

## ENGINE LOG

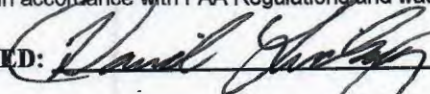
DATE	N#	MAKE/MODEL	S/N	TACH/HOBBS	WO#	TSMOH	ACTY
12/13/01	8214H	PA32R-301T	(32R-8027093)	1451.9/1647.7	1805	357.9	2902.3

AT THIS DATE AND TIME THE FOLLOWING WORK WAS PERFORMED:

REPLACED FUEL SERVO UNIT BENDIX MODEL=RSA-10ED2 ON+OFF  
 P/N OFF=2524791-6 P/N ON=2524791-7  
 S/N OFF=77679 S/N ON=71486  
 SEE 8130-3 FOR OVERHAULED SERVO INFO.  
 ADJUSTED IDLE + MIXTURE. RUN-UP OPS + LEAK CKS (OK)  
 IAW PA32R-301T M/M SER. 73-10-00.  
 REPLACED PIPER EGT PROBE @ TURBO AREA W/NEW P/N 763-427  
 OPS CK (OK). CHANGED OIL + FILTER. (CUT OPEN FILTER NO DEFECTS NOTED)  
 INSTALLED NEW CH48103 FILTER AND SERVICED W/11 QTS. OF 15W/50 E.  
 RUN-UP LEAK CKS (OK) COMPRESSION CK = #1 <sup>75</sup>/<sub>80</sub> #2 <sup>70</sup>/<sub>80</sub> #3 <sup>70</sup>/<sub>80</sub> #4 <sup>72</sup>/<sub>80</sub> #5  
 #6 <sup>80</sup>/<sub>80</sub> ALL (OK) ALSO CLEANED, GRAPED AND REINSTALLED ALL PLUGS. OPS CKS  
 C/W AD 91-21-01 R1 TITLED: "EXHAUST SYSTEM" BY INSP. IAW SER (B) 2  
 DEAD NO DEFECTS NOTED. NEXT INSP. DUE AFTER 100 HRS TIS @ 1551.9 TACH  
 REMOVED MINOR RUST FROM ENG. MOUNTY TUBE NEAR TURBO AND REPAINTED.

The work identified above was inspected in accordance with FAA Regulations and was found airworthy to return to service.

SIGNED:



A&amp;P 41582752

Shereline  
 Aircraft  
 Maintenance



Tweed New Haven Airport, East Haven, CT 06512 (203) 468-8639

<u>DATE</u>	<u>N#</u>	<u>ENGINE MAKE/MODEL</u>	<u>S/N</u>	<u>TACH</u>	<u>ETT</u>	<u>WO #</u>
5/1/02	N8214H	Lycoming TIO-540-S1AD	L-7108-61A	1473.9	379.9	1855

**AT THIS DATE AND TIME THE FOLLOWING WORK WAS PERFORMED:**

1. Complied with an annual inspection IAW Piper PA-32R-301T maintenance manual, inspection check Ads checked thru 2002-06.
2. Compressions #1 70/80, #2 70/80, #3 75/80, #4 78/80, #5 78/80, #6 80/80.
3. Repaired engine baffles as required.
4. Installed M-20 Oil Separators, LLC. Model 300 crankcase air/oil separator, STC number SA02033AT installation instructions dated 7/11/99, revised 11/28/01. See FAA Form 337 executed 5/1/02.

**Complied with the following AD's:**

**AD93-5-22** "Textron Lycoming Engine" fuel injection line inspection by visual inspection IAW paragr A, B and C of AD. No defects noted. Next due at annual.

**AD91-21-1R1** "Exhaust system inspection" by visual and dimensional inspection checks as listed in , sect. A2i, A2ii and B2ii. No defects noted. Next due 100 hrs TIS.

**AD02-4-51** "Textron Lycoming" crankshaft failure. AD is N/A by S/N. -END-

I certify that this engine was inspected IAW an annual inspection and has been determined to be in airworthy condition

SIGNED: *Scott E. [Signature]* IA 40541096

Shoreline  
Aircraft  
Maintenance



Tweed New Haven Airport, East Haven, CT 06512 (203) 468-86



ENGINE LOG

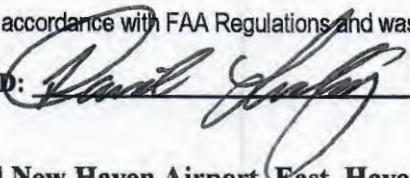
DATE 6/21/02 N# 82144 ENGINE MAKE/MODEL PA-32R-301T S/N 32R-8029093 TAG#/HOBBS 1679.6 WO# 1896

AT THIS DATE AND TIME THE FOLLOWING WORK WAS PERFORMED:

(P/N LW1689A)  
 REMOVED TRANSITION AND WASTEGATE ~~AND WASTEGATE~~ ASSY. V AND  
 SENT BACK TO A/C EXN. SYSTEMS INC. FOR (WORTH) REPAIRS. REINSTALL  
 AFTER REPAIRS USING 1EA. NEW V-BAND CLAMP P/N LW-12093-5 AND  
 2EA. GASKETS P/N 78084 THEN ADJUSTED WASTE GATE TO #31 DRILL  
 BIT GAP. ALL TWT PA-32R-301T M/M SER. 81-20-00 PG 81-8 RUN-UP OPS  
 + LEAK CKS ALL (OK) ALSO RTR #1 CYL. CHT-GASKET PROBE.  
 P/N ON+OFF = 2853 GEM SENSOR. OPS CK (OK)

The work identified above was inspected in accordance with FAA Regulations and was found airworthy to return to service.

SIGNED:



A&P

41582752

**Shoreline  
Aircraft  
Maintenance**



Tweed New Haven Airport, East Haven, CT 06512 (203) 468-8639

Total To  
Carry Forward



DATE N# MAKE/MODEL S/N HOBBS TTAF WO#  
8/5/02 8214H PA32R-3017 32R-8029093 1644.6 2960.8 1950

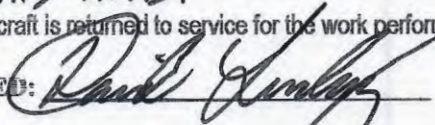
AT THIS DATE AND TIME THE FOLLOWING WORK WAS PERFORMED:

CHANGED OIL + FILTER. CUT OPEN OLD FILTER NO DEFECTS NOTED. SERVICED  
W/12 QTS. 15W/50 AEROSHELL OIL + CH48103 FILTER RUN-UP OIL+LEAK CHECK  
PILOT REPORTED ENG OIL CONSUMPTION IS 1 QT. PER 2 HRS OF FLT. APPROX.  
DID COMPRESSION CK. #1  $\frac{78}{80}$  #2  $\frac{78}{80}$  #3  $\frac{80}{80}$  #4  $\frac{78}{80}$  #5  $\frac{78}{80}$  #6  $\frac{80}{80}$  ALL OK.  
JAW. LYC. SI 1191A.

OIL CONSUMPTION DOESN'T EXCEED MAX. JAW LYC'S OPERATOR MANUAL.  
NO FURTHER ACTION AT THIS TIME.

This aircraft is returned to service for the work performed.

SIGNED:



A&P

41582752

**Shoreline  
Aircraft**  
AIRCRAFT MAINTENANCE & REPAIR



Tweed New Haven Airport, East Haven, CT 06512 (203) 468-8639



# ENGINE LOG

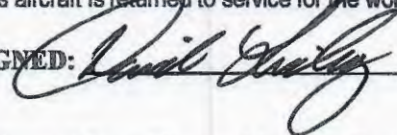
DATE    N#    ENGINE MAKE/MODEL    S/N    TACH/HOBBS    WO#    ET15MOK  
 9/12/02    8214H    LYC. T10-540-S1AD    L-7108-6A    15164/1698.9    1996    422.4

AT THIS DATE AND TIME THE FOLLOWING WORK WAS PERFORMED:

OWNER REPORTS ENG. RUNNING TOO RICH. @GROUND RUN-UP W/ MIXTURE FULL RICH. ALL OPS NORMAL, NO BLACK SMOKE NOTED. CHECKED OIL FEATHER - CLEAR CR'D THROTTLE MIX TRAVELS ALL OK. REMOVED TOP PLUGS ALL LIGHT TAN - NORMAL CHECKED EXHAUST STACK - NORMAL TAN. P322R-3017 SEC. 73-10-00 AND LYC. OPERATORS MANUAL T10-540 SERIES SEC. 6 "ENGINE SMOKES".  
 OWNER TEST FLEW 9/12/02 RESULTS - ALL NORMAL NO PROBLEMS NOTED.

This aircraft is returned to service for the work performed.

SIGNED:



A&P

44582752


 Spartan  
 Aircraft  
 Maintenance



Tweed New Haven Airport, East Haven, CT 06512 (203) 468-8639

Total To Carry Forward				

and Remarks

Signature

Certificate No.

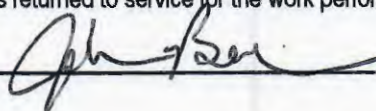
DATE	N#	MAKE/MODEL	S/N	HOBBS <sup>TAC</sup>	TTAF	WO#	TIO 540 S/CAD
10/1/02	8214H	Piper PA32R301T	32R3029073	1517.9	2966.3	2014	S/N L-7108-61A

AT THIS DATE AND TIME THE FOLLOWING WORK WAS PERFORMED:

1. AD 2002-17-53 TITLED "TEXTROL LYCOMING ENGINE" IS N/A BY ENGINE S/N INSTALLED.
2. AD 2002-19-3 TITLED "TEXTROL LYCOMING ENGINE" IS N/A BY ENGINE S/N INSTALLED AND THAT ENGINE IS NOT AN IO-540. — END —

This aircraft is returned to service for the work performed.

SIGNED:

 A&P 04780829

**Shoreline**  
**Aircraft**  
**Maintenance**



Tweed New Haven Airport, East Haven, CT 06512 (203) 468-8639



## ENGINE LOG

Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		
5-13-03	Brought Forward →	Tach 1531.2	Hobbs 1706.1.	Performed
	Engine Comp. Test:	Cyl. #1 75/80 #2 76/80 #3 75/80 #4 75/80		
	#5 75/80 #6 76/80.	Changed Engine Oil & Oil Filter.		
	Installed New Champion CH48103 Oil Filter, serviced			
	w/12 qts Aeroshell 15w-50 Oil. Cleared - Gapped -			
	Tested - Reinstalled All Sparkplugs. c/w AD 93-5-22			
	Textron Lxc. Fuel Injection Lines & Clamps by Visual			
	Inspection, No Defects Noted. Performed End Run-Up.			
	All op. & Leak checks Good. -E.M.D -			
		Robert G. Tinetti AP44403985		
Total To Carry Forward		5-13-03	AD93-02-05	No Longer Applies To this model Engine. R. Tinetti AP44403985

and Remarks	Signature	Certificate No.
5-13-03- TAGH 1531.2 - g/w AD 2002-26-01 BY INSPECTION PER WYCOMING S.B. 342D. NO DEFECTS NOTED I certify that this ENGINE has been inspected in accordance with an ANNUAL		
inspection and was determined to be in airworthy condition.		
Date 5-13-03	S.M.O.H.	437.20
Tach Time 1531.2	Total Time	
Tach. 1578.2	Signed Jerry R. Davis	
	Cert. AP45684095 I.A.	
12-29-03 Changed Engine Oil & Oil Filter. Installed New Champion CH48103 Filter, Serviced Engine w/12 qts Aeroshell 15W-50 Oil. Performed Gnd Run-Up. Leak Check Good. - EMD. Robert G. Jirleth AP44403985		



## ENGINE LOG

Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		
1 JUNE 2004	Brought Forward →	488.70	1582.7	AT THIS TIME THIS ENGINE
				WAS INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS
				DETERMINED TO BE IN AIRWORTHY CONDITION. CYL COMPRESSION IS AS FOLLOWS:
				1 $\frac{7}{16}$ 2 $\frac{7}{16}$ 3 $\frac{7}{16}$ 4 $\frac{7}{16}$ 5 $\frac{7}{16}$ 6 $\frac{7}{16}$ . REMOVED LEAKING GOVERNOR # B55090 AND
				REINSTALLED - W/TER OVERHAUL. CHANGED OIL & FILTER, SERVICED WITH 10 QTS 15W-50.
				SANDED & REPAINTED RUSTED SECTIONS OF ENGINE HOUSING. INSTALLED NEW INLET AIR
				FILTER ELEMENT. REPLACED ROCKER COVER BASKETS ON CYL # 1, 2, 5. COMPLIED
				WITH AD NOTE 91-21-01 PARA a 2, SUB PARA i & ii AND FOUND SATISFACTORY; AD AMEND. 39-5018
				AD 2002-26 - CI AMEND. 39-12986 FUEL INTAKE TUBING LINES & CLAMPS, INSPECTED
				PER PARA "C" AND FOUND SATISFACTORY. PERFORMED GROUND RULUP W/OPS & LEAK
Total To Carry Forward				CHECKS WERE OK. <i>Alfred J. Brown</i> IA 1553027

and Remarks	Signature	Certificate No.
<p>18 APR 05 TACH READS 1646.0 AT THIS TIME CHANGED OIL + FILTER. SERVICED WITH 10 QTS 15W 50 AEROSHELL. INSPECTED FILTER ELEMENT</p>		
<p>AND FOUND CLEAN. ENGINE WAS RUN &amp; LEAK CHECKED. <i>[Signature]</i> A+P155027</p>		
<p>5-18-05 TACH 1661.5 Compression: 1<sup>77</sup>/<sub>80</sub> 2<sup>77</sup>/<sub>80</sub> 3<sup>78</sup>/<sub>80</sub> 4<sup>77</sup>/<sub>80</sub> 5<sup>78</sup>/<sub>80</sub> 6<sup>78</sup>/<sub>80</sub>. CHANGED OIL + FILTER.</p>		
<p>SERVICED WITH 10 QTS AEROSHELL 15W50. COMPLIED</p>		
<p>WITH A.D. 2002-26-01 FUEL INJECTION LINES. NO DEFECTS</p>		
<p>NOTED. COMPLIED WITH A.D. 91-21-01 R1 EXHAUST SYSTEM</p>		
<p>INSPECTION. NO DEFECTS NOTED. INSTALLED SIX NEW</p>		
<p>RHBS7E SPARK PLUGS IN BOTTOM OF ALL CYLINDERS.</p>		
<p>RUN-UP + LEAK CHECK OK.</p>	<p><i>[Signature]</i></p>	
	<p>A+P261254782</p>	





MAKE LYCMODEL TSTO-540 SIAD SERIAL No./N No. L-7108-6119

TOTAL TIME

TACH READING

1665.5

DATE

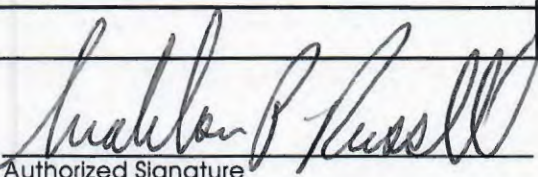
6-24-05

Perform ~~down~~ check readings as follows  $1 \frac{70}{80}$  &  $2 \frac{72}{80}$   
 $3 \frac{76}{80}$  &  $4 \frac{71}{80}$   $5 \frac{74}{80}$  &  $6 \frac{71}{80}$  This engine is airworthy  
 with respect to the work performed

— END —

TELEDYNE MATTITUCK SERVICES, INC.

FAA Repair Station T10R507Y

W.O. No. 19448

 Authorized Signature



## ENGINE LOG

Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		
11 OCT 05	Brought Forward →			AT THIS TIME CHECKED RECORDS TO VERIFY APPLICABILITY OF AD 2005-19-11. PER §18 566, IIC MANDATORY BULLETIN, THIS ENGINE DID NOT HAVE A CRANKSHAFT REPLACED AT OVERHAUL (3-7-99) AND DOES NOT APPLY BY MODEL NUMBER AND HORSEPOWER RATINGS. <u>Collect copy of AD 1553027</u>
7-20-06	Tach: 1706.3	Hobbs: 150.3		Changed Engine Oil & oil Filter. Installed New Champion CH48103-1 Oil Filter, Serviced w/ 1 qt's AeroShell 15W-50 Oil. Performed Comp Test: cyl #1 76/80 #2 75/80 #3 78/80 #4 75/80 #5 76/80 #6 78/80
Total To Carry Forward				(cont. Next Page)

and Remarks	Signature	Certificate No.
<p>Installed New Intake Pipe Gasket P/N 71973 &amp; "O" Ring P/N 72711 on Cyl #2, &amp; #4, c/w AD 2002-26-01 Fuel Injection Lines &amp; Clamps Inspection, checked Good. c/w AD 91-21-01 RI Exhaust System Inspection, checked Good. Performed Cold-Run-Up. All Op. &amp; Leak Checks Good.</p>	<p>Robert Q. Jurek</p>	<p>AP44403985</p>
<p>20 JULY 06 TACH 1706.3, TOTAL TIME 1706.3. AT THIS TIME THIS ENGINE WAS INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. REPLACED CONTROL CABLE P/N LW 16019 FROM METERING UNIT TO WASTE GATE WITH NEW CABLE. AIRWORTHINESS DIRECTIVES CHECKED THAT IS - WEEKLY USING 2006-14. DETAILS ON FILE # 7053 ROBINSON AVIATION-HVN</p>		

Albert Jurek ATP 15530277A



## ENGINE LOG

Engine Time	Recorder
Three Wing Flying Services, Inc 400 Great Meadow Rd Stratford, CT 06615 LOG ID# 2233 28-September-2007 WO# 17553 N8214H S/N 32R-8029093 PIPER PA-32R-301T TACH 1747.5	

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Date 09/28/2007

Engine Total Time 3197.93 TSMOH 653.5

Hourmeter (tach) 1747.5

I certify that this engine has been inspected in accordance with an ANNUAL INSPECTION and current FAA Regulations and was determined to be in an airworthy condition. Pertinent details are on file at this facility under Work Order # 17553

Three Wing Flying Services, Inc  
400 Great Meadow Rd, Stratford, CT 06615

1. Engine cylinders compression: #2-65/80; #3-77/80; #4-73/80; #5-77/80; #6-78/80. Overhauled #1 cylinder installed at this time.
2. All spark plugs cleaned, gapped, tested, rotated and reinstalled using new p/n M674 gaskets.
3. Changed engine oil and filter. Cut open and inspected old filter. Installed new p/n CH48103-1 filter. Cleaned engine and lubed controls. Serviced engine with 12 quarts of Aeroshell 15W50 oil.
4. Inspected, cleaned and reinstalled oil suction screen using new p/n MS35769-21 gasket.
5. Cleaned engine and lubed controls.
6. Engine found to be running excessively rich. Removed engine driven fuel pump m/n RG9080J6A s/n D-1443 and shipped to Quality Aircraft Accessories, Inc for overhaul. Installed same fuel pump m/n RG9080J6A/M s/n D-1443 after overhaul. AD 2003-14-03 dated 8/14/2003 no longer applies to this pump. Removed engine fuel controller p/n 2524791-7 s/n 71486 and shipped to Quality Aircraft of Oklahoma. Reinstalled same fuel controller after overhaul. Removed turbocharger p/n 406610-9026 s/n HHR0494 and shipped to Aircraft Accessories of Oklahoma.

Three Wing Flying Services, Inc 400 Great Meadow Rd Stratford, CT 06615  
LOG ID# 2233 28-September-2007 WO# 17553  
N8214H S/N 32R-8029093 PIPER PA-32R-301T TACH 1747.5

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Reinstalled same turboscharger after overhaul using new oil fittings gaskets.

7. Removed entire ignition harness and visually inspected. Installed new top #6 lead, new bottom #3 lead, and new top #3 lead. Cut back top #2 lead and top #5 lead to undamaged area at spark plug end and reterminated. Two spark plug nuts were labeled "85". Relabeled nuts as required. Reinstalled repaired ignition harness, routed correctly and secured to prevent further chafing. Engine ignition system ops checked good.
8. Complied with engine 400 hour visual rocker box inspection. Found #6 cylinder intake valve tip to rocker arm clearance too large and #1 cylinder exhaust valve/valve guide to have excessive play per Lycoming Service Bulletin 388C. All other cylinders exhaust valves/guide wear checked good. Installed serviceable longer push-rod for #6 cylinder. Clearance now checked good between 0.028" and 0.080". Removed #1 cylinder and shipped to Teledyne Mattituck Services for repair. Number one cylinder found to have unrepairable cracks in head. Installed overhauled replacement cylinder assembly, from Pine Mountain Aviation, per Lycoming Service Instruction 1029D. Ran engine to break-in cylinder rings. No leaks noted. Engine operation checked good.
9. Removed oil from exterior of engine oil pressure relief valve and checked torque of valve. No further leaks noted after engine runup.
10. Recontoured engine intercylinder baffle and support spring to provide correct tension on #2 and #4 cylinders. Reglued loose rubber seal on baffle.
11. Removed all rusty hardware securing engine exhaust system. Installed all new hardware and exhaust gaskets.
12. Removed oil from exterior of all engine cylinders rocker shaft covers. No further leaks noted after engine runup.
13. Installed serviceable left side exhaust system using high temp anti-seize compound on slip joints.



# ENGINE LOG

Engine Time

Recorder

Three Wing Flying Services, Inc 400 Great Meadow Rd Stratford, CT 06615

LOG ID# 2233 28-September-2007 WO# 17553

N8214H S/N 32R-8029093 PIPER PA-32R-301T TACH 1747.5

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14. Installed two new cherry max rivets to replace loose rivets on engine intercyylinder baffle between #4 and #6 cylinders.
15. Secured loose engine baffle seals at #4 and #6 cylinder heads using rivets and washers.
16. Engine manifold drain/check valve ops checked good.
17. Installed new p/n LW12098-0-100 fuel nozzle tube for engine #4 cylinder.
18. Installed new upper gasket and lower o-ring for engine # 2 cylinder intake pipe. Cleaned area. No further leaks noted.
19. Installed new upper gasket and lower o-ring for engine #4 cylinder intake pipe. Section of pipe with brazed patch is serviceable. Cleaned area. No further leaks noted.
20. Relocated loose Tanis heater pad from induction manifold to engine oil sump. Pad heater ops checked good.
21. Checked torque of all hardware securing engine crankcase around starter. Torques checked good. Cleaned area. Installed new p/n LW-15628 crankshaft oil seal. No further leaks noted after engine runup.
22. Installed new upper gasket and lower o-ring for engine # 5 cylinder intake pipe. Cleaned area. No further leaks noted.
23. Replaced incorrect type of clamp securing turbocharger inlet air duct with serviceable correct type of clamp.
24. Engine turbocharger exhaust section is heavily coked. Shipped turbocharger p/n 406610-90226 s/n HHR0494 to Aircraft Accessories of Oklahoma for overhaul. Reinstalled same turbocharger after overhaul using new gaskets. Turbocharger ops checked good. No further leaks noted.

Three Wing Flying Services, Inc 400 Great Meadow Rd Stratford, CT 06615

LOG ID# 2233 28-September-2007 WO# 17553

N8214H S/N 32R-8029093 PIPER PA-32R-301T TACH 1747.5

Pg 4 / 5

25. Engine turbocharger top two mounting brackets are heavily rusted and metal is very thin. Removed mounting brackets from a different engine, bead blasted brackets and painted with 1500 silver paint. Installed brackets using new hardware as necessary.
26. Shipped exhaust wastegate assembly to Acorn welding. Reinstalled wastegate after overhaul by Acorn Welding and adjusted rigging per Piper Maintenance Manual specs.
27. Engine exhaust riser for #3 cylinder is distorted at slip joint connection to #5 cylinder. Removed all right side exhaust pipes, shipped to Acorn Welding for repair. Reinstalled repaired right side exhaust system using new p/n 78084 gaskets for wastegate. Installed new p/n LW-12093-5 V-band clamp and torqued to 85 in. lbs. Retorqued clamp after test flight.
28. Installed new p/n 06B23072 gasket for oil filter adapter per Lycoming Service Bulletin 543A and Service Instruction 1453. Marked plate flange "543". No further leaks noted after engine runup. AD 2002-12-07 dated 7/3/2002 does not apply to the new gasket installed.
29. Inspected #2 and #4 cylinders valves with a boroscope. No defects noted.
30. Desludged forward portion of engine crankshaft while propeller was removed for overhaul.
31. Removed loose fitting in engine for oil pressure gauge hose, resealed fitting and reinstalled. No further leaks noted after engine runup.
32. Replaced loose exhaust stud for #3 cylinder with new stud p/n SL 31C-10 P07.
33. Turbocharger center housing to engine crankcase support bracket lower tube broken off. Removed part from another engine, removed corrosion from serviceable bracket, painted with high temp paint and installed on this engine.
34. Complied with AD 2002-26-01 dated 1/31/2001 inspection of engine fuel injector fuel lines



# ENGINE LOG

Engine Time	Recorder
Three Wing Flying Services, Inc 400 Great Meadow Rd Stratford, CT 06615 LOG ID# 2233 28-September-2007 WO# 17553 N8214H S/N 32R-8029093 PIPER PA-32R-301T TACH 1747.5	

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per Lycoming Service Bulletin 342D. Next inspection due at next annual inspection, next 100 hour inspection, engine overhaul or whenever fuel lines are disturbed.

- 35. AD 2004-10-14 dated 6/25/2004 inspection of engine crankshaft gear retaining bolt per Para (f) is due if engine experiences a prop strike.
- 36. Exposed exterior forward portion of engine crankshaft is slightly rusty. Removed rust and treated with Rustoleum Paint.
- 37. AD 2005-12-06 dated 7/19/2005 inspection of magneto p/n 8L-682560-13 s/n L110007GR impulse coupling is due at tach 1827.3.
- 38. Retimed magnetos from approximately 24° BTDC #1 cylinder to 20° BTDC #1 cylinder. Magnetos ops checked good. No leaks noted after engine runup.
- 39. Ran engine and checked for leaks. No leaks noted. Engine ground operation checked good.  
END-----

\_\_\_\_\_  \_\_\_\_\_  
 A&P 2759295 IA Adolph W. David III

\_\_\_\_\_ 9/28/2007 \_\_\_\_\_  
 Date

and Remarks

Signature

Certificate No.

Three Wing Flying Services, Inc 400 Great Meadow Rd Stratford, CT 06615  
LOG ID# 2479 24-March-2008 WO# 466 REF# MA-08-0466  
N8214H S/N 32R-8029093 PIPER PA-32R-301T TACH 3223.1

Pg 1 / 1

1. Complied with AD 2008-06-51 dated 3/12/2008 inspection of engine fuel servo m/n RSA-10ED2 parts list # 2524791-7 s/n 71486 per Para. (f). Plug was not loose. END-----

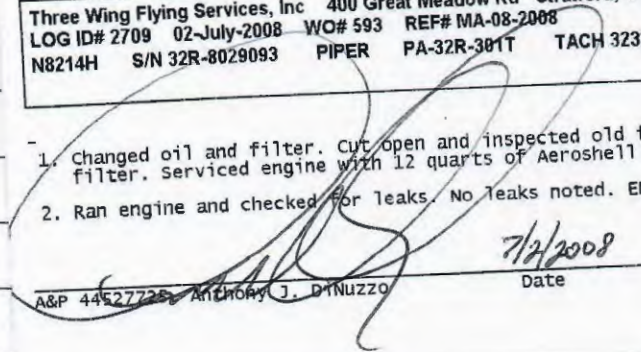
  
49822304 A&P Brian P. Russomano

3/24/2008  
Date

Three Wing Flying Services, Inc 400 Great Meadow Rd Stratford, CT 06615  
LOG ID# 2709 02-July-2008 WO# 593 REF# MA-08-2008  
N8214H S/N 32R-8029093 PIPER PA-32R-301T TACH 3233.8

Pg 1 / 1

1. Changed oil and filter. Cut open and inspected old filter. Installed new p/n CH48103-1 filter. serviced engine with 12 quarts of Aeroshell 15W50 oil.
2. Ran engine and checked for leaks. No leaks noted. END----

  
A&P 44527225 Anthony J. DiNuzzo

7/2/2008  
Date



## ENGINE LOG

Three Wing Flying Services, Inc 400 Great Meadow Rd Stratford, CT 06615  
LOG ID# 2811 27-October-2008 WO# 710 REF# MA-08-0710  
N8214H S/N 32R-8029093 PIPER PA-32R-301T TACH 3257.8

Pg

Date 10/27/2008

Engine Total Time 3257.85 TSMOH 713.42

Hourmeter (tach) 3257.85

I certify that this engine has been inspected in accordance with an ANNUAL INSPECTION and current FAA Regulations and was determined to be in an airworthy condition. Pertinent details are on file at this facility under Work Order # MA-08-0710

Three Wing Flying Services, Inc  
400 Great Meadow Rd, Stratford, CT 06615

1. Cylinders compression: #1-73/80; #2-76/80; #3-74/80; #4-72/80; #5-76/80; #6-77/80.
2. Eleven spark plugs cleaned, gapped, tested, rotated and reinstalled using new p/n M674 gaskets. Installed one new p/n RHB37E spark plug.
3. Changed oil and filter. Took oil sample for spectrometric analysis. Cut open and inspected old filter. Installed new p/n CH48103-1 filter. Cleaned engine and lubed controls. Serviced engine with 11 quarts of Aeroshell 15W50 oil.
4. Inspected, cleaned and reinstalled oil suction screen using new p/n MS35769-21 gasket.
5. Fuel controller fuel inlet screen inspected, cleaned and reinstalled. No leaks noted.
6. Installed new p/n BA9005 induction air filter.
7. Enrichened fuel controller mixture linkage to obtain proper rpm rise at engine shut down.

Three Wing Flying Services, Inc 400 Great Meadow Rd Stratford, CT 06615  
LOG ID# 2811 27-October-2008 WO# 710 REF# MA-08-0710  
N8214H S/N 32R-8029093 PIPER PA-32R-301T TACH 3257.8

Pg

No.

8. Complied with AD 91-21-01 dated 6/27/1996 inspection of engine exhaust system per Para (a)(2) and (b)(2)(ii). No defects noted. Lubed all exhaust slip joints and wastegate with Mousemilk.
9. Complied with AD 2008-08-14 dated 4/29/2008 replacement of fuel controller plug gasket per Precision Airmotive Service Bulletin PRS-107 Rev 4 dated 7/16/2008 Para (G). Gasket p/n 2577258 is now installed. No leaks noted.
10. Complied with AD 2008-14-07 dated 8/14/2008 inspection of fuel injector fuel lines per Para (j) and Lycoming Service Bulletin 342E. No defects noted.
11. Complied with AD 2005-12-06 dated 7/19/2005 inspection of magneto p/n BL-682560-13 s/n 1110007GR impulse coupling per TCM Service Bulletin MSB645. Both "x" values checked at 0.052". Impulse coupling is "snap ring" type. Stamped "A" on magneto data plate to signify type of impulse coupling installed. Checked coils resistances. Both checked good. Cleaned distributor gears and distributor block contacts. Lubed distributor gears felts and reinstalled gears using new p/n MS16624-1037 snap rings. Retimed magneto internally using new p/n 10-391213 cam screw. Installed one new p/n M1798 pin in magneto harness cap. Reinstalled magneto on engine using new p/n LW-12681 gasket and timed to 20° BTDC #1 cylinder. Magneto ops checked good. No leaks noted.
12. Ran engine and checked for leaks. No leaks noted. END-----

A&P 44527725 IA Anthony J. DiNuzzo

10/27/2008  
Date





No.

Date: 12/18/2009; Aircraft: N8214H; Type: PA-32R-301T; S/N: 32R-8029093; Tach: 3304.25

I certify that this engine has been inspected in accordance with an ANNUAL INSPECTION and current FAA Regulations and was determined to be in an airworthy condition. Pertinent details are on file at this facility under Work Order # MA-09-1166

1. Cylinders compression: #1-75/80. #2-57/80. #3-76/80. #4-74/80. #5-75/80. #6-73/80.

Removed #2 cylinder and shipped to Teledyne Mattituck Services for repair. Cylinder found to be cracked beyond repair. Installed overhauled exchange cylinder s/n 91388 from Teledyne Mattituck Services using all new seals. Torqued hardware per Lycoming Service Instruction 1029D. Valves tips to rocker arms clearances checked good.

2. Eleven spark plugs cleaned, gapped, tested, rotated and reinstalled using new p/n M674 gaskets. Installed one new p/n RHB37E spark plug.

3. Changed oil and filter. Took oil sample for spectrometric analysis. Cut open and inspected old filter. Installed new p/n CH48103-1 filter. Cleaned engine and lubed controls. Serviced engine with 11 quarts of Aeroshell 15W50 oil.

4. Inspected, cleaned and reinstalled oil suction screen using new p/n MS35769-21 gasket.

5. Fuel controller fuel inlet screen inspected, cleaned and reinstalled. No leaks noted.

6. Installed new p/n BA9005 induction air filter.



## ENGINE LOG

7. Both magnetos timing checked at 20° BTDC #1 cylinder.
8. Removed turbocharger exhaust tailpipe for visual inspection of turbine vanes. Vanes checked good. Reinstalled tailpipe and torqued original serviceable v-band clamp to 50 in. lbs. Saftied clamp.
9. Trimmed cylinder #1 top ignition lead back to undamaged shielding at spark plug end and reassembled lead using new p/n 10-32326 spring
10. Complied with AD 91-21-01R1 dated 6/27/1996 inspection of engine exhaust system per Para (a)(2) and Para (b)(2)(ii). No defects noted.
11. Complied with AD 2008-14-07 dated 8/14/2008 inspection of fuel injector fuel lines and support clamps per Lycoming Service Bulletin 324E dated 5/18/2004. No defects noted.
12. installed two new p/n SL31C-10P03 exhaust studs for cylinder #6.
13. Installed new p/n 72703 oil return tube for cylinder #2.
14. Ran engine and checked for leaks. Engine ground operation checked good. No leaks noted. END----

Three Wing Flying Services, Inc. 400 Great Meadow Rd Stratford, CT 06615

This aircraft, airframe, engine or appliance identified was repaired and inspected in accordance with current regulations of the FAA and is approved for return to service. Work Order # MA-09-1166.

  
Michael T. Gavaghan A&P 47586224 IA

12-18-2009  
date

Total  
Copy forward







## ENGINE LOG

Engine Time

Recorder

Date: 2/16/2011; Aircraft: N8214H; Type: PA-32R-301T; S/N: 32R-8029093; Tach: 3344.72

m/n: TIO-540-S1AD s/n L-7108-61A; TOTAL TIME = 3344.72; TSMOH = 801.72

1 I certify that this engine has been inspected in accordance with an ANNUAL INSPECTION and current FAA Regulations and was determined to be in an airworthy condition. Pertinent details are on file at this facility under Shop Order # MA-10-1539

2. Cylinders compression: #1-70/80; #2-76/80; #3-74/80; #4-74/80; #5-76/80; #6-77/80.

3 All spark plugs cleaned, gapped, tested, rotated and reinstalled using new p/n M674 gaskets for bottom plugs. CHT type gaskets are used for top plugs and were reinstalled.

4 Changed oil and filter. Took oil sample for spectrometric analysis. Cut open and visually inspected old filter. No unusual material noted in old filter. Installed new p/n CH48103-1 filter. Cleaned engine and lubed controls. Serviced engine with 10 quarts of Aeroshell 15V50 oil.

5. Visually inspected, cleaned and reinstalled oil suction screen using new p/n MS35769-21 gasket.

6 Left magneto timing checked at 20° BTDC #1 cylinder. Right magneto timing checked at 20° BTDC #1 cylinder.

7 Fuel controller fuel inlet screen visually inspected, cleaned and reinstalled. No leaks noted.

8. Installed new p/n BA9005 induction air filter.

9 Enrichened idle mixture link on fuel controller to achieve 20 rpm rise at 1000. (5 "clicks")

Total  
Carry

(CONT →)

Certificate No.

10. Complied with AD 91-21-01R1 dated 6/27/1996 inspection of exhaust system per Para (a)(2) and Para (b)(2)(i). No defects noted.

11. Complied with AD 2008-14-07 dated 8/14/2008 inspection of fuel injector fuel lines and support clamps per Lycoming Service Bulletin 342E dated 5/18/2004. No defects noted.

12. Treated exhaust system slip joints and wastegate with Mousemilk.

13. Removed propeller, desludged forward ID of crankshaft, installed new p/n LW15628 crankshaft oil seal using Pliobond #20 adhesive per Lycoming Service instruction 1324C dated 5/26/2009. Reinstalled propeller using new p/n MS28775-228 hub o-ring. Torqued propeller attach hardware to 65 ft. lbs. and safetied with 0.041" safety wire. Blade tracking checked good.

14. Ran engine and checked for leaks. Engine ground ops checked good. No leaks noted. END-----

Three Wing Flying Services, Inc. 400 Great Meadow Rd Stratford, CT 06615

This aircraft, airframe, engine or appliance identified was repaired and inspected in accordance with current regulations of the FAA and is approved for return to service. Shop Order MA-10-1589

  
David III A&P 2759295 IA

2/16/2011  
date

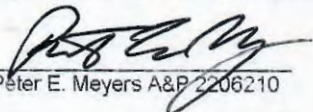


Date: 8/03/2011; Aircraft: N8214H; Type: PA-32R-301T; S/N: 32R-8029093; Tach: 3350.28

1. Performed cold compression test on cylinder #2 = 79/80. Removed cylinder #2 fuel injector nozzle and ultra-sonically cleaned. Removed cylinder #2 spark plugs, cleaned, tested and reinstalled. Reinstalled fuel injector nozzle. Pressurized engine fuel system. No leaks noted. Ran engine. All EGT & CHT indications checked normal. Both magnetos drop checked good (left 80 RPM, right = 90 RPM). Engine ground operation checked good.
2. Complied with AD 2008-14-07 dated 8/14/2008 inspection of engine fuel injector fuel lines and support clamps per Lycoming Service Bulletin 342E dated 5/18/2004. No defects noted. END-----

Three Wing Flying Services, Inc. 400 Great Meadow Rd Stratford, CT 06615

This aircraft, airframe, engine or appliance identified was repaired and inspected in accordance with current regulations of the FAA and is approved for return to service. Shop Order MA-11-1767.

  
Peter E. Meyers A&P 2206210

8/3/2011  
date

Total To  
Carry Forward



Date: 3/06/2012; Aircraft: N8214H; Type: PA-32R-301T; S/N: 32R-8029093; Tach: 3370.70

Page No.

m/n: TIO-540-S1AD, s/n: L-7108-61A; TOTAL TIME = 3370.7 TSMOH = 827.7.

I certify that this engine has been inspected in accordance with an ANNUAL INSPECTION and current FAA Regulations and was determined to be in an airworthy condition. Pertinent details are on file at this facility under Work Order # MA-12-1909.

1. Cylinders compression, #1-74/80, #2-77/80, #3-74/80, #4-66/80, #5-73/80, #6-77/80
2. Eleven spark plugs cleaned, gapped, tested, rotated and reinstalled using six new p/n M674 gaskets (spark plug gasket type CHT probes are installed for top spark plugs), installed one new p/n RHB37E spark plug
3. Changed oil and filter. Took oil sample for spectrometric analysis. Cut open and visually inspected old filter. No unusual material noted in old filter. Installed new p/n CH48103-1 filter. Cleaned engine and lubed controls. Serviced engine with 10 quarts of Aeroshell 15W50 oil.
4. Inspected, cleaned and reinstalled oil suction screen using new p/n MS35769-21 gasket.
5. Fuel controller fuel inlet screen inspected, cleaned and reinstalled. No leaks noted.
6. Installed new p/n BA9005 induction air filter
7. Both magnetos timing checked at 20° BTDC #1 cylinder.

(Cont →)



8. AD 91-21-01R1 dated 6/27/1996 inspection of engine exhaust system per Para (a)(2) and Para (b)(2)(ii) is due at tach 3444.72.

9. Complied with AD 2011-26-04 dated 1/25/2011 inspection of fuel injector fuel lines and support clamps per Lycoming Service Bulletin 324F dated 6/4/2010. Installed new p/n LW16266-10-38 support clamp for #3 cylinder line. No other defects noted. Next inspection is due at tach 3470.7 engine overhaul or whenever fuel lines support clamps are disturbed

10. AD 2004-10-14 dated 6/25/2004 inspection of engine crankshaft gear bolt per Para (f); becomes due if engine experiences a prop strike

11. Cut back cylinder #4 top ignition shielding at spark plug to undamaged shielding, reassembled using new p/n K3300 sleeve and original serviceable hardware.

12. Installed new p/n SL71450 gaskets for cylinders #1 and #3 rocker covers

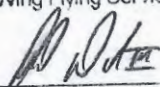
13. Piper VSP-215 dated 8/18/2011 (Lycoming Service Bulletin 597 dated 5/4/2011); does not apply to drain valves installed.

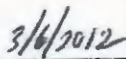
14. Installed new p/n M1462 ignition lead nut for #3 cylinder top spark plug.

15. AD 2005-12-06 dated 7/19/2005 inspection of magneto impulse coupling per TCM Mandatory Service Bulletin MSB645 dated 4/4/1994 is due at Tach 3757.85.

16. Ran engine and checked for leaks. Engine ground operation checked good. No leaks noted. END----

Three Wing Flying Services, Inc. 400 Great Meadow Rd Stratford, CT 06615

  
Adolph W. David III A&P 2759295 IA

  
date

**Totc**  
**Car**



## ENGINE LOG

Date: 5/16/2013; Aircraft: N8214H; Type: PA-32R-301T; S/N: 32R-8029093; Tach. 3403.98

m/n: TIO-540-S1AD; s/n: L-7108-61A; TOTAL TIME = 3403.9; TSMOH = 860.9.

I certify that this engine has been inspected in accordance with an ANNUAL INSPECTION and current FAA Regulations and was determined to be in an airworthy condition. Pertinent details are on file at this facility under Shop Order # MA-13-2285.

1. Cylinders compression: #1-73/80; #2-76/80; #3-76/80; #4-64/80; #5-72/80; #6-75/80.

2. Removed cylinder #4 p/n LW12966 s/n A116515. Installed new cylinder kit p/n 05K21108 using Lycoming Service Instruction 1029D dated 8/15/1986 as a guide. (new piston, piston rings, rocker arms and piston pin were included with the cylinder kit) Dry tappet valve tips to rocker arms clearances checked good. Cleaned induction tube and primed exterior with zinc chromate primer prior to reinstalling using a new gasket.

3. All spark plugs cleaned, gapped, tested, rotated and reinstalled using six new p/n M674 gaskets (spark plug gasket type CHT probes are installed for top spark plugs).

4. Changed oil and filter. Took oil sample for spectrometric analysis. Cut open and visually inspected old filter. No unusual material noted in old filter. Installed new p/n CH48103-1 filter. Cleaned engine and lubed controls. Serviced engine with 11 quarts of Aeroshell 15W50 oil.

5. Inspected, cleaned and reinstalled oil suction screen using new p/n MS35769-21 gasket.

6. Fuel controller fuel inlet screen inspected, cleaned and reinstalled. No leaks noted.

Total to  
Carry Forward





7 Installed new p/n BA9005 induction air filter.

8 Left magneto timing checked at 20° BTDC #1 cylinder Right magneto timing checked at 21° BTDC #1 cylinder

9 AD 2004-10-14 dated 6/25/2004 inspection of engine crankshaft gear bolt per Para (f) becomes due if engine experiences a prop strike

10 AD 2005-12-06 dated 7/19/2005 inspection of magneto impulse coupling per TCM Mandatory Service Bulletin MSB645 dated 4/4/1994 is due at Tach 3757.85.

11 Complied with AD 91-21-01R1 dated 6/27/1996 inspection of the engine exhaust system per Para. (a)(2) & (b)(2)(ii). Freed slip joints aft of #6 cylinder and between cylinders #2 and #4. Treated slip joints and wastegate with Mousemilk.

Next inspection per Para. (b)(2)(ii) is due at tach 3503.9.

12 Complied with AD 2011-26-04 dated 1/25/2012 inspection of fuel injector fuel lines and support clamps per Lycoming Service Bulletin 342F dated 6/4/2010. No defects noted. Next inspection per Service Bulletin 342F is due at tach 3503.9 engine overhaul or whenever fuel lines support clamps are disturbed - whichever occurs first.

13 Treated exhaust system slip joints and wastegate with Mousemilk.

14 Ran engine and checked for leaks. Engine ground operation checked good. No leaks noted END-----

Three Wing Aviation Group, LLC 400 Great Meadow Rd Stratford, CT 06615

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## ENGINE LOG

This aircraft, airframe, engine or appliance identified was repaired and inspected in accordance with current regulations of the FAA and is approved for return to service. Shop Order MA-13-2285

Michael T. Gavaghan

Michael T. Gavaghan A&P 3473342 IA

5-16-2013

date

Date: 10/17/2013; Aircraft: N8214H; Type: PA-32R-301T; S/N: 32R-8029093; Tach: 3415.69  
Engine TSMOH 872.69

1. Change engine oil and filter. Take oil sample for spectrometric analysis. Cut open and visually inspect old filter. Install a new CH48103-1 filter and safety. Clean engine and lube controls. Service engine with 11 quarts of Aeroshell 15W50 oil.

2. Lubricated exhaust slip joints and waste gate with Mouse Milk.

3. Run the engine and check for leaks. No leaks noted.

Three Wing Aviation Group, LLC 400 Great Meadow Rd Stratford, CT 06615

This aircraft, airframe, engine or appliance identified was repaired and inspected in accordance with current regulations of the FAA and is approved for return to service. Shop Order MA-13-2523.

Michael T. Gavaghan

Michael T. Gavaghan A&P 3473342

10-17-2013

date

Carry Forward



an Date: 5/16/2014; Aircraft: N8214H; Type: PA-30R-301T; S/N: 32P-8029093; Tach: 3419.49; Total Time: 1010-540-91AD; S/N: 1; TACH: 67A; TCMOH: 271.49

1. Verify that this engine has been inspected and approved with an ANNUAL INSPECTION and current FAA Regulations and that it is determined to be in an airworthy condition. Particular details are on file at this facility under Prop Order # 60A-14-0001.

2. Checked with engine cylinders compression check #1-7480 #2-7480 #3-7500 #4-7450 #5-7480 at 70.00.

3. Changed engine oil and filter. Checked valve clearance for specification analysis. Cut open and visually inspected old filter. Installed new pin 146 by 14 filter and sanded. Checked engine and lubed controls. Serviced carburetor parts if necessary. 17000 oil.

4. Inspected, cleaned and reinstalled oil suction screen using new pin M5.6700-21 gasket.

5. 4 spark plugs cleaned, gapped, tested, rotated and reinstalled using new pin M674 gaskets. 1 spark plug replaced with a new 7-0374.

6. Engine fuel controller fuel inlet screen inspected, reinstalled, and oiled.

7. Jet orifices being checked at 21 BTDC #1 winter.

8. Replaced #1 cylinder fuel line with new pin LW12045-0-100 and secured using new LW16296-15-13, and LW16296-10-39. Jammed Air 201-126-04 CW by inspection new CB 342G dated 7-16-2013. Next inspection due at 3519.49 ACH. engine overhaul or when disturbed.



## ENGINE LOG

9. AD 91-21-01r1 exhaust inspection system inspection due at 3503 ACFT

10. AD 2005-12-06 impulse coupling due at 3757.55 ACFT

1. Run the engine and check for leaks

Three Wing Aviation Group, LLC 400 Great Meadow Rd Stratford CT 06615

This aircraft, airframe, engine or appliance identified was repaired and inspected in accordance with current regulations of the FAA and is approved for return to service. Shop Order MA-14-2808

Mike S. Ford  
Mike S. Ford A&P 24325017 A

5-16-14  
date

Date 10/23/2014 Aircraft: N8214H. Type PA-32R-301T S/N: 32R-8029093 Tach: 3438.50

1. Changed engine oil and filter. Took oil sample for spectrometric analysis. Cut open and visually inspected the old filter. Installed a new CH48103-1 filter and sanded. Cleaned engine and lubed engine controls. Serviced engine with 11 quarts of Aerosnell 15W50 oil.

2. Lubricated exhaust slip joints and waste gate with Mouse Milk.

3. Ran the engine and checked for leaks. No leaks noted.

Three Wing Aviation Group, LLC 400 Great Meadow Rd Stratford CT 06615

This aircraft, airframe, engine or appliance identified was repaired and inspected in accordance with current regulations of the FAA and is approved for return to service. Shop Order MA-14-2896

Peter E. Meyers  
Peter E. Meyers A&P 206210

10/23/2014  
date



3757.85 tach time. Tach time left is 316.79.

9. Complied with AD 91-21-01 R1 dated June 27, 1996 Amendment 39-9470 per Part (a) (2) (i) & (ii). No defects noted. Next inspection due at Tach 3541.6.

10. Complied with AD 2011-26-04 at this time. Inspected per Lycoming MSB 342F dated 6/4/2010. No defects noted. Next inspection is due at Tach: 3541.6, engine overhaul, or whenever fuel lines or support clamps are disturbed whichever occurs first.

11. Sealed engine oil temperature probe boot with red RTV sealant.

12. Performed engine turbocharger bearing decoking procedure per the MM 81-20-00 page 81-9. Inspected engine turbocharger. No defects noted. Torqued Vee-band clamp to 65 in. lbs. Safety wired clamp and nut with .040" stainless steel wire.

13. Installed new engine intercooler air inlet lower section of seal with 3M 847 Adhesive.

14. Engine manifold drains checked good.

15. Lubed engine exhaust slip joints and wastegate control with mousemilk.

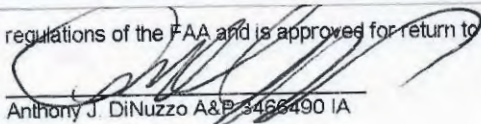
16. Ran engine and checked for leaks. No leaks noted. Engine ground operation checked good.

END

Three Wing Aviation Group, LLC 400 Great Meadow Rd Stratford, CT 06615

This aircraft, airframe, engine or appliance identified was repaired and inspected in accordance with current

regulations of the FAA and is approved for return to service Shop Order MA-15-3064.

  
Anthony J. DiNuzzo A&P 3466490 IA

5/18/2015  
date

TOTAL TO  
Carry Forward





Date: 7/27/2015; Aircraft: N8214H; Type: PA-32R-301T; S/N: 32R-8029093; Hobbs: 362.90; Tach: 3446.52

1. Removed turbocharger p/n: TE0659, s/n: HHR0494 (customer#: LW-15749). Removed brackets and fittings from old turbocharger and installed on overhauled turbocharger (main turbocharger wo#: 49685) p/n: 406610-9026 (customer p/n: LW-15749) s/n QIR0111. Installed turbocharger oil inlet and outlet fittings on overhauled turbocharger using new supplied gaskets. Tightened compressor housing V-band clamp to 50 in. lbs. and saftied. Installed new turbocharger oil return reservoir vent hose p/n: 124F001-3CR0132. Installed two new thermal blankets p/n: 452-907 and p/n: 452-908 on the turbocharger.

2 Engine run up and ops checked good. No leaks noted. Retorqued tail pipe clamp to 40 in. lbs. and resaftied. Retorqued bypass clamp to 80 in. lbs. END \_\_\_\_\_

Three Wing Aviation Group, LLC 400 Great Meadow Rd Stratford, CT 06615

This aircraft, airframe, engine or appliance identified was repaired and inspected in accordance with current regulations of the FAA and is approved for return to service. Shop Order MA-15-3160.

Kyle S. Bork  
Kyle S. Bork A&P 3492553 IA

7/27/15  
date

te No.


## ENGINE LOG

Date: 5/10/2016; Aircraft: N8214H; Type: PA-32R-301T, S/N: 32R-8029093; Tach: 3453.64

Lycoming m/n: TIO-540-S1AD; s/n: L-7108-61A; TOTAL TIME = 3453.64 TSMOH = 910.64

1. I certify that this engine has been inspected in accordance with an ANNUAL INSPECTION and current FAA Regulations and was determined to be in an airworthy condition. Pertinent details are on file at this facility under Shop Order # MA-16-3405.

2. Complied with engine cylinders compression check. #1-72/80; #2-74/80; #3-75/80; #4-72/80; #5-72/80; #6-71/80.

3. Changed engine oil and filter. Took engine oil sample for spectrometric analysis. Cut open and visually inspected old filter. Installed new p/n CH48103-1 filter and safetied. Cleaned engine and lubed engine controls. Serviced engine with 11 quarts of Aeroshell 15W50 oil.

4. Inspected, cleaned and reinstalled oil suction screen using new p/n MS35769-21 gasket.

5. All spark plugs cleaned, gapped, tested, rotated and reinstalled using new gaskets M674

6. Engine fuel controller fuel inlet screen cleaned, inspected, and reinstalled.

7. Both magnetos timing checked at 20° BTDC #1 cylinder.

8. Note: AD 2015-19-07 Amendment 39-18269 effective Nov 3, 2015 is due at Tach 3541.6. Inspection of fuel injector fuel lines and support clamps.

9. Note-AD 91-21-01R1 Amendment 39-9470 effective June 27, 1996 Inspection of exhaust system is due at

Total to  
Carry Forward



Tach 3541.6.

10. Note: AD 2005-12-06 Inspection of the Magneto Impulse coupling is due at Tach 3757.8.

11. Lubed engine exhaust slipjoints and wastegate with mousemilk.

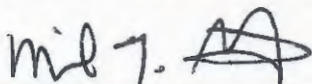
12. Installed new rocker cover gaskets p/n 71450 on engine cylinders # 1,2,3 and 5.

13. Ran engine and checked for leaks. No leaks noted. Engine ground operation checked good.

END

Three Wing Aviation Group LLC 400 Great Meadow Rd Stratford, CT 06615

This aircraft, airframe, engine or appliance identified was repaired and inspected in accordance with current regulations of the FAA and is approved for return to service. Shop Order MA-16-3405.



Michael T. Gavaghan A&P 3473342 IA

5-10-2016

date

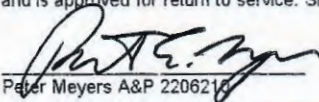
Date: 1/30/2017; Aircraft: N8214H; Type: PA-32R-301T; S/N: 32R-8029093; Tach: 3475.30

1. Changed engine oil and filter. Took engine oil sample for spectrometric analysis. Cut open and visually inspected old filter. Installed new p/n CH48103-1 filter and safetied. Cleaned engine and lubed engine controls. Serviced engine with 11 quarts of Aeroshell 15W50 oil.

2. Ran engine and checked for leaks. No leaks noted. Engine ground operation checked good. Secured aircraft on tied down.

Three Wing Aviation Group, LLC 400 Great Meadow Rd Stratford, CT 06615

This aircraft, airframe, engine or appliance identified was repaired and inspected in accordance with current regulations of the FAA and is approved for return to service. Shop Order MA-17-3728 for Three Wing Aviation Group.



Peter Meyers A&P 2206216

1/30/2017

date

No.



# ENGINE LOG

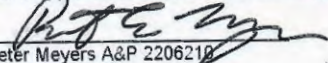
Date: 5/08/2017; Aircraft: N8214H; Type: PA-32R-301T; S/N: 32R-8029093; Tach: 3475.00

Lycoming m/n: TIO-540-S1AD; s/n: L-7108-61A, TOTAL TIME = 3475.6 TSMOH = 932.6

1 Removed Lycoming engine m/n TIO-540-S1AD s/n L-7108-61A and shipped to Penn Yan Aero for evaluation.

Three Wing Aviation Group, LLC 400 Great Meadow Rd Stratford, CT 06615

This aircraft, airframe, engine or appliance identified was repaired and inspected in accordance with current regulations of the FAA and is approved for return to service. Shop Order MA-17-3798.

  
Peter Meyers A&P 2206218

5/8/2017  
date

10/25/17		use new log book #3	
Total To Carry Forward			