

TELEDYNE MATTITUCK SERVICES, INC. / Limited Piston Engine Warranty

Effective 2/5/88, Teledyne Mattituck Services, Inc. (hereinafter called "TMSI"), makes the following warranty to its customer, subject to the limitations, conditions and exclusions set forth below.

WARRANTY COVERAGE: For a period of six (6) months after date of delivery to customer, or 240 hours of operation, whichever occurs first, TMSI shall repair or replace, at its option, any aircraft engine accessory or part which is found to be defective, to TMSI's satisfaction, within said warranty period.

For engine warranty after six (6) months from the date of delivery to customer and prior to the expiration of the original manufacturer's recommended time between overhaul ("TBO"), the cost of repair or replacement (including the cost of parts and labor), at TMSI's option, shall be prorated in the following manner. The customer shall pay the net price for a newly rebuilt engine equal to the current list price for the engine dictated by the manufacturer's recommended TBO, and then multiplied by the number of hours on the repaired or replaced engine (which shall be deemed the greater of the actual logbook hours, recorded tachometer hours or time at forty (40) hours per month from the date of delivery). Reasonable labor costs associated with the repair of a warranted engine shall be prorated in the same manner on the basis of a flat rate schedule established by TMSI.

After the initial six (6) months from date of delivery or 240 hours of operation, TMSI will not assume any responsibility for the repair or replacement of engine accessories, e.g. magneto, starter, alternator, ignition harness, turbocharger, etc.

Replacement parts needed for warranted engines shall be covered by manufacturer's warranty and supplied on an exchange basis. TMSI will pursue warranty claims with the manufacturer on the owner's behalf. Any allowance by the manufacturer will be credited to the operator's account.

The repair or replacement of any part under the foregoing warranty shall not extend the periods of warranty coverage set forth above. TMSI reserves the right to change the price or specifications of any engine or part at any time.

CONDITIONS AND PROCEDURES FOR OBTAINING WARRANTY WORK: The foregoing warranty shall be effective only if the engine or component to be serviced is returned to TMSI's facility at customer's expense, together with particulars in writing of the nature of the defect. The customer or his representative should contact TMSI for verification and authorization of warranty prior to return and for repair. Written authorization must be obtained from TMSI before repairs covered by warranty

can be performed other than by TMSI. No event shall allowable labor costs exceed those published shop rates. The foregoing warranty shall apply only if the engine has been properly installed and maintained in accordance with current approved standards of the FAA and current recommendations of the manufacturer as specified in applicable factory manuals and service bulletins. The performance of recommended inspections and maintenance must be documented by logbook entries which must accompany any engine returned for warranty work. Defects must be discovered within the warranty period and TMSI must be given prompt notice thereof in writing, within ten (10) days after discovery.

LIMITATION, EXCLUSIONS, AND DISCLAIMERS: TMSI shall not assume freight charges, transportation or delivery expenses, costs, or other expenses, all which are excluded under this warranty. TMSI does not warrant parts, materials or services supplied which are covered by manufacturer's warranty. This warranty shall not apply to any engine which has been subject to misuse, neglect, accident or damage from the elements, or which has been installed, repaired or maintained or altered in any manner which, in the judgement of TMSI, has had an adverse effect on the engine or part. This warranty shall not apply to any engine which has been operated under conditions which exceed the manufacturer's recommendations. This warranty shall not apply to any engine which has been repaired or altered, in any manner other than by TMSI, or is inoperable.

THE FOREGOING WARRANTY IS IN LIEU OF ALL OTHER WARRANTIES OR REPRESENTATIONS, EXPRESSED OR IMPLIED ARISING BY OPERATION OF LAW OR OTHERWISE, INCLUDING WITHOUT LIMITATION THE WARRANTY OF MERCHANTABILITY OR FITNESS FOR PARTICULAR PURPOSE WHICH WARRANTIES ARE HEREBY EXCLUDED. TMSI's liability hereunder shall be limited to the repair or replacement of any engine or part found to be defective within the applicable warranty period as set forth above. IN NO EVENT SHALL TMSI BE LIABLE FOR CONSEQUENTIAL OR INCIDENTAL DAMAGES OR ECONOMIC LOSS OF ANY NATURE WHETHER ARISING IN CONTRACT OR TORT, INCLUDING STRICT LIABILITY ON TORT OR NEGLIGENCE ON THE PART OF TMSI. The foregoing limitations and exclusions with respect to implied warranties and the exclusion of incidental or consequential damages may not apply in those states which prohibit such limitation or exclusions. This warranty gives customer specific legal rights, and the customer may have other rights which vary from state to state.

Work Order No. 31965
Engine Serial No. L-8213-39A

Alhway Drive
Mattituck, N.Y.
Tel (516) 298-8330

FORM WAR-04 REV.(NOV. 2005)

ENGINE MAINTENANCE RECORDS

Log No. _____

Aircraft Registration No. N2525Y

Engine Manufacturer _____

Model _____

Serial No. _____

Date installed on aircraft AUG. 26, 2006

Time Between Overhauls (TBO) _____ Hours

If used on multi-engine aircraft:

- | | |
|--------------------------------|-------------------------------|
| <input type="checkbox"/> Right | <input type="checkbox"/> Left |
| <input type="checkbox"/> Front | <input type="checkbox"/> Rear |

This is to certify that the engine described hereafter has been overhauled to manufacturer's new part limits by Teledyne Mattituck Services, Inc. Engine disassembled, cleaned, and inspected in accordance with manufacturer's instructions. All steel parts magnafluxed. All Applicable Airworthiness Directives are in compliance. The engine, with respect to the work performed is airworthy and approved for return to service. A description of these repairs is on file at this agency under:

JOB NO. 31965 DATED 21 July 06
 MFG. Lycoming MODEL O-320-D3G
 Serial No. L-8213-39A Time in svc. 6127.8 Hrs.

TELEDYNE MATTITUCK SERVICES, INC.
 FAA REPAIR STATION # T10R507Y
 AIRWAY DRIVE, MATTITUCK NY 11952



Jim C. Byrne
 Authorized Signature

FORM RS-37 REV.(NOV. 2005)

New cyl. Assy's installed Test spec. 10/2B

The accessories listed below were overhauled by Teledyne Mattituck Services, Inc. in accordance with applicable manufacturer's service and parts manuals and installed on the engine:

Item	Part No.	Serial No.

The accessories listed below were New or Overhauled as indicated in the status column and installed on the engine. Overhaul records for these overhauled accessories are in an envelope in the back of this logbook.

Item	Part No.	Serial No.	Status
<i>Fuel pump</i>	<i>L-15472</i>	<i>NA</i>	<i>N</i>
<i>STATER</i>	<i>149-NL</i>	<i>FN-190624</i>	<i>N</i>
<i>R.H. mag</i>	<i>4370</i>	<i>06061492</i>	<i>N</i>
<i>L.H. mag</i>	<i>4371</i>	<i>06062051</i>	<i>N</i>



TELEDYNE MATTITUCK SERVICES, INC.
 FAA REPAIR STATION T10R507Y
 W.O. NO. 31965 DATE 21 July 06

Jim C. Byrne
 Authorized Signature

FORM RS-38 REV.(NOV. 2005)

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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

N2525Y TACH:2908.7 TSM:0 DATE: AUG 26, 2006
 INSTALLED THIS ENGINE 0-320-D3G S/N L-8213-39A IN PIPER PA-28-161
 S/N 28-8516075. SERVICED ENGINE WITH 8 QTS AERO-SHELL MINERAL OIL
 RUN UP FOUND SATISFACTORY

Jim C. Byrne
SORBI FLYING SERVICE **SAN DIEGO, CA**

N2525Y TACH:2908.7 TSMO:0 DATE: AUG 26, 2006

DRAINED OIL, REPLACED FILTER CH48110. SERVICED WITH 8 QTS OF AERO-SHELL MINERAL OIL.

ICERTIFY THAT THIS HAS BEEN INSPECTED IN CCORDANCE WITH A
 100 HR. INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

Jim C. Byrne
SORBI FLYING SERVICE **SAN DIEGO, CA**

N2525Y TACH:3009.1 TSMO:100.4 DATE: SEPT 24, 2006

DRAINED OIL, REPLACED FILTER CH48110. SERVICED ENGINE WITH 8 QTS AERO-SHELL W100 PLUS OIL, CLEANED, GAPPED TESTED AND ROTATED SPARK PLUGS. CHECKED MAG. TIMING. PERFORMED DEFF. COMPRESSION TEST:

#1=78/80 #2=78/80 #3=78/80 #4=78/80
 ICERTIFY THAT THIS HAS BEEN INSPECTED IN CCORDANCE WITH A
 100 HR. INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

Jim C. Byrne
SORBI FLYING SERVICE **SAN DIEGO, CA**

N2525Y TACH:3009.1 TSMO:204.2 DATE: OCT. 13, 2006
3112.9

DRAINED OIL, REPLACED OIL FILTER CH48110. SERVICED ENGINE WITH 7 QTS CASTROL AVIATOR AD 100 OIL, CLEANED, GAPPED TESTED AND ROTATED SPARK PLUGS, CHECKED MAG. TIMING. PERFORMED DEFF. COMPRESSION TEST:

#1=78/80 #2=78/80 #3=78/80 #4=78/80
 ICERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN CCORDANCE WITH A
 100 HOURS INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.



Jim C. Byrne
SORBI FLYING SERVICE **SAN DIEGO, CA**

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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
				<p>N2525Y TACH:3215.8 TSMO:307.1 DATE: NOV 21, 2006</p> <p>DRAINED OIL, REPLACED OIL FILTER CH48110-1 SERVICED ENGINE WITH 8 QTS CASTROL AD100 OIL, CLEANED, GAPPED TESTED AND ROTATED SPARK PLUGS CHECKED MAG. TIMING, PERFORMED DIFF. COMPRESSION TEST: #1=78/80 #2=78/80 #3=77/80 #4=75/80</p> <p>I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN COORDANCE WITH AN <u>100 HRS. INSPECTION</u> AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p><i>[Signature]</i> A&P 2683817 IA SORBI FLYING SERVICE SAN DIEGO, CA</p>
				<p>N2525Y TACH:3314.0 TSMO:405.3 DATE: JAN. 2, 2007</p> <p>DRAINED OIL, REPLACED OIL FILTER CH48110-1 SERVICED ENGINE WITH 8 QTS CASTROL AVIATOR W 100 OIL, CLEANED, GAPPED TESTED AND ROTATED SPARK PLUGS CHECKED MAG. TIMING, PERFORMED DIFF. COMPRESSION TEST: #1=78/80 #2=78/80 #3=78/80 #4=78/80</p> <p>I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>ANNUAL INSPECTION</u> AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p><i>[Signature]</i> A&P 570977080 IA SORBI FLYING SERVICE SAN DIEGO, CA</p>
				<p>N2525Y TACH:3416.0 TSMO:507.3 DATE: FEB. 20, 2007</p> <p>DRAINED OIL, REPLACED OIL FILTER CH48110, SERVICED ENGINE WITH 7 QTS AERO SHELL 100 W, CLEANED, GAPPED TESTED AND ROTATED SPARK PLUGS CHECKED MAG TIMING, PERFORMED DIFF. COMPRESSION TEST: #1=74/80 #2=74/80 #3=72/80 #4=75/80</p> <p>I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100 HRS. INSPECTION</u> AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p><i>[Signature]</i> A&P 570977080 IA SORBI FLYING SERVICE SAN DIEGO, CA</p>
				<p>N2525Y TACH:3520.0 TSMO:0611.0 DATE: MARCH 21, 2007</p> <p>DRAINED OIL, REPLACED OIL FILTER CH48110-1 SERVICED ENGINE WITH 8 QTS AERO SHELL 100W, CLEANED GAPPED TESTED AND ROTATED SPARK PLUGS CHECKED MAG. TIMING, PERFORMED DIFF. COMPRESSION TEST: #1=78/80 #2=77/80 #3=75/80 #4=78/80</p> <p>I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100 HRS. INSPECTION</u> AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p><i>[Signature]</i> A&P 2683817 SORBI FLYING SERVICE SAN DIEGO, CA</p>
				<p>N2525Y TACH:3621.4 TSMO:712.4 DATE: MAY 5, 2007</p> <p>DRAINED OIL, REPLACED OIL FILTER CH48110, SERVICED ENGINE WITH 8 QTS OF AEROSHELL 100W, CLEANED GAPPED, TESTED AND ROTATED SPARK PLUGS. CHECKED MAG. TIMING, PERFORMED DIFF. COMPRESSION TEST: #1=78/80 #2=78/80 #3=77/80 #4=78/80</p> <p>I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100 HRS. INSPECTION</u> AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p><i>[Signature]</i> A&P 570977080 IA SORBI AVIATION EL CAJON, CA</p>

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
				<p>N2525Y TACH:3729.0 TSMO:820.0 DATE: 3 JULY 2007</p> <p>DRAINED OIL, REPLACED OIL FILTER CH48110, SERVICED ENGINE WITH 8 QTS. OF AEROSHELL W100, CLEANED GAPPED, TESTED AND ROTATED SPARK PLUGS. CHECKED MAG. TIMING, PERFORMED DIFF. COMPRESSION TEST: #1=78/80 #2=78/80 #3=78/80 #4=78/80</p> <p>I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100 HRS. INSPECTION</u> AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p><i>[Signature]</i> A&P 2683817 SORBI AVIATION EL CAJON, CA</p>
				<p>N2525Y TACH:3829.7 TSMO:0920.7 DATE: 11 AUG 2007</p> <p>DRAINED OIL, REPLACED OIL FILTER CH48110, SERVICED ENGINE WITH 8 QTS. OF ASTROL AVIATOR AD100, CLEANED GAPPED, TESTED AND ROTATED SPARK PLUGS CHECKED MAG. TIMING, PERFORMED DIFF. COMPRESSION TEST: #1=78/80 #2=75/80 #3=75/80 #4=78/80</p> <p>I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100 HRS. INSPECTION</u> AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p><i>[Signature]</i> A&P 2683817 IA SORBI AVIATION EL CAJON, CA</p>
				<p>N2525Y TACH: 3926.7 TSMO: 1017.7 DATE: 18 OCT. 2007</p> <p>DRAINED OIL, REPLACED OIL FILTER CH48110, SERVICED ENGINE WITH 8 QTS. OF ASTROL AVIATOR AD100, CLEANED GAPPED, TESTED AND ROTATED SPARK PLUGS CHECKED MAG. TIMING, PERFORMED DIFF. COMPRESSION TEST: #1=77/80 #2=75/80 #3=74/80 #4=75/80</p> <p>I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100 HRS. INSPECTION</u> AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p><i>[Signature]</i> A&P 2683817 IA SORBI AVIATION EL CAJON, CA</p>
				<p>N2525Y TACH: 4026.4 TSMO: 1117.4 DATE: 22 JAN. 2008</p> <p>DRAINED OIL, REPLACED OIL FILTER CH48110, SERVICED ENGINE WITH 8 QTS. OF ASTROL AVIATOR AD100, CLEANED GAPPED, TESTED AND ROTATED SPARK PLUGS CHECKED MAG. TIMING, PERFORMANCE DIFF. COMPRESSION TEST: #1=78/80 #2=78/80 #3=75/80 #4=78/80</p> <p>I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH AN <u>ANNUAL INSPECTION</u> AND WAS DETERMINED TO BE AIRWORTHY CONDITION.</p> <p><i>[Signature]</i> A&P 570977080 IA SORBI AVIATION EL CAJON, CA</p>
				<p>N2525Y TACH: 4124.6 TSMO: 1215.6 DATE: 5 APRIL 2008</p> <p>DRAINED OIL, REPLACED OIL FILTER CH48110, SERVICED ENGINE WITH 8 QTS. OF CASTROL AVIATOR AD100, CLEANED GAPPED, TESTED AND ROTATED SPARK PLUGS CHECKED MAG. TIMING, PERFORMANCE DIFF. COMPRESSION TEST: #1=75/80 #2=75/80 #3=75/80 #4=75/80</p> <p>I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100 HRS. INSPECTION</u> AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p><i>[Signature]</i> A&P 570977080 IA SORBI AVIATION EL CAJON, CA</p>
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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
N2525Y TACH: 4227.4 TSMO: 1318.4 DATE: 16 JUN 2008 DRAINED OIL, REPLACED OIL FILTER CH48110, SERVICED ENGINE WITH 8 QTS. OF CASTROL AVIATOR AD100, CLEANED GAPPED, TESTED AND ROTATED SPARK PLUGS CHECKED MAG. TIMING, PERFORMED DIFF. COMPRESSION TEST: #1=72/80 #2=70/80 #3=72/80 #4=74/80 I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR. INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.  SORBI AVIATION EL CAJON, CA				
N2525Y TACH: 4326.6 TSMO: 1417.6 DATE: 8 AUG. 2008 DRAINED OIL, REPLACED FILTER CH48110, SERVICED WITH 8 QTS. OF AERO SHELL 100W. CLEANED GAPPED TESTED AND ROTATED SPARK PLUGS. CHECKED MAG. TIMING, PERFORMED DIFF. COMPRESSION TEST: #1=73/80 #2=72/80 #3=73/80 #4=74/80 I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR. INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.  SORBI AVIATION EL CAJON, CA				

N2525y Tach time 4426.5

Date 20 September 2008

I certify this aircraft Engine group has been inspected and serviced in accordance with a 100 hour inspection. Repaired carburetor heat box. Replaced rivets into exhaust shroud. Replaced #2 and #4 cylinder valve cover gaskets. Preformed compression check 1/78, 2/78, 3/77, 4/78. cylinder compression within serviceable limits. Aircraft found to be in an airworthy condition.


Charles A. Simon Jr.
Simon Aviation Services
El Cajon Ca. 92020 619.562.2260

AP73685462

N2525Y

Tach 4526.4 Date 13 November 2008

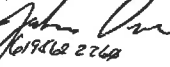


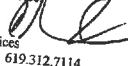
Filed engine compression #1 79, #2 79, #3 78, #4 79. Found cracked front exhaust, and replaced. Tightened alternator belt. I certify that this engine has been inspected IAW a 100hr inspection and found it to be in an airworthy condition.


Joel LaBouef
Simon Aviation Services

AP2919180

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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 N2525Y Tach 4569.6 02 February 2009 Performed engine compression check 1/77,2/77,3/78,79 found compression within limits. I certify this aircraft Engine group has been inspected and serviced in accordance with a annual, and has found to be in airworthy condition. Jake Ore IA3103514.  Simon Aviation Services 619.562.2260				
N2525Y Tach 4670.5 09/09/09 Replaced oil and filter. Egt prob inop. Serviced aft muffler assembly. Serviced spark plugs 8ea. Compression check Preformed 1/78 2/74 3/72 4/74. I certify this aircraft Engine group has been inspected with an 100 hr inspection IAW AC 43.13-1B, AC 43.13-2A, and FARs part 91., and part 43. Returned aircraft to service. Charles A. Simon Jr.  AP73685462 Simon Aviation Services El Cajon Ca. 92020 619.3127114				
11/26/09 46736 Replaced Egt prob. Returned aircraft to service. CHARLES A. SIMON JR.  Simon Aviation Services AP73685462 619.312-7114				
N2525y tach 4770.5 21 Nov. 09 Replaced oil and filter. Replaced intake carb filter. Service and reinstalled. Replaced worn engine baffles. Compression check Preformed 1/72 2/78 3/76 4/76. I certify this aircraft Engine group has been inspected with an 100 hr inspection IAW AC 43.13-1B, AC 43.13-2A, and FARs part 91., and part 43. Returned aircraft to service. Charles A. Simon Jr.  AP73685462 Simon Aviation Services El Cajon Ca. 92020 619.312.7114				

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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
15 DEC 09			47933	FOUND INTAKE LEAKING ON #3 CYLINDER REPLACED INTAKE GASKET. CHECKED FOR LEAKS NONE FOUND. RETURNED AIRCRAFT TO SERVICE. CHARLES A. SIMON JR Simon Aviation Services 619-312-1114
				N2525Y TACH: 4819.9 TSMO: 1910.9 DATE: 5 MARCH 2010 DRAINED OIL, REPLACED FILTER CH48110, SERVICED WITH 7 QTS. OF AEROSHELL 100W. CLEANED, GAPPED, TESTED AND ROTATED SPARK PLUGS. CHECKED MAG. TIMING. PERFORMED DIFF. COMPRESSION TEST: #1=77/80 #2=74/80 #3=77/80 #4=76/80 I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION D and Spence AP554250815 ± A
				N2525Y TACH: 4919.7 TSMO: 2010.7 DATE: 5 JULY 2010 DRAINED OIL, REPLACED FILTER CH48110, SERVICED WITH 7 QTS. OF EROSHELL 100W OIL. CLEANED, GAPPED, TESTED AND ROTATED SPARK PLUGS. CHECKED MAG. TIMING. PERFORMED DIFF. COMPRESSION TEST: #1=78/80 #2=74/80 #3=78/80 #4=78/80 I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR. INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. E. Rhynolds AP3480860
				N2525Y TACH: 5019.6 TSMO: 2110.6 DATE: 09 AUG. 2010 DRAINED OIL, REPLACED FILTER CH48110 SERVICED WITH 7 QTS. OF AERO SHELL 100W OIL. CLEANED, GAPPED, TESTED AND ROTATED SPARK PLUGS. CHECKED MAG. TIMING. PERFORMED DIFF. COMPRESSION TEST: #1=78/80 #2=77/80 #3=76/80 #4=78/80 REPLACED ALL VALVE COVER GASKETS P/N S75906. I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR. INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. E. Rhynolds AP 3480860
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N2525Y TACH: 5119.8 TSMO: 2210.8 DATE: 1 OCT. 2010
 DRAINED OIL, REPLACED FILTER CH48110. SERVICED WITH 8 QTS OF AEROSHELL
 W100. WASHED ENGINE AND COMPARTMENT. CLEANED, GAPPED, TESTED &
 ROTATED SPARK PLUGS. CHECKED MAG TIMING.
 PERFORMED DIFF. COMPRESSION TEST.
 #1=76/80 #2=79/80 #3=77/80 #4=78/80
 I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A
100 HR. INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

Expenditures AP 3480860

N2525Y TACH: 5220.5 TSMO: 2311.5 DATE: 2 JAN 2011
DRAINED OIL, REPLACED FILTER CH-48110, SERVICED WITH 6 QTS. OF AEROSHELL
W100 OIL. CLEANED, GAPPED, TESTED AND ROTATED SPARK PLUGS..
CHECKED MAG. TIMING. PERFORMED DIFF. COMPRESSION TEST:
#1= 78/80 #2= 76/80 #3= 78/80 #4= 76/80

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH AN
100 HOUR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION

E Reynolds AEP 3480860

N2525Y TACH: 5321.9 TSMOH: 2412.9 DATE: 2 JUNE 2011
DRAINED OIL, REPLACED FILTER CH-48-110, CLEANED SCREEN. SERVICED WITH 8
QTS. OF AEROSHELL 100W. CLEANED, GAPPED, TESTED AND ROTATED SPARK
PLUGS.
CHECKED MAG. TIMING.
PERFORMED DIFF. COMPRESSION TEST:
#1= 76/80 #2= 78/80 #3= 78/80 #4= 77/80

CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION
7-02 A/P 5209770801A

N2525Y TACH: 5421.8 TSMOH: 2512.8 DATE: 19 AUG. 2011

DRAINED OIL, REPLACED FILTER CH-48110-1, CLEANED SCREEN. SERVICED WITH
QTS. OF AEROSHELL W100 OIL. CLEANED, GAPPED, TESTED, AND ROTATED SPARK
PLUGS. CHECKED MAP, TIMING.
PERFORMED DIFF. COMPRESSION TEST:
#1= 78/80 #2= 74/80 #3= 72/80 #4= 74/80

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A
100 HR. INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION

N2525Y TACH: 5484.9 DATE: 11 OCT. 2011

REMOVED AND REINSTALLED LEFT MAG. AFTER OVERHAUL.
CLEANED, GAPPED, TESTED AND ROTATED SPARK PLUGS.

IRID Air 570977000TH

E Reynolds AP 3480860

Ergebnis AEP 3480860

AERO ACCESSORIES INC.
E. Reynolds AEP 3480860

722 AEP 5797080 TA

2 King - 100 A/P 3480562

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7200 451570977080 JA

ASAP 570971080 IA
Sorbi Aviation El Cajon, CA

Sorbi Aviation El Cajon, CA

Sorbi Aviation **El Cajon, CA**

7-20 APR 51 09MOR TA

DRAINED OIL, AND REPLACED OIL FILTER CH48110-1. SERVICED WITH 8 QTS. OF AEROSHELL W100+ OIL. CLEANED, GAPPED, TESTED, AND ROTATED BOTTOM SPARK PLUGS.

N2525Y TACH: 5936.4 TSMOH: 98.9 DATE: 21 APR. 2014
DRAINED OIL, CLEANED SCREEN. REPLACED OIL FILTER CH48110-1. SERVICED
WITH 8 QTS. OF AEROSHELL W100 + OIL. CLEANED, GAPPED, TESTED,
AND ROTATED SPARK PLUGS. CHECKED MAG. TIMING.
PERFORMED DIFF. COMPRESSION TEST:

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

DRAINED OIL, AND REPLACED OIL FILTER CH48110-1. SERVICED WITH 8 QTS. OF AEROSHELL W100+ OIL. CLEANED, GAPPED, TESTED, AND ROTATED BOTTOM SPARK PLUGS.

REPLACED (#4) CYLINDER OVERHAULED BY
'ONE STOP AVIATION, INC.'
(WORK ORDER # 27211.3).
DRAINED OIL, REPLACED OIL FILTER P/N CH48110-1.
SERVICED WITH 8 QTS. OF AEROSHELL MINERAL OIL.

N2525Y TACH: 6034.8 TSMOH: 197.3 DATE: 24 JUNE 2014
DRAINED OIL, CLEANED SCREEN, REPLACED OIL FILTER CH48110-1. SERVICED
WITH 8 QTS. OF AEROSHELL MINERAL OIL. CLEANED, GAPPED, TESTED,
AND ROTATED SPARK PLUGS. CHECKED MAG. TIMING.
PERFORMED DIFF. COMPRESSION TEST:
#1= 76/80 #2= 72/80 #3= 76/80 #4= 77/80

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A
100 HOUR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION

DRAINED OIL, CLEANED SCREEN. REPLACED OIL FILTER CH48110-1. SERVICED WITH 8 QTS. OF AEROSHELL W100+ OIL. CLEANED, GAPPED, TESTED, AND ROTATED SPARK PLUGS. CHECKED MAG. TIMING.

PERFORMED DIFF. COMPRESSION TEST:
#1= 76/80 #2= 75/80 #3= 75/80 #4= 72/80
I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH AN
ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

DRAINED OIL, AND REPLACED OIL FILTER CH48110-1. SERVICED WITH 8 QTS. OF AEROSHELL W100+ OIL. CLEANED, GAPPED, TESTED, AND ROTATED BOTTOM SPARK PLUGS.

N2525Y TACH: 6170.1 TSMOH: 332.6 DATE: 8 DEC. 2014
DRAINED OIL, CLEANED SCREEN. REPLACED OIL FILTER CH48110-1. SERVICED
WITH 8 QTS. OF PHILLIPS 100W OIL. CLEANED, GAPPED, TESTED,
AND ROTATED SPARK PLUGS. CHECKED MAG. TIMING.
PERFORMED DIFF. COMPRESSION TEST:
#1= 74/80 #2= 78/80 #3= 75/80 #4= 76/80

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A
100 HOUR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION

REPLACED LEFT MAGNETO P/N 4371 (S/N 95090188)

DRAINED OIL, AND REPLACED OIL FILTER CH48110-1. SERVICED WITH 8 QTS. PHILLIPS 100AW OIL. CLEANED, GAPPED, TESTED, AND ROTATED BOTTOM SPARK PLUGS.

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

[Signature] AEP 364462

DRAINED OIL, AND REPLACED OIL FILTER CH48110-1 SERVICED WITH 8 QTS. PHILLIPS 100AW OIL. CLEANED, GAPPED, TESTED, AND ROTATED BOTTOM SPARK PLUGS.

BLP SEP 30 8 58 PM '62

REPLACED LEFT MAGNEO P/N 4371 (S/N 95090188).

[Signature] AEP3689862

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

[Signature]

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A
100 HOUR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

Barber NEP368980

[illegible]

DRAINED OIL, AND REPLACED OIL FILTER CH48110-1. SERVICED WITH 8 QTS. OF PHILLIPS 100AW OIL. CLEANED, GAPPED, TESTED, AND ROTATED BOTTOM SPARK PLUGS.

AP 3826313

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A
100 HOUR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION

[Signature] REP 3682802

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

[Signature] AC 136896601

N25294 (#3 cylinder) Tach 66669.4
518116

Pertinent details of the repair are on file at this agency

under Work Order No. *M119 / 20#29283*

5/3/6

Signed

SIGNATURE OF AUTHORIZED INDIVIDUAL

SECURITY A

FORM #100-

September 3, 2016 A

This date removed failed Slick 4370 magneto from right hand location on engine accessibility case and replace with serial 04010746. Time to specification. Run and leak check.

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy with respect to work performed on this date.

Security Aviation WO# 852727 CRS MH3R684L authorized signature

Christopher Miller

SUB-TOTALS this page

TOTALS—Carry forward to next page

Serviceable Part Tag (1504P)
F.A.A. APPROVED REPAIR STATION XR3R981L
 Description: *Lycoming 320W10 Cylinder Complete Assembly*
 Remarks: *Plain Steel Bore 5.128 Overhauled*

REPAIRED BY: _____
 DATE: _____ MECH: _____ PSEP: _____
ONE STOP AVIATION, INC.
 3245 PRODUCTION AVE. SUITE D, OCEANSIDE, CA 92058
 PHONE (760) 721-1389

AIRWORTHY CONDITION
Steven C Esquilin
 STEVEN C ESQUILIN A&P30202361A

MAINTENANCE

39A This Engine on N2525Y was
 as 1-77/80, 2-77/80, 3-79/80, 4-73/80.
 ed rotated and reinstalled. Ignition
 with 7 qts. Victory AW 100.

ED IN ACCORDANCE
 DETERMINED TO BE IN AN

AMERICAN AVIATION MAINTENANCE

MAINTENANCE
 1987 N. Marshall Ave. Hangar 101
 El Cajon, CA 92020

5 JAN 2017 Tack: 6939.2 TSMOH: 1101.7 Manufacture: LYCOMING Model: 0-320-D3G SER: L-8213-39A
 This Engine on N2525Y was inspected Using FAR 43, App.D, as a guide. Compression checks
 1-80/80, 2-80/80, 3-79/80, 4-80/80. Checked magneto Timing to engine. Cleaned inspected and rotated
 8 REM40E Spark Plugs. Ignition harness tested. Changed oil filter P/N CH48110-1. Oil changed with
 7 Qt's. Victory AW 100. Engine Ground run shows satisfactory.

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE
 WITH A 100 HOUR INSPECTION AND HAS BEEN DETERMINED TO BE IN AN
 AIRWORTHY CONDITION.

Steven C Esquilin
 STEVEN C ESQUILIN A&P30202361A

AMERICAN AVIATION MAINTENANCE

MAINTENANCE
 1987 N. Marshall Ave. Hangar 101
 El Cajon, CA 92020

22 JUN 2017 Tack: 7165.4 TSMOH: 1327.9 Manufacture: LYCOMING Model: 0-320-D3G SER: L-8213-39A
 This Engine on N2525Y was inspected Using FAR 43, App.D, as a guide. Compression checks 1-50/80, 2-68/80,
 3-69/80, 4-67/80. Checked magneto Timing to engine. Cleaned inspected and rotated 8 REM40E Spark Plugs.
 Ignition harness tested. Changed oil filter P/N CH48110-1. Oil changed with 7 Qt's. Victory AW 100. Replaced
 #1 cylinder from One Stop Aviation. Repaired baffling to oil cooler. Engine Ground run shows satisfactory.

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE
 WITH A 100 HOUR INSPECTION AND HAS BEEN DETERMINED TO BE IN AN
 AIRWORTHY CONDITION.

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

AMERICAN AVIATION MAINTENANCE

MAINTENANCE
 1987 N. Marshall Ave. Hangar 101
 El Cajon, CA 92020

01 MAY 2017 Tack: 7087.3
 Manufacture: LYCOMING Model: 0-320-D3G SER: L-8213-39A Inspected 200 Mag drop on N2525Y
 Cleaned inspected and rotated 8 REM40E Spark Plugs. Engine Ground run shows satisfactory.

Steven C Esquilin
 STEVEN C ESQUILIN A&P30202361A

AMERICAN AVIATION MAINTENANCE

MAINTENANCE
 1987 N. Marshall Ave. Hangar 101
 El Cajon, CA 92020.

02 OCT 2017 Tack: 7181.8 TSMOH: 1344.3 Manufacture: LYCOMING Model: 0-320-D3G SER: L-8213-39A
 This Engine on N2525Y was inspected Using FAR 43, App.D, as a guide. Compression checks 1-68, 2-63/80,
 3-60/80, 4-72/80. Checked magneto Timing to engine. Cleaned inspected and rotated 8 REM40E Spark Plugs.
 Ignition harness tested. Changed oil filter P/N CH48110-1. Oil changed with 7 Qt's. Victory AW 100.
 Engine Ground run shows satisfactory.

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE
 WITH AN ANNUAL INSPECTION AND HAS BEEN DETERMINED TO BE IN AN
 AIRWORTHY CONDITION.

Steven C Esquilin
 STEVEN C ESQUILIN A&P30202361A

AMERICAN AVIATION MAINTENANCE

Manufacturer: Lycoming
 Model: 0-320-D3G
 SER: L-8213-39A
 Work Order: 1584

MAINTENANCE
 1987 N. Marshall Ave. Hangar 101
 El Cajon, CA 92020

12 APRIL 2018
 Tack: 7281.1
 TSMOH: 1443.6

This Engine on N2525Y was inspected Using FAR 43, App. D, as a guide. HOT Compression checks 1-65/80, 2-67/80,
 3-60/80, 4-72/80. Checked magneto Timing to engine. Cleaned inspected and rotated 8 REM40E Spark Plugs. Ignition
 harness tested. Took oil sample for Lab One. Changed oil filter P/N CH48110-1. Oil changed with 8 Qt's. PHILLIPS
 66 20W-50 X/C. Engine Ground run shows satisfactory.

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION AND THIS ENGINE HAS BEEN
 INSPECTED AS OUTLINED ABOVE IN ACCORDANCE WITH CURRENT MAINTENANCE RULES OF 14 CFR IT IS FOUND TO BE IN AN
 AIRWORTHY CONDITION AND IS APPROVED RETURN TO SERVICE WITH RESPECT TO THE WORK PERFORMED.

DATE

AMERICAN AVIATION MAINTENANCE

Manufacturer: PIPER
Model: PA-28-161
SER: 2F3516075
Work Order: 1576

MAINTENANCE

1987 N. Marshall Ave. Hangar 101
El Cajon, CA 92020

26 MAR 2018

Tach: 7262.7
Hobbs Time: 8496.1

This Airframe N2525Y Manufacture Date. 1985 Aircraft Registry. Certificate Issued: 10/13/2009. Expiration: 07/31/2021
Installed New Starter P/N: 149.NL. One check was satisfactory.

I CERTIFY THAT THIS AIRFRAME OR COMPONENT HAS BEEN REPAIRED AND / OR INSPECTED AS OUTLINED ABOVE IN ACCORDANCE WITH CURRENT MAINTENANCE RULES OF 14 CFR IT IS FOUND TO BE IN AN AIRWORTHY CONDITION AND IS APPROVED RETURN TO SERVICE WITH RESPECT TO THE WORK PERFORMED.

Date: 26 MAR 2018

Signed:

For: American Aviation Maintenance Inc. CRS # 48VR160D

MED—
FORMING WORK

Not in
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AF

AMERICAN AVIATION MAINTENANCE

Manufacturer: Lycoming
Model: O-320-D3G
SER: L-8213-39A
Work Order: 1659

MAINTENANCE

1987 N. Marshall Ave. Hangar 101
El Cajon, CA 92020

06 JUNE 2018

Tach: 7331.1
TSMOH: 1493.6

This Engine on N2525Y was inspected Using FAR 43. App. D. as a guide. Cleaned Inspected and rotated 8 REM40E Spark Plugs. Changed oil filter P/N CH48110-1. Oil changed with 8 Qt's PHILLIPS 66 20W-50 X/C. Engine Ground run shows satisfactory.

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION THIS ENGINE HAS BEEN INSPECTED AS OUTLINED ABOVE IN ACCORDANCE WITH CURRENT MAINTENANCE RULES OF 14 CFR IT IS FOUND TO BE IN AN AIRWORTHY CONDITION AND IS APPROVED RETURN TO SERVICE WITH RESPECT TO THE WORK PERFORMED.

Date: 06 JUNE 2018

Signed:

For: American Aviation Maintenance Inc. CRS # 48VR160D

AMERICAN AVIATION MAINTENANCE

Manufacturer: Lycoming
Model: O-320-D3G
SER: L-8213-39A
Work Order: 1758

MAINTENANCE

1987 N. Marshall Ave. Hangar 101
El Cajon, CA 92020

02 OCT 2018

Tach: 07381.0
TSMOH: 1543.6

This Engine on N2525Y was inspected Using FAR 43. App. D. as a guide. HOT Compression checks 1-69/80, 2-71/80, 3-64/80, 4-70/80. Checked Magneto Timing to Engine. Cleaned Inspected and Rotated 8 REM40E Spark Plugs. Ignition Harness Tested. Took Oil Sample for Lab One. Changed Oil Filter P# CH48110-1. Oil Changed with 8 Qt's PHILLIPS 66 20W-50 X/C. Added AvBlend to Engine Oil. Engine Ground Run-Up is Satisfactory.

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION THIS ENGINE HAS BEEN INSPECTED AS OUTLINED ABOVE IN ACCORDANCE WITH CURRENT MAINTENANCE RULES OF 14 CFR IT IS FOUND TO BE IN AN AIRWORTHY CONDITION AND IS APPROVED RETURN TO SERVICE WITH RESPECT TO THE WORK PERFORMED.

Date: 02 OCT 2018

Signed:

For: American Aviation Maintenance Inc. CRS # 48VR160D

SUB-TOTALS this page

TOTALS Carry forward to next page

DATE

AMERICAN AVIATION MAINTENANCE

Manufacturer: PIPER
Model: PA-28-161
SER: 2F3516075
Work Order: 1817

MAINTENANCE

1987 N. Marshall Ave. Hangar 101
El Cajon, CA 92020

07 JAN 19

Tach: 7000
Hobbs Time: 8610.0

This Aircraft N2525Y Had Front 5.00 - 5 Tire Replaced with Concord PH072-308-0 & Tube P#GL-5067B
Stem Type: TR-67. I.A.W. Manufacturer Maintenance Manual.
A List of Detailed Work is Under W/O# 1813.
Ground Check Satisfactory.

I CERTIFY THAT THIS AIRFRAME OR COMPONENT HAS BEEN REPAIRED AND / OR INSPECTED AS OUTLINED ABOVE IN ACCORDANCE WITH CURRENT MAINTENANCE RULES OF 14 CFR IT IS FOUND TO BE IN AN AIRWORTHY CONDITION AND IS APPROVED RETURN TO SERVICE WITH RESPECT TO THE WORK PERFORMED.

Date: 07 JAN 2019

Signed:

For: American Aviation Maintenance Inc. CRS # 48VR160D

AMERICAN AVIATION MAINTENANCE

Manufacturer: Lycoming
Model: O-320-D3G
SER: L-8213-39A
Work Order: 1836

MAINTENANCE

1987 N. Marshall Ave. Hangar 101
El Cajon, CA 92020

29 JAN 2019

Tach: 07480.6
TSMOH: 1643.2

This Engine on N2525Y was Inspected I.A.W. Manufacturers Maintenance Manual. HOT Compression checks 1-70/80, 2-63/80, 3-67/80, 4-68/80. Replaced Silicon Valve Cover Gaskets P# 05-11181, Oil Return Lines Hose P# STD1821, Intake Gaskets P# SA629925. Took Oil Sample for Lab One. Changed Oil Filter P# CH48110-1. Oil Changed with 7 Qt's PHILLIPS 66 20W-50 X/C. Added AvBlend to Engine Oil. Engine Ground Run-Up is Satisfactory.

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION THIS ENGINE HAS BEEN INSPECTED AS OUTLINED ABOVE IN ACCORDANCE WITH CURRENT MAINTENANCE RULES OF 14 CFR IT IS FOUND TO BE IN AN AIRWORTHY CONDITION AND IS APPROVED RETURN TO SERVICE WITH RESPECT TO THE WORK PERFORMED.

Date: 29 JAN 2019

Signed:

For: American Aviation Maintenance Inc. CRS # 48VR160D

AMERICAN AVIATION MAINTENANCE

Manufacturer: Lycoming
Model: O-320-D3G
SER: L-8213-39A
Work Order: 1928

MAINTENANCE

1987 N. Marshall Ave. Hangar 101
El Cajon, CA 92020

13 JUNE 2019

Tach: 07580.0
TSMOH: 1742.6

This Engine on N2525Y was Inspected I.A.W. Manufacturers Maintenance Manual. HOT Compression checks 1-71/80, 2-NEW/80, 3-65/80, 4-68/80. Replaced Cylinder #2 From One Stop Aviation, Inc. W/O# R100. Replaced Serviceable Starter P# 149-NL S# FN-3116103. Replaced Alternator Strut Bracket P# 78483-00, Bushing Bolt P# 86700-036, Bolt P# AN6-44A, Nut P# MS21945-6 Changed Oil Filter P# AA48110-2. Oil Changed with 7 Qt's PHILLIPS 66 20W-50 X/C. Added AvBlend to Engine Oil. A Detailed List of Parts Under W/O# 1928. Engine Ground Run-Up is Satisfactory.

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION THIS ENGINE HAS BEEN INSPECTED AS OUTLINED ABOVE IN ACCORDANCE WITH CURRENT MAINTENANCE RULES OF 14 CFR IT IS FOUND TO BE IN AN AIRWORTHY CONDITION AND IS APPROVED RETURN TO SERVICE WITH RESPECT TO THE WORK PERFORMED.

Date: 13 JUNE 2019

Signed:

For: American Aviation Maintenance Inc. CRS # 48VR160D

DATE

AMERICAN AVIATION MAINTENANCE

Manufacturer: Lycoming
Model: O-320-D3G
SER: L-8213-39A
Work Order: 1932

MAINTENANCE
1987 N. Marshall Ave. Hangar 101
El Cajon, CA 92020

18 JUNE 2019
Tach: 07590.3
TSMOH: 1752.9

This Engine on N2525Y Replaced Electric Fuel Pump P# CA35328-800E S# 10725 Per Lycoming A.M.M. 9-26. A Detailed List of Parts Under W/O# 1932. Engine Ground Run-Up is Satisfactory.

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED AS OUTLINED ABOVE IN ACCORDANCE WITH CURRENT MAINTENANCE RULES OF 14 CFR IT IS FOUND TO BE IN AN AIRWORTHY CONDITION AND IS APPROVED RETURN TO SERVICE WITH RESPECT TO THE WORK PERFORMED.

Date: 18 JUNE 2019 Signed: 
For: American Aviation Maintenance Inc. CRS # 48VR160D

AMERICAN AVIATION MAINTENANCE

Manufacturer: Lycoming
Model: O-310-D3G
SER: L-8213-39A
Work Order: 1956

MAINTENANCE
1987 N. Marshall Ave. Hangar 101
El Cajon, CA 92020

17 JULY 2019
Tach: 07680.1
TSMOH: 1842.7

This Engine on N2525Y Was Inspected I.A.W. Manufacturers Maintenance Manual. HOT Compression checks 1-68/80, 2-77/80, 3-64/80, 4-69/80. Replaced 8 REM40E Spark Plugs. Changed Oil Filter P# AA48110-2. Oil Changed with 7 Qt's. PHILLIPS 66 20W-50 X/C. Added AvBlend to Engine Oil. A Detailed List of Parts Under W/O# 1928. Engine Ground Run-Up is Satisfactory.

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION THIS ENGINE HAS BEEN INSPECTED AS OUTLINED ABOVE IN ACCORDANCE WITH CURRENT MAINTENANCE RULES OF 14 CFR IT IS FOUND TO BE IN AN AIRWORTHY CONDITION AND IS APPROVED RETURN TO SERVICE WITH RESPECT TO THE WORK PERFORMED.

Date: 17 JULY 2019 Signed: 
For: American Aviation Maintenance Inc. CRS # 48VR160D

N2525Y TACH: 7779.5 DATE: 14 NOV. 2019

REPLACED (#3) CYLINDER OVERHAULED BY
'ONE STOP AVIATION, INC'
(WORK ORDER # R21631272).
REPLACED ALL (4) EXHAUST GASKETS P/N RA77611.

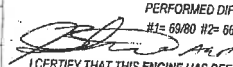
 A.P. 3658622A
Sorbi Aviation El Cajon, CA

N2525Y TACH: 7779.5 TSMOH: DATE: 18 NOV. 2019

DRAINED OIL. CLEANED SCREEN. REPLACED OIL FILTER CH48110-1. SERVICED WITH: 8QTS. OF PHILLIPS 100W OIL. CLEANED, GAPPED, TESTED, AND ROTATED SPARK PLUGS. CHECKED MAG. TIMING.

PERFORMED DIFF. COMPRESSION TEST:

#1= 68/80 #2= 66/80 #3= 78/80 #4= 77/80

 A.P. 3658622A

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

Sorbi Aviation El Cajon, CA

AMERICAN AVIATION MAINTENANCE

Manufacturer: Lycoming
Model: O-320-D3G
SER: L-8213-39A
Work Order: 2180

MAINTENANCE
1987 N. Marshall Ave. Hangar 101
El Cajon, CA 92020

02 JULY 2020
Tach: 7878.8
TSMOH: 2041.4

This Engine on N2525Y Was Inspected I.A.W. Manufacturers Maintenance Manual. HOT Compression checks 1-72/80, 2-75/80, 3-NEW/80, 4-69/80. Replaced Cylinder #3 From One Stop Aviation, Inc. Replaced Exhaust Gasket P# RA77611. Intake Gasket P# 71973. Intake Hose P# 69603. Oil Changed with 7 Qt's. PHILLIPS 66 20W-50 X/C. Replaced Oil Filter P# AA48110-2. A Detailed List of Parts Under W/O# 2180. Engine Ground Run-Up is Satisfactory.

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION THIS ENGINE HAS BEEN INSPECTED AS OUTLINED ABOVE IN ACCORDANCE WITH CURRENT MAINTENANCE RULES OF 14 CFR IT IS FOUND TO BE IN AN AIRWORTHY CONDITION AND IS APPROVED RETURN TO SERVICE WITH RESPECT TO THE WORK PERFORMED.

Date: 02 JULY 2020 Signed: 
For: American Aviation Maintenance Inc. CRS # 48VR160D

SUB-TOTALS this page