

11737TD

#2

**TEXTRON** Lycoming

ENGINE

LOG

& Propeller

SSP-1872-1

**TEXTRON Lycoming**

652 Oliver Street  
Williamsport, PA 17701 U.S.A.  
570/323-6181

# ENGINE LOG AND MAINTENANCE RECORD

RECORD OF TEXTRON LYCOMING O-320-H2AD L-2555-76T  
MAKE MODEL SERIAL

FROM June 6, 2000 19 TO \_\_\_\_\_ 19 \_\_\_\_\_

DETAILING TIME FROM \_\_\_\_\_ TO \_\_\_\_\_  
Overhauled June 6, 2000 HOURS HOURS

**SSP 1872-1**

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**October 1994**

# ENGINE DESCRIPTION

|                               |                                     |                  |         |
|-------------------------------|-------------------------------------|------------------|---------|
| Mfgr. <b>TEXTRON LYCOMING</b> | Place <b>Williamsport, PA 17701</b> | Date             |         |
| Type                          | Model                               | Serial No.       |         |
| Rated H.P.                    | Max. H.P.                           | Weight (Dry)     |         |
| Rated R.P.M.                  | Max. R.P.M.                         | Oil Pressure     |         |
| Bore                          | Stroke                              | Displacement     | Cu. In. |
| Compression Ratio             | Supercharger Ratio                  |                  |         |
| Reduction Gear Ratio          |                                     |                  |         |
| Propeller                     | Hub Design                          | Hub Serial No.   |         |
| Blade Design                  | Blade Serial No.                    | Blade Serial No. |         |
| Max. Hub H.P.                 | Max. Blade H.P.                     |                  |         |
| Pitch                         | Diameter                            | Length           |         |
| Name                          |                                     |                  |         |
| Address                       |                                     |                  |         |

# ENGINES

OF WINCHESTER, INC.

615 AIRPORT ROAD #109 • WINCHESTER, VA 22602  
(540) 678-1661

ial No. \_\_\_\_\_

E

Time

June 6 2000

O-320-H2AD

S/N L-2555-76T

Tach: 1855

Engine disassembled and cleaned. Crankcase halves exchange by Divco see yellow tags. Crankshaft, connecting rods and all gears magnaflux inspected and measurements for specifications taken. Installed 4 Nitride cylinders by Skyline Cylinders. Installed new cam and lifter assemblies. The following parts were replaced with new: (8) main bearings LW14105; (8) rod bearings 61662; (8) rod bolts and rod nuts 12186; (1) gasket set; (4) pistons LW15357; (1) set rings; (4) exhaust valves 17540; (4) intake valves; (4) piston pins with plugs AL13444-1. Engine assembled using new gaskets and seals. All hardware torqued to manufacturer's specifications. AD 77-07-07, AD 77-20-07, AD 78-12-08, AD 78-12-09, 79-10-03R2, and AD 80-14-07 previously complied with. AD 92-12-05, AD 94-14-13, AD 97-15-11, and AD 98-17-11 not applicable. AD 80-04-03 R2 complied with. AD 98-02-08 complied with by SB 505 and SB 530. Installed overhauled mag P/N 10-382555-14 S/N A031390. Engine test run satisfactory.



Thomas E. Schwietz

A&P 18421272IA

Total to Date

Certificate Number MUST be Shown.



# ENGINE LOG

Serial No. \_\_\_\_\_

| Date    | Time  |        | REPAIRS - ADJUSTMENTS - SERVICE - REMARKS  | Signature | License Number |
|---------|-------|--------|--|-----------|----------------|
|         | Hrs   | Min    |  |           |                |
| 11-2-00 | TACH: | 1876.6 | PERFORMED ANNUAL INSPECTION IAW AN APPROVED CHECK LIST. CHECKED MAG TO ENG TIMING CHECKED CONTROLS FOR SECURITY OF ATTACHMENT & PROPER OPERATION. COMPRESSION TEST RESULTS /80: 1.78 2.79 3.79 4.79 AD 2000-18-53 N/A. POST MAINTANCE RUN UP PERFORMED WITH NORMAL RESULTS, NO LEAKS NOTED. I CERTIFY THAT THIS ENGINE AND PROP HAVE BEEN INSPECTED IAW AN ANNUAL INSPECTION AND DETERMINED TO BE IN AIRWORTHY CONDITION. <i>EM Ellis</i><br>AJP448708617 IA _____ END _____ |           |                |

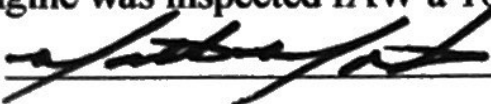
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All Repair Data Must Bear the Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.



# ENGINE LOG

Serial No. \_\_\_\_\_

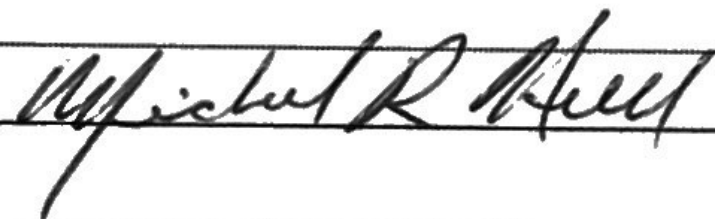
| Date            | Time |     | REPAIRS - ADJUSTMENTS - SERVICE - REMARKS  | Signature | License Number |
|-----------------|------|-----|--|-----------|----------------|
|                 | Hrs  | Min |  |           |                |
|                 |      |     | 07-09-2003 <span style="float: right;">Tach Time: 1921.6</span><br><br>Dried Oil, Changed Filter (P/N CH 48103) Cleaned screen, no metal found. Serviced W/ 7qts A/S 15-50 and C/W AD 80-04-03R2 by adding LW-16702 oil additive. Compressions were: 76/80, 78/80, 79/80, 75/80. checked mag timing. Inspected all aero ducting, fluid lines and electrical harnesses. I certify that this engine was inspected IAW a 100hr. insp and was determined airworthy. <u></u> A&P433437276IA |           |                |
|                 |      |     |  |           |                |
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|                     |                   |                      |                    |                  |                   |          |
|---------------------|-------------------|----------------------|--------------------|------------------|-------------------|----------|
| <b>MAKE</b>         | <b>Lycoming</b>   | <b>MODEL</b>         | <b>0-320 -H2AD</b> | <b>SERIAL #</b>  | <b>L-2555-76T</b> |          |
| <b>AIRCRAFT N #</b> | <b>N737TD</b>     | <b>W/O #</b>         |                    | <b>TACH TIME</b> | <b>1932</b>       | <b>0</b> |
| <b>DATE</b>         | <b>08/05/2004</b> | <b>ACFT TOT TIME</b> | <b>1932.0</b>      | <b>TSMOH</b>     | <b>77</b>         | <b>0</b> |

License  
Number

I certify that this engine has been inspected IAW a 100 hour inspection and found to be in an AIRWORTHY condition. Drained oil removed and cleaned screen and replaced crush gasket. Complied with AD 80-04-03 R2 by opening filter, no metal found in filter or strainer screen. Serviced engine with Aeroshell 15W50 oil which complies with the additive requirement. Installed Champion CH48104 filter. Replaced oil filter adapter gasket. Oil sample taken and sent for analysis. All cylinder compressions 80/80. Replaced all (8) spark plugs with new (RHM 38E). Replaced Brackett air filter with new BA-5110 element. Removed carburetor and overhauled with new parts including float, gaskets, mix valve and all worn parts replaced with new. Reinstalled on engine and adjusted IAW Marvel instruction manual. Replaced all exhaust gaskets with new Blo-Proof type. Replaced carburetor fuel supply hose with new from PHT of Tulsa. Inspected mags. Inspected and dressed propeller and painted blade face with flat black paint. See AD summary for completions. Engine ground ran and test flown, no defects found.-----END-----

Michael R. Hall



A&P/ IA 2960710

Total to Date

ENGINE 105

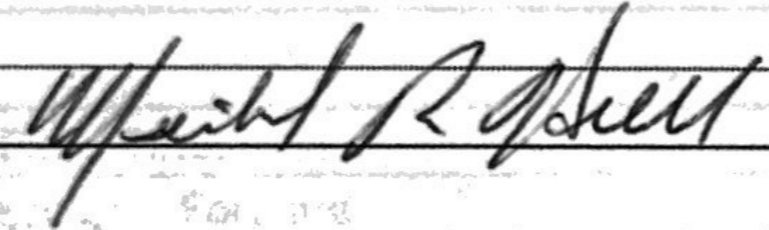
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|---------------------|-------------------|----------------------|-------------------|------------------|-------------------|----------|
| <b>MAKE</b>         | <b>Lycoming</b>   | <b>MODEL</b>         | <b>0-320-H2AD</b> | <b>SERIAL #</b>  | <b>L-2555-76T</b> |          |
| <b>AIRCRAFT N #</b> | <b>N737TD</b>     | <b>W/O #</b>         |                   | <b>TACH TIME</b> | <b>1955</b>       | <b>4</b> |
| <b>DATE</b>         | <b>09/09/2005</b> | <b>ACFT TOT TIME</b> | <b>1955.4</b>     | <b>TSMOH</b>     | <b>100</b>        | <b>4</b> |

ense  
nber

I certify that this ENGINE and PROPELLER have been inspected IAW a 100 hour inspection and found to be in an AIRWORTHY condition. Inspected in accordance with Part 43 Appendix D using a Cessna 100 series inspection guide for reference. Cylinder compressions as follows: 1) 80/80 2) 80/80 3) 76/80 4) 80/80. Complied with AD 98-02-08 Engine crankshaft inspection by dye penetrant inspection. Propeller Removed and overhauled by M&M propeller of Yukon Oklahoma. Propeller to crankshaft spacer and spinner backing plate cad treated. See AD summary for completions. Aircraft ground ran and test flown, no defects found. -----

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END  
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Michael R. Hall



A&P/IA # 2960710

Total to Date







# ENGINE LOG

Serial No. \_\_\_\_\_

10-23-06 Tach 55.6  
Engine Total Time 2051.6  
Engine TSMO 196.6

N737TD  
Prop TT 2051.6  
Prop TSMO 96.2



Engine inspected and serviced in accordance with current Cessna and Lycoming service manual. Changed oil and filter, installed 6 quarts of Aeroshell 15W-50 oil and CH48104-1 oil filter. C/W AD 80-4-3 rev-2 on lubrication system par 1-3, no contaminants noted in screen or filter. Repaired engine baffling, patch on #4 cylinder baffle and new piece on #3 cylinder baffle. Repair carb heat box with new flapper valve material, new shaft part# 0550180-16, and repaired box. Install new carb heat cable part# S1230-15 and free up and lube throttle cable. Clean engine, test run and check for leaks. AD's checked thru this date.

*I certify this Engine & Prop has been inspected in accordance with Annual Inspection and determined to be in airworthy condition.*

*Donn A. Pitz*      A&P IA 291448427

A handwritten signature in black ink, appearing to read "D. Pitz", is written over a horizontal line.

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All Repair Data Must Bear the Endorsement of a Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.



# ENGINE LOG

Serial No. \_\_\_\_\_

12/23/08

Tach 86.1

N737TD

Engine Total Time 2082.1

Engine Time Since Major Overhaul 227.1



Performed Annual Inspection in accordance with FAR 43 appendix "D". Replaced induction air filter element P/N BA6108. Changed oil and filter, Serviced with 6 quarts of Aeroshell 15W-50 oil and new CH48104-1 oil filter. Removed and replaced carburetor, replaced P/N 16-B75 and 16-A16 gaskets, re-assembled using new lock washers. Rigged carb controls. Safety wired alternator swing arm bolt. Cleaned debris from oil cooler fins. Tightened rocker oil return line hose clamps CW AD 80-04-03R2 by servicing with proper oil and inspecting oil, filter, and pick-up screen. Found small amount of non-ferrous material in oil pickup screen, none found in oil filter element. Next due at 186.1 Tach or next oil change. Compression #1 74/80 #2 78/80 #3 78/80 #4 76/80. ADs checked thru this date.

I certify that this **Engine** has been inspected in accordance with an **Annual Inspection** and was determined to be in an airworthy condition.

*Patrick Davis*

A&P 2698725 IA

A handwritten signature in black ink, appearing to read "Patrick Davis", written over a horizontal line.

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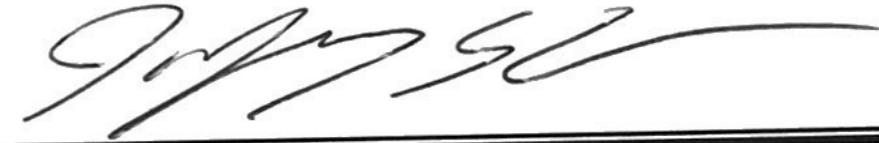






# ENGINE LOG

Serial No. \_\_\_\_\_

| Date | Time |      | REPAIRS ADJUSTMENTS SERVICE  | Pilot | License Number |
|------|------|------|--|-------|----------------|
|      | Hrs  | Mins |  |       |                |
|      |      |      | <div data-bbox="453 319 2328 1244" style="border: 2px solid black; padding: 10px;"> <div style="display: flex; justify-content: space-between;"> <div style="text-align: center;">  <p><b>ASPEN</b><br/>FLYING CLUB</p> </div> <div style="text-align: center;"> <p><b>Aspen Flying Club</b><br/>13000 E. Control Tower Rd. Englewood, CO 80112</p> </div> <div style="text-align: right;"> <p>S/N L-2555-76T<br/>Hobbs:2054.4</p> </div> </div> <div style="margin-top: 10px;"> <p><b>N737TD</b>                      <b>Lycoming O-320-H2AD</b>                      <b>Tach:184.1</b></p> <p><b>02-23-2016</b></p> </div> <p>Completed <b>100hr</b> inspection in accordance with <b>FAR 43</b> appendix D using manufactures check list as a guide. Performed compression check; 1) 74/80 2) 72/80 3) 74/80 4) 72/80. Drained engine oil and removed filter. Inspected filter. no discrepancies noted. Installed new CH48104-1 filter and serviced engine with 6 quarts Aeroshell 15W50 oil. C/W AD <b>80-04-03R2</b> effective April 28, 1988 by inspection of filter and by the use of oil containing LW-16702 additive. <b>Next Due at Tach:234.1</b>. Cleaned, gapped, and inspected spark plugs. Verified magneto timing.</p> <p>Work was performed referencing Lycoming 0-320-H2AD manual and AC43.13 1B. <b>I certify that this engine has been inspected in accordance with a 100hr inspection and has been determined to be in an airworthy condition.</b></p> <p><b>Jeffrey S Rice A&amp;P 3224419</b> </p> </div> |       |                |

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ROCKY MOUNTAIN  
AIRCRAFT SERVICES LLC

11750 Airport Way Hanger B-12A  
Broomfield CO, 80021

Date: 8/29/2016

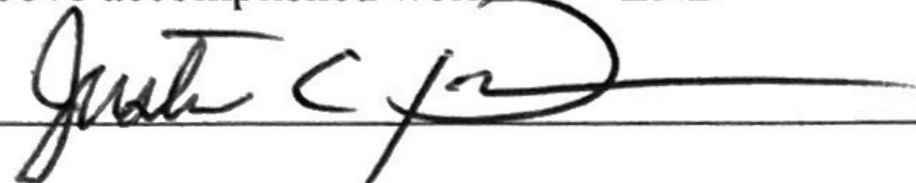
Acft Reg: N737TD

Flight Tach: 253.3

ENGINE

| ire | License Number |
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Removed all spark plugs and cleaned. Reinstalled using new gaskets. Replaced bottom #3 spark plug with new URHM38E plug. Ground run/ops/leak check are all satisfactory at this time. This aircraft is approved for return to service for the above accomplished work -----END-----

Justin C Parrow 

A&P 3083586

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# ENGINE LOG

Serial No. \_\_\_\_\_

| Date | Time |     | REPAIRS - ADJUSTMENTS - SERVICE - REMARKS | Signature | License Number |
|------|------|-----|---|-----------|----------------|
|      | Hrs  | Min |   |           |                |

ENGINE MODEL:  
O-320-H2AD  
ENGINE S/N: L-2555-76T  
REG. NO: 737TD  
WORK ORDER:  
3917-11-2019

**Dash Air, Inc.**  
1023 NW Graham Road  
Troutdale, OR 97060  
Phone: (503)492-0406

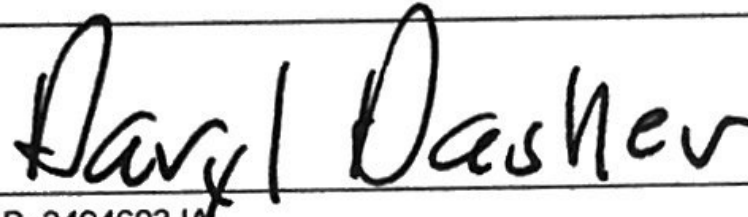
DATE: 11/14/2019  
A/C TSN:  
ENG TT:  
TSMOH: 517  
TACH: 376

### Engine Entries

Drained oil. Changed oil filter. Inspected oil filter element. Inspected and cleaned oil suction screen. Serviced with Aeroshell 15-50 multi-weight compounded oil. Cleaned engine and cowling. Test run / leak check good.

DATE: 11/14/2019

SIGNED:



Work Order: 3917-11-2019

Daryl Dasher, A&P: 3494603 IA

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FliteWing Inc.

3280 25<sup>th</sup> St. SE

Salem, OR. 97302

Tach: 377.1 SMOH: 518.1

N737TD

Date: 6/9/2020

PO Box 13047

Salem, OR. 97309

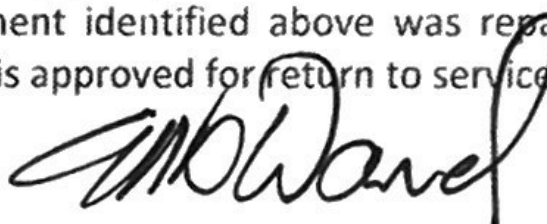
TTE: 2373.1

Performed a 100 hour inspection on this engine using the Cessna service manual and FAR 43 appendix (d) as a guide. Changed oil and filter with Aeroshell 15/50 oil and a CH48103-1 filter. Cut old filter and inspected for metal with none found. Checked suction screen. Complied with AD 80-04-03R2. Replaced Bracket air filter element. Checked timing at 25 degrees BTC, Checked compression as follows: #1-75/80 #2-74/80 #3-75/80 #4-75/80. Degreased engine and cowl. Test ran engine and inspected for leaks. This engine has been inspected in accordance with a 100 hour inspection and was determined to be airworthy. *4w AD 80-04-03 R2*

*due again in 50 Hrs*

This aircraft and/or component identified above was repaired or inspected in accordance with current FAA regulations and is approved for return to service only for the work accomplished.

M Ward 573944410 IA



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FliteWing Inc.

3280 25<sup>th</sup> St. SE

Salem, OR. 97302

Tach: 473.6 SMOH: 614.6

N737TD

Date: 7/2/2021

PO Box 13047

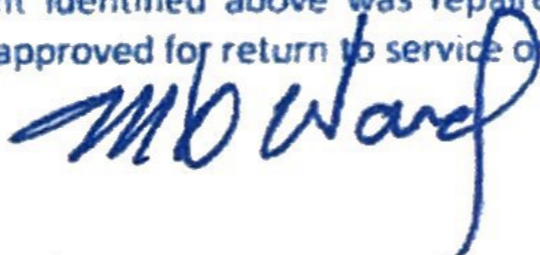
Salem, OR. 97309

TTE: 2469.6

Performed a 100 hour inspection on this engine using the Cessna service manual and FAR 43 appendix (d) as a guide. Changed oil and filter with Aeroshell 15/50 oil and a CH48103-1 filter. Cut old filter and inspected for metal with none found. Checked suction screen. Complied with AD 80-04-03R2. Replaced Bracket air filter element with new BA-6108. Removed the magneto and performed a 500 hour inspection. Replaced the right breaker points. Set e-gaps. Complied with AD 78-09-07 Bendix impulse coupling inspection per SB 599B (c), due again in 500 hours. Installed on the engine and set timing at 25 degrees BTC, Checked compression as follows: #1-78/80 #2-76/80 #3-76/80 #4-75/80. Replaced the vacuum pump garloc seal. Degreased engine and cowl. Test ran engine and inspected for leaks. This engine has been inspected in accordance with a 100 hour inspection and was determined to be airworthy.

This aircraft and/or component identified above was repaired or inspected in accordance with current FAA regulations and is approved for return to service only for the work accomplished.

M Ward 573944410 IA



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|  |  |  | Total to Date   |

Certificated Mechanic, and his Rating and Certificate Number MUST be Shown.

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