

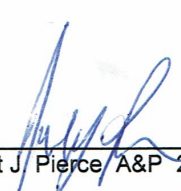
LYCOMING
TIO-540-C1A
S/N L-4542-61A

Book 5

Carolina Flight Services, LLC
864-345-3537

July 12, 2018 N22387 Piper PA23-250 S/N 27-7754067
Lycoming TIO-540-C1A S/N-L-4542-61A TSMOH: 0
RIGHT ENGINE LOG ENTRY
TACH: 3310.0

- Installed Overhauled Engine by Aero Recip Canada, Work Order No. 1803078, Model No. TIO-540-C1A,
- S/N-L-4542-61A, per Maintenance Manual
- Serviced Engine with 11 quarts Aeroshell 100W plus oil
- Performed complete engine run up, leak and operational checks OK
-



Robert J. Pierce A&P 2657776

Engine Maintenance Record: Engine:2 Righ

Tail No: N22387

Model:

Serial No: L-4542-61A

Total Time: 1846.0

TACH : 3310.0

Date: 7/24/2018 9:27

Description:

1.: Troubleshoot R/H ENGINE alternator no output voltage, found Field #2 ground strap missing. Fabricated strap per Hartzell technologies. Ground engine run check good.

This aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations.

Author: thurman bodenheimer
Email: planecrazy58@yahoo.com
Company:

Repair Station Number:

Mechanic Certificate Number:

Pilot Certificate Number:

864-384-5796

This entry has been digitally signed on the AircraftLogs system IAW AC 120-78, and requires no further action.



8/17/2018 1:21:00 PM N22387

Serial: L-4542-61A

TIO-540-C1A

Hobbs: 3315.0 TTIS: 1851.0

1 of 1

1. : R&R left magneto with an overhauled one P/N 10-349290-1. Timed to engine per lycoming MM. Ops check on run up was good. See attached 8130-3.

This aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations.

GEOMNI 864-576-3262 500 Ammons rd Spartanburg, SC 29306

James Petro JMPetro@verisk.com 2805772 A&P IA I A

This entry has been digitally signed on the AircraftLogs system IAW AC 120-78, and requires no further action.



9/27/2018 12:16:00 PM N22387

Serial: L-4542-61A

TIO-540-C1A

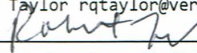
Hobbs: 3355.2 TTIS: 45.2

1 of 1

1. Oil Change - Right: Oil Change - Right: Drained and added 10 qts aeroshell 100 plus oil. R&R CH48109-1 oil filter, no debris noted at this time. Leak check on run up was good.

904-233-6346 ,

Robert Taylor rqtaylor@verisk.com 3617659 A&P IA I A


This entry has been digitally signed on the AircraftLogs system IAW AC 120-78, and requires no further action.



11/28/2018 8:15:00 AM N22387

Serial: L-4542-61A

TIO-540-C1A

Hobbs: 3488.6 TTIS: 178.6

1 of 1

1. Oil Change - Right: Drained and added 10 qts aeroshell 100 plus oil. R&R CH48109-1 oil filter, no debris noted at this time. Leak check on run up was good

This aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations.

904-233-6346 ,

Robert Taylor rtaylor@verisk.com 3617659 A&P IA I A


This entry has been digitally signed on the AircraftLogs system IAW AC 120-78, and requires no further action.



2/9/2019 8:55:00 AM N22387

Serial: L-4542-61A

TIO-540-C1A

Hobbs: 3538.8 TTIS: 228.8

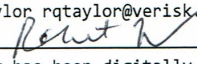
1 of 1

1. Oil Change - Right: Drained and added 10 qts aeroshell 100 plus oil. R&R CH48109-1 oil filter, no debris noted at this time. Leak check on run up was good

This aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations.

904-233-6346 ,

Robert Taylor rqtaylor@verisk.com 3617659 A&P IA I A


This entry has been digitally signed on the AircraftLogs system IAW AC 120-78, and requires no further action.



7/15/2019 11:14:00 AM N22387

Serial: L-4542-61A

TIO-540-C1A

Hobbs: 3581.3 TTIS: 271.3

1 of 1

1. Oil Change - Right: Drained and added 10 quarts aeroshell 100 plus oil. Removed and replaced CH48109-1 oil filter, no debris noted at this time. Leak check on run-up was good.

This aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations.

864-593-2088 ,

Gregory Simms gsimms@verisk.com 4059179 A & P

A. T. Simms
This entry has been digitally signed on the AircraftLogs system IAW AC 120-78, and requires no further action.

1. Approving Civil Aviation
Authority/Country:

FAA/United States

2.

AUTHORIZED RELEASE CERTIFICATE

FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG

3. Form Tracking Number:

02132019-16

4. Organization Name and Address:

KNISLEY WELDING INC. 3450 SWEETZER ROAD, LOOMIS, CA, 95650, PQ1260NM

5. Work Order/Contract/Invoice
Number:

P94979

11. Status/Work:

NEW

6. Item:

7. Description:

8. Part Number:

9. Quantity:

10. Serial Number:

1 Flange

K11657

1

269421

12. Remarks:

AIR WORTHINESS APPROVAL

This part is produced under PMA #PQ1260NM and is not a critical component.

13a. Certifies the items identified above were manufactured in conformity to:

☒ Approved design data and are in a condition for safe operation.

☐ Non-approved design data specified in Block 12.

☐ 14 CFR 43.9 Return to Service

~~Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 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.~~

13b. Authorized Signature:

13c. Approval/Authorization No.:

14b. Authorized Signature:

14c. Approval/Certificate No.:

13d. Name (Typed or Printed):

13e. Date (dd/mm/yyyy):

14d. Name (Typed or Printed):

14e. Date (dd/mm/yyyy):

KYLE KNISLEY

13/FEB/2019

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

1. Approving national aviation authority/country
TRANSPORT CANADA

2. AUTHORIZED RELEASE CERTIFICATE
FORM ONE

3. Form tracking No.
2019-9922

4. Approved organization name and address
ACORN WELDING
ACORN WELDING LTD. 10916-119TH ST. NW
EDMONTON, AB T5H 3P4
Ph: 1-888-388-8803
Ph: 1-780-447-6966
Fax: 1-780-447-6980
www.acornwelding.com

5. Work order/contract/no.
W/O: IX908
S/O: N/A
P/O: N/A

6. Item #	7. Description	8. Part Number	Eligibility*	9. Qty	10. Serial Batch #	11. Status/Work
1	Stack-Cyl #486 TI0540 C/EG/H	LW12281	1	N/A		REPAIRED

12. Remark
Repaired IAW RDA O-RA17-057 and AWL RP 01.01 Section 5, Welded as per AWS D17.1. Refer to work order summary.

EASA PART-145 Approved Repair Facility # EASA.145.7212

13. Certifies that the items identified above were manufactured in conformity to:
☐ Approved design data and are in condition for safe operation
☐ Non approved design data specified in block 12.

13b. Authorized signature
Roy Milton

13c. Date (dd/mm/yyyy)
25-Jul-19

13d. Approved Organization Number
100-91

14. Approved Organization Number
100-91

14a. Date (dd/mm/yyyy)
25-Jul-19

14b. Authorized signature
Roy Milton

14c. Date (dd/mm/yyyy)
25-Jul-19

14d. Approved Organization Number
100-91

10916-119 St
Edmonton, Alberta, Canada
T5H 3P4
Ph: 1-780-447-6966
Fax: 1-780-447-6980
www.acornwelding.com
paul@acornwelding.com

acorn welding

10916-119 St
Edmonton, Alberta, Canada
T5H 3P4
Ph: 1-780-447-6966
Fax: 1-780-447-6980
www.acornwelding.com
paul@acornwelding.com

Following made repair parts installed in accordance with CAR STD 571.06(6):

Elbow
Section
Flange-V-Band

All Work Completed as per the data listed below.

Inspected (AC43.13-1B Sec 8-45 thru 8-49c)
Cleaned (AC43.13-1B Sec 4-77-b)
Repaired IAW RDA O-RA17-057 and RP 01.01
Welded (AWS D17.1)
End(s) sized (AWPS 01.00)

Work Order Summary
REV:02

Part Number: LW12281

Description: Stack-Cyl #486 TI0540 C/EG/H

Release Tag #
19-9922

Work Order Number
W/O: IX908

Sales Order/Purchase Order
S/O: N/A

P/O: N/A

14b. Authorized signature
Roy Milton

14c. Date (dd/mm/yyyy)
25-Jul-19

14d. Approved Organization Number
100-91

14e. Approved Organization Number
100-91

14f. Date (dd/mm/yyyy)
25-Jul-19

1. This certificate does not constitute authority to install the part. The aircraft technical record must contain an authorized release certificate, issued in accordance with the national regulations of the state of registry, before the aircraft may be flown.

1. Approving Civil Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG		3. Form Tracking Number: 02132019-15	
4. Organization Name and Address: KNISLEY WELDING INC. 3450 SWETZER ROAD, LOOMIS, CA, 95650, PQ1260NM				5. Work Order/Contract/Invoice Number: P94978	
6. Item:		7. Description:		8. Part Number:	9. Quantity:
1		Flange		K11656	1
				10. Serial Number:	269539
				11. Status/Work:	NEW
12. Remarks: AIR WORTHINESS APPROVAL This part is produced under PMA #PQ1260NM and is not a critical component.					
13a. Certifies the items identified above were manufactured in conformity to:					
☒ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12.					
13b. Authorized Signature: 		13c. Approval/Authorization No.: PQ1260NM		14a. Authorized Signature:	
13d. Name (Typed or Printed): KYLE KNISLEY		13e. Date (dd/mm/yyyy): 13/FEB/2019		14b. Name (Typed or Printed):	
				14c. Approval/Certificate No.:	
				14d. Date (dd/mm/yyyy):	
User/Installer Responsibilities					
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1. Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.					



8/16/2019 2:57:00 PM N22387

Serial: L-4542-61A

TIO-540-C1A

Hobbs: 3615.1 TTIS: 305.1

1 of 1

1. AD2015-19-07 Right Eng: Complied with AD, no defects noted at this time.
2. Oil Change - Right: Drained and added 10 qts aeroshell 100 plus oil. R&R CH48109-1 oil filter, no debris noted at this time. Leak check on run up was good.
3. : Replaced Flanges K11656 and K11657 with new. See attached 8130-3.
4. : Replaced exhaust stack Lw12281 with new, see attached 8130-3
5. : Replaced all 6 rocker box gaskets with new.

This aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations.

GEOMNI 864-576-3262 500 Ammons rd Spartanburg, SC 29306

James Petro JMPetro@verisk.com 2805772 A&P IA I A

This entry has been digitally signed on the AircraftLogs system IAW AC 120-78, and requires no further action.



9/5/2019 9:11:00 AM N22387

Serial: L-4542-61A

TIO-540-C1A

Hobbs: 3662.4 TTIS: 352.4

1 of 1

1. Oil Change - Right: Drained and added 10 qts aeroshell 100 plus oil. R&R CH48109-1 oil filter, no debris noted at this time. Leak check on run up was good.

This aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations.

864-593-2088 ,

Gregory Simms /gsimms@verisk.com 4059179 A & P

A. T. Simms

This entry has been digitally signed on the AircraftLogs system IAW AC 120-78, and requires no further action.



9/16/2019 3:29:00 PM N22387

Serial: L-4542-61A

TIO-540-C1A

Hobbs: 3689.9 TTIS: 379.9

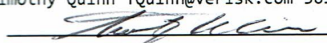
1 of 1

1. : Replaced JPI EGT probe on #2 cylinder with new P/N M-111. Ops checks normal.

This aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations.

864-541-8150 ,

Timothy Quinn TQuinn@verisk.com 3613035 A & P


This entry has been digitally signed on the AircraftLogs system IAW AC 120-78, and requires no further action.



9/23/2019 3:23:00 PM N22387

Serial: L-4542-61A

TIO-540-C1A

Hobbs: 3708.9 TTIS: 398.9

1 of 1

1. Oil Change - Right: Drained and added 10 qts aeroshell 100 plus oil. Removed oil filter and replaced with new (part number CH48109-1). No debris noted at this time. Engine run and leak check good.

This aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations.

864-593-2088 ,

Gregory Simms gsimms@verisk.com 4059179 A & P

G. T. Simms

This entry has been digitally signed on the AircraftLogs system IAW AC 120-78, and requires no further action.



10/4/2019 9:23:00 AM N22387

Serial: L-4542-61A

TIO-540-C1A

Hobbs: 3751.8 TTIS: 441.8

1 of 1

1. Oil Change - Right: Drained and replenished 10 qts Aeroshell 100 Plus oil. Removed oil filter and replaced with new (part number CH48109-1). No debris noted at this time. Engine run and leak check good.

This aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations.

864-593-2088 ,

Gregory Simms gsimms@verisk.com 4059179 A & P

A. T. Simms

This entry has been digitally signed on the AircraftLogs system IAW AC 120-78, and requires no further action.



10/31/2019 3:36:00 PM N22387

Serial: L-4542-61A

TIO-540-C1A

Hobbs: 3786.4 TTIS: 476.4

1 of 1

1. Oil Change - Right: Drained and added 10 qts aeroshell 100 plus oil. R&R CH48109-1 oil filter, no debris noted at this time. Engine run up and leak check good.
2. AD2015-19-07 Right Eng: C/W AD2015-19-07, no defects noted at this time.

864-541-8150 ,

Timothy Quinn TQuinn@verisk.com 3613035 A & P


This entry has been digitally signed on the AircraftLogs system IAW AC 120-78, and requires no further action.



1/6/2020 2:20:00 PM N22387

Serial: L-4542-61A

TIO-540-C1A

Hobbs: 3830.5 TTIS: 520.5

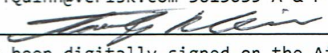
1 of 1

1. Oil Change - Right: Drained and added 10 qts aeroshell 100 plus oil. R&R CH48109-1 oil filter, no debris noted at this time. Engine run up and leak check good.
2. : Replaced right EGT probe with new p/n: 86230. Engine run up and egt indication normal.

This aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations.

864-541-8150 ,

Timothy Quinn TQuinn@verisk.com 3613035 A & P


This entry has been digitally signed on the AircraftLogs system IAW AC 120-78, and requires no further action.



5/6/2020 9:03:00 AM N22387

Serial: L-4542-61A

TIO-540-C1A

Hobbs: 3884.4 TTIS: 574.4

1 of 1

1. Oil Change - Right: Drained and added 10 qts Phillips X/C 20W50 oil. R&R CH48109-1 oil filter, no debris noted at this time. Engine run up and leak check good.
2. AD2015-19-07 Right Eng: AD2015-19-07 INSP OF FUEL INJ LINES & CLAMPS C/W IAW S/B 342G NO DEFECTS NOTED

This aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations.

904-233-6346 ,

Robert Taylor robert.taylor@vexcelgroup.com 3617659 A&P IA I A

A handwritten signature in black ink, appearing to read 'Robert Taylor', is written over a horizontal line.

This entry has been digitally signed on the AircraftLogs system IAW AC 120-78, and requires no further action.



6/4/2020 6:05:00 PM N22387

Serial: L-4542-61A

TIO-540-C1A

Hobbs: 3936.1 TTIS: 626.1

1 of 1

1. Oil Change - Right: Changed oil added 10 qt Phillips 20/50W. Replaced oil filter CH48109-1, inspected old filter no metal noted.
2. : Replaced one exhaust stud P# 31C-12 on cylinder #1.

This aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations.

913-393-7499 ,

Raydel Acosta RAcosta@verisk.com 3202782 A & P

A handwritten signature in blue ink, appearing to be 'Raydel Acosta', written over a horizontal line.

This entry has been digitally signed on the AircraftLogs system IAW AC 120-78, and requires no further action.



7/10/2020 11:08:00 AM N22387

Serial: L-4542-61A

TIO-540-C1A

Hobbs: 3976.6 TTIS: 666.6

1 of 1

1. AD2015-19-07 Right Eng: Complied with AD 2015-19-07 Fuel injector fuel lines, effective 11-3-15, per Para (e)(1)(ii), Lycoming Engines Mandatory Service Bulletin (MSB) No. 342G, Supplement No. 1 and Supplement No. 2. No faults noted. Next due by 4076.6 or if any maintenance is performed on system.
2. Oil Change - Right: Changed oil added 10 qt Phillips 20/50W. Replaced oil filter CH48109-1, inspected old filter no metal noted.

This aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations.

913-393-7499 ,

Raydel Acosta RAcosta@verisk.com 3202782 A & P

This entry has been digitally signed on the AircraftLogs system IAW AC 120-78, and requires no further action.



8/18/2020 6:22:00 PM N22387

Serial: L-4542-61A

TIO-540-C1A

Hobbs: 4036.1 TTIS: 726.1

1 of 1

1. Oil Change - Right: Oil Change. See attached log entry.

913-393-7499 ,

Raydel Acosta RAcosta@verisk.com 3202782 A & P

This entry has been digitally signed on the AircraftLogs system IAW AC 120-78, and requires no further action.

N22387 Eng 8-18-2020 HM 4036.1/10
Changed oil and filter with 11 qts
20W50XC Phillips and AA48109-2
filter. Test ran for leaks. Edward E Adams
ATP 3470888



10/22/2020 11:05:00 AM N22387

Serial: L-4542-61A

TIO-540-C1A

Hobbs: 4066.5 TTIS: 756.5

1 of 1

1. : Inspected engine in accordance with FAR 43, Appendix D. AD research through Biweekly 2020-21
2. Oil Change - Right: Drained oil. Added 10 qt Phillips 20/50 X/C. Replaced oil filter CH48110-1. No discrepancies noted. Inspected, clean and reinstalled suction screen with new gasket.
3. AD2015-19-07 Right Eng: Complied with AD 2015-19-07 Fuel injector fuel lines, effective 11-3-15, per Para (e)(1)(ii), Lycoming Engines Mandatory Service Bulletin (MSB) No. 342G, Supplement No. 1 and Supplement No. 2. No faults noted. Next due by 4166.5 or if any maintenance is performed on system.
4. : Compression test Cylinders # 1 79/80, #2 76/80, #3 78/80, #4 79/80, #5 79/80, #6 79/80
5. : Adjusted magneto timing to engine.

I certify this engine has been inspected in accordance with ANNUAL inspection and was determined to be in airworthy condition.

913-393-7499 ,

Raydel Acosta RAcosta@verisk.com 3202782 A & P

This entry has been digitally signed on the AircraftLogs system IAW AC 120-78, and requires no further action.

LYCOMING
TIO-540-C1A
S/N L-4542-61A

End of Book 5

Book 6

AIRCRAFT MAINTENANCE RECORDS

N 22387

R.T.

ENGINE LOG BOOK



AIRCRAFT MAINTENANCE RECORDS

Owner _____

Aircraft Registration **N** 22387

Manufacturer Lycoming

Model TIO-540-C1A

Serial No. L-4542-61A

Position PILOT

Hill Aircraft & Leasing Corp
Atlanta, Georgia 30336
Phone: 404-691-3330
FAA Repair Station ESER666D



RD Page No. _____

FORMED
PERFORMING WORK

Date: 12/04/2020; Aircraft: N22387; Type: PIPER PA23-250; S/N: 27-7754065; Hobbs: 4109.30; Total Time: Engine
- Type: , S/N: , Time: , Prop - Type: , S/N:
Shop Order #: MAI-20-04447

Discrepancy: 1

OIL CHANGE PER CUSTOMER REQUEST. DRAINED OIL AND REMOVED OLD OIL FILTER ON BOTH L/H AND
R/H ENGINES. INSTALLED NEW OIL FILTERS ON L/H AND R/H ENGINES P/N: CH48109-1 WITH 12 QTS OF
X/C 20W-50 OIL EACH SIDE. LEAK CHECK GOOD. WORK DONE IN REF TO PIPER PA-23-250 M.M., SEC 2.81

Discrepancy: 999

999
I CERTIFY THAT THE ABOVE STATED MAINTENANCE AND/OR INSPECTION WAS PERFORMED IN
ACCORDANCE WITH THE CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND IS
APPROVED FOR RETURN TO SERVICE

SIGNED: _____

FOR CRS# ESER666D

GV Air, Inc.
608 Wright Bros. Dr
Jacksonville, FL 32225
904-641-8933

Reg#: N22387 Make: Piper Model: PA-23-250
Date: 12/15/2021 WO#: 014655 Tach: 0.00 HOBBS 4143.00
2) RIGHT TIE 12874.2 TSMO 833.0
C/W annual inspection IAW FAR 43 app D. Compressions 1-68, 2-64, 3-70, 4-70,
5-72, 6-70/90. Drained oil, removed oil filter. Cut open old filter, no metal noted.
Installed new oil filter AA48109-2, torqued and safetied. Removed oil suction
screen and cleaned, reinstalled screen with new gasket, torqued and safetied.
Added 11 qts Phillips 20W-50 X/C to sump. Cleaned, gapped and inspected all
spark plugs. Reinstalled all plugs and torqued. Checked magneto timing,
readjusted to be within limits. Replaced lockwashers and torqued nuts. Removed
fuel servo screen and cleaned. Reinstalled with new o-rings and torqued.
Pressurized fuel system, no leaks noted. Replaced induction air filter with new.
Engine was removed to facilitate airframe repairs. Reinstalled engine with all new
engine mounts and hardware, torqued all IAW the Piper PA23 maint manual. Both
exhaust were completely disassembled, cleaned and inspected. Reassembled with
anti seize and reinstalled on engines with all new gaskets and hardware, torqued
and safetied as required. Removed all 6 six cylinder and honed to remove light
surface corrosion. Reinstalled all cylinders with new rings, checked all ring gaps
IAW the Lycoming direct drive overhaul manual. Installed with all new gaskets
and seals and torqued all base nuts IAW the Lycoming direct drive overhaul
manual. Replaced all rocker shafts with new. Reinstalled all rocker arms and
checked dry tappet clearances, adjusted as required to meet specs. Reinstalled all
rocker covers with new gaskets and torqued. C/W AD 15-19-07 Fuel Injection
Lines. Inspected and positioned clamps IAW the AD and Lycoming SB 342G.
Next due 110 Hrs TIS, Hobbs 4253.0 or 12-2022, whichever first. Engine was
ground run idle thru static RPM limits, all temps and pressures were within limits.
Mag drops within limits, no leaks noted. Reviewed AD's thru 2021-25. I certify
that this engine has been inspected IAW an annual inspection and has been
determined to be in airworthy condition.

Continued on Next Label

Gary Marcotte

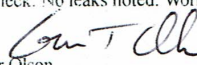
A&P 3014091 IA

SUB-TOTAL THIS PAGE

TOTAL - CARRY FORWARD TO NEXT PAGE

AIRCRAFT MAINTENANCE RECORD

Page No. _____

Date	Total Time	DESCRIPTION OF WORK PERFORMED SIGNATURE & CERTIFICATE NUMBER OF PERSON PERFORMING WORK
CARRIED FORWARD →		
		GV Air, Inc. 608 Wright Bros. Dr Jacksonville, FL 32225 904-641-8933 Reg #: N22387 Make: Piper Model: PA-23-250 Date: 2/4/2022 WO #: 014807 Tach: 0.00 HOBBS 4171.50 1) Removed old starter and installed new Sky-tec starter P/N: 149NL S/N: H-T011764. Performed ops check at engine start, engine started and starter is operational. All work done IAW Lycoming Direct drive MM. Sam Garrett  4065713 A&P
		GV Air, Inc. 608 Wright Bros. Dr Jacksonville, FL 32225 904-641-8933 Reg #: N22387 Make: Piper Model: PA-23-250 Date: 2/26/2022 WO #: 014824 Tach: 0.00 HOBBS 4182.60 1) CW 50 hour oil change on RH engine. Drained oil, removed oil filter and cut open. No metal noted. Installed new AA48109-2 filter, torqued and safetied. Serviced with 11 qts Phillips 20W-50 X/C oil. Ground ran engine and performed leak check. No leaks noted. Work performed in reference to Piper PA 23-250 SM. Gunner Olson  3153552 A&P
		GV Air, Inc. 608 Wright Bros. Dr Jacksonville, FL 32225 904-641-8933 Reg #: N22387 Make: Piper Model: PA-23-250 Date: 2/26/2022 WO #: 014824 Tach: 0.00 HOBBS 4182.60 1) Removed old CHT probe out of cylinder #4 and installed new JPI EDM CHT threaded Bayonet probe kit P/N: TSO-C43/AS8005. Performed engine run-up, CHT is operable. All work done IAW Lycoming direct drive MM. Sam Garrett  4065713 A&P

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AIRCRAFT MAINTENANCE RECORD

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Date	Total Time	DESCRIPTION OF WORK PERFORMED SIGNATURE & CERTIFICATE NUMBER OF PERSON PERFORMING WORK
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		GV Air, Inc. 608 Wright Bros. Dr Jacksonville, FL 32225 904-641-8933
		Reg #: N22387 Make: Piper Model: PA-23-250 Date: 4/6/2022 WO #: 014845 Tach: 0.00 HOBBS 4242.70 1) RHTTE: 12973.9 TSMO: 932.7 C/W GV Air 100 Hr condition inspection checklist. Compressions: 1-74 psi, 2-72 psi, 3-73 psi, 4-77 psi, 5-72 psi, 6-75 psi/80 psi. All compressions are within limits IAW Lycoming service instruction No. 1191A. Drained oil from sump. Removed oil filter and cut open. No metal noted. Installed new AA48109 filter, torqued and safetied. Removed oil suction screen, cleaned and inspected, no debris found. Reinstalled with new gasket P/N: MS35769-21, torqued and safetied. Added 11 qts Phillips 20W-50 X/C to sump. Removed all spark plugs. Cleaned, gapped and tested. All spark plugs are in good condition and within limits IAW Lycoming service instruction No. 1042AH. Installed plugs with all new champion gaskets P/N: M674 and torqued. Removed both magnetos and installed New Continental Aerospace Technologies, Inc Magneto P/N: 16-349310-1 S/N: F22AA212 for the outboard Magneto and installed Rebuilt Continental motors, Inc Magneto P/N: BL349290-1 S/N: F20KA164R for the inboard magneto. New outboard magneto was sent from W/O 810658 of Continental Aerospace Technologies. Rebuilt inboard magneto was rebuilt by W/O 772406 of Continental Motors, Inc dated 27/Jan/2021. Performed magneto timing of both mags IAW Lycoming overhaul manual pages 4-5 to 4-7, both mags are timed within limits. Performed engine run up to do mag check, rpm drop is within limits IAW Lycoming service instruction No. 1132B Part E (1)(c). C/W AD 2015-19-01 Fuel Injector Line Inspection. Inspected all fuel lines and clamps IAW the AD, no defects noted. next due 110 hrs TIS. Tach 4352.7 hobbs. Ground ran engine. No leaks noted at this time, all temps and pressures were within limits. Installed cow! This engine has been inspected IAW a GV Air 100 Hr Condition Inspection and has been determined to be in airworthy condition with regards to work performed. All work done in reference to Lycoming Overhaul manual, Continental ignition system S-1200 Series high tension Magneto Service manual, Lycoming service instructions: No. 1191A and No. 1042AH
		Sam Garrett <i>Sam Garrett</i> 4065713 A&P



Aircraft		Left Engine		Right Engine	
Manufacturer:	Piper	Date:	4/27/2022	Manufacturer:	Lycoming
Model:	PA-23-250	W O:	M220417	Model:	TIO-540-C1A
S/N:	27-7754065	TAT:		S/N:	L-4985-61A
Reg #:	N22387	Tach Time:	4286.1	TSN:	
		Landings:		TSO:	

RIGHT ENGINE LOGBOOK INSERT

The engine identified above was repaired and/or inspected in accordance with current Federal Aviation Regulations. Pertinent details of this maintenance are on file at this repair station.

Maintenance

Replaced oil filter and oil with new Tempest AA48109 oil filter and Phillips 66 20W50 X/C oil. No abnormalities found in oil filter removed. The above maintenance was accomplished referencing the Lycoming TIO-540-C1A Engine Maintenance Manual and/or vendor manuals and documented as required by 14 CFR 43.9. With regard to the work performed, I certify that this engine is approved for return to service.

Signed: *John T. Gardner*
Print: John T. Gardner
for
COMMONWEALTH AVIATION SERVICE, INC.
d/b/a MILLION AIR - RICHMOND
F.A.A. Approved Repair Station No. VXR051W

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CARRIED FORWARD →		
		GV Air, Inc. 608 Wright Bros. Dr Jacksonville, FL 32225 904-641-8933
		Reg #: N22387 Make: Piper Model: PA-23-250
		Date: 5/3/2022 WO #: 014859 Tach: HOBBS 0.00
		1) TTE: 13046.4 TSMO: 1005.2
		Removed hobbs at 4315.2. installed new hobbs at 0.0.
		Scott Payne  A&P 3321628 IA



5/16/2022 3:11:00 PM N22387
Serial: L-4542-61A
TIO-540-C1A
New Hobbs: 14.5 TTIS: 1019.7

1 of 1

1. Oil Change Right: Complied with GV Air 100 Hr condition inspection checklist. Compressions, #1-70/80, #2-75/80, #3-73/80, #4-74/80, #5-69/80, #6-68/80. Drained oil from sump. Removed oil filter and cut open. No metal found. Installed new AA48109 filter, torqued and safetied. Removed oil suction screen and cleaned. Reinstalled with new gasket P/N: MS35769-21, torqued and safetied. Added 11 qts Phillips 20W-50 X/C to sump. Removed all spark plugs. Cleaned, gapped, inspected and tested. Installed plugs with all new gaskets and torqued. Checked magneto timing and adjusted to be within limits. C/W AD 2015-19-01 Fuel Injector Line Inspection. Inspected all fuel lines and clamps IAW the AD, no defects found. Next due 110 hrs TIS, HOBBS: 124.5. Ground ran engine. No leaks found, all temps and pressures were within limits. Installed cowl. This engine has been inspected IAW a GV Air 100 Hr Condition Inspection, work done in reference to Piper PA-23-250 service manual and Lycoming Direct Drive MM and has been determined to be in airworthy condition in regards to work performed.

This aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations.

Scott J. Payne
A&P 3321628 IA



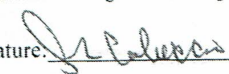
Scott Payne Scott.Payne@vexcelgroup.com

This entry has been digitally signed on the AircraftLogs system IAW AC 120-78, and requires no further action.

MID ISLAND AIR SERVICE
LI MACARTHUR AIRPORT
Ronkonkoma, New York 11779
Phone: (631) 588-5400

A/C Reg. No. N22387
Tach Time 65.6
A/C Serial No. 23-7754065
Date: 6/6/2022

Ground ran aircraft, removed cowlings, drained engine oil, removed filter cut open and inspected-no defects noted. Removed suction screen, (if applicable) inspected-no defects noted. Reinstalled with new crush gasket torqued and safetied. Installed new CH48109-1 filter torqued and safetied. Serviced engine with 11qts of Phillips 20W50 oil. Washed engine, lubed controls. Reinstalled cowlings. Performed ground-run operational and leak checks-satisfactory.

Auth. Signature:  Certificate# AP3452710

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