

73874 PA 30 - 442

THE **adlog**<sup>TM</sup> AIRCRAFT  
MAINTENANCE  
RECORDKEEPING  
SYSTEM

RIGHT Eng.

**ENGINE  
MAINTENANCE  
RECORDS**

# ENGINE MAINTENANCE RECORDS

Log No. 2

Aircraft Registration No. N7387Y

Engine Manufacturer LYCOMING

Model L10-320-B1A

Serial No. L-988-55

Date installed on aircraft MAY 1964

Time Between Overhauls (TBO) 2000 Hours

If used on multi-engine aircraft:

- Right
- Left
- Front
- Rear

FLOW DIVIDER Part # 2526388  
PA 30 AIR FILTER: FRAM CA 144PL  
MOTO CRAFT FA18  
PUROLATOR AFPI  
WIX 42040  
CHAMPION Spin On Oil Filter  
CH 48110

RIGHT GENERATOR SERIAL # 222  
DELCO-REMY MODEL # 1101923  
BENDIX IGNITION HARNESS  
SP# 10-420326-2

LEFT MAG      RIGHT MAG  
AO 4630      AO 4624  
VAC Pump      212 CW



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	3446.93	1724.93	3446.93	ENG-COMP. CK. #1 <sup>80</sup> / <sub>75</sub> #2 <sup>80</sup> / <sub>77</sub> #3 <sup>80</sup> / <sub>78</sub> #4 <sup>80</sup> / <sub>78</sub> CHG. OIL + SER. WITH AEROSHELL 15W-50 MULTI GRADE 8QTS. CHG. OIL FILTER CF0100. REINSTALLED PROPELLER HARTZELL HC-E2YL-2BLS / J7663-4 S/N BE3684 AFTER C/W <sup>HARTZELL</sup> BB 142 & PIPER SB. 805 C/W BY PIEDMONT AVIATION, INC. (SEAL REPLACEMENT), W.O. 42153 DATED 7-26-85. REPLACED ALL ENG. SHOCK MTS. 4 ea. PIPER P/N 475-116 & 4 ea. P/N 475-117.
				I certify that this <u>ENGINE</u> has been insp. in accordance with <u>AN</u> <u>ANNUAL</u> Insp. and was determined to be in air worthy condition. Time in ser. <u>3446.93</u> Tach <u>3446.93</u> <i>Junior G. Fuchler</i> IA # 2061012
3-15-86	3479.13		3479.13	CHG Oil 8qts 15W50 AERO SHELL - CF0100 FILTER
5-26-86	3483.03		3483.03	CHG. OIL + SER. WITH 8QTS. AEROSHELL 15W50 <i>Junior G. Fuchler</i> IA # 2061012
9-1-86	3486.35	1764.35	3486.35	ENG. COMP. CK. #1 <sup>80</sup> / <sub>74</sub> #2 <sup>80</sup> / <sub>77</sub> #3 <sup>80</sup> / <sub>77</sub> #4 <sup>80</sup> / <sub>78</sub> . REPLACED POINTS, COND. + CAM R.H. MAG + RETIMED TO ENG. 1 NEW REM 40E SPARK PLUG #1EYL.
				I certify that this <u>ENGINE</u> has been insp. in accordance with <u>AN</u> <u>ANNUAL</u> Insp. and was determined to be in air worthy condition. Time in ser. <u>3486.35</u> Tach <u>3486.35</u> <i>Junior G. Fuchler</i> IA # 2061012

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4-18-92	3596:00	1874:00	3596:00	ENG. COMP. CK. #1 <sup>80</sup> / <sub>76</sub> #2 <sup>80</sup> / <sub>77</sub> #3 <sup>80</sup> / <sub>78</sub> #4 <sup>80</sup> / <sub>79</sub> O/H G-OIL & SER. WITH 8 QTS AEROSHELL 15W50 OIL. CHG. FILTER CH-48110 SPINON. CLEANED FUEL INS. NOZZLES. CLEAN GAP & ROTATE SPARK PLUGS. REPLACED ALL INT. GASKETS & HOSE CONNECTORS. REPLACED FUEL DIST. VALVE DIAPHRAM P/N 2526388. G/W AD 90-04-06 R1 BY INST. ENG. PROP. BOU. & ENG. CASE STEEL FITTINGS & STEEL OIL LINE. REPLACED GEN. BELT. NEW BLO-PROOF EXH. BASKETS. AD 87-10-06 R1 ROCKER ARM ASSY. N/A THIS ENG. NOT OK. BETWEEN JULY 1, 85 & OCT. 8, 86. I CERTIFY THIS ENG. HAS BEEN INSP. & SER. I/A/W AN ANNUAL INSP. & IS APPROVED FOR RETURN TO SER. THIS DATE— <i>Junior A. Funcher</i> JA2061012
6-7-92	3599:00	1877:00	3599:00	INST. ENG. DRIVEN FUEL PUMP CK. & TESTED BY AERO. AECY. BURLINGTON, N.C. <sup>IND.</sup> <del>NO.</del> NO. 005674 DATED 5-7-92. OPS CK. O.K. <i>Junior A. Funcher</i> JA2061012
4-17-93	3610:95	1888:95	3610:95	ENG. COMP. CK. ALL CYLS. GOOD. INST 8ea. NEW REM HOE SPARK PLUGS. 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. <i>Junior A. Funcher</i> JA2061012
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12-26-94	3619.59	1897.59	3619.59	TOTALS brought forward from previous page
				<p>ENG. COMP. CK ALLEYLS CK. GOOD. (WAD78090721)            BY INSP. MAG. IMPULSE COUPLING CLEARANCE            I/A/W BENDIX 8B599B. CKOK. (WAD94010RR)            BY INSP. FOR CORRECT COILS + POT. MAGNETS            I/A/W TEM 8B MSB644. BOTH HAVE CORRECT            COILS + MAGNETS. I/A/W MAG. BENDIX 54RN-21            SYN A04630 R/H MAG. BENDIX 54RN-21            S/N A04624. SEE BACK OF LOG FOR AD LIST            I CERTIFY THAT THIS ENG HAS BEEN INSP. &amp;            SER. I/A/W AN ANNUAL INSP. &amp; APPROVED FOR            RETURN TO SER. THIS DATE. REPAIRED "P"            LEAD R/H MAG. <i>Junior of Fulho</i>            JA 2061012</p>
1996				
Oct 8, 96	3633.09	1911.0	3633.09	<p>Completed 100hr Insp this date.            changed oil &amp; filter cleaned plugs.            compression # 1 20 #3 20 #2 72 #4 74 COLD            cleaned &amp; ckcd for leaks  <i>Romin Hunter A&amp;P 1805722</i></p>
Oct 8 1996	Tach	Runs	3633.0	<p>I certify this engine has been            Insp I/A/W A Annual Insp &amp; found            to be airworthy at this time.  <i>Chris Pinn</i>            A&amp;P 186689 YA</p>
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1998 April 2,	3652.59	1930.5	3652.59	Completed 100 HR INSP this date, changed oil & filter Aeroshell 15W50, Replaced VAC pump Tempest H 212CW cleaned plugs & ENG checked of leaks, Compression #1, #2 #3 #4  Ronnie Slater A&P 1805722
APRIL 2, 1998		TACH RUNS	3652.59	I certify This engine has been INSP I/A/W A Annual INSP & Found to be Airworthy at this time.  <i>[Signature]</i> A&P 1866889 IA
				<p>JUNE 1, 1999 3669.</p> <p>Air Cyl 78/80 or BETTER</p> <p>CHG oil &amp; FILTERS CH48110 15-50 AERO SHEL</p> <p>CHECKED &amp; TIGHTENED PLUGS OK MAG SETTINGS CHECKED &amp; REPLACED COUPL</p>
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D.


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 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 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 RIGHT ENGINE has been inspected in accordance with an ANNUAL inspection and has been determined to be in airworthy condition. Christopher C. Comer AP239395107IA 

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 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 6-10-2015.**

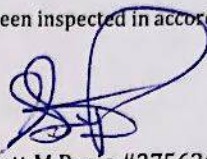
RecurringAD11-26-04, Fuel injector lines, by inspection. Next due 3811.65 ACTT, overhaul or any work on system.  
 RecurringAD84-26-02, Paper induction air filters, by replacement. Next due 4211.65.  
 .Recurring ADO4-10-14, Crankshaft gear retaining bolt, next due at prop strike.

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. 

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<p><b>N7387Y</b>  <b>RIGHT ENGINE</b>  <b>Date: 06/09/2019</b></p> <p>Make: Lycoming                      Model: I0320-B1A                      Serial: L988-55                      Tach: 3831.94  TSMOH: 2112.53</p> <ul style="list-style-type: none"> <li>• Compression test #1 75/80, #2 77/80, #3 78/80, #4 74/80</li> <li>• Removed spark plugs, cleaned, gapped, reinstalled spark plugs.</li> <li>• Replaced fuel injector nozzles</li> <li>• Replaced Brackett Air Filter Elements BA10</li> <li>• Drained oil, cut and examined filter with no contaminants noted. Replaced CH48110 filter, serviced with 7 qts Aeroshell W100 Plus oil.</li> <li>• C/W AD 2015-19-17 by inspection of fuel injection lines. Due again 4301.67, at OH or disturbing fuel system.</li> <li>• Verified compliance of all AD's through this date</li> </ul> <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; margin-top: 20px;">   Scott M Puzio #2756261 A&amp;P/IA </div>				
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