

73874

PA 30-442

THE
adlogTM

**AIRCRAFT
MAINTENANCE
RECORDKEEPING
SYSTEM**

LEFT ENGINE

**ENGINE
MAINTENANCE
RECORDS**

ENGINE MAINTENANCE RECORDS

Log No. 2

Aircraft Registration No. N7387Y

Engine Manufacturer Lycoming

Model IO-320-B1A

Serial No. L-1006-55

Date installed on aircraft MAY 1964

Time Between Overhauls (TBO) 2000 Hours

If used on multi-engine aircraft:

- Right Left
 Front Rear

LEFT INJECTOR

RSA-5A01

SER. # 5047

PARTS LIST # 2524145-5

Flow Divider Part # 2526388

PA 30 Air Filter:

FRAM CA 144PL

MOTORCRAFT FA-18

PUROLATOR AFPI with 42040

CHAMPION Spin On Oil Filter
CH 48110

LEFT Prop GOVERNOR

PARTS

F-6-3

1323T

LEFT MAG
856971

RIGHT MAG
856974

LEFT GENERATOR SERIAL # 4057

BENDIX Ignition HARNESS

SPEC # 10-920326-2

VAC Pump 211CC



TECH PUBLICATIONS INC.

P.O. BOX 528 / OLD BRIDGE, NJ 08857

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
				TOTALS brought forward from previous page
8-2-85	3446:90	1724:90	3446:90	<p>ENG. COMP. CK. #1⁸⁹ #2⁸⁹ #3⁸⁹ #4⁸⁹ #7⁸⁹ #8⁸⁹</p> <p>CHG. OIL SER WITH 8 QTS AEROSHELL 15W50 MULTI GRADE, CHG. OIL FILTER CFO-100, REINSTALLED PROPELLER HARTZELL HC-E2YL-2BS/7663-4 S/N BB3523 AFTER C/W HARTZELL SB 142 L PIPER SB NO. 805 C/W BY PIEDMONT AVIATION, INC. (SEAL REPLACEMENT). W.O. 42153 DATED 7-26-85 REPLACED ALL ENGINE SHOCK MTS. 4 ea. PIPER P/N 475-116 L 4 ea. P/N 475-117. REPAIRED ALTERNATE AIR BOX.</p> <p>I certify that this <u>ENGINE</u> has been insp. in accordance with a <u>ANNUAL</u> Insp. and was determined to be in air worthy condition. Time in ser. <u>3446:90</u> Tach <u>3446:90</u> <i>James A. Funcher</i> IA # 2061012</p>
3-15-86	3479:13		3479:13	<p>CHG OIL 8QTS OF 15W50 AERO SHELL - CFO 100 FILTER</p>
4-25-86	3480:34		3480:34	<p>REINSTALLED PROP. BOV. HARTZELL MOD F-63 S/N 1323T AFTER REPAIR BY AERO ACCY. R/E NO. 766-44 W.O. NO. 54391 DATED 4-23-86 ADJUSTED. REINSTALLED FUEL INJ. MOD. NO. RSA-SADI S/N 5047 AFTER FLOW CHECK BY PIEDMONT AVIATION, INC. W.O. NO. 13914 DATED 4-21-86. OPERATIONAL CK. O.K.</p> <p><i>James A. Funcher</i> A + P 2061012</p>
5-17-86	3483:07		3483:07	<p>CH BOIL SER. WITH 8 QTS AEROSHELL W 40 WT.</p>
				<p>SUB-TOTALS this page</p> <p>TOTALS—Carry forward to next page</p> <p><i>James A. Funcher</i> A + P 2061012</p>

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9-1-86	3486:35	1764:35	3486:35	ENB. COMP. CK. #1 ⁸⁰ / ₇₈ #2 ⁸⁰ / ₇₉ #3 ⁸⁰ / ₇₈ #4 ⁸⁰ / ₈₀ ADS PROP. CONTROL + REPOSITIONED RETURN SPRING. ROUTINE MAINT + SERVICE. I certify that this <u>ENGINE</u> has been insp. in accordance with a <u>N</u> ANNUAL insp. and was deter- mined to be in air worthy condition. Time in ser. <u>3486:35</u> Tach <u>3486:35</u> <i>Junior A. Funcher</i> IA # 2061012
3-7-87	3513:40	1791:40	3513:40	ENB. COMP. CK. ALL CYLS. ⁸⁰ / ₇₇ + ABOVE. CHG. OIL + SER. WITH 8QTS AEROSHELL 15W50. CHG. FILTER CFO-100, INSTALLED ALL NEW FUEL, OIL, HOSES + FIRESLEEVES. NEW MAN. PRESS HOSE TO FIREWALL. I certify that this <u>ENGINE</u> has been insp. in accordance with a <u>N</u> ANNUAL insp. and was deter- mined to be in air worthy condition. Time in ser. <u>3513:40</u> Tach <u>3513:40</u> <i>Junior A. Funcher</i> IA # 2061012
8-13-88	3545:65		3545:65	DRAINED AND REPLACED 8QTS Oil WITH 8QTS AERO SHELL 15W50
2-2-89	3565:65		3565:65	DRAINED AND REPLACED 8QTS 15W50W AERO SHELL Oil
6-29-89	3583:44		3583:44	REMOVED CLEANED AND REPLACED SPARK PLUGS
				SUB-TOTALS this page
				TOTALS—Carry forward to next page

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4-18-92	3596:00	1874:00	3596:00	<p>ENG. COMP. CK. #1⁸⁰/₇₈ #2⁸⁰/₇₈ #3⁸⁰/₇₈ #4⁸⁰/₇₉</p> <p>CHG. OIL SER. WITH 8 QTS. AEROSHELL 15W 50 OIL.</p> <p>CHG. FILTER CH-48110 SPIN ON. CLEANED FUEL INJ. NOZZLES, CLEAN, GAP, & ROTATE SPARK PLUGS.</p> <p>REPLACED ALL INT. GASKETS & HOSE CONNECTORS.</p> <p>REPLACED FUEL DIST. VALVE DIAPHRAM P/N 2526388. 9/16 AD 90-04-06 R1 BY INST.</p> <p>ENG. PROP. BOU. & ENG. CASE STEEL FITTINGS & STEEL OIL LINE. REPAIRED 1/8" MAG. "P" LEAD.</p> <p>REPLACED CRANK SHAFT NOSE SEAL P/N 76940.</p> <p>REPAIRED 1/8" FWD BAFFLE. NEW BLO-PROOF EXH. GASKETS. AD 87-10-06-R1, ROCKER ARM ASSY.</p> <p>N/A THIS ENG. NOT U.H. BETWEEN JULY 1, 85 & OCT. 8, 86. I CERTIFY THAT THIS ENG. HAS BEEN INSP. I/A/W AN ANNUAL INSP. & IS APPROVED FOR RET. TO SER. THIS DATE.</p> <p><i>James A. Lumber</i> JA2061012</p>
6-7-92	3577:00	1877:00	3577:00	<p>REPLACED ENG. DRIVEN FUEL PUMP CK. & TESTED BY AERO ACCY. BURLINGTON, N.C. ^{INV. NO. 005674} DATED 5-7-92.</p> <p>REINSTALLED 4 CYL. AFTER REPAIR BY LUMBERTON AUN. INC. W.D. NO. 371 DATED 5-26-92.</p> <p>HONED SEATS & RND. NEW EXH. VALVE NEW RINGS & ALL SEALS & GASKETS. REPLACED MAN. PRESS. LINE FROM CYL. TO HOSE CONNECTION. CHG. OIL TO AEROSHELL 50WT. MINERAL OIL. ALL OPERATIONS OK. NORMAL AND APPROVED FOR RETURN TO SER. THIS DATE.</p> <p><i>James A. Lumber</i> JA2061012</p>
				SUB-TOTALS this page
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8-1-92	3605:72	1883:72	3605:72	REPLACED 2 ea. OVERBOARD FUEL DRAIN CK. VALVES & DRAIN HOSES. ADJ. FUEL MIX. Junior A. Funcher #A2061012
4-17-93	3611:39	1889:39	3611:39	ENG. COMP. CK. ALL CYLS, CK. GOOD. INST. 8 ea. NEW REM HOSE SPARK PLUGS. ADJ. FUEL MIXTURE. MAG. CK. BOTH MAGS, 100 RPM DROP. I CERTIFY THAT THIS ENG. HAS BEEN INSP. & SER. I/A/W AN ANNUAL INSP. & IS APPROVED FOR RET. TO SER. THIS DATE. Junior A. Funcher #A2061012
12-6-94	3620:07	1899:07	3620:07	ENG. COMP. CK. ALL CK. GOOD. I/W AD 7809-07 R3 I/A/W SB 599B. IMPULSE COUPLING CLEARANCE AND AD 940103R1 COILS & ROT. MAGNETS BOTH MAGS. CLEARANCE CK GOOD. BOTH MAGS. HAVE CORRECT MAGNETS & INST. NEW COILS BOTH MAGS I/A/W TEM SB MSB644 REPLACED POINTS 4/H MAG. INST. USED SER. DIST. BLOCK 14/H MAG. 4/H MAG. BENDIX S44N-21 S/N 856971. R/H MAG. BENDIX S44N-21 S/N 856974. SEE BACK OF LOG FOR AD LIST. I CERTIFY THAT THIS ENG. HAS BEEN INSP. & SER. I/A/W AN ANNUAL INSP. & IS APPROVED FOR RETURN TO SER. THIS DATE. Junior A. Funcher #A2061012
				SUB-TOTALS this page
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Oct 8, 1996	3633.31	1915.0	3633.31	Completed 100 hr IWSF this date. changed oil & filter cleaned plugs. compression #1 70 #3 72 #2 74 #4 70 ^{COLD} cleaned & ck'd for leaking Ronnie Slater A&P 1805722
Oct 8, 1996		TACH READS	3633.3	I certify This Engine has been INSF I/A/W A ANNUAL INSF + FOUND TO BE AIRWORTHY AT THIS TIME. Ronnie Slater A&P 1866889 IA
1998				
April 2,	3653.01	1934.7	3653.01	Completed 100 HR. IWSF this date. changed oil & filter Aero shell 15W50 compression #1 #2 #3 #4 cleaned plugs Replaced Fuel Pump serial # AAG147 cleaned ENG. Run ck'd A/C hooks. Ronnie Slater A&P 1805722
April 2, 1998		TACH READS	3653.01	I certify This Engine has been IWSF I/A/W A ANNUAL INSF + FOUND TO BE AIRWORTHY AT THIS TIME. Ronnie Slater A&P 1866889 IA

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<p>JUNE 2, 1999</p> <p>HRS 3669.24 All day 77/80 or BETTER</p> <p>INSTALLED NEW INTAKE HOSES & WACKYS</p> <p>CHG Oil & FILTER</p> <p>15-50 ARMO SHEL CH48110 FILTER</p> <p>CLEANED & GAPPED PLUGS</p> <p>CR MAG SETTINGS</p> <p>CLEANED & REPLACED COWLS</p>				<p>in previous page</p>
Aug 15 1999	3681.74	3681.74		<p>REPAIRED VAC PUMP Rapco 215cc ser # A642</p> <p>Philip L. Kullschmidt A1860369</p>
12-12-02	LT Tack	3690.53		<p>Completed 100hr Inspection,</p> <p>Compression Check #1 $\frac{77}{80}$ #2 $\frac{75}{80}$ #3 $\frac{78}{80}$ #4 $\frac{77}{80}$</p> <p>Changed Oil & Filter, Lubricated all Controls</p> <p>Cleaned & Regapped & Tested All spark Plugs,</p> <p>Checked Magns & Mag Timing.</p> <p>I Certify that this Engine was Inspected</p> <p>I.A.W 100hr Inspection and was determined</p> <p>to be in Airworthy Condition</p> <p>Philip L. Kullschmidt</p> <p>A1860369 A & P</p>
<p>SUB-TOTALS this page</p>				
<p>TOTALS—Carry forward to next page</p>				

Date: 1-10-2014, Left Tach 3711.66, Right Tach 3711.61
 Airframe: 7387Y, Piper PA30, SN 30-442, 3711.65
 Left Engine: Lycoming I-320-B1A, S/N L-1006-55, ETT 1993.35,
 Right engine: Lycoming LIO-320-B1A, S/N L-988-55, ETT 1992.24
 Left propeller: Hartzell, HC-E2YL-2BS/7663-4, S/N BG3523, PTT 1993.35, TSMOH577.36
 Right propeller: Hartzell, HC-E2YL-2BLS/J7663-4, S/N BG-3684, PTT 1992.24, TSMOH577.61

Complied with annual inspection per the PA30 inspection guide and FAR43 app. D.
 Engine cleaned and controls lubricated. Ran engine. Engine operating within parameters.
 Performed compression check #1 78/80 #2 77/80 #3 78/80 #4 74/80.
 Drained oil. Replaced filter P/N CH48110-1. Inspect filter element. Cleaned and inspected oil screen.
 Serviced with 7qts Aeroshell 15W50 oil. Leak and pressure check satisfactory.
 Cleaned and gapped plugs. Cleaned fuel nozzles. Clean fuel inlet screen.
 Check mag to engine timing.

ADs checked through this date. See AD listing dated 1-10-2014

Complied with AD11-26-04, Fuel injector lines, by inspection. Next due 3811.65 ACTT, overhaul or any work on system.
 Recurring AD: 04-10-14, Crankshaft gear retaining bolt, next due at prop strike.

All work accomplished IAW the Piper PA30 series maintenance manual unless otherwise noted. Operational check satisfactory.

I certify that this LEFT ENGINE has been inspected in accordance with an ANNUAL inspection and has been determined to be in airworthy condition. Christopher C. Comer AP239395107IA. *CC*

Date: 6-10-2015, Left Tach 3711.69, Right Tach 3711.64
 Airframe: 7387Y, Piper PA30, SN 30-442, ACTT 3711.68
 Left Engine: Lycoming IOI-320-B1A, S/N L-1006-55, ETT 1993.38
 Right engine: Lycoming LIO-320-B1A, S/N L-988-55, ETT 1992.27
 Left propeller: Hartzell, HC-E2YL-2BS/7663-4, S/N BG3523, PTT 1993.35, TSMOH577.39
 Right propeller: Hartzell, HC-E2YL-2BLS/J7663-4, S/N BG-3684, PTT 1992.24, TSMOH577.64

Complied with annual inspection per FAR43 app. D.
 Engine cleaned and controls lubricated. Ran engine. Engine operating within parameters.
 Performed compression check #1 76/80 #2 77/80 #3 76/80 #4 74/80.
 Drained oil. Replaced filter P/N CH48110-1. Inspect filter element. Cleaned and inspected oil screen.
 Serviced with 7qts Aeroshell 15W50 oil. Leak and pressure check satisfactory.
 Cleaned and gapped plugs. Cleaned fuel nozzles. Clean fuel inlet screen.
 Check mag to engine timing.

ADs checked through this date. See AD listing dated 6-10-2015.

Recurring AD11-26-04, Fuel injector lines, by inspection. Next due 3811.65 ACTT, overhaul or any work on system.
 Recurring AD84-26-02, Paper induction air filters, by replacement. Next due 4211.65.
 Recurring AD04-10-14, Crankshaft gear retaining bolt, next due at prop strike.

All work accomplished IAW the Piper PA30 series maintenance manual unless otherwise noted. Operational check satisfactory. I certify that this ENGINE has been inspected in accordance with an ANNUAL inspection and has been determined to be in airworthy condition. Christopher C. Comer AP239395107IA *CC*

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N7387Y Date: 4-18-2016

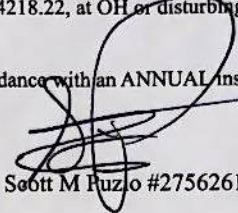
Replaced left engine vacuum pump P/N 215CC, S/N OADE14. Cleaned vacuum line per pump manufactures instructions.
Christopher C. Comer AP2393951071A. *cc*

**N7387Y
LEFT ENGINE
Date: 08/16/2016**

Make: Lycoming Model: IO320-B1A Serial: L1006-55 Tach: 3718.22

- Compression test #1 75/80, #2 74/80, #3 77/80, #4 73/80
- Removed spark plugs, cleaned, gapped, reinstalled top plugs. Replaced bottom plugs with UREM37BY.
- Drained oil, cut and examined filter with no contaminants noted. Replaced CH48110 filter, serviced with 7 qts Aeroshell 15W50 oil. Added one bottle ASL Camguard.
- Replaced all exhaust studs, gaskets and retaining hardware
- Installed Plane Power alternator conversion kit per STC SA3531NM. See form 337 this date.
- Installed Brackett Air filter element per STC SA693CE. See form 337 this date.
- C/W AD 04-10-14 by inspection of fuel injection lines. Due again 4218.22, at OH or disturbing fuel system.
- Verified compliance of all AD's through this date

Performed test run of engine. I certify this engine has been inspected in accordance with an ANNUAL inspection and was found to be in airworthy condition as of this date.

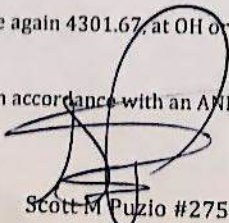

Scott M Puzio #2756261 A&P/IA

**N7387Y
LEFT ENGINE
Date: 04/01/2018**

Make: Lycoming Model: IO320-B1A Serial: L1006-55 Tach: 3801.67
TSMOH: 2083.37

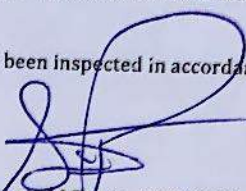
- Compression test #1 78/80, #2 77/80, #3 76/80, #4 78/80
- Removed spark plugs, cleaned, gapped, reinstalled top plugs. Replaced bottom plugs with UREM37BY.
- Replaced Brackett Air Filter Elements BA10
- Replaced air filter and induction hoses P/N 22502-32/22502-33
- Removed propeller governor, overhauled by Southwest Aero, Inc. P/N F-6-3A S/N 1323 T
- Drained oil, cut and examined filter with no contaminants noted. Replaced CH48110 filter, serviced with 7 qts Aeroshell W100 Plus oil. Added one bottle ASL Camguard.
- C/W AD 2015-19-17 by inspection of fuel injection lines. Due again 4301.67, at OH or disturbing fuel system.
- Verified compliance of all AD's through this date

Performed test run of engine. I certify this engine has been inspected in accordance with an ANNUAL inspection and was found to be in airworthy condition as of this date.


Scott M Puzio #2756261 A&P/IA

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<p>N7387Y LEFT ENGINE Date: 06/09/2019</p> <p>Make: Lycoming Model: IO320-B1A Serial: L1006-55 Tach: 65.4 TSMOH: 2113.64</p> <ul style="list-style-type: none"> • Compression test #1 78/80, #2 77/80, #3 75/80, #4 76/80 • Removed spark plugs, cleaned, gapped, reinstalled spark plugs. • Replaced Brackett Air Filter Elements BA10 • Drained oil, cut and examined filter with no contaminants noted. Replaced CH48110 filter, serviced with 7 qts Aeroshell W100 Plus oil. • C/W AD 2015-19-17 by inspection of fuel injection lines. Due again 4301.67, at OH or disturbing fuel system. • Verified compliance of all AD's through this date <p>Performed test run of engine ref FAR 43.15 (C) (2) I certify this engine has been inspected in accordance with an ANNUAL inspection and was found to be in airworthy condition as of this date</p> <div style="text-align: right;">  Scott M Puzio #2756261 A&P/IA </div>				
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