

RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
12.2			Installed a Graphic Engine Monitor TIT probe; See 337 this date for details. Replaced the differential controller (S/N SK0116L). Test ran engine and adjusted per bypassing S.I. 1187G. W.O. 8924 Mooney Aircraft Corp CRS FH2R832K John H. Long
13.4			Replaced prop governor (S/N S20115). W.O. 8940 Mooney Aircraft Corp CRS FH2R832K John H. Long

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19 92				
10 Apr	15.4		15.4	Replaced wastegate (S/N T6010). Replaced fuel injector servo (S/N 70041201). Replaced Density Controller (S/N SK2111L). Replaced differential controller (S/N TH 0110P). Test ran engine, checked for leaks. Washed engine. Test flew to check operation. W.O. 8940 Mooney Aircraft Corp CRS FH2R832K John H. Long

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25.1			<p>THIS AIRCRAFT ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH AN <u>25 hr</u> INSPECTION AND HAS BEEN FOUND AIRWORTHY. DETAILS ON FILE AT THIS AGENCY ON W.O. NO. <u>6519</u></p> <p>Total time <u>25.1</u> ENG. T.T. <u>25.1</u> S.M.O.</p> <p>Date <u>4/16/92</u> Signed <u>[Signature]</u> C & W AERO SERVICES INC. CRS NO. WX1R228K</p> <p>Service with 10 qts Ph. 11p 20/50 Type 19 oil <u>[Signature]</u></p>

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July 16 1992			2088	<p>REPAIR 4521</p> <p>THE FOLLOWING WAS COMPLETED:</p> <p>COMPRESSION RESULTS: #1 $\frac{78}{100}$ #2 $\frac{77}{100}$ #3 $\frac{79}{100}$ #4 $\frac{79}{100}$ #5 $\frac{79}{100}$ #6 $\frac{79}{100}$. OIL DRAINED + REMOVED FOR METAL PARTICLES - NONE FOUND, REPOURED FILTER & Suction SCREEN, NEW FILTER WAS INSTALLED FOR PARTICLES - NONE NOTED, SWEET OIL USED, NOISE NOTED, INSTALLED NEW FILTER & SCREEN CHECKED, RETURNED & RESTARTED BOTH MAIN & AERO-SHELL MULTI-PD OIL CHECKED EQUIPMENT SETTINGS AND FOUND TO BE WITHIN ACCEPTABLE LIMITS. REMOVE CLEAN, RECAP - TEST ALL PLUGS. RE-</p>

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JULY 16, 1992			INSTALL RETORQUE, LEAD EXHAUST LEAD ENDS
	45:1 hrs		RE INSTALL AND RETORQUE. DISASSEMBLED AND LEAK CHECK EXHAUST SYSTEM, REMOVED V-BAND AT #4 CH. AREA. REMOVED & REPLACED JOINT GASKET WITH NEW IMPREGATED COTON REINFORCED KEMQUE, RESTARTED BECHER FOR LEAKAGE AT JOINT - NONE NOTED. REMOVED THE FUEL BOOST PUMP AND INSPECTED OPERATION. ADJUSTED GASKET, RE-INSTALLED SWITCH WITH NEW COIL NUMBER, RESET SWITCH IN WORKING POSITION - OPS CHECK GOOD. LEAD EXHAUST SWIP JOINTS WITH

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19__	JULY	16, 1992		MONITOR HULL, LEAD EXHAUST LEAD ENDS
		45:1 hrs		RE-INSTALL & RETORQUE EXHAUST SYSTEM - GOOD REMOVED, LEAD EXHAUST SYSTEM - LEAK CHECK RE-INSTALL WITH NEW SEALS, RETORQUE DISASSEMBLE & LEAK CHECK SYSTEM - NONE NOTED. WITH ENGINE, COIL, & SWITCH, GASKET - NONE - SWIP - STRIP - LEAD ENDS - LEAD, PROFESSIONAL SIDEWIND - GOOD. SWIP - FUEL LIMITS - NONE - GOOD, ENGINE WORKING FOR OIL ON FUEL LEAK - NONE NOTED. RE-LOAN, CHECK SWIP SWIP - GOOD. SWIP - NONE RETURNED TO SERVICE. Robert J. [unclear]

876787

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2/21/92		67.7m		THE FOLLOWING ACCOMPLISHED REMOVED DENSITY CONTROLLER SN TH0100 PN LW 106826 REPLACED WITH SN V10159P PN LW 106826. REMOVED DIFF CONTROLLER SN SK0111, PN LW 100970. REPLACED WITH SN WE012P PN LW 100970. REMOVED WHITE GATE SN TG010, PN LW 108610 REPLACED WITH SN TI 0175P, PN LW 108610. INSTALLED NEW DRAIN FITTING & HOSE FOR WHITE GATE. ALL WORK ACCOMPLISHED IN THE LAC ORIGINAL ENGINE SECTION. OIL, OIL & LEAK CHECKED. ADJUSTED FUEL BOOST VALVE 41520 SWITCH TO MANUAL SPEC ADVISED BY MOONEY TECH REP. OOS

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				CHECKED - 6000.
				WORK ORDER # 6608 RS
				SIGN/TITLE <i>Robert J. ...</i> D.O.M.
				EAST COAST AVIATION
				FAA CERTIFIED REPAIR STATION NO. 0VTR38L
				HANGAR TWO-WEST HANSCOM FIELD
				BEDFORD, MA 01730 617-274-0105
				10-30-92 Hobbs: 96.2 Drained the oil. Installed a new oil filter CH48110, and added 10 qt. of Amsoil 15W50. Inspected the removed filter for contaminants, none was found. Cleaned and gapped the spark plugs and performed a bomb test, which was

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92				<p>satisfactory. Ran the engine to check for oil leaks at the filter and none were found.</p> <p>WORK ORDER # 6654 RS</p> <p>SIGNATURE <i>[Signature]</i> / <i>[Signature]</i> EAST COAST AVIATION FAA CERTIFIED REPAIR STATION NO. 0VTR788L HANGAR TWO-WEST HANSCOM FIELD BEDFORD, MA 01730 617-274-0105</p>

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92	139:05	—	139.5	<p>PERFORMED AN ANNUAL / 100HR INSP. ON THE ENGINE IN ACCORDANCE WITH THE MANUFACTURER INSPECTION GUIDE. COMPRESSION OVER 80 PSI. IS AS FOLLOWS: ① 76 ② 78 ③ 78 ④ 78 ⑤ 78 ⑥ 76 OIL WAS DRAIN & SCREENED FOR METAL PARTICLES - NONE WERE NOTED. REMOVED PRESSURE FILTER & SUCTION SCREENS INSPECTED BOTH FOR FOREIGN PARTICLES, NONE WERE NOTED. INSTALLED NEW FILTER & SUCTION SCREEN GASKETS. RE-FILLED ENGINE WITH 9QTS OF 15W50 →</p>

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139.5	—	139.5	→ PERUSHHELL OIL. REMOVED, & CLEAN THE FUEL SERVO INLET SCREEN. REINSTALLED WITH NEW SEALS. RETORQUE. REMOVED FUEL NOZZLE, CLEANED, FLOW CHECKED. & REINSTALLED WITH NEW SEALS. PRESSURIZED & LEAK CHECK SYSTEM. NONE WERE NOTED. (C/W AD 84-20-02 FOR PAPER INDUCTION AIR FILTER BY VISUAL INSPECTION PER PARAGRAPH (B)). C/W SI 720-98 VISUAL INSPECTION FOR INDUCTION AIR FILTER FOR CORRECT ALIGNMENT OF THE INSTALLATION & INSTALLING PLACIARD P/N 150080-4097. PER

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3-3-93	139.5	—	139.5	KIT P/N 720-98-001. C/W SI 720-96 RELOCATING THE WATHER UNDER THE BOLT HEADS OF THE ENGINE ISOLATOR MOUNTS, (LOWER MOUNTS ONLY). INSTALLED A NEW INHER COOLING DUCTING BASKET. CLEANED & RETORQUE INDUCTION TUBE HOSE CLAMP @ #2, 4 & 6 cyl. CLEAN & RECHECKED FOR LEAKS. NONE NOTED. INSTALLED A NEW ROCKER COVER GASKET ON #4 cyl. REPOSITION BALLING TO PREVENT CHAFING ON #3 cyl. OIL RETURN LINE. GROUND RUN ENGINE FOR PERFORMANCE. & INSPECTED

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139.5	-	139.5	<p>→ for LEAK, ENGINE RUN WAS SATISFACTORY & NO LEAK WORK NOTED. AD'S WIRE RESEARCH THRU 93-02.</p> <p>This propeller was dynamically balanced in accordance with the Chadwick Helmath Smooth Propeller Guide using the Spectrum Analyzer M/N 192A. The initial reading at point "A" was <u>.40</u> LPS, the final reading was <u>.02</u> LPS. Work Order # <u>61202</u> Signed/Title <u>Joseph S. Gardner Chief Insp.</u></p> <p>East Coast Aviation FAA Certified Repair Station No. OVTR738L Hangar Two - West Hanscom Field Bedford, MA 01730 617-274-0105</p> <p>CONTINUED →</p>

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3-12-93	-	139.5	139.5	<p>DATE <u>3-12-93</u> TOTAL AIRCRAFT TIME <u>139.5</u> TACH. OR HOBBS READING <u>139.5</u> ENGINE I.S.N. OR I.S.M.O.H. <u>139.5</u></p> <p>I CERTIFY THAT THIS <u>ENGINE</u> HAS BEEN INSPECTED IN ACCORDANCE WITH AN <u>Approved/100HR</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THIS INSPECTION ARE ON FILE AT THIS REPAIR STATION UNDER: WO # <u>613628</u> TITLE <u>Chief Insp. for</u> SIGNED <u>Joseph S. Gardner</u> EAST COAST AVIATION FAA CERTIFIED REPAIR STATION NO. OVTR738L HANGAR TWO - WEST HANSCOM FIELD BEDFORD, MA 01730 617-274-0105</p>

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190.5	—	190.5	DRAINED OIL. REMOVED PRESSURE & INSPECTED FOR METAL PARTICLES & NONE WERE NOTED. INSTALLED ANEW CH48110 FILTER. OIL SAMPLE WAS OBTAINED. REFILLED ENGINE WITH 9QT5 OF AMESBELL 15W50 WASHED ENGINE CLEAN. INSPECTED, GAPPED & RETIGHTED. SPARK PLUGS. REPAIRED TIT PROBE WIRE. OPERATIONAL CHECK WAS SATISFACTORY. CU AD 93-09-05 FUEL INJECTION LINES PER SB 342B. INSTALLED A NEW STARTER CSK21.302-2, & STARTER RING GEAR ASSEMBLY PN 31M1986. —>

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7-8-93	190.5	—	190.5	Ground Run Engine & INSPECTED FOR LEAKS & NONE WERE NOTED. C/W PROXY 5293-1 MODIFYING THE INDUCTION AIR BOX BY CUTTING SLOTS & EPOXYING. WORK ORDER # 10844 R/L SIGN/TITLE: <i>[Signature]</i> Chief Inspector FAA CERTIFIED REPAIR STATION NO. 017391 HANGAR TWO-WEST HANSCOM FLD BEDFORD, MA 01730 617-274-6135

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243.0	—	543.0	<p>Drained oil, Removed pressure filter & suction screen. Inspected for metal particles none were noted. Installed a new CH45110 filter & new AN500-16 crush gasket. Re-salted both filter & suction screen. Refilled the engine with 9qt of AeroShell 15W50 oil. Cleaned the engine. Cleaned inspected gapped, test & rotated the spark plugs.</p> <p>WORK ORDER # 103405</p> <p>IN TITLE Small G. Gardner</p> <p>EAST COAST AVIATION CERTIFIED REPAIR STATION NO. 07182L LANGAR FIVE WEST HANSCOM FIELD BEDFORD, MA 01730 617-274-0185</p>

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2-18-94	279.1	—	279.1	<p>Remove + Replace #2 cylinder with NEW Factory cylinder from Lycoming. Cylinder Assy P/N OSK21230 S/N A29422 Cylinder Assy included, Piston P/N LW-12733 Compression Rings 2 Ea P/N 74241, Oil Control P/N 73857 Piston Pin P/N 14077, Piston Pin w/ Cap P/N LW-11725. Ground Run engine leak checked NO leaks NOTED Perform engine Break in for #2 cyl. Drained oil removed filter cut open & inspected for METAL contamination NONE NOTED Removed Suction Screen</p>


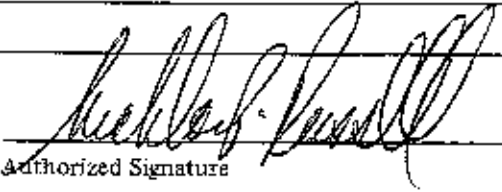
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			<p>Inspected for metal contamination none</p> <p>NOTED- INSTALLED NEW Champion C148110</p> <p>+ Sealed installed Suction Screen with new gasket + Sealed filter pump with 9 QTS Phillips 20W50 mineral oil ground</p> <p>Run engine and leak check no leaks</p> <p>NOTED: Perform a compression check results as follows #1 74/80 #2 REPLACED cylinder #3 74/80 #5 77/80 #6 75/80 Remove fuel nozzle's #2,4,6</p> <p>Soak in solvent, removed from solvent cleaned off, installed with 2 NEW O-Rings</p> <p>ea Pin 951331 + TOLOVED according to</p>

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12-__				<p>Lycoming Direct Drive overhaul manual.</p> <p>Comply with AD 93-02-05 on lines</p> <p>from cyl's # 2, 4, 6 fuel lines were in</p> <p>Satisfactory Condition. Replace defective</p> <p>Clamps with PIN HW-16266-10-13 AND</p> <p>PIN HW-16266-10-25 leak checked</p> <p>lines + Nozzles; no leaks NOTED.</p> <p>Clean + gap spark plugs + spark</p> <p>TEST ALL TESTED SATISFACTORY install with</p> <p>NEW M 674 Gaskets + TOLOVED according</p> <p>to Lycoming Direct Drive</p> <p>OVERHAUL MANUAL and installed</p>

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			Ignition leads onto spark plugs
			WORK ORDER # 702425
			SIGN/TITLE William R. Rose Technician
			EAST COAST AVIATION
			FAA CERTIFIED REPAIR STATION NO. OVTR738L
			HANGAR TWO-WEST HANSCOM FIELD
			BEDFORD, MA 01730 617-274-0105
4 285.2	-		Removed reference line from cylinders 1, 3, 5, fuel lines + fuel nozzles from cylinders 1, 3, 5 also soaked nozzles in solvent, removed + Reinstalled with new O-rings P/N 951391. Nozzles torqued to specifications according to Lycoming Direct Drive overhaul manual. Performed A.D 93-02-05

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				ON fuel lines + Clamps from cylinders 1, 3, 5 lines + Clamps inspected according to the instruction outlined in Lycoming Service bulletin 392B, lines + Clamps were in satisfactory condition + returned to service, Pressurized fuel system and performed a ground run no leaks noted
				WORK ORDER # 704325
				SIGN/TITLE William R. Rose Technician
				EAST COAST AVIATION
				FAA CERTIFIED REPAIR STATION NO. OVTR738L
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1 Hobbs	597-3		REMOVED ENGINE M/N T1B 540 AF1A S/N L-9333-61A FROM AIRCRAFT N504MB S/N 27-0127 TO FACILITATE REPAIRS OF #4 CYLINDER EXHAUST TAPET
			WORK ORDER # 706SR5
			WILLIAM WILCOX, JR. Technician
			EAST COAST AVIATION
			F.A.A. CERTIFIED REPAIR STATION NO. 075577
			LANGAR TWO WEST HANSON FIELD
			LEDFORD, VA 22824 (540) 711-0111

MAKE <u>LYCOMING</u>		MODEL <u>T10-540 AF1A</u>		SERIAL NO./N NO. <u>L-9333-61A</u>	
TACH READING	<u>292.3 HRS</u>	DATE	<u>16 MAY 94</u>		
ENGINE DISASSEMBLED, CLEANED, INSPECTED AND REPAIRED AS NECESSARY. C/W MP# 91-14-22 ON CRANK GEAR & 93-02-05 - ON FUEL INJ/VALV. ENGINE TEST RUN OK THIS DATE					
MATTITUCK AIRBASE INC. F.A.A. Repair Station QX2R125L W.O. No. <u>11843</u> 					
					 Authorized Signature

DATE 6-2-94 TOTAL AIRCRAFT TIME 297.3
 TACH. OR HOBBS READING 297.3
 ENGINE I.S.N. OR T.S.M.O.N. 297.3
 I CERTIFY THAT THIS Engine HAS BEEN
 INSPECTED IN ACCORDANCE WITH AN 100hr / Annual
 INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY
 CONDITION AND IS APPROVED FOR RETURN TO SERVICE.
 PERTINENT DETAILS OF THIS INSPECTION ARE ON FILE AT
 THIS REPAIR STATION UNDER:
 WO # 7065RS TITLE Annual Insp.
 SIGNED Joseph F. Shields
 EAST COAST AVIATION
 FAA CERTIFIED REPAIR STATION NO. OVTR738L
 HANGAR TWO - WEST HANSCOM FIELD
 BEDFORD, MA 01730 617-274-0105

East Coast Aviation
 FAA Certified Repair Station #OVTR738L

This engine #1/N T10-540
 AF1A, S/N L-9333-61A
 was removed and installed
 after it was repaired by
 Mattituck Airbase, Inc.

The engine required
 disassembly due to a
 spalled exhaust tappet at
 #4 cylinder.

removed the engine mount
 from the aircraft due
 to excessive rusting and
 corrosion of the engine
 mount. Stripped the

Engine mount and inspected. Discovered that 1 tube had minor damage, 3/16" long
 1/4" wide and .012" deep. Welded a steel hot tube .035" thick made out of
 4130 steel in accordance with the AC 43.13-1A. Reinstalled the engine mount
 to the aircraft using new attaching bolts. Reinstalled the repaired engine to
 the engine mount using the original 10.2 Mount and attaching bolts and new
 self locking nuts. Reinstalled all of the fuel and oil hoses previously removed.
 Installed the engine control cables, ducting and exhaust system, engine cooling air
 baffles etc. Reinstalled all of the engine accessories that were originally installed.
 Reinstalled the original Propeller that was removed. Removed and replaced the exhaust
 wastegate assembly P/N LW-188610, S/N LO105. Cleaned the induction air filter.
 Removed and replaced the induction air filter ice shield P/N 670036-025. Removed and
 replaced all 12 spark plugs with new-RHB37E. Removed and replaced the metal
 strip at the intercooler, P/N 65015-001. Removed, cleaned and wiped the fuel

East Coast Aviation
 FAA Certified Repair Station #OVTR738L

FLIGHTS
 NUMBER OF
 ENTRIES

ON

TO

W/102

no inlet screen, reinstalled using new O-ring, pressure the fuel system to
check for leaks and none were noted. Dressed the leading edge of the propeller and
installed the anti-glare shield. Removed and replaced the alternator on duct P/N X 6913.
Complied with AD 93-02-05, Lycoming Service Bulletin 388B⁴⁷ inspection of the metal
valve injection lines, no defects were noted. Complied with Lycoming Service Bulletin
14 by replacing the push rod tube clamp spring with new one. Added
9 qts. of Phillips X C 20W50 motor oil. Performed several ground runs for
check in progress, no fuel or oil leaks were noted.

East Coast Aviation
FAA Certified Repair Station #OVTR738L

DATE

19

9-13-94 Hobbs: 3263 Drained the oil and removed the oil filter. Act on the oil filter
and inspected, no contaminants were noted. Removed, inspected, cleaned and reinstalled
the oil suction screen. Installed a new CH 48110 oil filter and added 9 qts of
Quaker 15W50. Worked the engine with V and. Performed on engine run-up,
no oil leaks were noted.

WORK ORDER # 7231RS

SIGNATURE Joseph S. ...

EAST COAST AVIATION

FAA CERTIFIED REPAIR STATION NO. OVTR738L

HANGAR TWO WEST HANCOM FIELD

BEDFORD, MA 01730 617-274-0106

East Coast Aviation
FAA Certified Repair Station #OVTR738L

1-3-95 Hobbs: 356.2 Drained the oil. removed the oil filter set open and inspected, no fr. contaminants were noted. removed insert, cleaned and reinstalled the oil filter.

East Coast Aviation Engine

FAA Certified Repair Station #OVTR738L LOG BOOK ENTRY

Clear A/C REG.: N504MB A/C SIN: MOONEY 27-0127
 P/N L DATE: 10/14/94 HOUR METER: 326.3 W/O NO: 7231RS

the engine. oil Drained + screened, oil Filter + Suction Screen Removed + Inspected For Particals - None - Noted. Reinstalled suction screen with new gasket + safetied. New oil Filter installed, torqued + safetied. Aeroshell 15W50 oil added to engine. Removed all sparkplugs, cleaned, gapped + tested - All good - Reinstalled plugs to 420 in 16. With new gaskets, Reinstalled leads. Removed #6 CHT G.E.M. probe P/N 2852 SIN 8 26388, Installed new probe P/N 2852 SIN 8 27321. Removed G.E.M. TIT probe P/N 2872 SIN 8 00526 Installed new P/N 2872 SIN 8 737. Removed #4 + 6 Intake Pipes Due to Leak at Flange, Inspected, Cleaned, Reinstalled with new gaskets + Locking Hardware. Removed + Replaced #5 Rocker box Cover gasket. Grand Rav Engine + Leak Checked, No leaks at Filter, suction screen, rocker box cover #5, #4 + 6 Intake Pipes. tail pipe + clamp removed for turbine wheel inspection; no defects noted, Reinstalled + safetied clamp at turbo + tail pipe flange. - End Michael E Roy/Inspector

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MAY 3, 1995	FFS	Hobbs		Removed Engine M/N TIOS40-AE1A SN C-9333-61A FROM Airframe N504MB M/N m20m SN 27-0127 to Perform traction inspection Due to manifold pressure overboost condition AS Dictated By Textron Lycoming Service Bulletin 369 I
				WORK ORDER # 7402RS
				CONVILLE William R. Rowe, Inspector EAST COAST AVIATION FAA CERTIFIED REPAIR STATION NO. OVTR738L RANGAR TWO-WEST HANSCOM FIELD BEDFORD, MA 01730 617-274-0105

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
27/95	11:05		376.9	AIRCRAFT TOTAL TIME 376.9. THIS LOG BOOK IS CLOSED. ALL ENTRIES TO BE MAKE IN TERRON LYCOMING LOG BOOK #2 ENGINE WAS OVERHAULED AND RETURNED TO SERVICE THIS DATE
				WORK ORDER # 7408RS
				SEGN/TITLE <u>William E. Low</u> Inspector
				EAST COAST AVIATION
				FAA CERTIFIED REPAIR STATION NO. 0VTR182L
				100 WEST HANCOCK FIELD
				BEDFORD, MA 01730 617-274-0105

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
				CLOSED
				6/27/95
				SEE LOG #2