROM DELIVERY OR TO MANUFACTURERS TBO of operation, whichever event will occur first. Penn Yan Aero warrants the engine accessory components installed by Penn Yan Aero, including magnetos, starter, alternator, fuel pump, fuel injector, and carburetor, are free from defects in material and workmanship, under normal use and service, for a period of one year from delivery. Customer supplied parts or accessories the customer requests be re-used will not be warranted.

Penn Yan Aero's obligation under this warranty is limited to the repair or replacement, at their option, of any part, component, or engine which, in its opinion, is defective, and which as been returned to its facility, transportation prepaid. Penn Yan Aero assumes no obligation for work accomplished at a facility other than its own unless prior written authorization is given by it. Penn Yan Aero reserves the right to furnish any parts and/or components required. Applicable labor reimbursement is per Penn Yan Aero's flat rate allowance.

After the initial 1 year, Penn Yan Aero will not assume any responsibility for the repair or replacement of engine accessories. Penn Yan Aero will be relieved of all obligations and liability under this Warranty if the engine, or engine component parts or accessories, have been improperly installed, adjusted, stored, handled, repaired, altered, or operated contrary to the aircraft flight manual, current manufacturer's, or Penn Yan Aero's recommendations. This warranty will not apply to engines or accessories subject to misuse, neglect, accident, corrosion, or lack of preventive maintenance as prescribed by the manufacturer.

THIS WARRANTY IS NULL AND VOID IF THE ENGINE IS RUN ON AUTOMOTIVE FUEL.

Warranties will not be granted for trouble-shooting, or removal and installation of engines, or components or accessories, for normal routine maintenance, inspections, or adjustments. Costs associated with technical assistance or instruction provided by Penn Yan Aero, including parts, labor, and transportation of product or components sent to Penn Yan Aero for trouble-shooting, are not covered by warranty absent a warrantable defect. A replacement product/part assumes the remaining warranty of the original product. Replacement or repair of an engine, component, or accessory will not be construed to extend the warranty period. Penn Yan Aero shall not be responsible for any down time or travel costs, including incidental expenses associated with loss of use due to warranty conditions.

Purchaser specifically acknowledges that any action or proceeding arising under this Warranty (or the sale giving rise to such Warranty), however founded, and whether in law or equity, shall be brought before the Supreme Court of the State of New York, County of Yates, which shall have exclusive jurisdiction to hear such action or proceedings.

THIS WARRANTY IS EXPRESSED IN LIEU OF ALL OTHER AND REPRESENTATIONS, EXPRESSED OR IMPLIED, AND ALL OTHER OBLIGATIONS AND LIABILITIES, EITHER DIRECT OR CONSEQUENTIAL ON THE PART OF PENN YAN AERO. TO THE EXTENT ALLOWED BY APPLICABLE LAW, BUYER WAIVES ALL OTHER WARRANTIES, WHETHER OF MERCHANTABILITY, FITNESS OR OTHERWISE. THERE ARE NO WARRANTIES WHICH EXTEND BEYOND THE DESCRIPTION ON THE FACE HEREOF. TO THE EXTENT ALLOWED BY APPLICABLE LAW, THE OBLIGATIONS OF PENN YAN SET FORTH HEREIN SHALL BE THE EXCLUSIVE REMEDIES FOR ANY BREACH OF THE WARRANTY HEREUNDER. PENN YAN AERO SHALL NOT BE LIABLE FOR ANY INCIDENTAL, INDIRECT, SPECIAL, CONSEQUENTIAL, MULTIPLE OR PUNITIVE DAMAGES, INCLUDING, WITHOUT LIMITATION, ANY DAMAGES FOR DIMINUTION OF MARKET VALUE, LOSS OF USE OR LOSS OF PROFITS OR REVENUES, AND PENN YAN AERO SHALL NOT BE LIABLE FOR ANY DAMAGE CLAIMED UNDER THE THEORIES OF NEGLIGENCE OR STRICT LIABILITY IN TORT. ANY ACTION BY BUYER FOR BREACH OF THIS WARRANTY MUST BE COMMENCED WITHIN ONE (1) YEAR AFTER THE CAUSE OF ACTION ACCRUES. THE CONSTRUCTION AND INTERPRETATION OF THIS WARRANTY SHALL BE GOVERNED BY THE LAWS OF THE STATE OF NEW YORK.

Sky-Tec Flyweight Starters

WARRANTY

Sky-Tec Partners, Ltd. ("Sky-Tec") warrants its starters to be free from defects in materials and workmanship for a period of two years from the date of purchase. Sky-Tec will repair or replace any starter it determines to have failed under the terms of this warranty if and only if the customer's original starter is sent to Sky-Tec for evaluation.

Alternatively, Sky-Tec may offer a warranty exchange program to any customer requiring expedited replacement. The customer will be responsible for purchasing a replacement starter directly from Sky-Tec and returning their original starter directly to Sky-Tec for evaluation. If the starter is found to have failed under the terms of this warranty, appropriate credit will be given to the customer for the value of the starter plus domestic UPS Ground shipping charges. Customers will be responsible for any additional expedited shipping charges. Alternatively, a customer may receive core credit regardless of warrantability of the returned starter.

Sky-Tec makes no warranty as to suitability of its products for the intended application.

To be considered eligible for warranty credit, DO NOT PURCHASE A REPLACEMENT STARTER FROM A DEALER. Sky-Tec will not offer warranty credit for replacement starters purchased through a dealer. All warranty claims must be handled directly with the manufacturer, Sky-Tec Partners, Ltd.

If you suspect a starter to be defective, consult the Aircraft Troubleshooting Guide supplied. Before returning a starter to Sky-Tec for service, you must first obtain a return authorization electronically online.

Starters returned to the factory via UPS with a valid Return Authorization number will usually be repaired or replaced the same day as received. Other carriers and/or circumstances may increase turn around to 1-2 days.

Warranty Details

Sky-Tec warrants its starters to be free from defects in materials and workmanship for a period of two years from the date of purchase.

Sky-Tec Warranty is voided if:

- A starter that is used in the wrong application*;
- Customer attempts to service the starter in the field by removing or replacing any components not specifically instructed and/or supplied by Sky-Tec;
- The starter is determined to have failed by application of voltage in excess of amount specified on starter name plate (physical evidence: armature will be splayed and/or exploded due to the forces of over-rotation and the associated centripetal force WITHOUT discoloration of commutator bars or warping of brush insulator);
- The starter is determined to have failed by application of voltage in excess of cranking times specified on starter tag (shipped with all starters) which reads: "Crank for no more than 10 seconds then allow 20 seconds cool-down. Repeat up to 6 times. Then let starter cool for 30 min." (physical evidence: copper armature bars are discolored to white/purple hues, brush wires are discolored similarly, brush insulator is warped or scorched, smell of burnt metal evident, and/or melted insulation in motor area). This condition is often caused by the aircraft's starter contactor (solenoid) sticking "closed" beyond the pilot's intended period of cranking;
- The starter is determined to have failed by a counter-rotational force caused by the engine's ignition system failing to retard all sparks at or past piston TDC during the cranking period aka "kickback" (physical evidence: bent or broken mount, broken or displaced magnets, broken or chipped brush assemblies, broken drive components and/or excessively worn or damaged drive gear teeth)**;
- The starter has any foreign substance located internally including motor oil, cleaning agents or foreign particles not found in the starter's normal composition (physical evidence: presence of substance within starter causing solenoids or motor brush assemblies to wear prematurely and/or function improperly);
- A starter returned to Sky-Tec under warranty-exchange is determined to perform to specifications (i.e. the starter is good). Warranty applies to starters with defects, not good starters. Core credit may be given to the customer should the core be determined to be rebuildable at Sky-Tec's sole discretion;
- The starter is damaged by impact, shock, excessive shaking or other physical abuse (physical evidence: dents to starter components, loose or stripped connection terminals, and bent components not caused by defects in components, design or workmanship).

Additional Warranty Notes

* Ring gear/starter mismatches are the sole responsibility of the installing mechanic and/or aircraft owner. A starter that has been mounted to an engine can no longer be returned for credit as a new starter and will be considered to be a used starter by the factory. CHECK FOR ALL FIT/CLEARANCE ISSUES BEFORE INSTALLING THE STARTER. Once mounted, some starters may be converted to the proper model by Sky-Tec's Repair Station at the starter owner's sole expense (time/materials cost). Obtain a Return Authorization before returning any starter to Sky-Tec for conversion.

** Sky-Tec will waive the kickback exclusion above for up to two years from date of installation of the starter only for those aircraft with a valid logbook entry showing they were operating E-MAG Ignition's Electronic Ignition solution during the time of starter failure due to kickback.

Sky-Tec cannot and never will warrant damage to non-starter components or any non-starter-related expense(s) including labor, inconvenience, transportation or loss of business due to any starter failure.

Additional Notes for Sky-Tec High-Torque Inline (NL Model) Starters Only:

The NL starter is designed to respond to kickback and other destructive engine cranking anomalies by shearing a shear pin on the starter's internal lay shaft. Sky-Tec will not warrant any damage to non-starter components (ring gear, etc.) should the shear pin fail to shear. However, should the pin fail to shear causing the starter nose housing to crack, Sky-Tec will warrant the replacement of the nose/mount housing(s) for a period of up to two years from date of purchase under the standard warranty terms above (return to factory for repair/replacement).

The NL starter is designed to fit nearly every Lycoming aircraft application by simulating the location of various mounting points found on the old, heavy OEM starters. As such, NL starters feature four machined aluminum bosses cast into the starter mount. These bosses are not required for proper function of the NL starter but serve only to support accessories on/around the starter. If a specific aircraft installation requires the alteration or removal of one or all four of these bosses, customers may remove the bosses without loss of any warranty privileges. Acceptable means of removal include cutting and/or grinding without incurring any damage to other starter components or features. However, starter damage or starter failure due to the improper or inappropriate removal of these bosses will not be covered under the factory warranty.

Sky-Tec

**FLYWEIGHT™ AIRCRAFT
STARTER**

**ATTACH POWER
CABLE HERE**

NOTE: This is a METRIC stud. Use supplied METRIC nut ONLY. Snug nut to 50 inch-lbs (max). Install per installation instructions provided with starter. Once mounted, this starter cannot be returned or exchanged for new. Installing mechanic should confirm voltage and gear pitch (if applicable) *before* installation. Questions? Visit www.skytecair.com

Mechanic: Please tear-off here and provide placard below to aircraft owner/operator(s).

PROTECT YOUR STARTER

This aircraft is equipped with a high performance Sky-Tec Flyweight™ starter.

**DO NOT CRANK FOR MORE
THAN 10 SECONDS!**

Allow 20 seconds to cool-down
between attempts. Repeat up to 6 times.
Then let starter cool for 30 minutes.

Engine Maintenance Records

3

Log Number:	
Aircraft Registration Number:	
Engine Manufacturer:	Lycoming
Model:	TB-360-A3B6
Serial Number:	L-1893-S1A
Date Installed on Aircraft:	
Time Between Overhauls:	2000 hours
Engine Position:	

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Penn Yan Aero 2499 Bath Road, Penn Yan, New York 14527 U.S.A.
315-536-2333

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www.PennYanAero.com

Description of Work Performed
Certificate Number & Signature of Technician Performing Work

Balance Forward

The accessories listed are either new or were overhauled (as indicated) and supplied with this engine:

Engine Model IO-360-A3B6		
Serial Number L-1893-51A	Our WO# 45403-17	Invoice Date 3/24/2017



Authorized Signature



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2499 Bath Road, Penn Yan, New York 14527
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FAA Approved Repair Station: Y2GR396Y

Right Magneto - Part# 4370 (New)	Right Magneto - SN# 16101120
Left Magneto - Part# 4372 (New)	Left Magneto - SN# 16100323
Injector/Carb - Part# 2524054-11	Injector/Carb - SN# 6617
Fuel Pump - Part# LW-15473	Fuel Pump - SN# 0C2Z25
Starter - Part# 149-NL (New)	Starter - SN# FN-501615
Turbo - Part# N/A	Turbo - SN# N/A
Controller - 1 - Part# N/A	Controller - 1 - SN# N/A
Controller - 2 - Part# N/A	Controller - 2 - SN# N/A
Wastegate - Part# N/A	Wastegate - SN# N/A

Totals - Carry Forward

Description of Work Performed
Certificate Number & Signature of Technician Performing Work

Balance Forward

CHANGED OIL + REPLACED GEAR OIL + REPLACED 7 OILS AEROSHELL WITH PLUS
CHECKED CONSISTENCY - RUN UP DUNE NO LEAKS
BSM 318 533 PR-SL

ACFT N201QG
DATE 04-05-2018
TTAF 5285.0
TTAF Last O/H 0.0
TSOH 169.0
Previous 6003.5
Engine TTSN 6172.5

Compressions:

- 1) 79/80 2) 78/80
- 3) 76/80 4) 78/80

Engine

Tradewind Aviation Maintenance
New Bern, NC 28562

Completed Annual Inspection I/AAW FAR 43 Appendix D. Washed, lubed, and inspected controls. Drained oil and inspected oil filter, no metal noted. Installed new Tempest oil filter, AA48110-2. Serviced engine with 7qts. Aeroshell W100 Plus aviation oil. Washed engine with solvent. Checked compressions, see L/H Column. Checked magneto timing, checked normal. Cleaned, re-gapped spark plugs and reinstalled at proper torques. Cleaned and inspected air filter. Removed, cleaned and flow checked fuel injectors. Removed oil separator and repositioned oil vent hose. Run-up normal; no discrepancies noted. Released for service. END.

I certify that this engine & propeller has been inspected I/AAW an Annual Inspection and is determined to be in airworthy condition.

TTAF: 5285.0 April 5, 2018

AUTH. SIGN: 
Ricky Hawkins A&P34102471A

5/22/18	5342-4	SMOH 226.4	CHANGED OIL + REPLACED FILTER - CHAMPAIN 48110-2
			LUBRICATED GEAR: REPLACED 6 OILS AEROSHELL WITH PLUS
			CHECKED CONSISTENCY + RUN UP DUNE - NO LEAKS

Totals - Carry Forward

BSM 318 533 PR-SL

MVA
5114.5

Date	Total Time In Service	Total Time Since Overhaul	Tach or Recording Meter Time	Description of Work Performed Certificate Number & Signature of Technician Performing Work
3/22/18	5393.3	222.3		<p>Balance Forward</p> <p>CHANGED OIL & REPAIRED FUSE & THERM 48110-2</p> <p>ADDED LIGHT MEASUREMENT W/ 100 PUS</p> <p>REPAIRED AND SINE FROM FUSE & INSPECTED NO FURTHER DOWNS</p> <p>SCALE RUN UP DATE - NO PROBLEMS</p> <p>3/15/88 P. L. S. T. L.</p>
Nov 15 2018		301.8		<p>THIS SUCCEEDS REMOVED FROM N2010AG AND DREPPED</p> <p>FOR SKEIPMENT AND SKEET FROM STORAGE. FRESH OIL</p> <p>AND ANTI-HUMIDITY PULS INSTALLED.</p> <p><i>[Signature]</i></p>
Totals - Carry Forward				



FISHER AVIATION INC
 210 KESTREL DRIVE
 SPRING BRANCH TEXAS 78070
 210-240-3987

DATE: 4-28-20
 REGISTRATION NUMBER: N201DC
 TACH TIME: 2177.6
 TOTAL TIME:
 TSMOH:

In Work

Drained oil, removed oil sump and inspected for evidence of water or damage, no defects found. Reassembled with new gaskets and locking hardware per Lycoming direct drive overhaul manual. Serviced with aeroshell W100 plus with new filter. Opened old filter, no metal found. Ran engine, operation and leak check normal. OK for service.
 Ron Fisher IA 467065931

Precision Aircraft Services
 PO box 60273
 San Angelo, Texas 76906

02-02-2021 Tach: 272.1 Engine TSMOH: 347.8 Total Engine Time: 6351.3 N201DC

Inspected Engine per Lycoming IO 360 service manual Changed oil and filter. Aeroshell 100W Plus, and CH48110-1 filter. Cut open old filter and found no metal contaminants. Compression Check: #1-78/80, #2-77/80, #3-77/80, #4-78/80. Replaced all spark plugs with 8 new REM38E. Cleaned air filter and lubed. Checked mag timing checked good. Inspected exhaust system and muffler, checked good.

I certify that this engine has been inspected in accordance with a 100hr/annual inspection and was determined to be in airworthy condition
 Frank E. Hinds
 AP2042285 IA

Precision Aircraft Services
 PO box 60273
 San Angelo, Texas 76906

09-09-2021 Engine time: 12.1 N201DC

Changed oil and filter (Aeroshell 100W Plus, CH48110-1) Cut open old filter and found no metal contamination. Washed down engine, run up and leak checked good, no leaks found.
 Frank E. Hinds
 AP2042285

Totals: Carry Forward

Precision Aircraft Services
PO box 60273
San Angelo, Texas 76906

03-23-2022 Tach; 272.1 Tach 64.5 Total Engine Time; N201DC

Inspected Engine per Lycoming IO 360 service manual. Changed oil and filter, Aeroshell 100W Plus, and CH48110-1filter. Cut open old filter and found no metal contaminants. Compression Check: #1-75/80, #2-75/80, #3-76/80, #4-76/80. Cleaned, checked and rotated all spark plugs. Cleaned air filter and lubed. Checked mag timing checked good. Inspected exhaust system and muffler, checked good.

I certify that this engine has been inspected in accordance with a 100hr/annual inspection and was determined to be in airworthy condition.



Frank E. Hinds
AP2042285 IA

Precision Aircraft Services
PO box 60273
San Angelo, Texas 76906

07-19-2022 Engine time; 104.3 N201DC

Changed oil and filter (Aeroshell 100W Plus, CH48110-1) Cut open old filter and found no metal contamination. Washed down engine, run up and leak checked good, no leaks found.

Clayton Grooms
AP2778755



Work Performed
Technician Performing Work

Totals - Carry Forward

PENN YAN AERO

LYCOMING ENGINE SHIPPING LIST - MAJOR OVERHAUL CUSTOM

W/O #45403-17
LEONARD BLOCK

MODEL # IO-360-A3B6
DATE 3/23/2017

S/N L-1893-51A
CHECK OUT BY A. COURTNEY

	Y	N	NOTES
BAFFLES FRONT		X	
BAFFLES REAR		X	
BAFFLES SIDE		X	
BREATHER FITTING	X		STR
CARBURETOR		X	
SERVO	X		
THROTTLE ARM	X		BOXED
MIXTURE ARM	X		BOXED
FUEL PUMP	X		
FUEL INLET & ADAPTER	X		ON SERVO
CHT FITTING		X	
CHT TYPE & LOCATION		X	
DIPSTICK	X		8 QT
DIPSTICK TUBE	X		75736
EXHAUST STACKS		X	
FILTER CONDENSERS		X	
FLOW DIVIDER	X		1-90 W/ HOSE
FUEL INJ. NOZZLES & LINES	X		4 COMPLETE
ALTERNATOR		X	
ALTERNATOR BRACKET		X	
ALTERNATOR CONTROL ARM		X	
HARNESS	X		2 SLICK
INTAKE PIPES	X		4 COMPLETE
INTER CYL. BAFFLES	X		2 COMPLETE
LIFTING EYES	X		1
LOG BOOKS	X		PY YELLOW
MAGNETOS	X		2 SLICK
MAGNETOS DRIVE ADAPTER	X		1
MANIFOLD PRESSURE FITTINGS	X		STR, BOXED
MOUNT LEGS		X	
NOSE SEAL RETAINING KIT		X	
OIL COOLER		X	
OIL COOLER FITTINGS	X		2 STR
OIL FILTER	X		CH48110-1
OIL FILTER ADAPTER	X		
OIL SUMP	X		
OIL TEMP FITTING		X	
OIL PRESSURE FITTING	X		45, BOXED
PRIMER JETS & LINES		X	
PROP GOV PAD STUD LENGTH	X		4 @ 1 5/16"
PROP GOV LINE	X		
QUICK DRAIN		X	
ROCK BOX DRAIN TUBES	X		4 COMPLETE
SPARK PLUGS	X		8 REM38E
STARTER	X		
STARTER GEAR SUPPORT	X		LW-16471 L.P. UTH
SUMP PLUG	X		2 SQ + 1 SCREENED
VACUUM PUMP DRIVE	X		
VACUUM PUMP		X	
VERNATHERM	X		

ACCESSORIES

LEFT MAGNETO	P/N	4372
	S/N	16100323
RIGHT MAGNETO	P/N	4370
	S/N	16101120
STARTER	P/N	149-NL
	S/N	FN-501615
ALTERNATOR	P/N	NOT SUPPLIED
	S/N	N/A
FUEL SYSTEM	P/N	2524054-11
	S/N	6617
FUEL PUMP	P/N	15473
	S/N	0C2Z25
PROP GOV.	P/N	NOT SUPPLIED
	S/N	N/A
VACUUM PUMP	P/N	NOT SUPPLIED
	S/N	N/A

NOTES

CRANKSHAFT P/N - 13B47221
S/N - V537950879
CASE M/N - TPB009
OIL PRESS. RELIEF VALVE - ADJ
CYLINDERS - P10 NITRIDE
BOXED - MAG HARNESS CLAMP & TIE KIT, 4 EXHST GASKETS, MISC ENG. GASKETS, THROTTLE & MIXTURE ARMS W/ NUTS, 2 RETAINER PLATES, OIL PRESSURE FITTING, MANIFOLD PRESSURE FITTING, 1 MODIFIED DRAIN BACK TUBE, AND 1 INTAKE PIPE TAP.

WORK ORDER FORM 100

45403

PENN YAN AERO
2499 Bath Road
Penn Yan, New York 14527

FAA ID NO. Y2GR396Y

WORK ORDER #45403-17

Dept #ENG Page NO. 1

Location ENG

Warranty Code 00 / 0

Goodthru AD# 17-06

3 36-2333

Customer BLO01 / LEONARD BLOCK

Cust RO#

Step AWAITING INSPECTION.

Work Req CUSTOM

P/N IO-360-A3B6 / IO-360-A3B6

S/N L-1893-51A

Mfg TEX01

Reason/Rm MOHC

Manual#

Rev. / /

Rev#

ATA NO.:

Date Reqrd / /

Date Estmtd / /

PRELIMINARY INSPECTION:

DATE: 01/30/2017

INSPECTOR: A. CASTELLUZZO

No shipping damage.

PRE TEST (Yes/No) N

DATE: / /

INSPECTOR:

Not required.

ADEN DAMAGE:

No hidden damage.

TEARDOWN FINDINGS:

Normal runout engine core.

TECHNICIAN: P.SHULTS

DATE: 02/02/2017

INSPECTOR: T.HANSEN

FINAL INSPECTION BEFORE ASSEMBLY:

DATE: 03/09/2017

INSPECTOR: T.HANSEN

CORRECTIVE ACTION:

This engine has been overhauled to manufacturer's new part limits and tolerances where applicable. It has been disassembled, cleaned, inspected, repaired, and reassembled in accordance with data approved by or acceptable to the FAA. This engine has been dynamic balanced in accordance with FAA Approved Process Specification AMP-4302. Test cell run was satisfactory for return to service.

TECHNICIAN: D.CARROLL

DATE: 03/17/2017

INSPECTOR: T.HANSEN

MODIFICATION/SERVICE BULLETINES:

Applicable AD's have been complied with, see separate AD sheets supplied.

Test Data Used: Data approved or acceptable to the FAA.

Test Technician: RAINER HAMM

DATE: 03/23/2017

Inspector: T.HANSEN

DATE: 03/23/2017

Final Inspection: T.HANSEN

DATE: 03/24/2017

Technician:

DATE: / /

Inspector:

DATE: / /

WORK ORDER FORM 100

45403

PENN YAN AERO
 2499 Bath Road
 Penn Yan, New York 14527

FAA ID NO. Y2GR396Y

WORK ORDER #45403-17

36-2333

Dept #ENG Page NO. 2

Customer **BLO01 / LEONARD BLOCK**

Location ENG

Cust RO#

Step **AWAITING INSPECTION.**

Warranty Code 00 / 0

Work Req **CUSTOM**

Goodthru AD# 17-06

P/N **IO-360-A3B6 / IO-360-A3B6**

S/N **L-1893-51A**

Mfg **TEX01**

ADDITIONAL COMMENTS:

- (1)
- (2)

PARTS DETAIL:

Line#	PART NUMBER	DESCRIPTION	CD	Qty	Serial Number
1	02P22209	TUBE ASSY	NE	1.00	
2	149-NL	H-TORQ INLINE BOTH 12/24V	NE	1.00	FN-501615
3	14W21696	ROLLER-DYNAMIC COUNTERWEI	NE	2.00	
4	15B26066	PLUNGER ASSY	NE	8.00	
5	15B26588	LIFTER BODY	NE	8.00	
6	18A26093-M06	BEARING	NE	2.00	
7	18D26098-M06	BEARING	NE	4.00	
8	18M23887-M03	ROD BEARING	NE	8.00	
9	23D26777	PLUNGER *	NE	1.00	
10	2524054-11R	SERVO, FUEL	OH	1.00	6617
11	2524232-2R	FLOW DIVIDER	OH	1.00	239K
12	2524864R	NOZZLES	OH	4.00	
13	2650-7	FIRESLEEVE	NE	18.00	
14	300-4S	ST FLARED -STEEL	NE	2.00	
15	303-4	HOSE	NE	17.00	
16	66GC15SFNN	MAGNETO-IMPULSE 4372	NE	1.00	16100323
17	66GP-0SANN	MAGNETO-PLAIN SLICK 4370	NE	1.00	16101120
18	71907	WASHER	NE	8.00	
19	72255	TUBE ASSY	NE	1.00	
20	72566	GEAR STARTER RING	NE	1.00	
21	72702	TUBE ASSY	NE	1.00	
22	72797	ROLLER	NE	2.00	
23	73027	TUBE ASSY	NE	1.00	
24	74808	TUBE ASSY	NE	1.00	
25	75441-1	SEAL & GASKET SET	NE	1.00	
26	AEL12186	NUT, CON ROD	NE	8.00	
27	AEL74070	ELBOW 3/8 FLARED SELF-SEA	NE	2.00	
28	AEL75060	BOLT, CONN. ROD	NE	8.00	
29	C/S 360/LYC	CRANKSHAFT	OH	1.00	V537950879
30	CCL360IOWA-PYA	CRANKCASE	OH	1.00	TPB009
31	CH48110-1	OIL FILTER	NE	1.00	
32	LW-14820	RING, INTERNAL RETAINING (NE	8.00	

WORK ORDER FORM 100

45403

PENN YAN AERO
2499 Bath Road
Penn Yan, New York 14527

FAA ID NO. Y2GR396Y

WORK ORDER #45403-17

36-2333

Dept #ENG Page NO. 3

Customer BLO01 / LEONARD BLOCK

Location ENG

Cust RO#

Step AWAITING INSPECTION.

Warranty Code 00 / 0

Work Req CUSTOM

Goodthru AD# 17-06

P/N IO-360-A3B6 / IO-360-A3B6

S/N L-1893-51A

Mfg TEX01

33	LW-15473R	FUEL PUMP	OH	1.00	0C2Z25
34	LW-18840	CAMSHAFT *	NE	1.00	
35	M4012	HARNES	NE	1.00	
36	MS20822-6	ELBOW	NE	1.00	
37	REM38E	PLUG *	NE	8.00	
38	SL13923A	BUSHING	NE	4.00	
39	SL53E19600	VERNATHERM *	NE	1.00	50861
40	STD-1221	RING	NE	1.00	
41	STD-2246	CRANK GEAR BOLT	NE	1.00	
42	AEL13622	VALVE, INTAKE	NE	4.00	
43	AEL14077-1	PIN ASSEMBLY, PISTON	NE	4.00	
44	AEL16740	VALVE	NE	4.00	
45	AEL62388	CAP, VALVE STEM	NE	4.00	
46	AEL72050	KEY, VALVE SPRING RETAINE	NE	8.00	
47	ASC10207P10	PISTON *	NE	4.00	
48	IO-360-A3B6-CYL	CYLINDER	OH	4.00	
49	MS13997-3	KEY	NE	8.00	
50	MS13998-3	CAP	NE	4.00	
51	SL72626A	SHAFT	NE	8.00	
52	ST203P010	RING SET, 5 1/8 ST BARREL	NE	4.00	

MAINTENANCE RELEASE RECORD

THE COMPONENT IDENTIFIED ABOVE WAS OVERHAULED AND INSPECTED IN ACCORDANCE WITH THE CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION, AND IS APPROVED FOR RETURN TO SERVICE. OTHER PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION.

Approved return to Service By TIMOTHY HANSEN  Date Mar 24, 2017

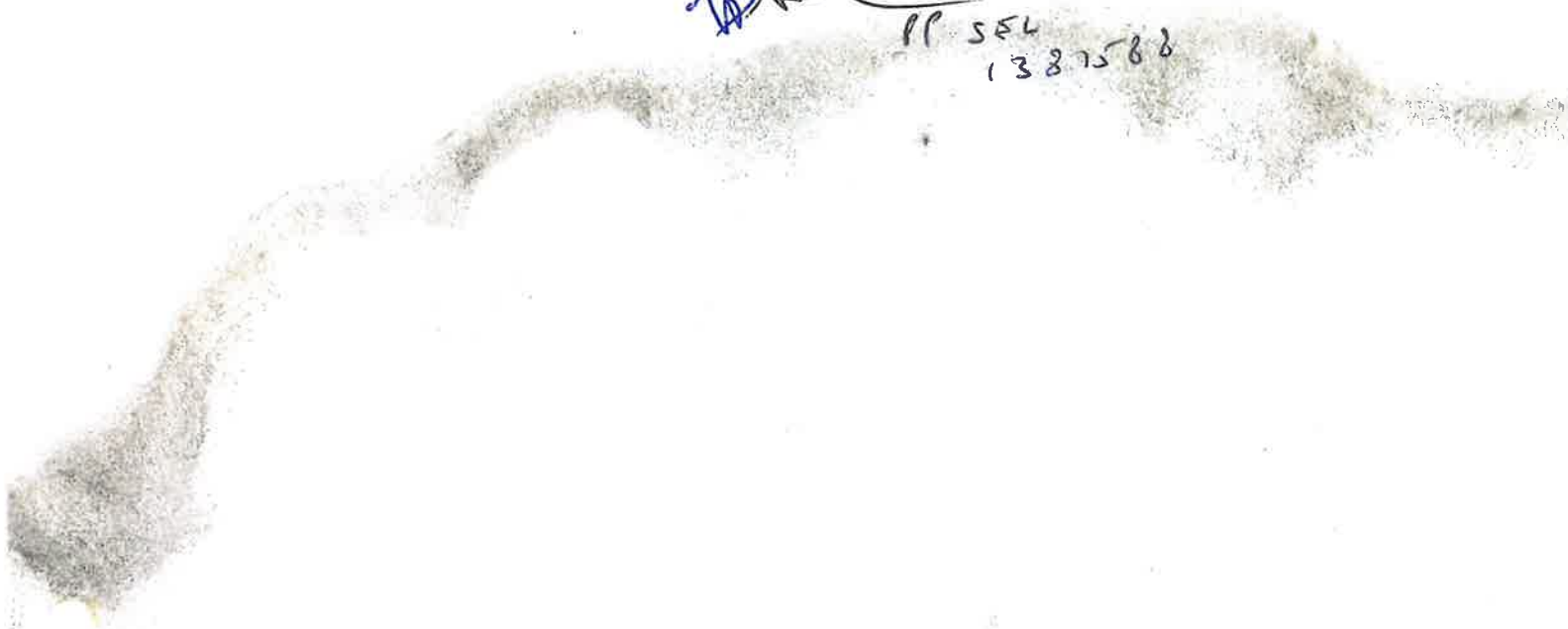
WOPSTM

Lycoming Mandatory Service Bulletin – 632

July 20, 2017

Not applicable by engine model number, not applicable by affected connecting rod bushing number (SL 13923A)

Handwritten: 1B
PP 5E4
1387588



Airworthiness Directive Compliance Record

***09-26-12** 02/04/10 **ENGINE COMPONENTS, INC. P/N AEL65102 "TITAN" CYLINDERS/**
Method of Compliance No Engine Components cylinders have been installed. Overhauled Lycoming cylinder are installed.

SB #
Signature *[Signature]* Date 3/24/2017 Next Due N/A
Cert. # Y2GR396Y

12-19-01 10/24/12 **CRANKSHAFT RETIREMENT/**
Method of Compliance No affected crankshaft has been installed in this engine. Crankshaft S/N: V537950879.

SB #
Signature *[Signature]* Date 3/24/2017 Next Due N/A
Cert. # Y2GR396Y

***15-19-07** 11/03/15 **EXTERNAL FUEL INJECTOR LINES/**
Method of Compliance Installed fuel injection lines and clamps in accordance with Lycoming Service Bulletin 342G.

SB #
Signature *[Signature]* Date 3/24/2017 Next Due 110 hours after O/H or
any maintenance that disrupts fuel lines.
Cert. # Y2GR396Y

Prepared by *[Signature]*

Date 3/24/17

Airworthiness Directive Compliance Record

AIRCRAFT RECORDS - DO NOT DESTROY

appliances

Company Leonard Block WO# 45403.-17 / Penn Yan Aero Repair Station Number
Y2GR396Y
Tail # Fuel Servo M/N: RSA5AD1, P/N: 2524054-11 S/N: 6617

73-10-02	05/16/73	BENDIX FUEL INJECTION SYSTEMS	
RSA-5AD1, -51B1, -10AD1/ Method of Compliance No affected diaphragms are installed in this fuel servo.			
SB #		Date 3/24/2017	Next Due N/A
Signature <i>TZ</i>			Cert. # Y2GR396Y
79-21-08	10/24/79	BENDIX FUEL INJECTION SYSTEMS	
RSA-5AB1,-5AD1,-7AA1,-7DA1,-10AD1,-10DB1,-10ED1,-10ED2/ Method of Compliance Not applicable by fuel servo parts list number.			
SB #		Date 3/24/2017	Next Due N/A
Signature <i>TZ</i>			Cert. # Y2GR396Y
79-26-03	12/26/79	BENDIX FUEL INJECTION SYSTEMS	
RSA-5AD1/ Method of Compliance Not applicable by fuel servo part number.			
SB #		Date 3/24/2017	Next Due N/A
Signature <i>TZ</i>			Cert. # Y2GR396Y
*09-02-03	02/09/09	BENDIX RSA-5 SERIES	
FUEL INJECTOR SERVO PLUG AND GASKET/ Method of Compliance Installed a new P/N: AV2577258 regulator plug gasket and the plug was previously marked with a G.			
SB #		Date 3/24/2017	Next Due N/A
Signature <i>TZ</i>			Cert. # Y2GR396Y
12-03-06	02/24/12	AVSTAR RSA-10 SERIES	
AFS FUEL SERVO DIAPHRAGM/ Method of Compliance No affected Avstar diaphragms are installed in this fuel servo.			
SB #		Date 3/24/2017	Next Due N/A
Signature <i>TZ</i>			Cert. # Y2GR396Y

Prepared by *[Signature]* Date 3/24/17



U.S. Department
of Transportation
Federal Aviation
Administration

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020
2/28/2011

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation (49 U.S.C. §46301(a)).

1. Aircraft	Nationality and Registration Mark N201DC	Serial No. 24-3103	
	Make Mooney	Model M-20J	Series M20
2. Owner	Name (As shown on registration certificate) N878CD LLC	Address (As shown on registration certificate)	
		Address 4810 OAK GROVE BLVD	
		City SAN ANGELO	State TEXAS
		Zip 76904-4536	Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name	Don Maxwell Aviation Services, Inc	<input checked="" type="checkbox"/>	U.S. Certificated Mechanic
Address	390 Central Road		Foreign Certificated Mechanic
City	Longview State Texas		Certificated Repair Station
Zip	75603 Country USA		Certificated Maintenance Organization
			C. Certificate No. 2791171

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>Don P. Maxwell II</i>
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7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Person Approved by Canadian Department of Transport
	FAA Designee	Repair Station	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
Certificate or Designation No. 1784050		Signature/Date of Authorized Individual <i>Don Maxwell</i> 9-2-2021		

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

N201DC	9-2-2021
Nationality and Registration Mark	Date

1. Removed all previously installed Primary instruments, vacuum system and vacuum instruments and autopilot.
2. Fabricated new instrument panel from size material and mounted on previous factory mounts.
3. Installed 10" Garmin G3X Touch Electronic Flight System IAW STC SA01899WI. Garmin MDL 005-01320-00, Rev 1 dated 3-15-2019.
4. Installed Garmin G3X Airplane Flight Manual Supplement 190-01754-01, Rev 4, dated 1220-2019 in POH
5. Installed Garmin G-5 Electronic Flight Instrument IAW STC SA01818WI. Garmin MDL 005-01112-01, Rev 1, dated 7-22-2016
6. Installed Garmin Flight Manual Supplement 190-01112-13, Rev 3 dated 10-18-2017 in POH
7. Installed Garmin GFC 500 Autopilot IAW STC SA01866WI. Garmin MDL 005-01264-00, Rev 1, dated 12-21-2017.
8. Installed GFC 500 Airplane Flight Supplement Drawing 190-02291-20, Rev 4, Dated 12-16-2019.

Additional Sheets Are Attached

Mooney M20J

Airworthiness Directive Compliance Report


Date: 12/05/2019	Make/Model: Mooney M20J	Tail #: N201DC	Serial #: 24-3103
Airframe Hours:			
Misc:			
Engine: Lycoming IO-360-A3B6D	Serial #: L-1893-51A	Hours: TACH 301.5	
Propeller: McCauley B2D34C Series	Serial #:	Hours:	

Mooney M20J

AD# Eff Date Category	Subject	Date/Hours at Compliance	Method of Compliance	Rec	Date/Hours Next Due	Signature and Number
75-23-04 Airframe 12/08/75	Electric Landing Gear Actuator		NA BY MODEL# OF INST ACTUATOR.	Yes		Chris Barcenas AP #2738632 IA
77-06-01 Airframe 03/18/77	Alternate Static Source Valve		NA PER AC S/N LISTED IN AD			Chris Barcenas AP #2738632 IA
77-08-06 Airframe 07/25/77	Engine Oil Cooler		NA PER AC S/N LISTED IN AD			Chris Barcenas AP #2738632 IA
77-18-01 Airframe 08/31/77	Engine Oil Cooler		NA PER AC S/N AND OIL COOLER LISTED IN AD			Chris Barcenas AP #2738632 IA
78-15-02 Airframe 08/01/78	Main Landing Gear Side Brace Bolts		NA PER AC S/N LISTED IN AD			Chris Barcenas AP #2738632 IA
78-17-01 Airframe 08/21/78	Proper ELT Signal		NA PER ELT INSTALLED.			Chris Barcenas AP #2738632 IA
79-06-04 Airframe 03/26/79	Elevator Control Lock		NA PER REGISTRATION #			Chris Barcenas AP #2738632 IA
80-13-03 Airframe 06/20/80	Fuel Filter Between Fuel Pumps		NA PER AC S/N			Chris Barcenas AP #2738632 IA
85-24-03 Airframe 01/06/86	Fuel Tank Contamination	3/27/97 1201	C/W BY PAR (b) OF THE AD. PRESSURE CHECK IAW SB M20-229 SATISFACTORY.			Chris Barcenas AP #2738632 IA
88-25-11 Airframe 01/05/89	Baggage Door Mechanism		NA PER AC S/N LISTED IN AD			Chris Barcenas AP #2738632 IA
92-08-15 Airframe 06/30/92	Rudder Imbalance		NA PER AC S/N LISTED IN AD			Chris Barcenas AP #2738632 IA
95-26-16 R1 Airframe 05/16/96	Alternate Air Door Separation	6/22/96 1088.0	C/W BY INST OF SB M20-247	Yes		Chris Barcenas AP #2738632 IA
97-26-08 Airframe 01/20/98	Fuel Filler Cap	4/13/98 1364.0	INSP PER MOONEY SB M20-259 LANYARDS PCW REMOVED			Chris Barcenas AP #2738632 IA
98-21-26 Airframe 11/26/98	Main Landing Gear Brace		NA PER AC S/N LISTED IN AD			Chris Barcenas AP #2738632 IA

98-24-11 12/28/98 Airframe	Aileron Control Link Cracks	1456.5	C/W IAW MOONEY SB M20-264 BY REPLACING AILERON CONTROL LINKS.	Yes*		Chris Barcenas AP #2738632 IA
04-25-04 01/21/05 Airframe	O&N Bladder Fuel Cell		N/A	Yes*		Chris Barcenas AP #2738632 IA
12-05-09 03/20/12 Airframe	Tail Pitch Trim Assembly		C/W BY INSP NO DEFECTS NOTED			Chris Barcenas AP #2738632 IA

Engine: Lycoming IO-360-A3B6D

AD# Eff Date Category	Subject	Date/Hours at Compliance	Method of Compliance	Rec	Date/Hours Next Due	Signature and Number 
66-20-04 08/27/66 Engine	Oil Filter Adapter Gasket		N/A PER THE ENGINE OVERHAUL DATE			Chris Barcenas AP #2738632 IA
71-05-02 02/13/73 Engine	Crankcase Main Bearings		SUPERCEDED BY AD 71-05-02 R4	Yes*		Chris Barcenas AP #2738632 IA
71-11-02 03/14/72 Engine	Intake and Exhaust Hydraulic Tappet Plunger Assembly		N/A PER THE ENGINE S/N AND O/H DATES LISTED IN THE AD.			Chris Barcenas AP #2738632 IA
73-23-01 01/13/77 Engine	Piston Pin Cracks From Grinding		NEW PIN P/N LW14077 INST			Chris Barcenas AP #2738632 IA
75-08-09 08/18/77 Engine	Oil Pump Drive Shaft and Impeller		N/A BY THE OVERHAUL DATES LISTED IN THE AD			Chris Barcenas AP #2738632 IA
75-09-15 04/30/75 Engine	Bendix Fuel Injector Flow Divider Cover Gasket		C/W AT ENGINE O/H SEE FORM NO. ISBCS-001 ATT TO AC RECORDS			Chris Barcenas AP #2738632 IA
78-23-10 11/07/78 Engine	Bendix RSA Series Fuel Injector Bellows Seal		N/A BY MODEL AND P/N INSTALLED.			Chris Barcenas AP #2738632 IA
79-04-05 09/26/79 Engine	Bendix RSA Series Fuel Injectors Diaphragm		N/A BY PART INSTALLED.			Chris Barcenas AP #2738632 IA
90-04-06 R1 05/28/91 Engine	Propeller Governor External Oil Line		C/W SEE FORM NO. ISBCS-001 ATT TO AC RECORDS			Chris Barcenas AP #2738632 IA
92-12-05 07/10/92 Engine	Piston Pin Failure		C/W AT OH			Chris Barcenas AP #2738632 IA
93-11-11 06/21/93 Engine	Diaphragm Fuel Pumps Overhauled (by AAI)		SUPERCEDED BY AD 2002-26-01			Chris Barcenas AP #2738632 IA
93-14-15 08/23/93 Engine	Manifold Pressure Limitation Placard		N/A ENGINE IS NOT MODIFIED BY STC LISTED IN THE AD.			Chris Barcenas AP #2738632 IA
95-07-01 04/12/95 Engine	Superior Air Parts Connecting Rod Bolts		N/A BOLTS NOT USED.			Chris Barcenas AP #2738632 IA
95-26-02 01/24/96 Engine	Detonation Due To Low Octane		N/A BY THE N# AND O/H DATE			Chris Barcenas AP #2738632 IA

96-09-10 07/15/96 Engine	Oil Pump Impeller Failure		REPLACED SINTERED IRON AND ALUMINUM IMPELLERS			Chris Barcenas AP #2738632 IA
96-23-03 12/17/96 Engine	High Pressure Fuel Pumps		NEW PUMP CODE 154739701 INST.			Chris Barcenas AP #2738632 IA
97-15-11 08/12/97 Engine	Piston Pin Failure		N/A PER PAR.(a) AD 97-01-03 PCW.			Chris Barcenas AP #2738632 IA
98-02-08 03/30/98 Engine	Crankshaft Corrosion Pits		N/A PER ENGINE MODEL DOES NOT HAVE FP PROPELLER INST.	Yes		Chris Barcenas AP #2738632 IA
98-17-11 10/19/98 Engine	Crankshafts Installed by Nelson Balancing Service		N/A CRANKSHAFT NOT REWORKED BY FACILITY LISTED.			Chris Barcenas AP #2738632 IA
02-12-07 07/03/02 Engine	Oil Filter Converter Plate Gasket or Plate Kit		N/A BY ENGINE O/H DATES LISTED.	Yes*		Chris Barcenas AP #2738632 IA
03-14-03 08/14/03 Engine	Rotary Fuel Pump Leaks		N/A PUMP P/N INSTALLED IS LW-15473.	Yes*		Chris Barcenas AP #2738632 IA
04-10-14 06/25/04 Engine	Crankshaft Gear Retaining Bolt		DUE AT PROP STRIKE OR SUDDEN STOPPAGE			Chris Barcenas AP #2738632 IA
05-19-11 10/21/05 Engine	Crankshaft Failures		N/A BY DATE OF O/H			Chris Barcenas AP #2738632 IA
06-06-16 04/27/06 Engine	Crankshaft Failure		N/A BY DATE OF O/H			Chris Barcenas AP #2738632 IA
09-02-03 02/09/09 Engine	RSA-5 or RSA-10 Series - Fuel Injection Servo Plug Gasket		N/A BY SERVO INST.	Yes*		Chris Barcenas AP #2738632 IA
12-03-06 02/24/12 Engine	AVStar Fuel Servo Diaphragm		N/A			Chris Barcenas AP #2738632 IA
12-19-01 10/24/12 Engine	Crankshaft Replacement		C/W AT PROP STRIKE OR SUDDEN STOPPAGE			Chris Barcenas AP #2738632 IA
15-19-07 11/03/15 Engine	Fuel Injector Fuel Lines and Clamps	12-5-19	C/W BY INSPECTION	Yes		Chris Barcenas AP #2738632 IA
17-16-11 08/15/17 Engine	Connecting Rod Failure		N/A BY DATE OF O/H AND P/N INSTALLED.			Chris Barcenas AP #2738632 IA

Propeller: McCauley B2D34C Series

AD# Eff Date Category	Subject	Date/Hours at Compliance	Method of Compliance	Rec	Date/Hours Next Due	Signature and Number
70-04-01 02/20/70 Propeller	Blade Damage		N/A BY MODEL DESIGNATION.			Chris Barcenas AP #2738632 IA
82-27-02 R1 02/22/83 Propeller	Dye Penetrant Inspection For Blade Shank Area Cracks		N/A BY BLADE S/N			Chris Barcenas AP #2738632 IA

91-15-04 08/07/91 Propeller	Blade Threaded Retention Area		N/A BY DATE OF MFG		Chris Barcenas AP #2738632 IA
03-13-17 07/18/03 Propeller	T and W Serviced Propellers		N/A NO REPAIRS BY T AND W PROPELLER		Chris Barcenas AP #2738632 IA
05-14-11 08/17/05 Propeller	Southern California Propeller Serviced Propellers		N/A NO WORK DONE BY SOUTHERN CALIFORNIA PROPELLER		Chris Barcenas AP #2738632 IA
06-24-07 01/03/07 Propeller	Oxford Aviation/CSE Aviation Serviced Propellers		N/A BY S/N		Chris Barcenas AP #2738632 IA