

Cessna®

Book 2



**ENGINE
AND PROPELLER LOG**

N 2027Q SERIAL NO. L 11359-51A

CARDINAL

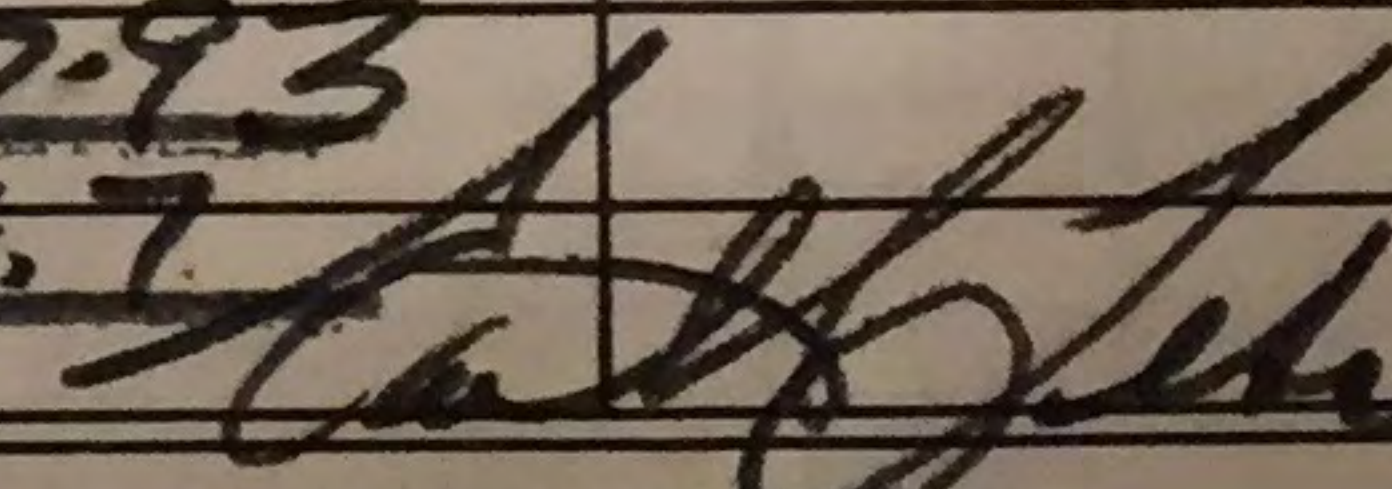
ENGINE DESCRIPTION

Mfgr.	LYCOMING	Place		Date
Type		Model	IO 360 A1B6D	Serial No.
Rated H. P.	200	Maximum H. P.	200	Weight (Dry)
Rated R. P. M.	2700	Maximum R. P. M.	2700	Oil Pressure
Bore		Stroke		Displacement
Compression Ratio		Supercharger Ratio		Gear Ratio
AS OF 12/16/94 HARTZELL MODEL HC-C34R-1RF S/N DY3190A				
Propeller	MC CAULEY	Hub Design	B2D34C207	Hub Serial No.
Blade Design	78TCA-0	Blade Serial	NA	Blade Serial
Maximum Hub H. P.		Blade Serial	K48781	Blade Serial
Pitch	L 12.9°	Maximum Blade H. P.		
	H 27.5°	Diameter	78	Length
Owner's Name		City		State
Address				

DATE
19 9
8/27

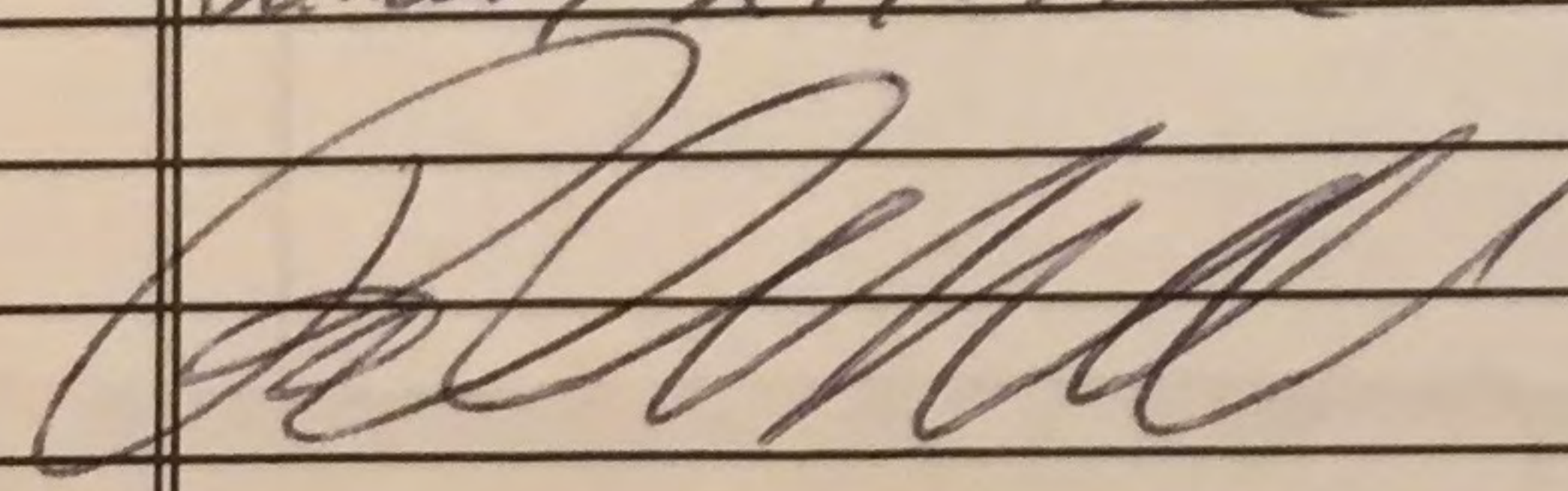
ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	10THS			
19 <u>93</u> 8/27/93	TACH 2324.7			C/W AD 90-04-06R1; REPLACED PROP. GOV. OIL LINE, PER AD APPENDIX 2 C/W AD 93-02-05 BY VISUAL INSP., CLAMPS REPLACED CHANGE OIL + FILTER; 8QT AERO 100-50, CHAMPION CFO-100 REPLACE AIR FILTER ELEMENT, BRACKET # BA5705 COMPRESSION TEST #1 77/80 #2 78/80 #3 78/80 #4 78/80; OIL COOLER FLUSHED, REPLACE ALTERNATOR FILTER, REPAIR MUFFLER TUBULAR SUPPORT FRAME AD NOTE 92-12-05 NA BY MAINT RECORDS REVIEW FOR PISTON PIN REPLACEMENT NOT ACCOMPLISHED. AD NOTE 91-14-22 NA BY RECORDS REVIEW DID NOT REQUIRE ANY SUDDEN ENGINE STOPPAGE OR PROP STRICK. DUE AT DUNK. See AD COMPLIANCE LOG FOR AD COMPLIANCE RECORD. I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH AN <u>ANNUAL</u> INSPECTION PROCEDURE AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. WORK ORDER NO. _____ DATED <u>08-27-93</u> TOTAL TIME: <u>980.9</u> TACH TIME <u>2324.7</u>		


 201911556 NP

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	10THS			
19 94 12/15	Tach 2424 40	735	90	Removed Eng for Solder Stoppage Inspection. Reinstalled after inspection listed on previous page. Installed Vginy new hardware provided by the engine. Removed & Replaced Cyl #3 Fuel injector line with new PIN LW12098-0-210. Repaired Cyl #2 Ball Valve held down by installation of Helicote 770-3044. Routed & Secured all lines.		
		1080	60	Removed & Replaced fuel line from injector unit to Spydor Valve with new 124001-402-0172. Serviced eng with Bq's Aeroshell 100 ashless dispersant oil. Eng Requires Run Check & Break in Run.		
		End				
91 12/15	2424 40	TSN	000	Removed Old Prop & Installed New Hartzell Model HC1342-1RF Serial Number DY3190A. WAIW Top Prop, Inc. Instruction Pabal January 29, 1991. (See form 337 This Date) Ops Test required.		
				 Patrick Marshall ATP 545809264		

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19
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2-15
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ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	10THS			
19				<i>ENG/PROP</i>		
12-16-94	TAC 2424.4			I certify that this aircraft has been inspected in accordance with a <u>ANNUAL</u> inspection and was determined to be in an airworthy condition. Total Time <u>2899.7</u> Tach. Time <u>724.4</u> (735.9-510H) Date <u>12-16-94</u> Carl J. Weyl Jr. I.A. 1116202	↑ 1080.6 B. Mack error correction	
2-15-95	TACH 2441.1			PROP GREASED, AS RECOMMENDED BY MFR AFTER 10 HOURS OF OPERATION w/ #6 GREASE BOB MACK - COOWNER		
03-27-95	AD. NOTE			Complied with, Rod Bolts installed are SL 75061 AND NOT APPLICABLE TO A.D. NOTE 95-07-01. Carl J. Weyl Jr. 1911556 ATP		

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	IOths			
19 95 3/29	2447.7			OIL + FILTER CHANGE TO AEROSHELL W100 LYC. BULLETIN ON THERMOVALVE PERFORMED; ADJUSTING NUT CRIMPED TIGHT + WAS STAKED BOTH SIDES OF THREAD FLATS	R. A. Mack	
1996 3/26/96		2418	T	PROP GREASED PER MANUFACTURERS INSTRUCTIONS AFTER 14 HRS OPERATION W/#6 GREASE R. Mack	R. A. Mack	
9/29/96		2506.4	T	OIL + FILTER CHANGE - AEROSHELL W100	R. A. Mack	

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

Aircraftsman

7000 Merrill Ave.
Hanger/Box 100
Chino, Ca 91710

Chino Airport
(909) 393-0884
(909) 393-0494 FAX

Date: 11/21/95

Engine & Propeller

Engine SMOH:	765.70 ?
Propeller SFN:	0.00
Tact:	2454.20

Inspected engine following gear up landing per AD 91-14-22.

Inspected this engine per Cessna Aircraft Service Manual 100 hour inspection guideline.

1. The engine was disassembled and inspected for potential damage resulting from the propeller strike by 'One Stop Aviation', FAA Repair Station XR3R981L under their Work Order # 13802.
2. The engine was reinstalled in aircraft N2027Q incorporating existing Lord Mounts and hose assemblies.
3. Installed overhauled muffler assembly with repaired exhaust stack.
4. Engine serviced with 8 qts of Aeroshell 100 oil.
5. Installed Factory New Hartzell Propeller Assy, Model # HC-C3YR-1RF/F7282, serial # DY3432 to replace Hartzell Propeller previously installed under STC # SA1556GL.
6. Adjusted timing, inspected ignition leads, checked plugs, ground run and set up engine.
7. Aircraft flight tested and engine performance checked per Lycoming specs.

I have inspected this engine following repairs and reinstallation and have determined it to be airworthy within the scope of repairs as listed above.

END

Mark Wilson A&P178364413 IA

Mark Wilson

1110.4
error correction
R. Mack

ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	IOths			
19 <u>96</u>						
	TOTAL	3025	2	Completed annual inspection this date. Comp. <u>OK.</u>		
	TACH	2551	2	1 ⁷⁶ / ₈₀ 2 ⁷⁴ / ₈₀ 3 ⁷⁴ / ₈₀ 4 ⁷⁷ / ₈₀ . Cleaned, checked Gap		
	T.S.O.	1307	2	Also Reinstalled spark plugs, Timing checked. Oil and		
	<u>end</u>	1207	2	Filter changed Replaced L/H O3 Baffle spring. A.D.		
	<u>Blank</u>			Note 93-02-05 C/w BY inspection of injection system.		
				A.D. Note. 95-26-02. N/A BY Reg. No. A.D. Note. 96-09-10 N/A		
				BY engine model no. (see A.D. Compliance Record in back		
				of Log Book #2) A.D. Note. 96-12-07 Impulse compliance		
				insp. Due at 3299.7 TOTAL TIME. OR. 2924.4 TACH.		

I certify that this ENGINE has been inspected in accordance with a Annual Inspection and was determined to be in airworthy condition this Date: 12-07-96. 1207.2 end
 Total Time: 3025.2 Tach. Time: 2551.2 T.S.O. 1307.2
 Signature: [Signature] I.A. 1911556 A&P

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	10THS			
1998						
1 FEB. 98	2633.8	TACH:		PERFORMED COMPRESSION TEST #1 ⁸⁰ /77, #2 ⁸⁰ /73		
	TMAP:	2107.8		#3 ⁸⁰ /76, #4 ⁸⁰ /75. CHECKED MAGNETO TIMING. INSPE-		
	TPOK:	1999.7		CTED ENGINE AND COMPONENTS. INSPECTED EXHAUST		
				SYSTEM. INSTALLED LYCORING OIL FURX ADAPTER. CHANGED		
				OIL AND OIL FILTER. SERVICED ENGINE WITH AEROSHELL		
				100 W. INSTALLED CHAMPION 48103 OIL FILTER.		
				REPLACED FUEL PRESSURE LINE FROM DIVIDER		
				TO FIREWALL FITTING. REPLACED FUEL STRAINER 'O'		
				RING AT SMART. ADNOTE 96-12-07 IMPULSE COUP-		
				LING DUE AT 2924.4 TACH TIME. AD NOTES CHECKED		
				THROUGH 98-02.		
				ENGINE		
				I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED		
				IN ACCORDANCE WITH ANNUAL INSPECTION AND IS FOUND TO		
				BE IN AN AIRWORTHY CONDITION.		
				Patric Lynch IA551196630 WEP		

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ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	IO THS			
2003 19						
7-11-03	TACH	2708.	4	<p>I CERTIFY THAT THIS <u>ENGINE</u> HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIR WORTHY CONDITION.</p> <p>THIS DATE <u>7-11-03</u> TOTAL TIME <u>2708.4</u> TACH TIME <u>2708.4</u></p> <p>SIGNATURE <u><i>[Signature]</i></u> LIC. A&P16463 IA</p> <p>C/W AD-2002-26-01 BY INSPECTION TACH 2708.4</p> <p>VALV. COMP - #1 - $\frac{78}{80}$ #2 - $\frac{76}{80}$ #3 - $\frac{72}{80}$ #4 - $\frac{76}{80}$</p> <p>REPLACED INDUCTION AIR FILTER PIN 5705</p> <p>SERVICED OIL 8 QTS AERO SHELL 100</p>		

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	10THS			
7004 19						
AUG 02				<p style="text-align: center;">ENGINE ^{ENGINE}</p> <p>I CERTIFY THAT THIS ENGINE ^{ENGINE} HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIR WORTHY CONDITION.</p> <p style="text-align: center;">SMOH</p> <p>THIS DATE <u>AUG 02, 04</u> TOTAL TIME <u>1389.9</u> TACH TIME <u>2723.4</u></p> <p>SIGNATURE <u>[Signature]</u> LIC. A&P16463 IA</p> <p>CYL-COMP. #1-76 #2-72 #3-74 #4-77</p>		
10/30/04		2723.4		<p>OVERHAULED MAGNETO HOBBS INSTALLED / TIMED TO 25° BTDC #1</p>	<p>Robert A. Mack ENGINE MECH 572- 10/30/04</p>	467

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

ENGINE LOG

DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
	HOURS	IO THS			

Date: 01-08-2007

805-218-9347

Model: Engine IO 360-A1B6D

N20207Q



Tack: 2757.2

SN: L-11359-51A

T.T.:

Replaced #2 cyl. induction pipe gasket and retorqued cyl. drain back lines. Adjusted mixture to contact both stops. Resealed oil dip stick tube. Washed engine. Ground run and leak check good. All work performed IAW Lyc O.H.M.

Brett E. Lee

IA# 550856335

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	IOTHS			
19						



COASTAL AIR MAINTENANCE
a division of **PCF AVIATION LLC**

Repair Station P5GR276K

May 16, 2007 N2027Q TACH 2818.3

Troubleshoot starter problem. Towed aircraft to hanger. Removed cowling, and starter. Disassembled starter. Replaced sheared woodruff key and re-assembled starter. Installed starter on engine. Secured induction airbox. Re-cowled engine.

All work has been performed in accordance with manufacturer's current data and FAA regulations. Pertinent details of this repair are on file under work order #20366 at Coastal Air Maintenance, R/S #P5GR276K, 985 Airport Drive, San Luis Obispo CA 93401 (805) 544-4664.

Authorized Individual: Brett Hoover Repair Station #P5GR276K

6/1/07	TACH 2823.4	TTIS 3293.33	TSMO 1555.78	REMOVED ENGINE 10-360-A1 B60D SN L-11359-51A FOR O.H. THIS DATE	AP 550856335	BUTLEE
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ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME		REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS	IOTHS			
19						

Date: 08-04-2007

805-218-9347

Model: 10-360-A1B6D

N2027Q



TACH 2823.4

TSBOH: 0.0

TT: 1555.78

TTIS: 3293.33

SN: L-11359-51A

Installed 10-360-A1B6D, SN L-11359-51A after lower end O.H. by Tim's Aircraft Engine Inc. Repair order #4705. Serviced with 10qts. Aeroshell 100w mineral oil. Installed O.H. LH muffler and new exhaust clamps on RH muffler. Installed new stainless steel prop gov line, PN 12920 and attaching hardware, IAW S.B. 488. Repaired air box alt. air door and shielded and secured wires. Ground run and test flight good. Leak check good. All work performed IAW Lycoming O.H.M. and Cessna 177RG M.M. Aircraft returned to service.

Brett E. Lee

A&P# 550856335

Date: 10-11-07

805-218-9347

Model: IO360-A1B6D

N2027Q



Tach: 2843.1

Hobbs: 472.0

TSBOH: 19.7

TSTOH: 00.0

TSMO: 1575.48

SN: L-11359-51A

Performed annual inspection IAW Cessna 177RG M.M. and Lycoming OHM. Installed 4ea. OH standard steel barrel cyl. by Pacific Continental Engines, W/O# 23091, PN# LW-12993. C/W AD 2002-26-01, next due tach 2943.1 or annual. AD 90-04-06 R1 PCW by SB 488 on 8-04-07 tach 2823.4. Ground run, Op and leak check good. Test flight good. I certify that this engine has been inspected and found to be in airworthy condition. Approved for return to service.

Brett E. Lee

IA# 550856335

CARRY ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

Date: 05-14-2008

805-218-9347

Model: IO-360-A1B6D

N2027Q

TACH: 2931.1

SN: L-11359-51A

HOBBS: 569.9



Changed oil and cut filter, no contaminants found at this time. Installed new CH48103-1 filter and serviced with 8qts. aeroshell 15w50. Ground ran engine, Op and leak check good. Approved for return to service.

Brett E. Lee

Brett E. Lee

A&P# 550856335

ACCUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

Date: 07-17-2008

805-218-9347

Model: IO-360-A1B6D

N2027Q

TACH: 2969.0

SN: L-11350-51A

HOBBS: 612.6



Changed oil and cut filter, no contaminants found at this time. Installed new CH48103-1 filter and serviced with 8qts. Aeroshell 15w50. Washed engine and ground ran engine, Op and leak check good. Approved for return to service.

Brett E. Lee

Brett E. Lee

A&P# 550856335

Date: 10-17-2008

805-218-9347

Model: 10-360-A1B6D

N2027Q

TACH: 2994.5

SN: L-11395-51A

HOBBS: 641.1

TSBOH: 171.1

TSTOH: 151.4

TSOH: 1726.88



Performed annual 100hr. inspection IAW Cessna 177RG checklist and Lycoming O.H.M. Compressions #1 76/80, #2 78/80, #3 76/80, #4 77/80. Changed oil and cut filter, pulled screen, no contaminants found at this time. Installed new CH48103-1 and serviced with 8qts. Aeroshell 15w50. C/W A.D. 2008-08-14 RSA unit plug. No fault found, due every oil change or 50hrs. A.D. 2005-12-06 due Tach 3240.5. C/W A.D. 2002-26-01 fuel injector lines and clamps A.D. 2008-14-07 fuel injector line and clamps. No fault found, both A.D.'s due every 100hr. Replaced LH fwd. exhaust clamp with new. R&R prop. gov. after O.H. by Santa Monica Prop. W/O# 79982 and rigged. Lubed starter Bendix as required. All controls checked for travel and lubed. I certify that this engine has been inspected and found to be in airworthy condition. Approved for return to service.

Brett E. Lee

Brett E. Lee

IA, A&P# 550856335

USE
PER

Date: 01-30-09

805-218-9347

Model: 177RG

N20272

TACH: 3041.1

SN: 177RG0427



HOBBS: 692.6

Replaced starter with FAA PMA Sky Tech, PN 149-NL, SN FN-430855. Replaced brushes in Alt., front housing and bearings. Repaired baffling. Changed oil and cut filter, no contaminants found at this time. Installed new CH48103 filter and serviced with 8qts. Aeroshell 15w50. Took oil analysis. Ground ran engine, Op and leak check good. Approved for return to service.

Brett E. Lee

A&P# 550856335

CUMULATED TOTAL TIME FORWARD TO TOP OF NEXT PAGE

Date: 02-20-09

805-218-9347

Model: 10-360-A1B6D

N2027Q

TACH: 3044.5

SN: L-11359-51A



HOBBS: 696.8

Installed mag D4LN-3000, SN D108910G after O.H. by PCE, W/O#24269 with new capacitors, PN AB382807, 2ea. IAW S.B. 651 and timed to engine. R&R mixture cable and rigged. Removed and replaced oil filter CH48103-1 and adapter gasket IAW S.B. 543B. Washed, ran and cowled, Op and leak check good. Approved for return to service.

Brett E. Lee

A&P# 550856335

Date: 04-24-09

805-218-9347

Model: 10-360-A1B6D

N2027Q

TACH: 3079.9

SN: L-11359-51A



HOBBS: 736.5

TSOH: 1812.28

TSBOH: 256.5

TSTOH: 236.8

Performed annual/100hr. inspection IAW Cessna 177RG checklist & Lycoming O.H.M. Compressions, #1 76/80, #2 77/80, #3 77/80, #4 76/80. Changed oil and cut filter, screen cleaned, no contaminants found at this time. Installed new CH48103-1 filter and serviced with 7qts. Aeroshell 15w50. Timed mag to engine 25° BTDC A.D. 2005-12-06 next due Tach 3544.5, C/W A.D. 2009-02-03 RSA unit plug found tight, next due 50hrs. or oil change. C/W A.D. 2008-14-07 by inspection and replacement of #3 cyl. injector line, PN LW-12098-0-140 due every 100hr. Replaced gaskets and seals on #1 and #3 induction tubes removed for RH exhaust heat shield repair. All engine controls lubed and travel checked. I certify that this engine has been inspected and found to be in airworthy condition. Approved for return to service.

Brett E. Lee

A&P# 550856335

ENGINE LOG

ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME	REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
		HOURS IOths			

19

N2027Q S/N 177RG0427 Tach: 3140.0 EngTT:1872.38 EngTSBOH:316.7 EngTSBOH:296.9

June 7, 2011

Oil and filter change per Lycoming MSB 480E. No contamination present. Performed compression check 1)78/80 2)78/80 3)78/80 4)78/80. Cleaned and serviced spark plugs. Reinstalled using new m-674 gaskets. Installed new AA48103-2 oil filter and 8qts aeroshell 15w-50.

AD 04-10-14C1(06/25/04) Crankshaft Gear Retaining bolt next due at prop strike or OH.

AD 08-14-07 (08/14/08) External Fuel injector lines C/W per ¶ (j), next due Tach 3240.0

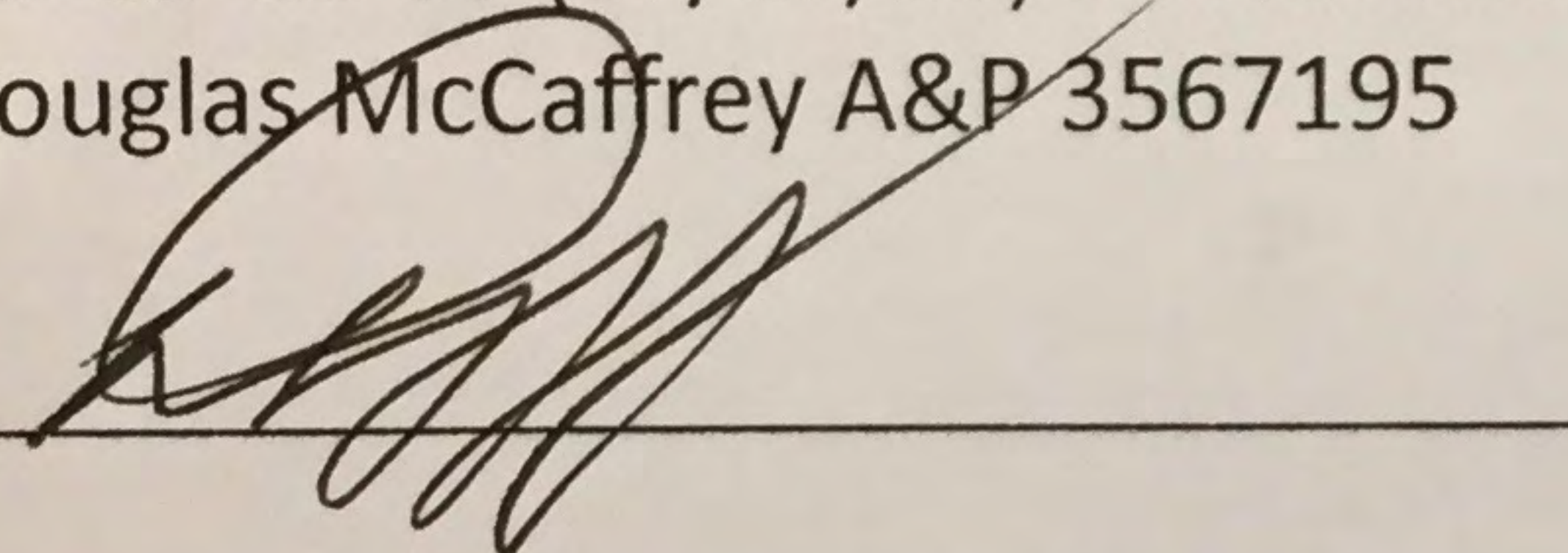
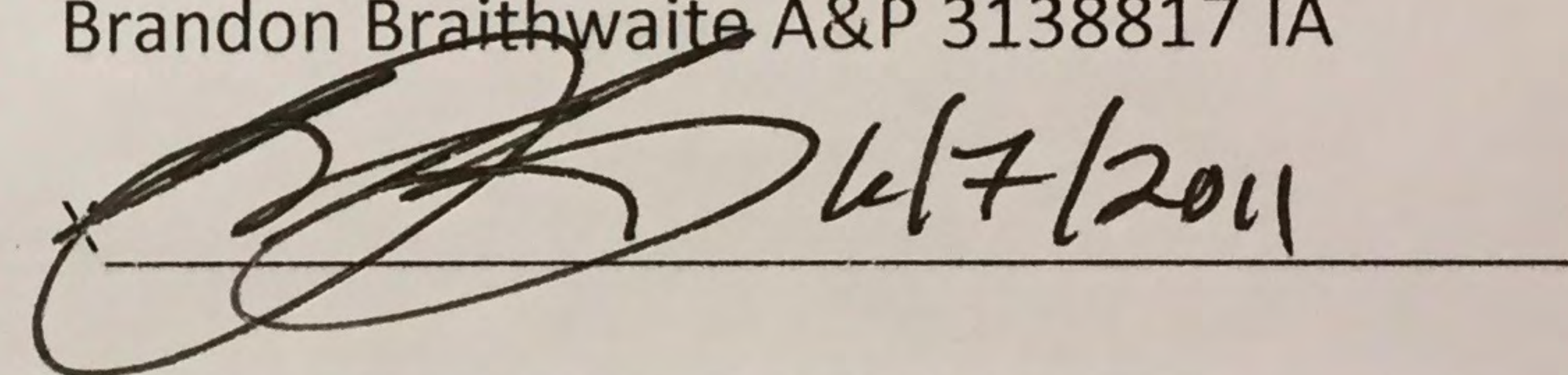
AD 09-02-03 (02/09/09) Fuel Servo Hex Plug C/W per ¶ (j), next due 50hrs or next oil change whichever comes first.

AD 05-12-06 (07/19/05) Bendix riveted or snap ring impulse couplers, Next due at Tach 3544.5

Douglas McCaffrey A&P 3567195

Brandon Braithwaite A&P 3138817 IA

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ENGINE LOG

DATE	DURATION	ACCUMULATED TOTAL TIME	REPAIRS --- ADJUSTMENTS	SIGNATURE	LICENSE NUMBER
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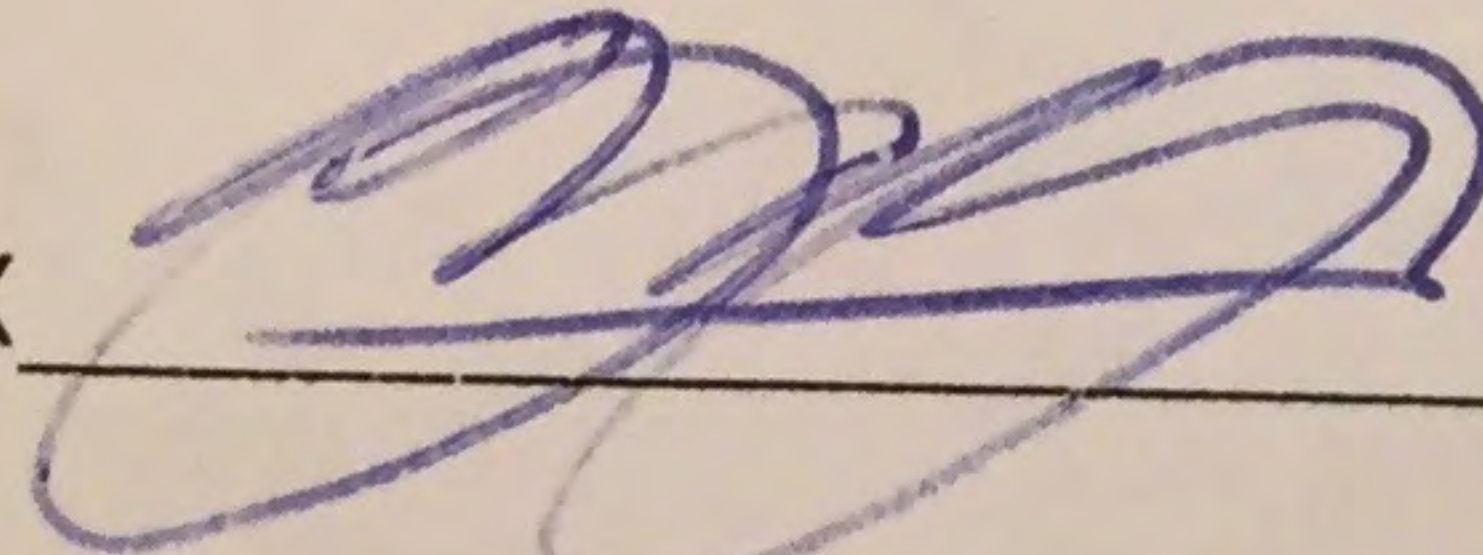
19

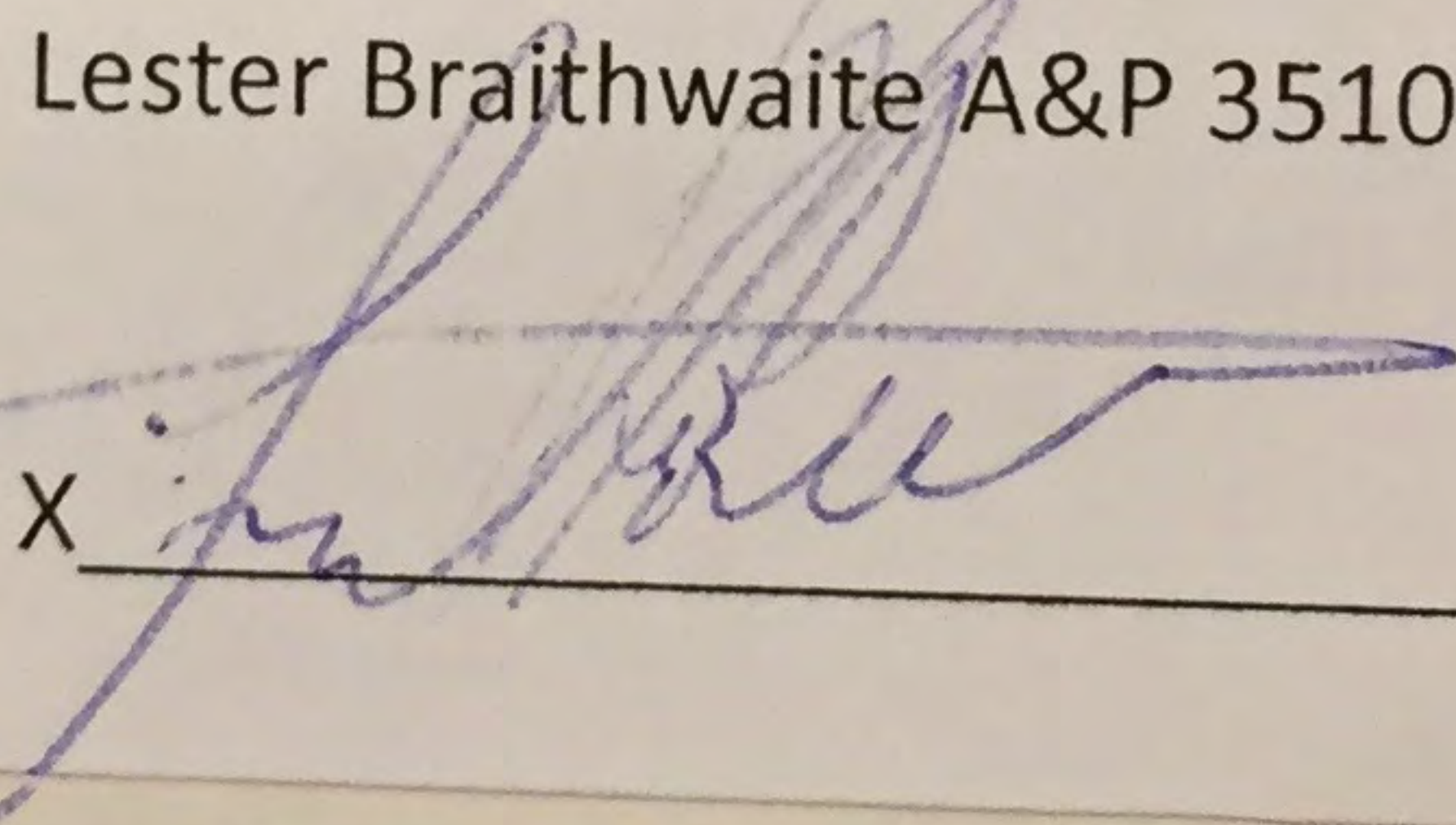
N2027Q S/N 177RG0427 Tach: 3192.0 EngTT:1924.38 EngTSBOH:368.7 EngTSBOH:348.9 December 4, 2013
 Inspected owner installation of GAMI injectors, Created 337 this date. Verified magneto timing. Oil and filter
 change per Lycoming MSB 480E. No contamination present. Performed compression check 1)78/80 2)78/80
 3)78/80 4)78/80. Cleaned and serviced spark plugs. Reinstalled using new m-674 gaskets. Installed new CH48103-2
 oil filter and 8qts aeroshell 15w-50.

AD 04-10-14C1(06/25/04) Crankshaft Gear Retaining bolt next due at prop strike or OH.
 AD 08-14-07 Superseded by AD 11-26-04 (01/25/12) external fuel injector lines C/W per ¶ (j), next due Tach 3292.0

Brandon Braithwaite A&P 3138817 IA

Lester Braithwaite A&P 3510045

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PROPELLER INSPECTION & REPAIRS

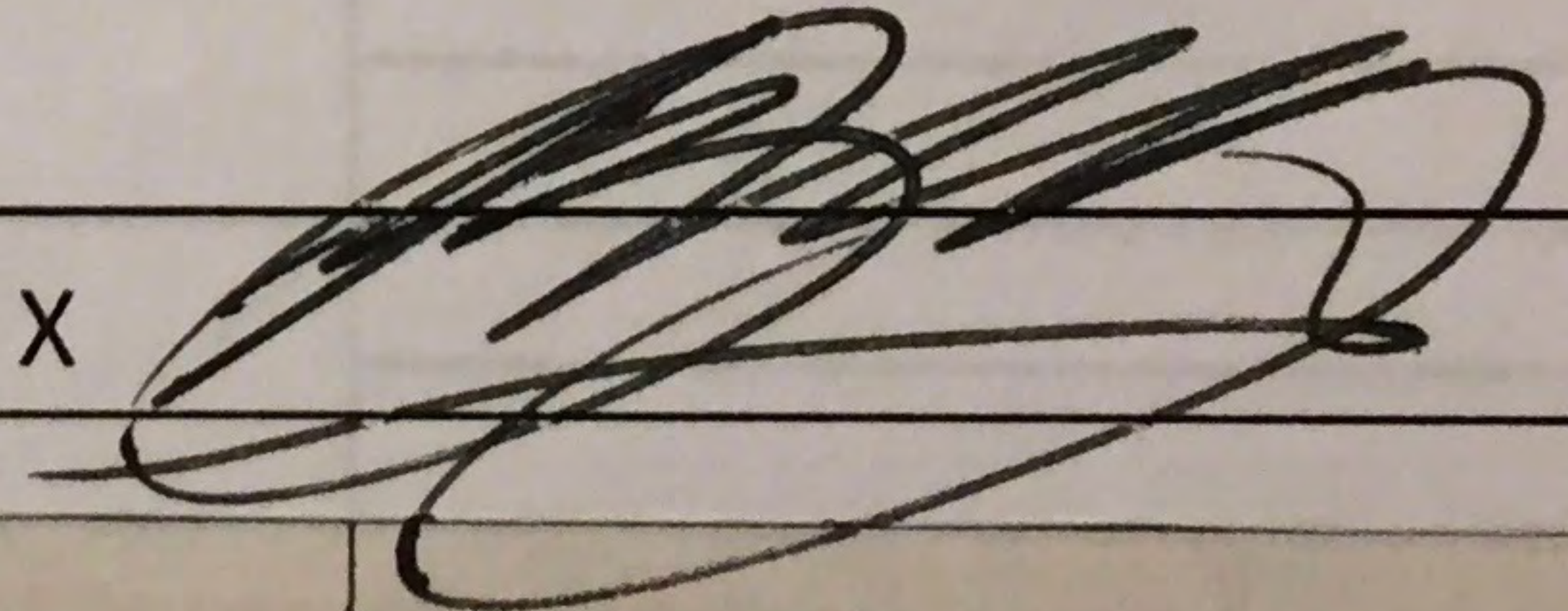
INSPECTION

REPAIRS


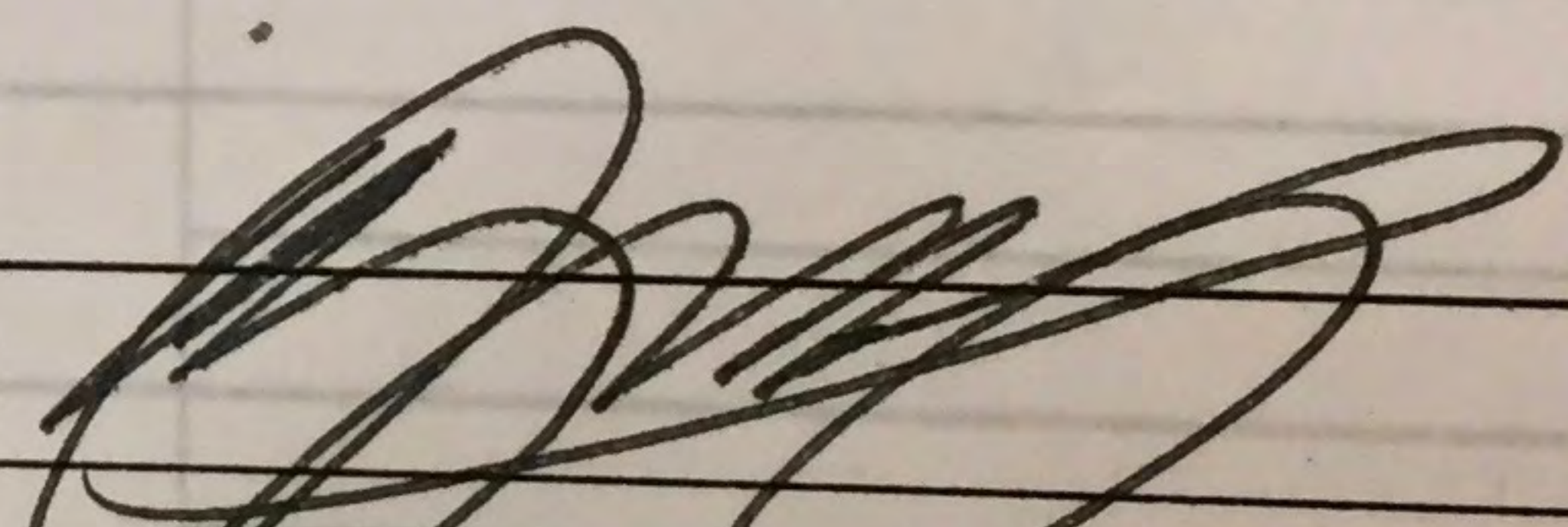
DATE

N Number: 2027Q Tach/Hobbs: 3245.8 3720.8 AFTT: 3245.8 EngTT: 1977.98 EngTSO: 422.2 PropTT: 791.6 PropTSO: 791.6	 <p style="font-size: 1.2em; font-weight: bold; margin: 0;">Hangtown Aviation</p> <p style="margin: 0;">3501 Airport Rd. H34 Placerville CA, 95667</p> <p style="margin: 0;">hangtownaviation.net</p>	Aircraft: 177RG S/N: 177RG0427 Engine: IO-360-A1B6D S/N: L-11359-51A Prop: HC-C3YR-1RF S/N: DY3432A DATE: 01/02/2017
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C/W oil and filter change per Lycoming MSB480E. Installed new CH48103-1 oil filter and 8qtts aeroshell 15w50. Inspected, cleaned and gapped spark plugs. Reinstalled plugs with new gaskets and torqued. Inspected, cleaned and reinstalled fuel servo inlet screen using new packings. Verified magneto to engine timing. Compression check results 1)76 2)78 3)76 4)78 /80.
 C/W AD 11-26-04 (01/25/12) External fuel injector lines per ¶ (e) ii, next due 100hrs TIS.

A&P	3138817 IA	Brandon Braithwaite	X	
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PROPELLER INSPECTION & REPAIRS

DATE	N Number: 2027Q Tach/Hobbs: 3270.8 AFTT: 3745.8 EngTT: 3745.8 EngTSO: 1949.3 PropTSN: 816.6		<h2 style="margin: 0;">Hangtown Aviation</h2> <p style="margin: 0;">3501 Airport Rd. H34 Placerville CA, 95667</p> <p style="margin: 0;">hangtownaviation.net</p>	Aircraft: 177RG S/N: 177RG0427 Engine: IO-360-A1B6D S/N: L-11359-51A Prop: HC-C3YR-1RF S/N: DY3432A DATE: 07/01/2018	
<p>C/W oil and filter change per Lycoming MSB480E. Installed new CH48103-1 oil filter and 8qtts aeroshell 15w50. Inspected, cleaned and gapped spark plugs. Reinstalled plugs with new gaskets and torqued. Inspected, cleaned and reinstalled fuel servo inlet screen using new packings. Verified magneto to engine timing. Compression check results 1)78 2)79 3)78 4)78 /80. Cleaned fuel injectors and re-installed. Ran engine, operational checks satisfactory, no leaks noted at this time.</p> <p>C/W AD 11-26-04 (01/25/12) External fuel injector lines per ¶ (e) ii, next due 100hrs TIS.</p> <p>**** Note on Overhaul times ****</p> <p>Full Engine Overhaul completed 07/27/82 @ Tach Time 1321.5</p> <p>Time since bottom overhaul in 07/20/07 @ Tach Time 2823.4 is 447.4rs</p> <p>Time since top overhaul in 10/11/07 @ Tach Time 2843.1 is 427.7</p>					
A&P	3138817 IA	Brandon Braithwaite	X		

~~ENGINE~~ PROPELLER INSPECTION & REPAIRS

5/20/19

1 Aug 2019 N2027Q Tach: 3289.5 TTE: 3764.5 SMOH: 1340.2 TSBO: 466.1 TSTO: 446.4S

DATE

This engine has been inspected IAW a 100hr inspection checklist. Engine cowling removed; engine and engine components inspected/serviced, cowling reinstalled. Sparkplugs replaced with 8 new URHM38E plugs. Compression test (cold): #1-77, #2-77, #3-77, #4-77. Inspected and lubed engine controls. Power Flow exhaust system removed and reinstalled to comply with lubrication IAW instructions for continued airworthiness. Exhaust system lubed IAW ICA (see FAA form 337 for power flow exhaust installation). Exhaust system installed with OEM copper gaskets P/N RA75118 to prevent rubbing between exhaust system and engine mount. Oil filter removed & oil drained. New Champion CH48103-1 oil filter installed and crankcase filled with 8 qts Phillips 20/50 XC oil. Oil filter cut open and filter element inspected for metal contamination, no contamination noted. Oil sump suction screen removed, inspected for contamination, cleaned and reinstalled with new gasket; no contamination noted. The following engine & engine appliance ADs were complied with during this inspection, for details see AD compliance report dated 1 Aug 2019: AD 05-12-06 N/A by engine installation IAW para (c), magneto not installed on Lycoming AEIO-540, HIO-540, IO-540, O-540, and TIO-540 series engines. AD 2006-12-07 N/A - ECI cylinders not installed. AD 2009-02-03 N/A - Precision Airmotive servo not installed. AD 2009-26-12 N/A - ECI cylinders not installed. AD 2012-03-06 N/A by Part Number of servo and Overhaul date. AD 2012-19-01 N/A - AD 2006-20-09 PCW 17 Jul 2007, no inspection required IAW para (g)1. AD 2015-19-07 Visual inspection C/W para (e)(1)(i), no defects noted; next inspection due 3389.5 tach or after any maintenance is done on the engine where any clamp on a fuel injector fuel line was disconnected, moved, or loosened, and after each engine overhaul. AD 2017-16-11 N/A - IAW rod end replacement date and tables 1 & 2 of Lycoming Engines MSB No. 632B. Engine operational test, and leak check performed, no defects noted.

Continued next page →

