

N2977L

 *The Standard*
ENGINE LOG

ASA-SE-2

YEAR 20____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

Engine Log Book Entry

N2977L

5/1/2009

Lycoming IO-360-A1A S/N L-2465-51A

Engine Total time 3789.2

Total Time since Overhaul 683.1

Aircraft and engine logs were destroyed during fire at owner's home. FAA Advisory Circular 43-9C was referenced as a guide to re establishing maintenance history. A brief quote from AC 43-9C. LOST OR DESTROYED RECORDS. Occasionally, the records for an aircraft are lost or destroyed. In order to re-construct them, it is necessary to establish the total time-in-service of the airframe. This can be done by reference to other records that reflect the time-in-service; research of records maintained by repair facilities; and reference to records maintained by individual mechanics, etc. When these things have been done and the record is still incomplete, the owner/operator may make a notarized statement in the new record describing the loss and establishing the time-in-service based on the research and the best estimate of time-in-service.

a. The current status of applicable AD's may present a more formidable problem. This may require a detailed inspection by maintenance personnel to establish that the applicable AD's have been complied with. It can readily be seen that this could entail considerable time, expense, and in some instances, might require compliance with the AD.

b. Other items required by section 91.417(a)(2), such as the current status of life-limited parts, time since last overhaul, current inspection status, and current list of major alterations, may present difficult problems.

____ Morrison Aircraft Corporation, Inc.

____ Maintenance Entries Dated 5/1/2009 With Engine Time SMOH Of 683.1 Have Been Corrected. See

____ Current Log Book Entries.

Marshall Morrison

Marshall Morrison A&P3104950

5/1/2009 Lycoming IO-360-A1A S/N L-2465-51A

Engine Total time 3789.2
Total Time since Overhaul 683.1

Information from invoices and remaining documents were used in regards to determining engine times:

Documents referenced: Maintenance One Aircraft Maintenance 6779 Airport Road Riverside California 92504 Invoice work order number 0990. Copy of Annual/100hr log book entry dated 7/1/06 E.R. Barrett Jr. A&P 1235972. Re-print of AD compliance record from previous Annual/100hr performed on 8/10/2007 Marshall Morrison IA 3104950. The Engine total time was determined 3789.2 hours. Engine total time since overhaul was determined 683.1. Date of engine overhaul was determined 3/20/96.

Information from invoices and remaining documents were used in regards to determining engine Airworthiness Directives compliance:

Documents reference: Copy of Annual/100hr log book entry dated 7/1/06 E.R. Barrett Jr. A&P 1235972. Re-print of AD compliance record from previous Annual/100hr performed on 8/10/2007 Marshall Morrison IA 3104950.

Engine overhaul was confirmed: Maintenance One Aircraft Maintenance 6779 Airport Road Riverside California 92504. Invoice work order number 0990 dated 3/20/1996 Phone number 951-785-4413 Per conversation with Kevin Booth (owner) a copy of invoice was forwarded to maintonemech@sbcglobal.net. Follow-up conversation with Mr. Booth acknowledged receipt of documents and engine was overhauled. Replacement log entry was requested.

Complied with Annual/100hr inspection with the following maintenance accomplished:

Complied with compression check #1 76/80, #2 76/80, #3 75/80, #4 76/80
Drained engine oil, installed new CH481 10 oil filter, Serviced with 8 quarts Aeroshell 15w50
Replaced engine air filter with new P/N BA6305
Replaced engine starter with overhauled unit P/N MZ4218 S/N 7D000087
Replaced starter ring gear with new P/N SL72566
Removed and reinstalled propeller after repair/inspection. Reference Prop log for details.

Complied with the following recurring AD's:

AD2008-14-07 Fuel injector fuel lines.. Visually Inspected , next due at ACTT 3889.2
AD2008-08-14 Lean running engine.. Visually Inspected , next due at ACTT 3839.2
See Airworthiness Directive Compliance Report for AD Status.

I certify that this engine has been inspected in accordance with and Annual and 100hr inspection and was found in airworthy condition at this time.

Marshall Morrison A&P 3104950 IA

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10/5/10 N2977L Tach 222.7 A/C TT 3798.56

IO-360- A1A S/N L-2465-51A Engine TT 3798.56 Engine SMOH 429.8

Completed inspection i/a/w FAR 43 Appendix D. Compression test 1. 73/80 2. 73 3. 76 4. 72. Cut and inspected oil filter. Installed new CH48110 oil filter. Cleaned fuel injectors. Checked fuel screens. Cleaned and gapped spark plugs. Checked control travel stops. Installed new 2577258 gasket on servo cap to comply with AD 2009-02-03. Reinstalled muffler after repair by Dawley Aircraft Exhaust. Installed with new hardware and gaskets. Repaired crack in baffle. Installed new rocker cover gaskets. Washed engine and cowling. Tested and checked for leaks. Complied with the following ADs. See complete listing in aircraft records.

2008-14-07	Fuel Injector Line inspection	C/W Par. K	Due 3898.56
2009-02-03	To Prevent Lean Engine	C/W Par. K&L	1 Time

I certify that this engine has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.
Time since last inspection: 9.36.

10/5/10 Gary S. Burns IA 587546132

Gary S. Burns

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rs and Alterations
Certificate Number of
other specific entries.)

Dec 01, 2011 / Drained oil; Removed & Inspected Filter - no more
 Tech: 270.3 / Replaced, Installed new CH45110 Filter & Sump, cleaned
 V.S.O.H. 477.4 / Inspected & Replaced Spark Plugs Performed Compression
 Test #1 ⁷⁴/₈₀; #2 ⁷⁴/₈₀; #3 ⁷⁴/₈₀; #4 ⁷⁴/₈₀ In AD 2005-14-07 By By Inspection
 of Fuel Lines, Injectors and Connections Installed overhauled LH
 Magneto S/N H-LB50519 P/N 10-163005-2; Installed Serviceable Igni-
 Harness Both Sides - Serviced W/PS 50 & AD 0110 7gts, Test Run
 - Leak & Performance check - OK This Engine has been Inspected
 I have an Annual Inspection and Approval for Return to Service -

[Signature]
 ADP427060724 P

8-1-2012 / Drained oil; Removed & Inspected Filter - no Filter
 Tech: 285.0 / Installed new CH45110 Filter & Sump; cleaned & Sumped
 V.S.O.H. 492.4 / Inspected & Replaced Spark Plugs & Compression Test #1 ⁷⁴/₈₀; #2 ⁷⁶/₈₀; #3 ⁷⁵/₈₀;
 #4 ⁷²/₈₀ - Serviced W/PS 50 & AD 0110 7gts In AD 2008-14-07 By
 Inspection of Fuel Lines & Injectors & Connections & Test Run Leak checked
 OK - no leaks from This Engine has been Inspected In accordance
 with an Annual Inspection & Approval for Return to Service *[Signature]*
 ADP427060724 P

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9-1-14	319.5 526.84	Drained oil Inspected	Removed & Inspected Oil Filter - No metal found	<p>Removed & Inspected Oil Filter - No metal found Tach: 319.5 / Inspected new oil filter & supplied service w/PS T.S.O.H.: 526.84 / sand plus oil AD 2011-26-04 By Inspection of Fuel injectors; lines & fittings, Compression Test #1 25/80 #2 25/80 #3 26/80; #4 26/80; tested; gapped spark plugs Test Ran Engine - Performed AS Required - no leaks found; This Engine has been Inspected In accordance with an Annual Inspection and Approved for Return to Service - <i>[Signature]</i> ADP427060724 FA</p>
9-1-15	319.5 526.84	Drained oil Inspected	Removed & Inspected Oil Filter - No metal; Installed	<p>Removed & Inspected Oil Filter - No metal; Installed Tach: 319.5 / New oil filter & supplied service w/PS sand plus oil AD T.S.O.H.: 526.84 / 2011-26-04 By Inspection of Fuel Supply; Inspected Lines & Injectors & Connections Compression Test #1 22/80; #2 27/80; #3 26/80; #4 27/80; gapped; gapped & Inspected Spark Plugs; Test Ran - Leak Test - no Leaks Found; Performed as required. This Engine has been Inspected In accordance with an Annual Inspection and Approved for Return to Service - <i>[Signature]</i> ADP427060224 FA</p>