

# AIRCRAFT MAINTENANCE RECORD

Date	Total Time	DESCRIPTION OF WORK PERFORMED SIGNATURE & CERTIFICATE NUMBER OF PERSON PERFORMING WORK
<b>CARRIED FORWARD</b> →		
02/17/2020		<p>Piper PA28-140 SN 28-25633 Lycoming O-320-E2A SN L-25051-27A 17 February 2020</p> <p>Hangar 64 <b>N8792N</b> Engine</p> <p>Tach: 4029.47 Hobbs: 0722.0 SMOH: 1302.47</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 02/15/2020. AD list provided to owner. <b>AD 2004-10-14C</b> PCW at last OH; due at next OH or in the event of prop strike/sudden stoppage. <b>AD 98-02-08</b> PCW by visual inspection for pitting in crankshaft internal bore; due at next OH, engine disassembly or May 2023, whichever ever occurs first. Compressions checked cold: 1: 76/80, 2: 76/80, 3: 75/80, 4: 76/80. Oil &amp; filter change recently completed by owner. All spark plugs cleaned, gapped, tested &amp; rotated. Magneto timing to engine checked - good. Engine controls checked &amp; lubed. I certify that this engine was inspected IAW a 100 Hour Inspection &amp; determined to be in an airworthy condition.</p> <p>John V. White, A&amp;P #3035433 <i>John V. White</i></p>
5/1/2020	4056.55	<p>Replaced spark plugs with Tempest UREM40E, all new. Replaced both L&amp;R ignition harnesses with Kelly Aero KA12364. Ground run up test shows normal operation.</p> <p>Joseph McDonald - owner # 4332703 <i>Joseph McDonald</i></p>
5/1/2020	4056.55	<p>Supervised all work performed. Operational inspection performed and found to be good.</p>
SMOH 1329.55		<p>No change in weight &amp; balance.</p> <p><i>Greg Custer</i> A&amp;P/IA 3264550</p> <p>END</p>
		<p>Piper PA-28-140 SN: 28-25633 Lycoming O-320-E2A SN: <del>O-320-E2A</del> L-25051-27A</p> <p><b>N8792N</b> Engine Logbook Entry</p> <p>Date: 5/19/2020 Tach: 4060.8 TTIS: 4060.8 TSMOH: 1333.8</p> <p>Cylinder number 4; removed cylinder head drain tube P/N: 68761, return hose P/N: SL-STD-2180 and replaced with same part number in same location. SCAT-8 tubing for electric fuel pump cooling replaced. No change in weight and balance. Performed operation and leak check, found to be good.</p> <p>Greg Custer A&amp;P # 3264550 <i>Greg Custer</i></p>


**SUB-TOTAL** THIS PAGE

**TOTAL** - CARRY FORWARD TO NEXT PAGE

