

12/20/17
TT:3687.59

#3

AIRCRAFT MAINTENANCE RECORDS

N 8792N

ENGINE LOG BOOK



AIRCRAFT MAINTENANCE RECORD

Date	Total Time	DESCRIPTION OF WORK PERFORMED SIGNATURE & CERTIFICATE NUMBER OF PERSON PERFORMING WORK
CARRIED FORWARD →	3687.59	
12/20/18	3748.10	DRAINED + REPLACED OIL w/ AEROSHELL W100 PLUS. REPLACED OIL FILTER w/ CHAMPION P/N CH-48110-1 #3988050 Justin Marshall
1/26/18	3779.21	DRAINED + REPLACED OIL w/ AEROSHELL W100 PLUS. REPLACED OIL FILTER w/ CHAMPION P/N CH-48110-1 #3988050 Justin Marshall
	3820.19	DRAINED + REPLACED OIL w/ AEROSHELL W100 PLUS. REPLACED OIL FILTER w/ CHAMPION P/N CH-48110-1 REMOVED, CLEANED, GAPPED 8 SPARK PLUGS AND REINSTALLED IAU FAR 43. FLIGHT TEST SHOWED ALL NORMAL + WORKING ORDER Justin Marshall #3988050
3/16/18	3861.	DRAINED + REPLACED OIL w/ AEROSHELL W100 PLUS. REPLACED OIL FILTER w/ CHAMPION P/N CH-48110-1 FLIGHT TEST SHOWED NORMAL + WORKING ORDER Justin Marshall #3988050

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AIRCRAFT MAINTENANCE RECORD

Page No. _____

Date	Total Time	DESCRIPTION OF WORK PERFORMED SIGNATURE & CERTIFICATE NUMBER OF PERSON PERFORMING WORK
CARRIED FORWARD →	3874.5	

4/26/2018

ENGINE MODEL:
ENGINE S/N:
REG NO. N8792N
WORK ORDER:
5255-04-2018



Houston Aviation Center, LLC

12888 Hwy 6 S Ste 113
Sugar Land, TX 77498 USA
Phone: 281-494-5800

DATE: 4/26/2018
A/C TSN: 3874.5
ENG TT: 3874.5
TACH: 3874.5

Engine Entries

Installed new idle mixture needle P/n 43-564, and spring P/n 24-A56. Adjusted idle mixture. Installed serviceable flexible primer line. Operational check satisfactory.

Maintenance Release

The aircraft and/or component(s) on N8792N was repaired and/or inspected in accordance with current requirements of the Federal Aviation Regulations and was found Airworthy for return to service. Pertinent details of the repair are on file at Houston Aviation Center, LLC under Work Order No. 5255-04-2018.

DATE: 4/26/2018

SIGNED:

Elijah Derbecker

Elijah Derbecker, A&P: 3757478

Work Order: 5255-04-2018

Printed by EBis 3 (datcomedia.com)

5/18/2018 3887.88

SMOH 1160.88

Piper PA28-140
S/N 28-25633
Lycoming O-320-E2A
S/N L-25051-27A

18 May 2018

Hangar 64

N8792N

Engine

Tach: 3887.88

Hubbs: 0556.3

SMOH: 1160.88

Inspected engine IAW scope of 14 CFR Part 43, Appendix D, using Lycoming data as a guide. Compliance with applicable ADs checked through ATP Hub, Rev 05/18/2018. AD list provided to owner. AD 2004-10-14C PCW at last OH; due at next OH or in the event of prop strike/sudden stoppage. AD 98-02-08 CW by visual inspection for pitting in crankshaft internal bore; due at next OH, engine disassembly or May 2023, whichever ever occurs first. Compressions checked: 1: 78/80, 2: 70/80, 3: 72/80, 4: 78/80. Replaced induction air filter with PMA'd Donaldson unit. Drained oil & changed filter. Added 7 qts Aeroshell 100W Plus and installed new Tempest AA48110-2 filter. Cut old filter and inspected element - no metal found. Spark plugs cleaned, gapped and tested. Magneto timing to engine checked and adjusted. Firesleeve replaced on several fuel hoses. Engine controls checked & lubed. Leaking valve cover gasket replaced on #2 cylinder. Propeller was removed to perform crankshaft bore inspection. Hub and blades found to be in good condition. Prop re-installed, bolts torqued & safety wired.

I certify that this engine and propeller were inspected IAW with an Annual Inspection and found to be in airworthy condition.

John V. White

John V. White, A&P #3035433 IA

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AIRCRAFT MAINTENANCE RECORD

Date	Total Time	DESCRIPTION OF WORK PERFORMED SIGNATURE & CERTIFICATE NUMBER OF PERSON PERFORMING WORK			
CARRIED FORWARD →	3927.75				
11/18/2018	3927.75	Drained + Replaced oil w/ AEROSHELL w100 Plus. Replaced oil filter w/ Tempest AA48110-2. Flight test showed normal + working order. Michael Mayo # 3894376 			
6/4/2019		<table style="width: 100%; border: none;"> <tr> <td style="width: 33%; vertical-align: top;"> <small>Piper PA28-140 SN 28-25633 Lycoming O-320-E2A SN L-25051-27A</small> </td> <td style="width: 33%; vertical-align: top;"> Hangar 64 N8792N Engine </td> <td style="width: 33%; vertical-align: top;"> Tach: 3959.36 Hobbs: 0639.2 SMOH: 1232.36 </td> </tr> </table> <p>4 June 2019</p> <p>Inspected engine IAW scope of 14 CFR Part 43, Appendix D, using Lycoming data as a guide. Compliance with applicable ADs checked through ATP Hub, Rev 06/01/2019. AD list provided to owner. AD 2004-10-14C PCW at last OH, due at next OH or in the event of prop strike/sudden stoppage. AD 98-02-08 PCW by visual inspection for pitting in crankshaft internal bore, due at next OH, engine disassembly or May 2023, which ever occurs first. Compressions checked: 1: 79/80, 2: 74/80, 3: 67/80, 4: 78/80. Drained engine oil & changed filter. Installed new Tempest AA48110-2 filter & added 6 qts Aeroshell 100W Plus. Cut old filter and inspected element - no metal found. Spark plugs cleaned, gapped and tested - 4 replaced with new Tempest UREM-40E. Magneto timing to engine checked and adjusted. Engine controls checked & lubed. I certify that this engine was inspected IAW a 100 Hour inspection & determined to be in an airworthy condition</p> <p style="text-align: right;">John V. White, A&P #3035433 IA </p>	<small>Piper PA28-140 SN 28-25633 Lycoming O-320-E2A SN L-25051-27A</small>	Hangar 64 N8792N Engine	Tach: 3959.36 Hobbs: 0639.2 SMOH: 1232.36
<small>Piper PA28-140 SN 28-25633 Lycoming O-320-E2A SN L-25051-27A</small>	Hangar 64 N8792N Engine	Tach: 3959.36 Hobbs: 0639.2 SMOH: 1232.36			
9/21/2019	3997.52	Drained + Replaced oil w/ AERO SHELL w100 Plus. Replaced oil filter w/ Tempest AA48110-2. Flight test showed normal + working order Michael Mayo # 3894376 			
1/24/2020	4027.55	Drained + Replaced oil w/ AERO SHELL w100 Plus. Replaced oil filter w/ Tempest AA48110-2. Flight test showed normal + working order. Michael Mayo # 3894376 			

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