The Standard

ENGINE LOG

ASA-35-2

POPLAR GROVE AIRMOTIVE INC

Phone: 815.544.2300 800.397.8181 **FAX: 815.544.8900**

LIMITED AIRCRAFT ENGINE WARRANTY

Poplar Grove Airmotive, Inc. (PGA) limits its warranty on the listed engine overhauled by PGA to be free from defects in material and workmanship under normal use and service for a period of two years or 500 hours, whichever occurs first from the completion date of the overhaul. All accessories overhauled by PGA are warranted for 250 hours of operation or one year, whichever event shall occur first.

Any engine, cylinder or component Repair not associated with a major engine overhaul is warranted to be free from defects in material and workmanship for six months.

The obligation of the Company under this warranty is limited to the repair or replacement, at the option of PGA, of any part, component or engine, which, in the opinion of PGA is defective. PGA assumes no obligation for work accomplished at a facility other than PGA unless prior notification is given and the owner receives authority from PGA to proceed. PGA additionally reserves the right to furnish any parts and/or components required. If requested by PGA, owner must return all warranted parts, transportation prepaid, to PGA for examination.

Warranty is not applicable to routine maintenance, inspection or adjustments. Replacement or repair of an engine component or accessory will not be construed to extend the initial warranty period.

This warranty shall not apply to engines, their component parts or accessories which have been improperly installed, adjusted, stored, handled, repaired, altered or operated contrary to current manufacturer's recommendations of FAA Airworthiness Directives, or subjected to misuse, neglect, accident, pre-ignition, detonation, hydrostatic lock or corrosion.

PGA does not warrant accessories, such as factory-remanufactured magnetos, carburetors, starters, etc. supplied by a vendor other than PGA when that vendor has its own warranty.

No express warranties and no implied warranties, whether of merchantability or fitness for any particular use, or otherwise (except to title) other than that expressly set forth above, which is made expressly in lieu of all other warranties, shall apply to products sold by PGA.

This warranty and this PGA's obligation thereunder is in lieu of all other warranties, expressed or implied, including warranties of merchantability and fitness for a particular purpose, and all other obligations or liabilities, including consequential damages or contingent liabilities arising out of the failure of any engine or part to operate properly, and no person is authorized to give any other warranty or to assume any additional obligation on PGA's behalf unless made in writing and signed by an officer of PGA.

Date 5 JUN 2019 Model O-360 A1F6D S/N L-19038-36A WO# 1000056

After starting the engi
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operating handbook.
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If the engine is norm
We recommend a de

Do not run the en
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Descend at low cr
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There is only one
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Engine Oil Rec
Aero Shell 100
Aero Shell 80
Aero Shell 65
Phillips 20W-50
Phillips 20W-5

Use mineral b

X: 815.544.8900

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O# 100056

POPLAR GROVE AIRMOTIVE, INC.
CRS YYBR664L
SUGGESTED BREAK-IN PROCEDURES

After starting the engine, ensure a normal warm up, but avoid prolonged ground running. Follow the airframe manufacturer's recommendations for takeoff power. When possible, reduce power to the climb power setting specified in the operator's manual. Establish a shallow climb angle to insure good air speed for proper cooling. Use more cowl flaps than normal or step climb to help in this process. Adjust mixture per aircraft operating handbook. Excessive heat is the primary cause of cylinder bore glazing. Make every effort to keep your operating temperature well into the green arc.

If the engine is normally aspirated (non-turbocharged) it will be necessary to cruise at a low altitude to obtain the required cruise power levels. We recommend a density altitude less than 5,000 feet to allow the engine to develop sufficient cruise power for a good break-in.

Do not run the engine above 75% power in a cruise setting or the probability of glazing cylinder bores is increased. Glazing cylinder bores requires cylinder removal, honing and installing new piston rings. ***Poplar Grove Airmotive does not warranty this condition.*** Your ability to keep the engine temperature well in the green arc and within a power range of 65% to 75% power will be the key to a successful break in.

Descend at low cruise power while closely monitoring the engine instruments. Avoid long descents at low manifold pressure and rapid descents, as this will cause the engine to cool too rapidly.

There is only one object to be accomplished during the break-in: the stabilization of oil consumption. Record all oil additions and flight hours in such a manner that quart per hour of flight is known. During this portion of the break-in, which could range 25 to 100 hours, mineral oil ***must be*** used in the engine. Change oil and inspect filter after approximately 10 hours – then 35 hours – then per your normal schedule, however, do not use AD (ashless dispersant) oil until consumption stabilizes.

Engine Oil Recommendation For Piston Ring Seating

Aero Shell 100	SAE 50	Above 60 degrees F
Aero Shell 80	SAE 40	30 degrees – 90 degrees F
Aero Shell 65	SAE 30	0 degrees – 70 degrees F
Phillips 20W-50	Type M	All Season
Phillips 20W-50	XC	Nickel Cylinders

Use mineral based AD oils only after break-in – NO synthetics

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The Standard Engine Log
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Engine Record Gener

Manufacturer LYCo

Serial L-19038-

This engine is currently

Minimum Octane Fuel

Magneto Time

Spark Plug Gap

Manufacturer's Recom

Engine Record General Information

Manufacturer LYCOMING **Model** O-360A1F6D

Serial L-19038-36A **Type Certificate** _____

This engine is currently installed in aircraft: N34981

Minimum Octane Fuel _____ **Oil Grade** Summer _____ Winter _____

Magneto Time _____ **Point Setting** _____ **Firing Order** _____

Spark Plug Gap _____

Manufacturer's Recommended Overhaul at _____ **hours**

Registered Owner Record

Name	JOHN RIEDEL		**Address**	3229 W. 67TH ST.	
City	DAVENPORT	**State** IA	**From**	JUNE 2019	**To**
Name			**Address**		
City		**State**	**From**		**To**
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Notes

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.)

MAKE LYCOMING **MODEL** O-360-A1F6D **S/N** L-19038-36A

Total Time 2,698.70 **Hours** **Time Since Major Overhaul** ZERO **Hours**

This engine was disassembled, cleaned, inspected and reassembled with necessary new parts in accordance with a major overhaul as per the manufacturer's current overhaul manual 60294-7 New tolerances and clearances were maintained. A detailed parts list is on file at this agency. The following accessories were overhauled or exchanged. See maintenance releases in this logbook.

Crankcase reconditioned by Divco , W.O. 126337. Installed camshaft P/N LW-18840 and tappets P/N 15B26262 new from Lycoming. Installed Overhauled Lycoming Cylinders by Poplar Grove Airmotive. Installed magneto P/N 10-682555-11, S/N B239510GR, overhauled by Poplar Grove Airmotive. Installed fuel pump P/N AF15472. Supplied carburetor P/N 10-5034, S/N BU-14-1085, overhauled by D&G Supply. Supplied starter P/N 149NL, S/N H-T012338 new from Hartzell Engine Technologies. See A.D. Compliance Record and Parts List for more details.----------END----------

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All applicable airworthiness directives and related factory publications have been checked for compliance at this date. See list in this log book. This engine was test run in an FAA approved test cell and meets specifications. The aircraft engine identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service for the work performed. Pertinent details of repair are on file at this repair station under:

Work Order # 100056 **Date** 5 Jun 2019

Poplar Grove Airmotive, Inc.
Poplar Grove Airport, Poplar Grove, IL
FAA Approved Repair Station #YYBR664L

Joe Naebe Joe Naebe
Signed for Poplar Grove Airmotive, Inc.

YEAR 20___ DATE	RECORDING TACH TIME	T F

MANUFACTURER: Ly

AD #	
59-10-07	cylinder b
64-16-05	fuel pump
66-20-04	oil filter a
73-23-01 R4	piston pi
75-08-09 R3	oil pump
87-10-06 R1	rocker a
90-04-06	externa
92-12-05	piston p
95-07-01	connec
95-26-02	improp
96-09-10 C	oil pun
97-15-11	piston
98-02-08	crank
98-17-11 C	crank
02-12-07	oil filt
04-10-14 C	crank

Poplar Grove A
FAA Approved Re

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.)

MANUFACTURER: Lycoming **ENGINE MODEL:** O-360-A1F6D **S/N:** L-19038-36A **W.O.# 100056**

AD #	DESCRIPTION	COMPLIANCE STATUS
59-10-07	cylinder baffle clamps	N/A has new style clamps
64-16-05	fuel pump	N/A to overhauled fuel pump installed
66-20-04	oil filter adapter gasket	N/A by gasket P/N
73-23-01 R4	piston pin P/N 69650	N/A to new pins installed
75-08-09 R3	oil pump drive shaft	N/A has drive shaft with flats
87-10-06 R1	rocker arm	N/A by rocker arm P/N
90-04-06	external oil line	C/W by inspection IAW -para. (q)(1)
92-12-05	piston pin P/N LW-14077	N/A by pin P/N
95-07-01	connecting rod bolt P/N 75060	N/A by bolt P/N
95-26-02	improper fuel	N/A by aircraft registration number
96-09-10 C	oil pump	P/C/W IAW Lyc. SB524
97-15-11	piston pin	N/A by pin P/N
98-02-08	crankshaft	N/A to engine using controllable pitch prop
98-17-11 C	crankshaft	C/W by inspection IAW para (b)(1)
02-12-07	oil filter converter plate gasket	C/W IAW Lyc. SB543C
04-10-14 C	crankshaft gear	C/W IAW Lycoming SB 475C, due any prop strike

Poplar Grove Airmotive, Inc.
FAA Approved Repair Station # YYBR664L _Joe Naebe_ Joe Naeb **DATE:** 5 Jun 2019

YEAR 20___ DATE				Alterations (ate Number of pecific entries.)

MANUFACTURER: Lycoming **ENGINE MODEL:** O-360-A1F6D **S/N:** L-19038-36A **W.O.#** 100056

AD #	DESCRIPTION	COMPLIANCE STATUS
05-19-11	crankshaft failure	N/A by crankshaft S/N
06-06-16	crankshaft failure	N/A by crankshaft S/N
06-10-21 C	ECI connecting rods	N/A by Lycoming rods
06-12-07	ECI cylinders	N/A to Lycoming cylinders
07-04-19 R1	Superior cylinders	N/A to Lycoming cylinders
09-26-12	ECI cylinders	N/A to Lycoming cylinders
12-03-07	HA-6 carburetor	N/A by model P/N carburetor
12-19-01	crankshaft failure	N/A by crankshaft S/N
15-02-07	Prop Gov Shaft Set Screw	N/A by engine model
17-16-11	Lycoming rod bushings	N/A to new AEL13923 bushings installed

Poplar Grove Airmotive, Inc.
FAA Approved Repair Station # YYBR664L _Joe Naebe_ Joe Naebe **DATE:** 5 Jun 2019

Date: 8/16/2019
Tach time: 1109
Installed this engine on aircraft C
and prop governor. Installed ove
with new and repaired and paint
Replaced and repaired SCAT tu
Made idle speed and mixture ad
for AD compliance records.
Carver Aero, Inc Work Order
I certify that this engine has be
Matt Vanlandschoot

Date: 8/16/20
Tach time: 1109
Installed JPI STC SA2586
Completed FAA form 337
Carver Aero, Inc Work O
I certify that this engine h
Matt Vanlandschoot

and Alterations
rtificate Number of
er specific entries.)

D.# 100056

2019

CARVER AERO, Inc.
Municipal Airport
Davenport, IA 52806
FAA Approved Repair Station No. VRXR118L

Date: 8/16/2019 N34981 Lyc. O-360-A1F6D Eng. S/N: L-19038-36A
Tach time: 1109 Total Time: 2689.3 TSMOH: 0

Installed this engine on aircraft Cessna 177B S/N 17702133 I/A/W Cessna Service Manual. Reinstalled alternator, vacuum pump, and prop governor. Installed overhauled oil cooler, new J9613-49 (4ea.) engine mounts, seven new engine hoses, replaced flexible baffling with new and repaired and painted baffles as required. Installed Reiff preheat system. Rigged prop governor, throttle and mixture cables. Replaced and repaired SCAT tubing as required. Serviced with 8 qts. Phillips X/C Mineral Oil. Perfomed engine run up and leak check. Made idle speed and mixture adjustments. Perfomed test flight. Researched and C/W AD's thru 8/16/2019. See Front of this log & AD list for AD compliance records.

Carver Aero, Inc Work Order #: 208138

I certify that this engine has been inspected I/A/W an Annual Inspection and and was determined to be in airworthy condition.

Matt Vanlandschoot Signed: FAA Approved Repair Station No. VRXR118L

CARVER AERO, Inc.
Municipal Airport
Davenport, IA 52806
FAA Approved Repair Station No. VRXR118L

Date: 8/16/2019 N34981 Lyc. O-360-A1F6D Eng. S/N: L-19038-36A
Tach time: 1109 Total Time: 2689.3 TSMOH: 0

Installed JPI STC SA2586NM temperature monitoring system and STC SA00432SE I/A/W STC instructions and drawings. Completed FAA form 337 and completed Weight & Balance dated 8/16/19. Operation Cks good.

Carver Aero, Inc Work Order #: 208139

I certify that this engine has been inspected I/A/W an Annual Inspection and and was determined to be in airworthy condition.

Matt Vanlandschoot Signed: FAA Approved Repair Station No. VRXR118L

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.)

CARVER AERO, Inc.
Municipal Airport
Davenport, IA 52806
FAA Approved Repair Station No. VRXR118L

9/4/2020 Tach 1131.7 ACTT 2712.4 Cessna 177B N34981 w/o# 208489
ETT 2712 SMOH 22.7 Lycoming O-360-A1F6D

C/W an annual inspection and addressed the following:

1) Compression are: #1 72/80, #2 74/80, #3 73/80, #4 74/80
2) Drained oil and inspected filter- found normal
3) Timed magneto to 25 degrees and replaced gasket.
4) Repaired shielding ground to r/h mag. P lead.
5) Resecured pre-heater pad to oil sump.
6) Tightened carb nuts and throttle rod end bolt.
7) C/W Plane Power alternator I.C.A.

See AD list in manilla folder for AD research and compliance.
I certify this engine has been inspected i/a/w an annual inspection and determined to be in airworthy condition.

Darwin Ward CRS# VRXR118L

Date: 11/16/2021
Tach: 1141.4

Completed an Annual In
1 Compression
2 Changed oil
Serviced
3 Repaired R/
4 Resealed lea
5 Recharged
6 Installed Pe
7 Performed
8 Run-up an
9 Researche

Carver Aero, Inc W
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Name : Reis Rote
FAA Approved Re

Tests, Repairs and Alterations
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back pages for other specific entries.)

, Inc.
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806
No. VRXR118L

w/o# 208489
O-360-A1F6D

VRXR118L

CARVER AERO, LLC.
Municipal Airport
Davenport, IA 52806
FAA Approved Repair Station No. VRXR118L

Date:	11/16/2021	Engine	LYC O-360A1F6D	S/N:	L-19038-36A
Tach:	1141.4	Total Time:	2721.7	TSMOH:	32.4

Completed an Annual Inspection on this engine IAW an annual inspection checklist.

1 Compression check 1- 72/80, 2- 75/80, 3- 72/80, 4- 78/80.
2 Changed oil & filter. Inspected old filter & found normal.
Serviced w/ 7qts. Phillips X/C 20W50 oil and CamGurad.
3 Repaired R/H mag ground.
4 Resealed leak at carb fuel inlet fitting.
5 Recharged challenger air filter.
6 Installed Power Flow Exhaust P/N: PFS-13705 S/N: 266 IAW STC instructions.
7 Performed Dynamic Prop Balancing. Readings of 0.14 IPS @ 2400 RPM.
8 Run-up and leak check good.
9 Researched and C/W AD's thru 11/16/2021 See Blue Binder for AD compliance records.

Carver Aero, Inc Work Order #: 208732

I certify that this engine was inspected IAW an Annual Inspection and was determined to be in airworthy condition.

Name : Reis Rotert Signed:

FAA Approved Repair Station No. VRXR118L

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.)

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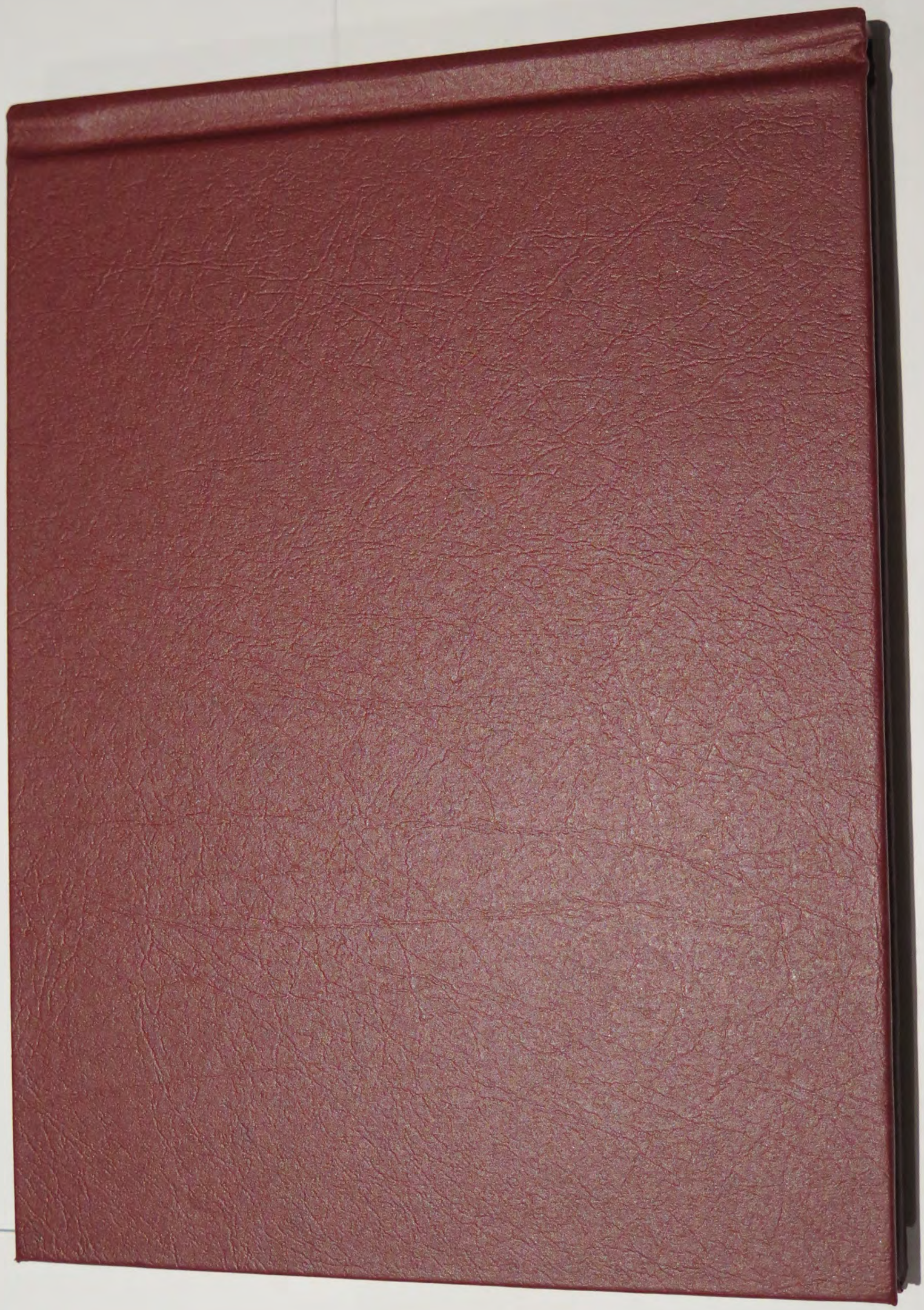
Maintenance Release Tags

Work Order 100056



N34981

US PROPELLER SERVICE of FLORIDA, INC.

PROPELLER LOGBOOK