



ENGINE MAINTENANCE RECORDS

Aircraft Registration

N16622C

Engine Position

Center

Engine Serial No.

294A66-R



ENGINE MAINTENANCE RECORDS

Log No. _____

Aircraft Registration No. N6622C

Engine Manufacturer TCM

Model TS10-520-R SPEC 9

Serial No. 294066-R

Date installed on aircraft _____

Time Between Overhauls (TBO) 1600 Hours

If used on multi-engine aircraft:

☐ Right ☐ Left



Date: 06-11-04

Above referenced engine overhauled to new parts limits per FAR 43.2 (a) (1) (2) to conform w/TCM SM X-30575A. All gears cleaned, polished when required, inspected, magnafluxed and no cracks found. Finish and dimensional limits within RAM Gear Inspection Specification No. 1818, Rev E dated 5/18/98. Installed new camshaft p/n 655384, s/n Z04BA164. AD 97-26-17 C/W per installation of new VAR crankshaft P/N 649134 S/N C019505N per TCM CSB96-8 C/W ultrasonic inspection per MSB96-10 due at next overhaul or when crankshaft removed. AD 99-19-01 c/w and found n/a per crankshaft date of manufacture I/A/W TCM CSB99-3C. C/W per visual and ultrasonic inspection I/A/W TCM CSB99-3C. AD 2000-23-21 N/A to crankshaft serial number/date of manufacture I/A/W TCM Mandatory Service Bulletin MSB00-5C. Engine assembled with ECI heavy style crankcase p/n 654170 S/N 9B970S. Installed new ECI Titan Nickel cylinders. TCM MSB99-3C N/A. AD 86-13-04 R3 n/a per new ECI Titan cylinders installed. AD 93-10-02 (MSB93-12) N/A per new ECI cylinders installed. MSB 02-9 (ECI cylinders) N/A per date of manufacturer. AD 2004-08-10 (ECI MSB04-1, Rev 1) N/A per cylinder serial numbers installed. N/A per letter "A" stamped on flange of rocker box. Engine accessories exchanged for overhauled units with exception of vacuum pump and prop governor which were not installed per this work order. Installed RAM/FAA/PMA fuel nozzles P/N 2562-14C. New Slick pressurized magnetos P/N 6320 installed per STC SE4651SW and pressurized. See 337. SB94-8A on magneto timing procedure c/w per timing to data place TC degree requirements with TDC locator and protractor with pointer. Installed RAM/FAA/PMA rocker arms p/n 1842-3 and 1842-4. AD 98-01-08 N/A per installation of RAM/FAA/PMA rocker arms. Cadmium plating of engine hardware and associated lines and fittings per QQ-P-416C Class 2, Type II. AD 93-08-17 not applicable to TSIO-520-R per engine model. C/W AD 79-05-09 per installation of new current design oil pressure plunger assy. AD 89-24-01 R1 N/A per P/N of scavenge pump gears. C/W AD 79-25-07 per installing engine mount leg P/N 643935. Category 1 thru 3 TCM Service Bulletin Compliance Listing in RAM Manual. C/W AD 80-22-05 per installation of seal half plates P/N 641361. Above referenced engine was made eligible for 1600 hr. TBO per TCM SIL98-9 Note 4. AD 88-03-06 is n/a per oil filter installed. AD 91-19-03 is n/a per oil filter installed. All aluminum alloy engine parts were coated per RAM Specification No. 1142. Installed RAM-FAA-PMA rocker box cover gaskets p/n 1387-1. Engine ground run on test stand per RAM Specifications for 4 hours. Engine run-in with Phillips 20W-50 Type M mineral oil. See RAM Recommended Oil Grade Maintenance Tip MT-1 for recommended oils. Engine preserved per Service Bulletin SIL99-1 temp. storage up to 90 days. Engine is approved for return to service for work performed. Pertinent details on file under project no. 1436/16358.

RAM Aircraft, Limited Partnership, P.O. Box 5219, Waco, Texas 76708 CRS VA1R551K

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| DATE | TOTAL TIME IN | TOTAL TIME OUT | TACH OR RECORDING USED | DESCRIPTION OF WORK PERFORMED— | WORK |
|------------------|---------------|-----------------------------|-------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|
| 27 JULY 2004 | TACH: 5267.3 | TSMOH: 0 | N6622C TCM TSIO-520-R S/N 294066-R | <p>INSTALLED THIS ENGINE ON CESSNA T210 S/N 63936. INSTALLED VACUUM PUMP FROM PREVIOUS ENGINE, NEXT CHANGE DUE AT TACH 5582.7. INSTALLED PROPELLER GOVERNOR FROM PREVIOUS ENGINE, TIME SINCE OH 952.9. INSTALLED NEW FUEL AND OIL HOSES. INSTALLED OVERHAULED TURBOCHARGER P/N 406610-9005 SN# HBR00909. INSTALLED OVERHAULED TURBO CONTROLLER PN# 470688-9007 SN# YE040079. INSTALLED OVERHAULED WASTEGATE ACTUATOR PN# 470908-9011 SN# OH0150. INSTALLED OVERHAULED ALTERNATOR MOD. E3#10300AA SN# A405059. INSTALLED NEW KNISLEY EXHAUST P/N K1250860-203 ACCORDANCE WITH STC # SE5009NM SEE FAA FORM 337 THIS DATE. INSTALLED NEW ENGINE MOUNTS. SERVICED BATTERY AND BOX. 200-HOUR STARTER INSPECTION NEXT DUE BY TACH: 5467.3. 500- HOUR ALTERNATOR AND MAGNETO INSPECTION DUE BY TACH: 5767.3. C/W AD 71-09-07 R1 EXHAUST SYSTEM PRESSURE TEST, NEXT DUE TACH: 5367.3. RUN FOR LEAK AND OPS CHECK GOOD. I CERTIFY THIS ENGINE HAS BEEN INSPECTION IAW 100 HOUR INSPECTION AND HAS BEEN FOUND AIRWORTHY FOR RETURN TO SERVICE.</p> <p>THOMAS KAUT A&P 2732423 <i>T Thomas Kaut</i></p> | |
| 8/3/04 | Tach: 5296.7 | | | <p>Drain oil, Replaced Filter and service with 10 qts aeroshell w-100, Run-up for leak and ops check good. C/w oil filter Adapter Inspection</p> <p>AD 96-12-22 <i>Thomas Kaut</i></p> <p>Dep 2732423</p> | |
| 02 OCTOBER 2004 | TACH: 5317.7 | TSMOH: 50.4 | N6622C TCM TSIO-520-R S/N 294066-R | <p>TT 592.3</p> <p>DRAINED OIL, REPLACED FILTER AND SERVICED WITH 10 QTS AEROSHELL W100. C/W AD 96-12-22 OIL FILTER ADAPTER INSPECTION. RUN UP FOR OP'S AND LEAK CHECK GOOD.</p> <p>THOMAS KAUT A&P 2732423 <i>T Thomas Kaut</i></p> | BODE AVIATION ALBUQUERQUE, NM |
| 14 DECEMBER 2004 | TACH: 5367.1 | TSMOH: 5368 99.8 | N6622C TCM TSIO-520-R S/N: 294066-R | <p>Eng. # 641.7</p> <p>ANNUAL INSPECTION COMPLETED THIS DATE IAW FAR 43 APPENDIX D. PERFORMED COMPRESSION TEST: 1-78, 2-75, 3-75, 4-78, 5-72, 6-78. DRAINED OIL, REPLACED FILTER, AND SERVICED W/ 10 QTS AEROSHELL W-80. CHECKED MAG TIMING. INSPECTED FLUID LINES AND ELECTRICAL WIRING. REPLACED WASTE GATE SPRING. C/W 200-HR STARTER INSPECTION- NEXT DUE TACH: 5567.1. C/W MSB 94-8A MAGNETO-ENGINE TIMING- NEXT DUE 5467.1. C/W SB 2-80C MAGNETOS 100-HR INSPECTION- NEXT DUE TACH: 5467.1. C/W AD 96-12-22 OIL FILTER ADAPTER INSP- NEXT DUE TACH: 5867.1. C/W SB 95-7 MANIFOLD VALVE INSP- NEXT DUE TACH: 5467.1. C/W AD 71-09-07 EXHAUST INSPECTION- NEXT DUE TACH: 5467.1. CLEANED ENGINE. RUN-UP FOR LEAK AND OPERATIONAL CHECK GOOD. I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IAW AN ANNUAL INSPECTION AND HAS BEEN FOUND AIRWORTHY FOR RETURN TO SERVICE.</p> <p>JEFF BITTNER, A&P 484949660 IA <i>Jeff A. Bittner</i></p> | |
| 14 APRIL 2005 | TACH: 5417.5 | | N6622C TCM TSIO-520-R S/N 294066-R | <p>DRAINED OIL, REPLACED FILTER AND SERVICED WITH 9 QTS AEROSHELL W100. C/W AD 96-12-22 OIL FILTER ADAPTER INSPECTION NEXT DUE TACH: 5467.5. RUN UP FOR OP'S AND LEAK CHECK GOOD.</p> <p>DAVID R. MODISETTE A&P 2721931 <i>David R. Modisette</i></p> | |
| | | | | TOTALS—Carry forward to next page | |

| DATE | TOTAL TIME IN SERVICE | TOTAL TIME SINCE OVERHAUL | TACH OR RECORDING METER TIME | DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK |
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| | | | | TOTALS brought forward from previous page |

19 MAY 2005 TACH: 5465.5 TSMOH: 198.2 ENT TT: 740.1
6622C TCM TSIO-520-R S/N 198730-72H

100 HOUR INSPECTION COMPLETED THIS DATE IAW FAR 43 APPENDIX D. DRAINED OIL, REPLACED FILTER AND SERVICED WITH 10 QTS AEROSHELL W100. INSPECTED ALL FLUID AND PNEUMATIC PLUMBING, ELECTRICAL WIRING AND EQUIPMENT. COMPRESSION CHECK: 1-80/80 2-76/80 3-80/80 4-79/80 5-78/80 6-76/80. CLEANED, INSPECTED AND RE-GAPPED SPARK PLUGS. SERVICED BATTERY AND CLEANED BATTERY BOX. CLEANED FUEL SCREENS. 200-HOUR STARTER INSPECTION PERFORMED, NEXT DUE BY TACH: 5567.1. 500-HOUR ALTERNATOR AND MAGNETO INSPECTIONS DUE BY TACH: 5767.3. C/W MSB 94-8A MAGNETO TO ENGINE TIMING, NEXT DUE AT TACH: 5565.5. C/W SB 2-80C MAGNETOS 100-HR INSPECTION, NEXT DUE AT TACH: 5565.5. C/W AD 96-12-22 OIL FILTER ADAPTER INSPECTION, NEXT DUE AT TACH: 5515.5. C/W AD 71-09-07 R1 EXHAUST PRESSURE TEST, NO DEFECTS NOTED, NEXT DUE TACH: 5565.5. GROUND RUN-UP FOR LEAK AND OPERATIONAL CHECK GOOD. I CERTIFY THIS ENGINE HAS BEEN INSPECTED IAW A 100 HOUR INSPECTION AND HAS BEEN FOUND AIRWORTHY FOR RETURN TO SERVICE.

AVIS H. TOLTH A&P 2835508



JULY 19, 2005 TACH 5515.9
N6622C TCM TSIO-520-R S/N 198730-72H

OIL CHANGE THIS DATE. DRAINED OIL, REPLACED FILTER WITH NEW CH48108. SERVICED WITH 10 QTS A/S W100. C/W AD 96-12-22 OIL FILTER INSPECTION, NO DEFECTS NOTED. PERPLACED NOISE SUPPRESSOR WITH NEW. RUN UP FOR LEAK AND OPS CHECK GOOD.

JESUS J TORRES AP 527-47-7618



8 SEPTEMBER 2005 TACH: 5565.5 TSMOH: 298.2 ENG TT: 840.1
6622C TCM TSIO-520-R S/N 198730-72H

BODE AVIATION, INC.
ALBUQUERQUE, NM

100 HOUR/ ANNUAL INSPECTION COMPLETED THIS DATE IAW FAR 43 APPENDIX D. DRAINED OIL, REPLACED FILTER AND SERVICED WITH 10 QTS AEROSHELL W100. INSPECTED ALL FLUID AND PNEUMATIC PLUMBING, ELECTRICAL WIRING AND EQUIPMENT. COMPRESSION CHECK: 1-77/80 2-70/80 3-76/80 4-76/80 5-78/80 6-78/80. CLEANED, INSPECTED AND RE-GAPPED SPARK PLUGS. SERVICED BATTERY, CHARGED, AND CLEANED BATTERY BOX. CLEANED FUEL SCREENS. REPLACED INTAKE PUSH ROD HOUSING PACKING ON #3 CYLINDER. REMOVED AND REPLACED FUEL INJECTOR NOZZLE O-RINGS ON #3, AND #5 CYLINDERS, AND REPLACED AIR MANIFOLD TUBE SEALS ON #1, #3, AND #5 CYLINDERS. REMOVED AND REPLACED ALTERNATOR RECTIFIER ASSY W/NEW. 500-HOUR ALTERNATOR AND MAGNETO INSPECTIONS DUE BY TACH: 5767.3. C/W MSB 94-8A MAGNETO TO ENGINE TIMING, NEXT DUE AT TACH: 5665.5. C/W SB 2-80C MAGNETOS 100-HR INSPECTION, NEXT DUE AT TACH: 5665.5. C/W AD 96-12-22 OIL FILTER ADAPTER INSPECTION, NEXT DUE AT TACH: 5615.5. C/W AD 71-09-07 R1 EXHAUST PRESSURE TEST, NO DEFECTS NOTED, NEXT DUE TACH: 5665.5. GROUND RUN-UP FOR LEAK AND OPERATIONAL CHECK GOOD. I CERTIFY THIS ENGINE HAS BEEN INSPECTED IAW AN ANNUAL INSPECTION AND HAS BEEN FOUND AIRWORTHY FOR RETURN TO SERVICE.

JESUS J TORRES AP 52747761 IA



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| 1. Approving National Aviation Authority/Country: FAA/UNITED STATES | | 2. AUTHORIZED RELEASE CERTIFICATE FAA FORM 8130-3, AIRWORTHINESS APPROVAL TAG | | 3. Form Tracking Number 17417 | |
| 4. Organization Name and Address: RAPCO, Inc. 445 Cardinal Lane, Hartland, WI 53029 | | | | 5. Work Order, Contract, or Invoice Number: | |
| 6. Item: | 7. Description: | 8. Part Number: | 9. Eligibility: | 10. Qty: | 11. Serial/Batch Number: |
| 1 | Vacuum Pump | 212CW | TBV BY INSTALLER | 1 | 119417 |
| 12. Status/Work: Overhauled | | | | | |
| 13. REMARKS Overhauled in accordance with Process Specification # 203-6-1009 | | | | | |
| 14. Certifies the items identified above were manufactured in conformity to: <input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 13 | | | 19. <input type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulation specified in Block 13 Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service. | | |
| 15. Authorized Signature: | | 16. Approval Authorization No: | | 20. Authorized Signature: SHELDON SCHWANTES | |
| 17. Name (Typed or Printed): | | 18. Date (m/d/y): | | 21. Approval/Certificate No: NE5R064N | |
| | | | | 22. Name (Typed or Printed): SHELDON SCHWANTES | |
| | | | | 23. Date (m/d/y): 8/2/05 | |

FAA Form 8130-3 (08-01)

* Installer must cross check eligibility with applicable technical data

NSN 0052-00-012-9006

9/28/05
Tach: 5580.5

Replace cyl #3 Valve cover gasket
PIN 655528. Run up and leak check
good. Therman Run
Aep 2732423

04 JANUARY 2006 TACH: 5618.1 TSMOH: 350.8
AVIATION
N6622C TCM TSIO-520-R S/N 294066-R

BODE

ALBUQUERQUE, NM

DRAINED OIL, REPLACED FILTER AND SERVICED WITH 10 QTS AEROSHELL W80. C/W AD 96-12-22 OIL FILTER
ADAPTER INSPECTION NEXT DUE TACH 5668.1. RUN UP FOR OP'S AND LEAK CHECK GOOD.

THOMAS KAUT A&P 2732423 *Thomas Kaut*

8 MARCH 2006 TACH: 5666.4 TSMOH: 399.1 ENG TT: 941.0
6622C TCM TSIO-520-R S/N 198730-72H

100 HOUR INSPECTION COMPLETED THIS DATE IAW FAR 43 APPENDIX D. DRAINED OIL, REPLACED
FILTER AND SERVICED WITH 10 QTS AEROSHELL W80. INSPECTED ALL FLUID AND PNEUMATIC
PLUMBING, ELECTRICAL WIRING AND EQUIPMENT. COMPRESSION CHECK: 1-78/80 2-76/80 3-79/80 4-
75/80 5-77/80 6-77/80. CLEANED, INSPECTED AND RE-GAPPED SPARK PLUGS. SERVICED BATTERY,
CHARGED, AND CLEANED BATTERY BOX. CLEANED FUEL SCREENS. 500-HOUR ALTERNATOR AND
MAGNETO INSPECTIONS DUE BY TACH: 5767.3. C/W MSB 94-8A MAGNETO TO ENGINE TIMING. NEXT
DUE AT TACH: 5766.4. C/W SB 2-80C MAGNETOS 100-HR INSPECTION, NEXT DUE AT TACH: 5766.4.
C/W SB 95-7 MANIFOLD VALVE INSPECTION, NEXT DUE AT TACH: 5766.4. C/W AD 96-12-22 OIL
FILTER ADAPTER INSPECTION, NEXT DUE AT TACH 5716.4. C/W AD 71-09-07 R1 EXHAUST PRESSURE
TEST, NO DEFECTS NOTED, NEXT DUE TACH: 5766.4 GROUND RUN-UP FOR LEAK AND
OPERATIONAL CHECK GOOD. I CERTIFY THIS ENGINE HAS BEEN INSPECTED IAW A 100 HOUR
INSPECTION AND HAS BEEN FOUND AIRWORTHY FOR RETURN TO SERVICE.

AVIS H. TOLTH A&P 2835508 *Avis H. Tolth*

| | | |
|-----------------------------------|--------------|-------------------------------------------------------------------------------------------------------|
| 4-24-06 | TACH: 5713.5 | C/W AD 96-12-27 oil filter adapter insp, next due Tach: 5763.5 or next oil filter removal. — END — |
| <i>FOR ME A&P 2721931</i> | | |
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| DATE | TOTAL TIME IN SERVICE | TOTAL TIME SINCE OVERHAUL | TACH OR RECORDING METER TIME | DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK |
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5718.1 *Ch*
24 APRIL 2006 TACH: 5718.1 TSMOH: 448.0
N6622C TCM TSIO-520-R S/N 294066-R

BODE AVIATION
ALBUQUERQUE, NM

DRAINED OIL, REPLACED OIL FILTER AND SERVICED WITH 10 QTS AEROSHELL W100. C/W AD 96-12-22 OIL FILTER ADAPTER INSPECTION NEXT DUE TACH: 5765.3. GROUND RUN UP FOR OP'S AND LEAK CHECK GOOD.

AVIS H. TOLTH A&P 2835508 *Ch*

5765.5 *Ch*
16 JUNE 2006 TACH: 5765.5 TSMOH: 498.1 ENG TT: 1040.0
6622C TCM TSIO-520-R S/N 198730-72H

BODE AVIATION
DOUBLE EAGLE II AIRPORT

100 HOUR INSPECTION COMPLETED THIS DATE IAW FAR 43 APPENDIX D. DRAINED OIL, REPLACED FILTER AND SERVICED WITH 10 QTS AEROSHELL W100. INSPECTED ALL FLUID AND PNEUMATIC PLUMBING, ELECTRICAL WIRING AND EQUIPMENT. COMPRESSION CHECK: 1-77/80, 2-REPLACED CYL, 3-74/80, 4-6580, 5-76/80, 6-75/80. REPLACED #2 CYLINDER AND PISTON ASSY WITH SERVICEABLE ECi CYLINDER AND PISTON ASSY P/N EC 636122 C/N, S/N 39568-20. CLEANED, INSPECTED, AND RE-GAPPED TWO SPARK PLUGS. REPLACED TEN SPARK PLUGS WITH NEW. SERVICED BATTERY, CHARGED, AND CLEANED BATTERY BOX. CLEANED FUEL SCREENS. C/W SB 2-80C 500-HOUR MAGNETO INSPECTIONS NEXT DUE BY TACH: 6265.5. REPLACED LEFT AND RIGHT MAGNETO POINTS AND CAMS WITH NEW, REPLACED LEFT AND RIGHT MAGNETO ROTORS AND DISTRIBUTORS WITH NEW. C/W MSB 94-8A MAGNETO-ENGINE TIMING NEXT DUE TACH 5865.5. C/W SB 2-80C MAGNETO 100HR INSPECTION NEXT DUE 5865.5. C/W SB 95-7 MANIFOLD VALVE INSPECTION, NEXT DUE AT TACH: 5865.5. C/W AD 96-12-22 OIL FILTER ADAPTER INSPECTION, NEXT DUE AT TACH 5865.5. C/W AD 71-09-07 R1 EXHAUST PRESSURE TEST, NO DEFECTS NOTED, NEXT DUE TACH: 5865.5. GROUND RUN-UP FOR LEAK AND OPERATIONAL CHECK GOOD. I CERTIFY THIS ENGINE HAS BEEN INSPECTED IAW A 100 HOUR INSPECTION AND HAS BEEN FOUND AIRWORTHY FOR RETURN TO SERVICE.

Stuart P Miles

STUART P. MILES A&P 585393595

7/20/06 5814.5 OIL CHANGED this date. DRAINED OIL, CHANGED filter, serviced w/ 10 QTS A/S W100. C/W AD 96-12-22 OIL FILTER ADAPTER INSPECTION. OPS ✓ good. CHRIS TORRES AP 3111915 *Ch*

1 September 2006 TACH: 5856.6 TSMOH: 686.5
N6622C TCM TSIO-520-R S/N 294066-R


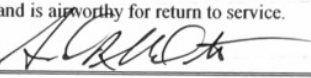
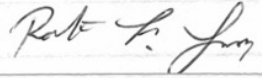
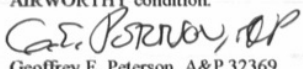
Bode Aviation, Inc.
Albuquerque, NM

Removed the right mag and installed a new coil. Performed a ground run-up for operational check, ops check good.

Chris Torres A&P 3111915 *Ch*

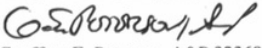
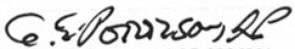

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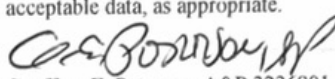
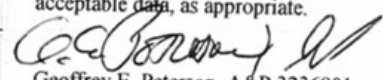
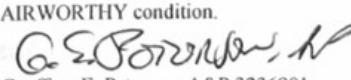
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| DATE | TOTAL TIME IN SERVICE | TOTAL TIME SINCE OVERHAUL | TACH OR RECORDING METER TIME | DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK |
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| <div style="border: 1px solid black; padding: 5px;"> <p>9 September 2006 Tach/Total: 5861.0 6622C TCM TSIO-520-R S/N: 198730-72H</p> <p style="text-align: right;"></p> <p>100hr/Annual inspection completed this date IAW FAR 43 appendix D. Drained oil, replaced filter, and serviced with 10 qts Aeroshell 100. Inspected all fluid and pneumatic plumbing, electrical wiring and equipment. Compression check: 1-77 2-77 3-78 4-78 5-78 6-79. Cleaned, inspected, and gapped spark plugs. Serviced battery, charged, and cleaned battery box. Cleaned fuel screens. C/W MSB 94-8A Magneto to engine timing, next due TT: 5961.0. SB 2-80C C/W Magneto 100hr inspection, next due TT: 5961.0, magneto 500hr inspection next due TT: 6265.5. C/W AD 96-12-22 Cessna oil filter adapter inspection, next due TT: 5911.0 or next oil filter removal. C/W AD 71-09-07 Exhaust pressure test, no defects noted, next due TT: 5961.0. Ground run up for leak and operational check good. I certify this engine has been inspected IAW an Annual inspection and is airworthy for return to service.</p> <p>David R. Modisette A&P 2721931 IA </p> </div> | | | | |
| <div style="border: 1px solid black; padding: 5px;"> <p>14 NOVEMBER 2006 TACH/TOTAL: 5907.9 N6622C TCM TSIO-520-R S/N: 294066-R</p> <p>DRAINED OIL AND REPLINISHED WITH 10 QTS. OF AEROSHELL 80 OIL. REMOVED AND REPLACED FILTER WITH NEW. C/W AD 96-12-22 OIL FILTER ADAPTER, BY VISUAL INSPECTION OF ADAPTER, NEXT DUE TACH:5957.9. WELDED CRACK ON ON MUFFLER. PRESSURE TESTED MUFFLER, CHECKED GOOD. GROUND RUN AND LEAK TEST GOOD AT THIS TIME AND DATE.</p> <p>ROBERT F. LOPEZ A&P 2800501 </p> </div> | | | | |
| <div style="border: 1px solid black; padding: 5px;"> <p>10/04/2007 N6622C s/n 21063936 Tach: 5954.7 TTAF: 5954.7 Continental TSIO-520-R s/n 294066-R TTE: 1229.2 SMOH: 687.4</p> <ol style="list-style-type: none"> 1. Perform 100 Hour Inspection of above captioned engine in accordance with CFR 14 Part 43 Appendix D. Compressions as follows: 1-79/80; 2-78/80; 3-76/80; 4-74/80; 5-76/80; 6-76/80. 2. Comply with ECI MSB06-2 for cylinder cracks. No cracks noted. 3. Warm engine to normal operating temperature, drain oil and collect SOAP sample. Remove, cut and inspect filter, no contamination noted. Install new filter and service with 10 quarts AeroShell 15W50 oil. Runup and leak check, no leaks noted. 4. Remove all spark plugs, clean and inspect. Electrodes found to be beyond service limit when gaps set. Replace all 12 spark plugs with new. 5. Comply with AD 96-12-22 Cessna Oil Filter Adapter paragraph (b) (2), no leaks or misalignment noted. Next due by 605437 TTAF or next filter removal, whichever first. <p>I certify that the above captioned maintenance was performed in accordance with all applicable manufacturers' maintenance manuals, and other approved or acceptable data, as appropriate. I certify that this ENGINE was inspected in accordance with a 100 HOUR INSPECTION, and was determined to be in AIRWORTHY condition.</p> <p> Geoffrey E. Peterson, A&P 32369</p> </div> | | | | |
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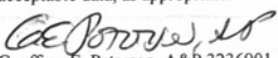
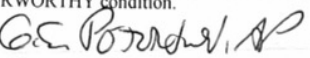
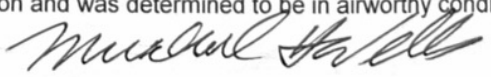
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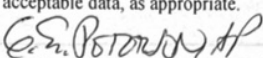
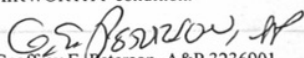
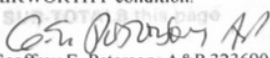
| DATE | TOTAL TIME IN SERVICE | TOTAL TIME SINCE OVERHAUL | TACH OR RECORDING METER TIME | DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK |
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| | | | | <p>01/23/2008 N6622C s/n 21063936 Tach: 5956.0 TTAF: 5956.0 Hartzell PHC-J3YF-1RF s/n FP262A TTP: 2966.2 SMOH: 0.7 McCauley C290D4-F/T2 s/n 802507 TTG: Unk SMOH: 0.7 Continental TSIO-520-R s/n 294066-R TTE: 1260.5 SMOH: 688.7</p> <ol style="list-style-type: none"> During inspection, propeller control cable noted as broken at governor end. Also found broken clamp. Removed old propeller control cable and replaced with McFarlane Aviation FAA/PMA approved replacement cable. Replaced broken clamp. New cable rigged per Cessna maintenance manual. Perform runup test, propeller governs properly. Aircraft recowled. Customer complains of inability to cycles propeller out of flat pitch during runup. Perform runup and confirm complaint. Remove propeller governor and test propeller with differential pressure gauge, and confirm correct propeller response. Governor sent to New England Propeller for test. Governor tested as advertised by manufacturer, and reinstalled on aircraft. See New England Propeller maintenance release tag for details. Perform runup test, all propeller operation noted as normal. <p>I certify that the above captioned maintenance was performed in accordance with all applicable manufacturers' maintenance manuals, and other approved or acceptable data, as appropriate.</p> <p><i>Geoffrey E. Peterson</i> Geoffrey E. Peterson, A&P 3236901 IA</p> |
| | | | | <p>03/11/2008 N6622C s/n 21063936 Tach: 5957.4 TTAF: 5957.4 Continental TSIO-520-R s/n 294066-R TTE: 1261.9 SMOH: 690.1</p> <ol style="list-style-type: none"> Propeller will not come out of flat pitch after first flight after propeller reinstallation. Remove propeller and governor, return to CRS for inspection. Propeller and governor disassembled and reinspected, no discrepancies noted. Reinstalled propeller and governor, ground runup test ok. Aircraft allowed to cool and retested 2 additional times on ground, normal runup noted. Performed leakage test on engine oil transfer system, no leaks noted and normal propeller movement noted. Test flew aircraft, noted normal governor operation on initial power reduction after takeoff, and propeller responded as advertised to power and rpm changes during test flight. Retested governor on ground after test flight, propeller would not come out of flat pitch. Replaced governor with another serviceable governor, results the same. Reinstalled original governor. Warm engine to normal operating temperature, remove propeller governor and perform pressure leakage test on engine oil transfer system. Initial leakage noted, then performed as advertised. Removed propeller, inspected crankshaft transfer plug. Plug initially noted as tight and secure in crankshaft bore, but measured 0.5: too far forward in bore per TCM service instructions for loss of propeller control. Additional pressure applied to transfer plug, which resulted in plug movement. Transfer plug removed, outside diameter measured and compared with new plug, found to be 0.004" less than new measured plug. Evidence of corrosion noted on plug mating surfaces and plug body. Install new TCM oil transfer plug, normal resistance noted on installation of standard size plug. Propeller and governor reinstalled, aircraft test flown after normal runup, and all performance of the engine and propeller as advertised. <p>I certify that the above captioned maintenance was performed in accordance with all applicable manufacturers' maintenance manuals, and other approved or acceptable data, as appropriate.</p> <p><i>Geoffrey E. Peterson</i> Geoffrey E. Peterson, A&P 3236901</p> |
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| DATE | TOTAL TIME IN SERVICE | TOTAL TIME SINCE OVERHAUL | TACH OR RECORDING METER TIME | DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK |
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| | | | | 10/16/2008 N6622C s/n 21063936 Tach: 5972.3 TTAF: 5972.3 Continental TSIO-520-R s/n 294066-R TTE: 1276.8 SMOH: 705.0 |
| | | | | 1. Customer reports fluctuations in fuel flow during flight. Removed all 6 fuel injectors, found partially clogged. Cleaned injectors in solvent and reinstalled with new o-rings and balance tube seals. Ops check ok after maintenance, no fuel leaks noted. |
| | | | | I certify that the above captioned maintenance was performed in accordance with all applicable manufacturers' maintenance manuals, and other approved or acceptable data, as appropriate. |
| | | | |  Geoffrey E. Peterson, A&P 3236901 |
| | | | | 11/19/2008 N6622C s/n 21063936 Tach: 5972.5 TTAF: 5972.5 Continental TSIO-520-R s/n 294066-R TTE: 1247.1 SMOH: 705.2 |
| | | | | 1. Perform 100 Hour Inspection of above captioned engine in accordance with CFR 14 Part 43 Appendix D. Compressions as follows: 1-78/80; 2-78/80; 3-76/80; 4-75/80; 5-74/80; 6-70/80. |
| | | | | 2. Warm engine to normal operating temperature, drain oil and collect SOAP sample. Remove, cut and inspect oil filter, no contamination noted. Install new filter and service with 10 quarts AeroShell 15W50 oil. Runup and leak check, no leaks noted. |
| | | | | 3. Remove all spark plugs, clean and inspect for condition. Set gaps as required, rotate positions and reinstall with new copper gaskets. |
| | | | | 4. Comply with AD 96-12-22 Cessna Oil Filter Adapter paragraph (b). Next due by 6072.5 TTAF or next filter removal, whichever first. |
| | | | | 5. AD 2008-19-05 ECI Cylinder is N/A by not installed. |
| | | | | 6. Slick SB2-08 and SB3-08 complied with at 5765.5. Next 500 hour inspection due by 6265.5, no action required. |
| | | | | I certify that the above captioned maintenance was performed in accordance with all applicable manufacturers' maintenance manuals, and other approved or acceptable data, as appropriate. I certify that this ENGINE was inspected in accordance with a 100 HOUR INSPECTION, and was determined to be in AIRWORTHY condition. |
| | | | |  Geoffrey E. Peterson, A&P 3236901 |
| | | | | 11/27/2009 N6622C s/n 21063936 Tach: 5987.9 TTAF: 5987.9 Continental TSIO-520R (9) s/n 294066-R TTE: 1262.5 SMOH: 720.6 |
| | | | | 1. Perform 100 Hour Inspection of above captioned engine in accordance with CFR 14 Part 43 Appendix D. Compressions as follows: 1-75/80; 2-75/80; 3-78/80; 4-70/80; 5-75/80; 6-70/80. |
| | | | | 2. Comply with AD 96-12-22 Cessna Oil Filter Adapter paragraph (b). Next due at next filter removal or 6087.9 TTAF, whichever first. |
| | | | | 3. AD 2009-16-03 Superior Air Parts Cylinders is N/A by not installed. |
| | | | | 4. AD 2009-19-07 TCM Cylinders is N/A by not installed. |
| | | | | 5. Warm engine to normal operating temperature, drain oil and collect SOAP sample. Remove, cut and inspect oil filter, no contamination noted. Install new oil filter and service with 10 quarts AeroShell 15W50 oil. Runup and leak checked, no leaks noted. |
| | | | | 6. Remove all spark plugs, clean and inspect for condition. Set gaps as required, rotate positions and reinstall with new copper gaskets. |
| | | | | 7. Slick 500 hour magneto inspection L6320 s/n 04041599 and R6320 s/n 04041598 due by 6265.5 TTAF. No action required. |
| | | | | I certify that the above captioned maintenance was performed in accordance with all applicable manufacturers' maintenance manuals, and other approved or acceptable data, as appropriate. I certify that this ENGINE was inspected in accordance with a 100 HOUR INSPECTION, and was determined to be in AIRWORTHY condition. |
| | | | |  Geoffrey E. Peterson, A&P 3236901 |
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| DATE | TOTAL TIME IN SERVICE | TOTAL TIME SINCE OVERHAUL | TACH OR RECORDING METER TIME | DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK |
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| | | | | 12/04/2009 N6622C s/n 21063936 Tach: 5987.9 TTAF: 5987.9 Continental TSIO-520-R (9) s/n 294066-R TTE: 1262.5 SMOH: 720.6 |
| | | | | 1. During runup, found left magneto dead. Checked P-leads, no discrepancy noted. Removed left mag 6320 s/n 04041599 and found contamination and broken breaker points. Removed right mag 6320 s/n 04041598 and inspected. Replaced both sets breaker points, point cams, rotor drive gears, and gear and block assemblies. Set internal timing per Slick overhaul manual and reinstalled mags, set magneto to engine timing per Slick MSB94-8A. Replaced magneto gasket seals and pressurization inlet filter due to contamination. Runup normal, no leaks noted after maintenance. |
| | | | | I certify that the above captioned maintenance was performed in accordance with all applicable manufacturers' maintenance manuals, and other approved or acceptable data, as appropriate. |
| | | | |  Geoffrey E. Peterson, A&P 3236901 |
| | | | | |
| | | | | 10/19/2011 N6622C s/n 21063936 Tach: 6030.9 TTAF: 6030.9 |
| | | | | 1. Jack aircraft, remove interior and repair brake line at RMG actuator fitting. Service system with Mil-H-5606. Normal brake operation noted. |
| | | | | I certify that the above captioned maintenance was performed in accordance with all applicable manufacturers' maintenance manuals, and other approved or acceptable data, as appropriate. |
| | | | |  Geoffrey E. Peterson, A&P 3236901 |
| | | | | |
| | | | | 01/07/2011 N6622C s/n 21063936 Tach: 6012.9 TTAF: 6012.9 Continental TSIO-520-R s/n 294066-R TTE: 1287.5 SMOH: 745.6 |
| | | | | 1. Perform 100 Hour Inspection of above captioned engine in accordance with CFR 14 Part 43 Appendix D. Compressions as follows: 1-75/80; 2-75/80; 3-78/80; 4-78/80; 5-78/80; 6-75/80. |
| | | | | 2. Comply with AD 96-12-22 Cessna Oil Filter Adapter paragraph (b). Next due at next filter removal or by 6112.9, whichever first. |
| | | | | 3. AD 2009-24-51 Hydraulic Lifters is N/A, superseded to AD 2009-24-52. |
| | | | | 4. AD 2009-24-52 Hydraulic Lifters is N/A, superseded to AD 2010-11-04. |
| | | | | 5. AD 2009-26-12 ECI Cylinders is N/A, only applicable to Lycoming engines. |
| | | | | 6. AD 2010-11-04 Hydraulic Lifter is N/A by overhaul date, and engine maintenance records do not show any lifter replacement after 19 June 2009. No action required per paragraph (f). |
| | | | | 7. Warm engine, drain oil and collect SOAP sample. Remove, cut and inspect oil filter, no contamination noted. Install new oil filter and service with 10 quarts AeroShell 15W50 oil. Runup and leak check, no leaks noted. See AD 96-12-22 Cessna Oil Filter Adapter, previous entry this date, for compliance requirements. |
| | | | | 8. Remove all spark plugs, clean and inspect. Set gaps as required, rotate positions, and reinstall with new copper gaskets. |
| | | | | 9. Inspect magneto pressurization system, filter clean. Slick magneto 500 hour inspection due at 6265.5 TTAF. |
| | | | | I certify that the above captioned maintenance was performed in accordance with all applicable manufacturers' maintenance manuals, and other approved or acceptable data, as appropriate. I certify that this ENGINE was inspected in accordance with a 100 HOUR INSPECTION, and was determined to be in AIRWORTHY condition. |
| | | | |  Geoffrey E. Peterson, A&P 3236901 |

| DATE | TOTAL TIME IN SERVICE | TOTAL TIME SINCE OVERHAUL | TACH OR RECORDING METER TIME | DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK |
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| | | | | <p>TOTALS brought forward from previous page</p> <p>02/10/2012 N6622C s/n 21063936 Tach: 6034.9 TTAF: 6034.9 Continental TSIO-520-R s/n 294066-R TTE: 1309.5 SMOH: 767.6</p> <ol style="list-style-type: none"> 1. Perform 100 Hour Inspection of above captioned engine in accordance with CFR 14 Part 43 Appendix D. Compressions as follows: 1-78/80; 2-78/80; 3-75/80; 4-70/80; 5-75/80; 6-70/80. 2. Comply with AD 96-12-22 Cessna Oil Filter Adapter paragraph (b). Next due at filter removal or 6134.9 TTAF, whichever first. 3. Warm engine, drain oil and collect SOAP sample. Remove, cut and inspect filter, no contamination noted. Install new filter and service with 10 quarts AeroShell 15W50 oil. Runup and leak check, no leaks noted. 4. Remove all spark plugs, clean and inspect. Set gaps as required, rotate positions and reinstall with new copper gaskets. 5. Slick 500 hour magneto inspection due by 6265.5 TTAF. No action required. <p>I certify that the above captioned maintenance was performed in accordance with all applicable manufacturers' maintenance manuals, and other approved or acceptable data, as appropriate. I certify that this ENGINE was inspected in accordance with a 100 HOUR INSPECTION, and was determined to be in AIRWORTHY condition.</p> <p><i>Geoffrey E. Peterson, A&P</i> Geoffrey E. Peterson, A&P 3236901</p> |
| | | | | <p>10/22/2012 N6622C s/n 21063936 Tach: 6047.8 TTAF: 6047.8 Continental TSIO-520-R s/n 294066-R TTE: 1322.4 SMOH: 780.5</p> <ol style="list-style-type: none"> 1. Inspect wiring to #4 CHT probe, no defects noted. Remove all fuel injectors and clean. Reinstall. <p>I certify that the above captioned maintenance was performed in accordance with all applicable manufacturers' maintenance manuals, and other approved or acceptable data, as appropriate.</p> <p><i>Geoffrey E. Peterson, A&P</i> Geoffrey E. Peterson, A&P 3236901</p> |
| | | | | <p>03/26/2013 N6622C s/n 20163936 Tach: 6052.8 TTAF: 6052.8 Continental TSIO-520-R s/n 294066-R TTE: 1327.4 SMOH: 785.5</p> <ol style="list-style-type: none"> 1. Perform 100 Hour Inspection of above captioned engine in accordance with CFR 14 Part 43 Appendix D. Compressions as follows: 1-75/80; 2-74/80; 3-76/80; 4-70/80; 5-70/80; 6-65/80. 2. Comply with AD 96-12-22 Cessna Oil Filter Adapter paragraph (b). Next due at next filter removal or 6152.8 TTAF, whichever first. 3. AD 2012-03-06 Avstar Fuel Servo is N/A by not installed during subject time period. No action required. 4. Warm engine, drain oil and collect SOAP sample. Remove filter, cut and inspect, no contamination noted. Install new filter and service with 10 quarts AeroShell 15W50 oil. Runup and leak check, no leaks noted. See log entry for compliance with AD 96-12-22 in conjunction with this maintenance item. 5. Remove all spark plugs, clean and inspect. Set gaps as required, rotate positions and reinstall with new copper gaskets. 6. Slick magneto 500 hour inspection due by 6265.5. No action required. Inspect pressurization system, no discrepancies noted. <p>I certify that the above captioned maintenance was performed in accordance with all applicable manufacturers' maintenance manuals, and other approved or acceptable data, as appropriate. I certify that this ENGINE was inspected in accordance with a 100 HOUR INSPECTION, and was determined to be in AIRWORTHY condition.</p> <p><i>Geoffrey E. Peterson, A&P</i> Geoffrey E. Peterson, A&P 3236901</p> |
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| | | | | 05/14/2013 N6622C s/n 21063936 Tach: 6061.8 TTAF: 6061.8 Continental TSIO-520-R s/n 294066-R TTE: 1336.4 SMOH: 794.5 |
| | | | | 1. Warm engine, drain oil and collect SOAP sample. Remove, cut and inspect oil filter, no contamination noted. Install new filter and service with 9 quarts AeroShell 15W50 oil plus one bottle customer supplied Camguard additive. Runup and leak check, no leaks noted. |
| | | | | 2. Repair broken power wire to fuel digitizer by installing new connectors. |
| | | | | 3. Comply with AD 96-12-22 Cessna Oil Filter Adapter paragraph (b)(2), no leaks or mis-alignment noted. Next due by 6161.8 TTAF or next filter removal, whichever first. |
| | | | | I certify that the above captioned maintenance was performed in accordance with all applicable manufacturers' maintenance manuals, and other approved or acceptable data, as appropriate. |
| | | | |  Geoffrey E. Peterson, A&P 3236901 |
| | | | | 03/21/2014 N6622C s/n 21063936 Tach: 6074.0 TTAF: 6074.0 Continental TSIO-520-R s/n 294066-R TTE: 1348.6 SMOH: 806.7 |
| | | | | 1. Annual Inspection #181 - Perform Annual Inspection of above captioned aircraft in accordance with CFR 14 Part 43 Appendix D. Perform 5 fault free gear cycles, and one hand pump extension, performed as advertised. Perform 100 Hour Inspection of above captioned engine in accordance with CFR 14 Part 43 Appendix D. Compressions as follows: 1-72/80; 2-70/80; 3-74/80; 4-72/80; 5-76/80; 6-70/80. |
| | | | | 2. Comply with AD 96-12-22 Cessna Oil Filter Adapter paragraph (b). Next due at next filter removal or 6174.0 TTAF, whichever first. |
| | | | | 3. Warm engine, drain oil and collect SOAP sample. Remove, cut and inspect oil filter, no contamination noted. Install new filter and service with 10 quarts AeroShell 15W50 oil. Runup and leak check, no leaks noted. |
| | | | | 4. Remove all spark plugs, clean and inspect. Set gaps as required, rotate positions and reinstall with new copper gaskets. |
| | | | | 5. Slick 500 hour magneto disassembly inspection due by 6265.5 TTAF, no action required. |
| | | | | I certify that the above captioned maintenance was performed in accordance with all applicable manufacturers' maintenance manuals, and other approved or acceptable data, as appropriate. I certify that this ENGINE was inspected in accordance with a 100 HOUR INSPECTION, and was determined to be in AIRWORTHY condition. |
| | | | |  Geoffrey E. Peterson, A&P 3236901 |
| | | | | Air Tolin |
| | | | | Lunken Airport Cincinnati, Ohio 513-871-8235 |
| | | | | N6622C 3/24/15 TT6091.5 TSMOH 823.2 |
| | | | | Inspected engine using Appendix D part43 inspection check list for 100HR inspection.changed oil and filter checked old filter for metal none found.installed new AA48108-1 filter and check filter adapter IAW AD96-12-22 recheck of adapter due at next oil filter change .added10Qts Aeroshell15W50 oil.installed new BA-2405 filter element.checked compression 1 77/80 2 78/80 3 75/80 4 73/80 5 77/80 6 78/80.cleaned and gapped spark plugs.rotated reinstalled.checked magneto timing.washed engine down run up checked operation.I certify that this engine has been inspected in accordance with an 100HR inspection and was determined to be in airworthy condition. |
| | | | |  Michael H. Wells A&P 2099762-IA |

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| | | | | 11/30/2015 N6622C s/n 21063936 Tach: 6111.7 TTAF: 6111.7 Continental TSIO-520-R s/n 294066-R TTE: 1386.3 SMOH: 844.4 1. Warm engine, drain oil, collect SOAP sample. Remove, cut and inspect oil filter, no contamination noted. Install new filter and service with 10 quarts 15W50 oil. Runup and leak check, no leaks noted. 2. Comply with AD 96-12-22 Cessna Oil Filter Adapter paragraph (b). Next due next filter removal or 6211.7 TTAF, whichever first. I certify that the above captioned maintenance was performed in accordance with all applicable manufacturers' maintenance manuals, and other approved or acceptable data, as appropriate.  Geoffrey E. Peterson, A&P 3236901 |
| | | | | 03/24/2016 N6622C s/n 21063936 Tach: 6119.0 TTAF: 6119.0 Continental TSIO-520-R s/n 294066-R TTE: 1393.6 SMOH: 851.7 1. Perform 100 Hour Inspection of above captioned engine in accordance with CFR 14 Part 43 Appendix D. Compressions as follows: 1-75/80; 2-78/80; 3-78/80; 4-76/80; 5-68/80; 6-68/80. 2. Comply with AD 96-12-22 Cessna Oil Filter Adapter paragraph (b). Next due at next filter removal or 6219.0 TTAF, whichever first. AD compliance done after oil change action. 3. Warm engine, drain oil and collect SOAP sample. Remove, cut and inspect filter element, no contamination noted. Install new filter and service with 10 quarts AeroShell 15W50 oil. Runup and leak check, no leaks noted. 4. Remove all spark plugs, clean and inspect. Set gaps as required, rotate positions and reinstall with new copper gaskets. 5. Slick magneto inspection due by 6265.5 TTAF. No action required. I certify that the above captioned maintenance was performed in accordance with all applicable manufacturers' maintenance manuals, and other approved or acceptable data, as appropriate. I certify that this ENGINE was inspected in accordance with a 100 HOUR INSPECTION, and was determined to be in AIRWORTHY condition.  Geoffrey E. Peterson, A&P 3236901 |
| | | | | 06/09/2017 N6622C s/n 21063936 Tach: 6146.7 TTAF: 6146.7 Continental TSIO-520-R s/n 294066-R TTE: 1412.3 SMOH: 879.4 1. Perform 100 Hour Inspection of above captioned engine in accordance with CFR 14 Part 43 Appendix D. Compressions as follows: 1-77/80; 2-75/80; 3-75/80; 4-77/80; 5-72/80; 6-79/80. 2. Comply with AD 96-12-22 Cessna Oil Filter Adapter paragraph (b). Next due by 6246.7 TTAF or next filter removal, whichever first. 3. Warm engine, drain oil and collect SOAP sample. Sample provided to customer for disposition. Remove, cut and inspect oil filter, no contamination noted. Install new filter and service with 10 quarts W100 and 1 bottle Camguard. Runup and leak check, no leaks noted. AD 96-12-22 performed after filter installation, see previous log entry. 4. Remove all spark plugs, clean and inspect. All plugs worn past service limit. Replace with new. 5. Inspection found induction system hoses worn and dry rotting. Replace as required. I certify that the above captioned maintenance was performed in accordance with all applicable manufacturers' maintenance manuals, and other approved or acceptable data, as appropriate. I certify that this ENGINE was inspected in accordance with a 100 HOUR INSPECTION, and was determined to be in AIRWORTHY condition.  Geoffrey E. Peterson, A&P 3236901 |

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