

# ENGINE LOG BOOK

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**LYCOMING**™

# Engine Log

Serial # \_\_\_\_\_

Date	Time Run (Hours)	Total Time Since Overhaul	Repairs, Adjustments, Service, Remarks	Signature	Licence #
BROUGHT FORWARD					
6 SEP 2024	6497.5	6544.8	CLEANED & GAPPED LWP SPARK PLUGS. REPLACED ENDS ON ELECTROAIR LEADS	John Q. Pritchard A&P 3560018	
27 Apr.	6544.8	← Tach Time	Cleaned, Inspected, gapped, and rotated all spark plugs. EPR - END		
 <p><b>McFarlane</b> Aviation Products</p>					
		Date: 29 April 2025	Tail Number: N89585		
		Tach Time: 6544.8 hrs.	Serial Number: 15282796		
<p>Warmed up engine. Drained oil and removed oil filter. Cut open filter and inspected for contaminants <u>None Noted</u>. Installed new <u>Tempest AA4910-2</u> filter and safetied. Added <u>5</u> quarts of <u>owner provided Phillips 20W-50</u> oil. Ground ran engine to check for leaks and pressure. No discrepancies noted. <u>END</u></p>					
<p>E. Russell Booher <u>ERB</u> A&amp;P 3809270</p>					
23 Aug 25	5004.3 <sup>ERS</sup>	15 84.4 time since remain	Checked compressions 1:76/80 2:76/80 3:77/80 4:75/80. Drained oil. Cut open filter - no contaminants noted. Installed new AA4910-2 filter. Cleared CRO. Added 5qts Phillips X/C 20W-50 oil. Cleaned, inspected, gapped, and tested all plugs. Magneto plugs gapped to .016", EIS plugs gapped to .030". Set Magneto timing to 20° BTDC. EIS inspected per ICA EIS-41000. Set alternator bolt tension per SI 1129D. Set all tappets to .005". Inspected per Cessna SM for 152 and Lycoming O-235 operators Manual. I certify that this engine has been inspected in accordance with a 100 hour inspection and was determined to be in airworthy condition at this time. E. Russell Booher A&P 3809270 - END		

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All repair data must bear the endorsement of a certified mechanic, and his/her rating and certificate number MUST be shown.

# Engine Log

Serial # \_\_\_\_\_

I	O-235-L2C RL-22146-15	Tach time 6243.5	Time since new 1038.5	11 Oct 2023	Licence # _____
B1 Performed 100 hour inspection in accordance with Cessna 152 service manual inspection chart and Lycoming O-235 checklist.					
Repaired the following discrepancies:					
1. Drained engine oil and serviced with 5 qts Aeroshell 15W-50 and 8 oz Camguard. Removed and inspected oil filter and oil sump screen for contaminants; no abnormalities noted. Cleaned and reinstalled sump screen with new gasket, and installed new Tempest AA48110-2 oil filter.					
2. Checked compression; #1 77/80, #2 76/80, #3 76/80, #4 73/80.					
3. Cleaned and inspected plugs. Plug gap for magneto fired plugs set to .016" and gap for EIS fired plugs set to .030". Rotated plugs and reinstalled with new gaskets.					
4. Installed 4 new EIS Spark Plug Wire Kit EA-4000REM-R (lot #: 23-282) IAW Electroair Installation Manual.					
5. Complied with Electroair Acquisition Corp. ICA EIS-41000 inspection instructions.					
6. Performed 500 hour magneto servicing and inspection IAW Champion Aerospace L-1363 Rev. J Magneto Maintenance Manual; Magneto model number 4381, part number 66GCOSSFNN, serial number 18070476. Cam loose in rotor; installed new Kelly Aerospace cam and contact point assembly A-13081, date code 1948587. Replaced rotor gear with dated 12/22/2015. Rotor bearings, rotor, impulse coupling, stop pin, driver, coil (0.8 ohm primary, 15,330 ohm secondary), condenser (.37 MFD), distributor electrodes, distributor block bearings, distributor rotor electrode, and distributor rotor shaft within limits. Lubricated and reassembled magneto with calibrated torque screwdriver. Installed on engine with new gasket and timed to 20° BTDC at #1 cylinder. Connected p-lead and ground wires and installed harness cap.					
7. Valve tappet clearance set to 0.005" per data plate. Replaced #3 rocker cover gasket with new APS-75906-S from McFarlane Aviation lot P050347-5. Installed and torqued to 25 in-lbs per APS PIB2016-1 document.					
I certify that this engine has been inspected in accordance with an 100 hour inspection and was determined to be in airworthy condition at this time.					
E Russell Booher A&P 3809270					
<i>E Russell Booher</i>					
22 Dec 23	6301.1	1096.1	Changed oil using new AA48110-2 filter and 5 qts Aeroshell 15W50. Added 8 oz Camguard. Cleaned and gapped all plugs. Test run and leak check good.	END	<i>J. Reeder A&amp;P 3809270</i>

O-235-L2C RL-22146-15 Tach time 6243.5 Time since new 1138.8 3-4-2024

Performed 100 hour inspection IAW FAR 43 sub. D with reference to Cessna 152 service manual inspection chart and Lycoming O-235 checklist. Drained engine oil and removed engine oil filter. Cut opened engine oil filter and inspected, no defects noted. Replaced engine oil filter with new owner supplied Tempest filter P/N AA48110-2. Serviced oil sump with 5 qts Aeroshell 15W-50 engine oil. Cylinder compressions #1 74/80 #2 70/80 #3 65/80 #4 75/80. Cleaned and inspected spark plugs. Plug gap set to .016 for magneto fired spark plugs and .030 gap for EIS fired plugs. Rotated plugs and reinstalled with new gaskets. Performed engine run up and leak check. No defects noted. I certify this engine has been inspected in accordance with a 100HR inspection and was determined to be in airworthy condition at this time.

Landon Reeder A&P Pending

*Landon Reeder*

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All repair data must bear the endorsement of a certified mechanic, and his/her rating and certificate number MUST be shown.

# Engine Log

Serial # \_\_\_\_\_

Date	Time Run (Hours)	Total Time Since Overhaul	Repairs, Adjustments, Service, Remarks	Signature	Licence #
BROUGHT FORWARD					
24 APR 2024	CHANGED OIL & FILTER. 5 QTS AEROSHELL 15W50 + TACH 6401.2 TEMPEST AA48110-2 FILTER. CLEANED & ROTATED TSN 1196.2 SPARK PLUGS			<i>John A. Patchard</i>	
					A&P 3560018

June 3, 2024 Cessna 152 serial 15282796 N89585 tach 6447.0 TTAF 6447.0 Completed a one hundred hour inspection of this aircraft in accordance with part 43 Appendix D. Installed a new front tire C/W 2011-10-09 seat rails by visual and dimensional inspection and determined to be airworthy. Next due 6547.0 hour tach, or July 1, 2025 whichever occurs first. Aircraft was run up to check for leaks and operation. I certify I have completed a one hundred hour inspection of this aircraft in accordance with part 43 appendix D and determine it to be airworthy on this date. James Reeder *J. Reeder* mechanic A/P 3757148 June 3, 2024.

11 JUL 2024 CLEANED & ROTATED SPARK PLUGS. REPAIRED DAMAGED THREADS #3 CYL TOP SPARK PLUG HOLE TT 1261.2

*John A. Patchard*  
A&P 3560018

August 29, 2024 Lycoming O-235 L2C serial RL-22146-15 tach 6495.2 TTE 1242 since new. Completed an inspection on this engine while doing an annual inspection of the aircraft it is mounted on. Drained the engine oil and cut open the filter finding no abnormal contaminants. Installed a new oil filter and 6 quarts of aeroshell W100 oil. Cleaned, inspected and tested spark plugs and installed with new gaskets. Differential compression test as follows, 1-76,2-68,3-73, 4-74. Engine was run up to check for leaks and operation. I certify I have inspected this engine during a one hundred hour inspection of the aircraft it is mounted on and determined it to be airworthy on this date.

James Reeder *J. Reeder* IA mechanic A/P 3757148 August 29, 2024.

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# Engine Log

Serial # \_\_\_\_\_

Date	Time Run (Hours)	Total Time Since Overhaul	Repairs, Adjustments, Service, Remarks	Signature	Licence #
BROU	O-235-L2C RL-22146-15	Tach time 5944.3	Time since new 940.0 Performed 100 hour inspection in accordance with Cessna 152 service manual inspection chart and Lycoming O-235 checklist. Repaired the following discrepancies: 1. Drained engine oil and serviced with 5 qts Phillips 66 X/C 20W-50. 2. Checked compression; #1 76/80, #2 72/80, #3 76/80, #4 75/80. 3. Cleaned and inspected plugs. Plug gap for magneto fired plugs within limits and gap for EIS fired plugs set to .032" Reinstalled with new gaskets. 4. Complied with Electroair Acquisition Corp. ICA EIS-41000 inspection instructions. Checked magneto to engine timing. No adjustment needed. 5. Valve tappet clearance set 7 hours ago. Not due at this time.		7 Sept. 2022

I certify that this engine has been inspected in accordance with an 100 hour inspection and was determined to be in airworthy condition at this time.

E Russell Booher A&P 3809270

*E Russell Booher*

**McFarlane**

Aviation Products

Date: 22 Nov 2022 Tail Number: N89585  
Tach Time: 6008.3 hrs. Serial Number: 15282796

Warmed up engine. Drained oil and removed oil filter. Cut open filter and inspected for contaminants no abnormalities. Installed new AA48110-2 Tempest filter and safetied. Added 5 quarts of Aeroshell 15W-50 oil. Ground ran engine to check for leaks and pressure. No discrepancies noted. Added 9.5 oz Camguard. Cleaned all plugs. Compression checked @ 80psi - 1/78, 2/76, 3/77, 4/73. Oil analysis to be performed by Aviation laboratories.

E. Russell Booher

*E Russell Booher*

A&P 3809270

O-235-L2C RL-22146-15 Tach time 6042.8 Time since new 1038.5 2 March 2023  
Performed 100 hour inspection in accordance with Cessna 152 service manual inspection chart and Lycoming O-235 checklist.

Repaired the following discrepancies:  
1. Drained engine oil and serviced with 6 qts Aeroshell 15W-50.  
2. Checked compression; #1 75/80, #2 70/80, #3 77/80, #4 75/80.  
3. Cleaned and inspected plugs. Replaced top magneto fired plugs with four owner supplied UREM37BY. Plug gap for magneto fired plugs within limits and gap for EIS fired plugs within limits. Reinstalled with new gaskets.  
4. Complied with Electroair Acquisition Corp. ICA EIS-41000 inspection instructions. Checked magneto to engine timing. No adjustment needed.  
5. Valve tappet clearance set to 0.005" per data plate.

I certify that this engine has been inspected in accordance with an 100 hour inspection and was determined to be in airworthy condition at this time.

E Russell Booher A&P 3809270

*E Russell Booher*

Total to Date: \_\_\_\_\_

# Engine Log

Serial # \_\_\_\_\_

Date	BROUGHT	Remarks	Signature	Licence #
		Date: 28 June 2023 Tail Number: N89585 Tach Time: 6109.9 hrs. Serial Number: 15282796 Warmed up engine. Drained oil and removed oil filter. Cut open filter and inspected for contaminants <u>no abnormalities</u> . Installed new <u>AA48110-2 Tempest</u> filter and safetied. Added <u>5</u> quarts of <u>W100 Plus Aeroshell</u> oil. Ground ran engine to check for leaks and pressure. No discrepancies noted. <u>Added 8 oz of Camguard. Sent Sample of oil to Avlab for analysis.</u>	<i>E Russell Booher</i>	A&P 3809270

O-235-L2C RL-22146-15 Tach time 6144.7 Time since new 1140.4 3 August 2023

Performed 100 hour inspection in accordance with Cessna 152 service manual inspection chart and Lycoming O-235 checklist.

Repaired the following discrepancies:

1. Drained engine oil and serviced with 5 qts Aeroshell W100 Plus and 8 oz Aviation Camguard. Replaced oil filter w/new Tempest AA48110-2 and cleaned oil sump screen; no abnormal debris noted.
2. Checked compression; #1 77/80, #2 76/80, #3 78/80, #4 78/80.
3. Cleaned and inspected plugs. Plug gap for magneto fired plugs set to 0.016" and gap for EIS fired plugs set to .032" Rotated and reinstalled with new gaskets.
4. Removed propeller and replaced alternator belt, see airframe log for additional details. Reinstalled propeller and spinner; torqued prop bolts to 300 in-lbs and safetied.
5. Complied with Electroair Acquisition Corp. ICA EIS-41000 inspection instructions. Checked magneto to engine timing. No adjustment needed.
6. Valve tappet adjustment set to 0.005" clearance.

I certify that this engine has been inspected in accordance with an 100 hour inspection and was determined to be in airworthy condition at this time.

E Russell Booher A&P 3809270

*E Russell Booher*

**McFarlane**

Aviation Products

Date: 7 Sept 2023 Tail Number: N89585  
Tach Time: 6204.2 hrs. Serial Number: 15282796

Warmed up engine. Drained oil and removed oil filter. Cut open filter and inspected for contaminants no abnormalities. Installed new AA48110-2 filter and safetied. Added 5 quarts of Aeroshell 15W-50 oil.

Ground ran engine to check for leaks and pressure. Nosement of discrepancies noted. Added 8 oz of Camguard. Sent Sample to Avlab for analysis. Spark plugs cleaned, gapped, insulated, tested, and rotated by Andy Pritchard.

# Engine Log

Serial # \_\_\_\_\_

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All repair data must bear the endorsement of a certified mechanic, and his/her rating and certificate number MUST be shown.

Engine Log	Lycoming O-235-L2C Serial No. RL-22146-15	Tach time 5937.3
<ol style="list-style-type: none"><li>1. Performed ground run and checked for proper operation per Cessna 152 series servicing instructions.</li><li>2. Drained oil. Removed spin on filter and inspected for abnormal contaminates; excessive aluminum found. Installed new Tempest AA48110-2 filter.</li><li>3. Removed all cylinders and inspected cylinder walls and piston pin plugs; #1 Cylinder aft piston pin plug showed wear and #1 cylinder bore had step worn that scraped piston pin plug.</li><li>4. Removed wear step and deglazed in accordance with Lycoming Service Instruction No. 1047B using 180 grit ball hone. Inspected bore and found to be within SI No 1047B limits.</li><li>5. Installed new rings as follows: compression rings from Superior piston ring set SL2351-SC and one oil control ring marked "SL 78864 D" for #1 cylinder assembly. Checked side clearance and set end gap in accordance with Lycoming Service Table of Limits SSP-1776-5 and found to be within new limits.</li><li>6. All Lycoming piston pins had inside diameter oversized on one end resulting in piston pin plugs fitting too loose. Replaced all piston pins with new Superior SL 13445 marked "REV.S ACE LOT 16" and all had inside diameter within limits.</li><li>7. Piston pin to piston clearance within new limits on all cylinder assemblies. Piston pin to connecting rod clearance within service limits on all cylinder assemblies.</li><li>8. All cylinder assemblies reinstalled in same locations as removed with stamped piston numbers matching cylinder assembly location. New Superior gaskets used except for rocker cover gaskets. Installed cylinder hold down nuts on studs lubricated with 90% SAE 50W engine oil and 10% STP in accordance with sequence and torque called for in overhaul manual, operator's manual, and table of limits. Rechecked torque before installing intake and exhaust.</li><li>9. Set valve tappet clearance to .005" per data plate and torqued valve adjusting screw locknut to 450 in-lbs; rechecked and found .005" clearance was maintained.</li><li>10. Installed rocker covers reusing silicone gaskets and torqued to 35 in-lbs. Reinstalled all baffling, oil drain lines, intake, exhaust, and oil cooler.</li><li>11. Cleaned, inspected, gapped, and tested bottom spark plugs; all plugs good. Reinstalled in engine with new gaskets and torqued to 420 in-lbs.</li><li>12. Serviced engine with 7 qts Phillips 66 X/C 20W-50</li><li>13. Ground run engine to verify operation; no discrepancies at this time. Test flight and run-in revealed no discrepancies.</li></ol>		

E Russell Booher

A&P 3809270 25 August 2022

# Engine Log

Date	Time Run (Hours)	Total Time Since Overhaul	Repairs, Adjustments, Service, Remarks	Signature	Licence #
BROUGHT FORWARD					
Tach Time 5691.3 Engine time since remanufacture: <u>687.0</u> Date: 08-02-2021					
I hereby certify that this Aircraft engine has been inspected within the parameters of a 100hr inspection and found to be airworthy. Oil filter opened and inspected for metal, little metal found but within limits. Compression check (1) 76/80 (2) 75/80 (3) 76/80 (4) 74/80. The following items were fixed on the engine. 1. Right rear exhaust tube replaced 2. New exhaust gaskets installed. 3. Cleaned spark plugs (note on #2 bottom plug was wet from oil!). 4. drained carb fuel bowl (no contaminates found)					
Alan J. Winkler A&P 3930814 <u>Alan J. Winkler A&amp;P 3930814</u>					
Tach Time 5691.3 Engine total time since remanufacture: <u>687.0</u> Date 2 Aug 2021					
I hereby certify that this Aircraft engine has been inspected within the parameters of a annual inspection and found to be airworthy. Compression check (1) 76/80 (2) 75/80 (3) 76/80 (4) 74/30. The following items were fixed on the engine. Repaired #2 cylinder baffle forward mounting bracket.					
<u>John A. Patchard</u> <u>A&amp;P IA 3560018</u>					
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# Engine Log

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F. Russell Booher

Edward Bach

A8.P 3809270

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number MUST be shown.

# Engine Log

Serial # \_\_\_\_\_

Date	Time Run (Hours)	Total Time Since Overhaul	Repairs, Adjustments, Service, Remarks	Signature	Licence #
BROUGHT FORWARD					
15 NOV 2019			CHANGED OIL & FILTER, SERVICED WITH TACH 52031 5 QTS AEROSHELL W15-50 & TEMPEST 77 198.8 AA4810-2 FILTER P.O. 33599-1 CLEARED & ROTATED SPARK PLUGS, ADJUSTED CARB HEAT CONTROL & THROTTLE CONTROL CABLES. COMPRESSION CHECK #1 7980 #2 7980 #3 8000 #4 7980	John A. Patchard	ATP 3560018
15 NOV 2019			I CERTIFY THAT THIS ENGINE WAS INSPECTED IAW AN ANNUAL INSPECTION & WAS FOUND TO BE AIRWORTHY.	John A. Patchard	ATP 3560018 TA
27 JAN 2020			CHANGED OIL & FILTER. INSTALLED TACH 52444.4 NEW TEMPEST AA4810-2 P.O. 33599-1 OIL FILTER & 5 QTS AEROSHELL W15W-50 P.O. 32822-1 OIL.	John A. Patchard	ATP 3560018
12 JUN 2020			CHANGED OIL & FILTER SERVICED WITH AEROSHELL W15W-50 & TEMPEST 77 298.8 AA4810-2 FILTER, CLEARED & ROTATED SPARK PLUGS. CHECKED IGN TIMING, CHECKED COMPRESSION #1 7980 #2 7980 #3 7980 #4 7980	John A. Patchard	ATP 3560018
12 JUN 2020			I CERTIFY THIS ENGINE WAS INSPECTED IAW AN ANNUAL INSPECTION & WAS FOUND TO BE AIRWORTHY	John A. Patchard	ATP 3560018 IA

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Serial # \_\_\_\_\_

Date	Time Run (Hours)	Total Time Since Overhaul	Repairs, Adjustments, Service, Remarks	Signature	Licence #
BROUGHT FORWARD					
4 JUN 2020	2020	TACH 52358.8 77 354.5	CHANGED OIL & FILTER. INSTALLED TEMPEST AA4810-2 P.O. 365144 FILTER & AEROSHELL W15W-50 OIL	John A. Patchard	ATP 3560018
5 SEP 2020		TACH 5477.7 77 397.4	CHANGED OIL & FILTER. CHECKED IGNITION TIMING - CLEARED & ROTATED PLUGS. ADJUSTED VALVE LASH IAW SERVICE INSTRUCTIONS 1068A	John A. Patchard	ATP 3560018
5 SEP 2020		TACH 5301.7 77 397.4	I CERTIFY THIS ENGINE WAS INSPECTED IAW AN ANNUAL INSPECTION & FOUND TO BE AIRWORTHY.	John A. Patchard	ATP 3560018
22 OCT 2020		TACH 5401.6 JAP 77 447.3	CHANGED OIL & FILTER. AEROSHELL W15W-50 & TEMPEST AA4810-2. 3451.6 CLEARED & ROTATED SPARK PLUGS	John A. Patchard	ATP 3560018
18 DEC 2020		TACH 5498.6	I certify this aircraft Engine was inspected I.A.W. 100hr insp. and found to be airworthy	Alan J. Winkles	ATP 3930814
30 April	2021	TACH 5592.8	I certify this Engine was inspected I.A.W. 100hr inspection and found to be airworthy Compression check (1) 76/80 (2) 75/80 (3) 76/80 (4) 74/80	Alan J. Winkles	ATP 3930814

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# Engine Log

Serial # RL-22146-15

Date	Time Run (Hours)	Total Time Since Overhaul	Repairs, Adjustments, Service, Remarks	Signature	Licence #
BROUGHT FORWARD					
15 MAR 2019	0	TACH 5004.3	INSTALLED THIS ENGINE IN C152 N895235 S/N 15282796 REPLACED 14 MAGNETO WITH "ELECTROGATOR" F1741000 ELECTRONIC IGNITION SYSTEM PER STC SA29827 + REFERENCE AC-337 DATED 18 OCT 2017. INSTALLED NEW LOAD MOUNTS, + NEW DODGEON AIR FILTER P10-7150. FABRICATED NEW OIL COOLER + OIL PRESSURE HOSES. INSTALLED PN 700 SAFTEAT SYSTEM. REPAIRED CARBHEAT BOX UNTAK MC0450068-2 SHAFT (J.O. 47597) + MC0750113-1 BEARING (J.O. 499993) INSTALLED NEW MC6007-72 MIXTURE CONTROL (J.O. 553683)	John A. Pritchard	ATP 3560018
15 MAR 2019	0	TACH 5004.3	I CERTIFY THAT ENGINE HAS BEEN INSPECTED IAW AN ANNUAL INSPECTION + FOUND TO BE AIRWORTHY	John A. Pritchard	ATP 3560018 TA
28 MAR 2019	0	TACH 5010.9	CHANGED OIL + FILTER. SERVICED WITH 5QTS PHILLIPS X-C + 60Z 1W160Z LLOT CODE 2018271072. INSTALLED TEMPEST AP48110-2 FILTER	John A. Pritchard	ATP 3560018

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Serial # \_\_\_\_\_

Date	Time Run (Hours)	Total Time Since Overhaul	Repairs, Adjustments, Service, Remarks	Signature	Licence #
BROUGHT FORWARD					
14 MAY 2019	0	TACH 5040.7	CHANGED OIL + FILTER. SERVICED WITH 5QTS PHILLIPS X-C + 60Z 1W160Z. INSTALLED TEMPEST AP48110-2 FILTER	John A. Pritchard	ATP 3560018
18 JUN 2019	0	TACH 5085.4	CHANGED OIL + FILTER. SERVICED WITH 5QTS AEROSHELL W15W-50. CLEANED + ROTATED SPARK PLUGS. ADJUSTED VALVE LASH. IAW 1401-1000-7 SERVICE INSTRUCTIONS 1068A. CHECKED COMPRESSION #1) 75/80, #2) 78/80, #3) 79/80 + #4) 75/80	John A. Pritchard	ATP 3560018
6 AUG 2019	0	TACH 5103.0	CHANGED OIL. SERVICED ENGINE WITH 5QTS AEROSHELL W15W-50. CHECKED MAG TIMING. ENGINE RUN-UP NORMAL.	John A. Pritchard	ATP 3560018
6 AUG 2019	0	TACH 5103.0	I CERTIFY THAT ENGINE WAS INSPECTED IAW AN ANNUAL INSPECTION + WAS FOUND TO BE AIRWORTHY	John A. Pritchard	ATP 3560018 TA
18 SEPT 2019	0	TACH 5154.2	CHANGED OIL + FILTER, SERVICED WITH 5QTS AEROSHELL W15W-50. CLEANED + ROTATED BOTTOM CYLINDER SPARK PLUGS ON BOTH SIDES. ENGINE RUN-UP NORMAL.	John A. Pritchard	ATP 3560018

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# Engine Log & Maintenance Record

LOG #: 1

RECORD OF CESSNA 152T 15282796  
(MAKE) (MODEL) (SERIAL)

AIRCRAFT REGISTRATION NUMBER: N89585

FROM 15 MAR 2019 TO \_\_\_\_\_ 20\_\_\_\_

DETAILING TIME FROM TACH 5004.3 TO \_\_\_\_\_  
0 Hrs (REMAN) (HOURS) (HOURS)

If used on a multi-engine aircraft:  Right  Left  Front  Rear

## Rebuilt Engine Certificate of Conformance

This is to certify that the engine as described hereinafter has been REBUILT in accordance with the applicable Lycoming specifications. It has been determined airworthy to return to service and is in a condition for safe operation. All applicable Federal Aviation Administration Airworthiness Directives and Lycoming Service Publications have been complied with. All accessories as part of the type certificate are new or newly rebuilt. Refer to enclosed Form ET001 for applicable accessory part numbers and serial numbers.

**LYCOMING**

Part Number	RENPL-6479
Serial Number	RL-22146-15
Engine Model	O-235-L2C
Work Order	SP725748
Total Time	0

  
Authorized Representative Date

Production Certificate #3

652 Oliver Street Williamsport, PA 17701 U.S.A.  
Lycoming Engines is a division of Avco Corporation

Form 2481 Rev 05/13