

AIRCRAFT TECHNICAL LOGS

Section 3. ENGINE

ENGINE LOG

1. Make LYCOMING
2. Model JO-360-M1A
3. Specification TE10
4. Manufacturer's Serial Number L-32011-51A
5. Date of Manufacture _____
6. Aircraft Inspection Cycle _____

ENGINE SERVICE AND

INSTALLATIONS, INSPECTIONS,
NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE

DATE	TIME RUN		TIME SINCE OVERHAUL		
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD	→		0	0	ENGINE INSTALLED NEW ON DA 40
/					Engine installation inspected I.A.W. Diamond Aircraft Industries Inc. DA 40 W.I.S. Rev: E Form ME-01-A
					Engine service with 8 qts. Of Philips 20W50 Type "M" engine oil.
					Engine break-in I.A.W. Lycoming Service Instruction 1427B,
					FLIGHT TEST COMPLETED
JUNE 08 2005			4	9	HOURS BROUGHT FORWARD

A & M Maintenance Services, Inc. - 1C5
Clow International Airport, Bolingbrook, IL.

TYPE: DIAMOND DA40-180 TACH TIME: 21.4 Hrs.
"N" #: N333PU ENGINE TT: 21.4 Hrs.
DATE: 06/02/2006

At this time the engine was cleaned for inspection. All components were inspected in accordance with Diamond and Textron Lycoming Service Manuals. The oil was drained and the filter was removed, cut open, and inspected - no defects were noted at this time. The engine was serviced with eight quarts of Phillips 20W50 Mineral oil and a new Champion CH48110-1 oil filter was installed. The compression was taken with the following results: #1- 76/80, #2- 77/80, #3- 76/80, and #4- 77/80. The magneto to engine timing was checked and found within limits. The ignition leads were cleaned and tested. The spark plugs were removed, cleaned, tested, rotated, and reinstalled. The engine was washed and ran - no leaks noted at this time. **AD 2004-10-14, effective 6/25/2004, on crankshaft failure, is due at prop strike as defined in paragraph (i) and (j). AD 2002-26-01, effective 1/31/2003, on fuel injector lines, was complied with by inspection in accordance with Lycoming SB342E, the next compliance is due at each 100 hour/annual, overhaul, or whenever lines are loosened or removed.** All AD's were checked thru BI-weekly 2006-10. -----END-----

A & M Maintenance Services, Inc. - 1C5
Clow International Airport, Bolingbrook, IL.

TYPE: DIAMOND DA40-180 TACH TIME: 35.3 Hrs.
"N" #: N333PU ENGINE TT: 35.3 Hrs.
DATE: 06/28/2007

At this time, the engine was cleaned for inspection. All components were inspected in accordance with Diamond and Textron Lycoming Service Manuals. The oil was drained and the filter was removed, cut open, and inspected - no defects were noted at this time. The engine was serviced with eight quarts of Phillips 20W50 Mineral oil and a new Kelly Aerospace ES48110 oil filter was installed. The compression was taken with the following results: #1- 77/80, #2- 76/80, #3- 76/80, and #4- 76/80. The magneto to engine timing was checked and found within limits. The ignition leads were cleaned and tested. The spark plugs were removed, cleaned, tested, rotated, and reinstalled. The engine was washed and ran - no leaks noted at this time.

AD 2006-12-07, effective 06/11/2006, to prevent loss of engine power due to cracks in the cylinder assemblies, does not apply because ECI cylinder assemblies are not installed.
AD 2004-10-14, effective 6/25/2004, on crankshaft failure, is due at prop strike as defined in paragraph (i) and (j). -----CONTINUED

DA
Q-12

[Signature]

DA
Q-12

A & M Maintenance Services, Inc. - 1C5
Clow International Airport, Bolingbrook, IL.

TYPE: DIAMOND DA40-180
"N" #: N333PU
DATE: 06/02/2006

TACH TIME: 21.4 Hrs
ENGINE TT: 21.4 Hrs

I certify this engine has been inspected in accordance with an
ANNUAL INSPECTION and was determined to be in airworthy condition.

Marilyn Angarone
Marilyn Angarone
AP 344688075 IA

A & M Maintenance Services, Inc. - 1C5
Clow International Airport, Bolingbrook, IL.

TYPE: DIAMOND DA40-180
"N" #: N333PU
DATE: 06/28/2007

TACH TIME: 35.3 Hrs
ENGINE TT: 35.3 Hrs

AD 2002-26-01, effective 1/31/2003, on fuel injector lines, was complied with by
inspection in accordance with Lycoming SB342E, the next compliance is due at each 100
hour/annual, overhaul, or whenever lines are loosened or removed.
All AD's were checked thru BI-weekly 2007-12.

END

I certify this engine has been inspected in accordance with an
ANNUAL INSPECTION and was determined to be in airworthy condition.

Marilyn Angarone
Marilyn Angarone
AP 344688075 IA

MAXIM

A & M Maintenance Services, Inc. - 1C5
Clow International Airport, Bolingbrook, IL

BROU
FORW

TYPE: DIAMOND DA40-180
"N" #: N333PU
DATE: 08/01/2008

TACH TIME: 45.9 Hrs.
ENGINE TT: 45.9 Hrs.

At this time, the ENGINE was cleaned for inspection. All components were inspected in accordance with Diamond and Textron Lycoming Service Manuals. The compression was performed with the following results: #1- 76/80, #2- 79/80, #3- 78/80, and #4- 79/80. The oil was drained and the filter was removed, cut open and inspected - no defects were noted at this time. The engine was serviced with eight quarts of Aeroshell 15W50 oil and a new Champion CH48110-1 oil filter was installed. The oil suction screen was removed, cleaned, and installed with a new gasket. The oil dipstick tube was tightened and safetied. The magneto to engine timing was checked and found within limits. The ignition leads were cleaned and tested. The spark plugs were cleaned, tested, rotated, and installed. The fuel injector nozzles were cleaned and inspected. The engine was washed and ran - no leaks noted at this time.

AD 2008-14-07, effective 08/14/2008, on fuel injector lines, was complied with by inspection in accordance with Lycoming SB342E, the next compliance is due in 100 hours, overhaul, or whenever lines are loosened or removed.

AD 2008-08-14, effective 04/29/2008, to prevent a lean running engine, was complied with by checking tightness of the servo plug - plug not loose. The next inspection is due in 50 hours.

AD 2004-10-14, effective 6/25/2004, on crankshaft failure, is due at prop strike as defined in paragraph (i) and (j).

All AD's were checked thru BI-weekly 2008-15. -----END-----

A & M Maintenance Services, Inc. - 1C5
Clow International Airport, Bolingbrook, IL

TYPE: DIAMOND DA40-180
"N" #: N333PU
DATE: 09/03/2009

TACH TIME: 64.7 Hrs.
ENGINE TT: 64.7 Hrs.

At this time, the ENGINE was cleaned for inspection. All components were inspected in accordance with Diamond and Textron Lycoming Service Manuals. The compression was performed with the following results: #1- 76/80, #2- 76/80, #3- 76/80, and #4- 76/80. The oil was drained and the filter was removed, cut open and inspected - no defects were noted at this time. The engine was serviced with eight quarts of Phillips 20W50 X/C oil and a new Champion CH48110-1 oil filter was installed. The oil suction screen was removed, cleaned, and installed with a new gasket. The fuel servo screen was cleaned and inspected. The magneto to engine timing was checked and found within limits. The ignition leads were cleaned and tested. The spark plugs were cleaned, tested, rotated, and installed. The engine was washed and ran - no leaks noted at this time.

AD 2009-02-03, effective 02/09/2009, to prevent a lean running engine, was complied with by installing gasket P/N: 2577258 and stamping the plug with a "G". No further action required.

AD 2008-19-05, effective 10/20/2008, to prevent engine power loss, does not apply because no ECI cylinder assemblies are installed.

AD 2008-14-07, effective 08/14/2008, on fuel injector lines, was complied with by inspection in accordance with Lycoming SB342E, the next compliance is due at annual, 100 hours (not to exceed 110hrs), overhaul, or whenever lines are loosened or removed.

AD 2004-10-14, effective 6/25/2004, on crankshaft failure, is due at prop strike as defined in paragraph (i) and (j).

All AD's were checked thru BI-weekly 2009-17. -----END-----

MAINTENANCE RECORD

ENTRIES, OR

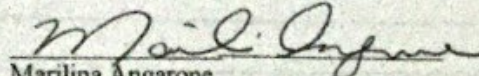
A & M Maintenance Services, Inc. - 1C5
Clow International Airport, Bolingbrook, IL

LICENCE
NUMBER

TYPE: DIAMOND DA40-180
"N" #: N333PU
DATE: 08/01/2008

TACH TIME: 45.9 Hrs.
ENGINE TT: 45.9 Hrs.

I certify this ENGINE has been inspected in accordance with an
ANNUAL INSPECTION and was determined to be in airworthy condition.

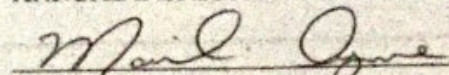

Marilina Angarone
AP 344688075 IA

A & M Maintenance Services, Inc. - 1C5
Clow International Airport, Bolingbrook, IL

TYPE: DIAMOND DA40-180
"N" #: N333PU
DATE: 09/03/2009

TACH TIME: 64.7 Hrs.
ENGINE TT: 64.7 Hrs.

I certify this ENGINE has been inspected in accordance with an
ANNUAL INSPECTION and was determined to be in an airworthy condition.


Marilina Angarone
AP 344688075 IA

ENGINE SERVICE AND

DATE	TIME RUN		TIME SINCE OVERHAUL		INSTALLATIONS, INSPECTIONS, <small>NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE</small>
	HRS.	MIN.	HRS.	MIN.	

E
F

**A & M Maintenance Services, Inc. – 1C5
Clow International Airport, Bolingbrook, IL**

TYPE: DIAMOND DA40-180	TACH TIME: 75.7 Hrs.
"N" #: N333PU	ENGINE TT: 75.7 Hrs.
DATE: 10/01/2010	

At this time, the ENGINE was cleaned for inspection. All components were inspected in accordance with Diamond and Textron Lycoming Service Manuals. The compression was performed with the following results: #1- 70/80, #2- 75/80, #3- 72/80, and #4- 75/80. The oil was drained and the filter was removed, cut open and inspected - no defects were noted at this time. The engine was serviced with eight quarts of Phillips 20W50 X/C oil and a new Champion CH48110-1 oil filter was installed. The magneto to engine timing was checked and found within limits. The ignition leads were cleaned and tested. The fuel injectors were cleaned and reinstalled. The spark plugs were cleaned, tested, rotated, and installed. The engine was washed and ran - no leaks noted at this time. -----CONTINUED

**A & M Maintenance Services, Inc. – 1C5
Clow International Airport, Bolingbrook, IL**

TYPE: DIAMOND DA40-180	TACH TIME: 84.8 Hrs.
"N" #: N333PU	ENGINE TT: 84.8 Hrs.
DATE: 10/19/2011	

At this time, the ENGINE was cleaned for inspection. All components were inspected in accordance with Diamond and Textron Lycoming Service Manuals. The compression was performed with the following results: #1-74/80, #2-74/80, #3-75/80, and #4-74/80. The oil was drained and the filter was removed, cut open and inspected - no defects were noted at this time. The engine was serviced with eight quarts of Phillips 20W50 X/C oil and a new Champion CH48110-1 oil filter was installed. The magneto to engine timing was checked, no adjustment needed. The ignition leads were cleaned and tested. The spark plugs were cleaned, inspected, tested, and rotated. The intake, exhaust, rocker covers, and baffling hardware was checked for security and tightened as needed. The engine was washed and ran - no leaks noted at this time.

AD 2011-15-10, effective 08/16/2011, on fuel servo's, does not apply by Precision Airmotive RSA-10 installed.

AD 2008-14-07, effective 08/14/2008, on fuel injector lines, was complied with by inspection in accordance with Lycoming SB342F, the next compliance is due at annual, 100 hours (not to exceed 110hrs), overhaul, or whenever lines are loosened or removed.

AD 2004-10-14, effective 6/25/2004, on crankshaft failure, is due at prop strike as defined in paragraph (i) and (j). All AD's were checked thru BI-weekly 2011-21.

-----END-----

REPAIRS, ADJUSTMENTS, MODIFICATIONS
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE
NUMBER

A & M Maintenance Services, Inc. - 1C5
Clow International Airport, Bolingbrook, IL

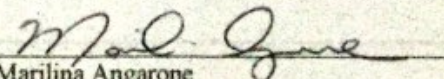
TYPE: DIAMOND DA40-180
"N" #: N333PU
DATE: 10/01/2010

TACH TIME: 75.7 Hrs.
ENGINE TT: 75.7 Hrs.

AD 2008-14-07, effective 08/14/2008, on fuel injector lines, was complied with by inspection in accordance with Lycoming SB342F, the next compliance is due at annual, 100 hours (not to exceed 110hrs), overhaul, or whenever lines are loosened or removed.

AD 2004-10-14, effective 6/25/2004, on crankshaft failure, is due at prop strike as defined in paragraph (i) and (j). All AD's were checked thru BI-weekly 2010-19. -----END-----

I certify this ENGINE has been inspected in accordance with an ANNUAL INSPECTION and was determined to be in an airworthy condition.

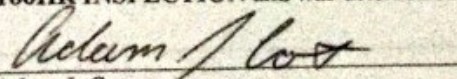

Marilina Angarone
AP 344688075 IA

A & M Maintenance Services, Inc. - 1C5
Clow International Airport, Bolingbrook, IL

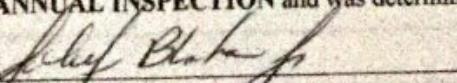
TYPE: DIAMOND DA40-180
"N" #: N333PU
DATE: 10/19/2011

TACH TIME: 84.8 Hrs.
ENGINE TT: 84.8 Hrs.

I certify this ENGINE has been inspected in accordance with a 100HR INSPECTION and was determined to be in an airworthy condition.


Adam J. Cote
AP 3035886

I certify this ENGINE has been inspected in accordance with an ANNUAL INSPECTION and was determined to be in an airworthy condition.


John J. Blaha Jr.
AP 2238954 IA

ENGINE SERVICE AND

DATE	TIME RUN		TIME SINCE OVERHAUL		INSTALLATIONS, INSPECTIONS, <u>NOTE:</u> USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	

BR:
FO

A & M Maintenance Services, Inc. – 1C5
Clow International Airport, Bolingbrook, IL

TYPE: DIAMOND DA40-180
"N" #: N333PU
DATE: 09/06/2012

TACH TIME: 93.4 Hrs.
ENGINE TT: 93.4 Hrs.

At this time, the ENGINE was cleaned for inspection. All components were inspected in accordance with Diamond and Textron Lycoming Service Manuals. The compression was performed with the following results: #1-75/80, #2-75/80, #3-70/80, and #4-74/80. The oil was drained and the filter was removed, cut open and inspected - no defects were noted at this time. The engine was serviced with eight quarts of Phillips 20W50 X/C oil and a new Champion CH48110-1 oil filter was installed. The magneto to engine timing was checked, no adjustment needed. The ignition leads were cleaned and tested. The spark plugs were cleaned, inspected, tested, and rotated. The intake, exhaust, rocker covers, and baffling hardware was checked for security and tightened as needed. The engine was washed and ran - no leaks noted at this time.

AD 2011-26-04, effective 01/25/2012, on fuel injector lines, was complied with by inspection in accordance with Lycoming SB342F, the next compliance is due at annual, 100 hours (not to exceed 110hrs), overhaul, or whenever lines are loosened or removed.

AD 2012-03-07, effective 03/27/2012, on HA-6 carbs, does not apply—equipment not installed.

AD 2012-03-06, effective 02/24/2012, on fuel servo's, does not apply by no work performed or replacement done.

AD 2004-10-14, effective 6/25/2004, on crankshaft failure, is due at prop strike as defined in paragraph (i) and (j). All AD's were checked thru BI-weekly 2012-17.

-----END-----

MAINTENANCE RECORD

REPAIRS, ADJUSTMENTS, MODIFICATIONS

ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

	SIGNATURE	LICENCE NUMBER
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A & M Maintenance Services, Inc. - IC5
Clow International Airport, Bolingbrook, IL

TYPE: DIAMOND DA40-180	TACH TIME: 93.4 Hrs.
"N" #: N333PU	ENGINE TT: 93.4 Hrs.
DATE: 09/06/2012	

I certify this ENGINE has been inspected in accordance with a
100HR INSPECTION and was determined to be in an airworthy condition.

John J. Blaha Jr.
John J. Blaha Jr.
AP 2278954 IA

March 18, 2014 @ 1000 Tach - 99.6 Hrs. Changed oil and filter. Added 8qts Phillips 20w50xc and new CH4P110-1. Inspected old filter - ok. Cleaned, gapped and tested plugs. Checked magneto timing - both 25° BTC. Checked compression - #1 78/80 #2 78/80 #3 76/80 #4 78/80. Exhaust system was inspected. Verified all engine controls for limit travel. c/w AD 2011-26-04 by inspection per MSB 342F. Due again @ 199.6 ACTT, next line maintenance or overhaul. See complete AD list in "Aircraft Permanent Records." Ground run + leaks checked - etc.

I certify that this Engine has been inspected ~~IAW~~ an Annual ~~100hr~~ inspection and was determined to be in airworthy condition. *Pg Nether* ATP 3509009 IA
Noble Aviation LLC Eagle River, WI.

DATE	TIME RUN		TIME SINCE OVERHAUL		INSTALLATIONS, INSPECTIONS, NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	

BROUGHT FORWARD →

May 1, 2015 Tach (Garmin) • ACTT - 104.1 Hrs. Changed oil and filter. Added 8qts Phillips XC 15W50 oil and new CH48110-1. Inspected old filter - ok. Cleaned, gapped and tested plugs. Retimed both mags to 25° BTC using timing disc and piston stop. Replaced magnet gasket on RH mag (LW1268). Checked compression #1 78/80 #2 79/80 #3 79/80 #4 78/80. C/w AD 2011-26-04 by insp. of lines and clamps per MSB 342 F. Due again @ next annual - 100 Hrs. or line maintenance. AD 2004-10-14 due @ each prop strike. See complete AD list in "Aircraft Permanent Records." I certify that this Engine has been inspected JAW an Annual/100hr inspection and was determined to be in Airworthy condition.
 JAW #P350909 JA Noble Aviation LLC

June 1, 2016 Tach + ACTT - 118.2 Hrs. Eng TT - 118.2 Hrs Performed Annual/100 Hr. inspection JAW Diamond DA40 Maintenance Manual and FAR 43 AppD. Changed oil and filter. Added 8qts Aeroshell 15W50 and new CH48110-1 oil filter. Inspected old filter - ok. Cleaned, gapped and tested plugs. Checked mag timing using timing disc. Both mags - 25° BTC. Checked compression - #1 79/80 #2 78/80 #3 78/80 #4 78/80. C/w AD 2015-19-07 by inspection per MSB 342 G (Fuel line inspection and installation checklist.) Due again before 228.2 ACTT or next line maintenance. AD 2004-10-14 due @ next prop strike - see AD. See complete AD list in "Aircraft Permanent Records." Ground run leak checked. I certify that this Engine has been inspected JAW an Annual/100hr inspection and was determined to be in Airworthy condition. - end -
 JAW #P350909 JA Noble Aviation LLC Eagle River, WI.

MAINTENANCE RECORD

S. C.

A & M Maintenance Services, Inc. - 1C5
Clow International Airport, Bolingbrook, IL

LICENCE
NUMBER

TYPE: DIAMOND DA40-180
"N" #: N333PU
DATE: 10/23/2018

TACH TIME: 127.6 Hrs.
ENGINE TT: 127.6 Hrs.

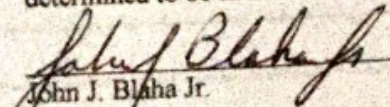
At this time, the engine was cleaned for inspection. All components were inspected and lubed in reference with a **1000-HOUR/ANNUAL INSPECTION** per Diamond and Lycoming Engine Service Manuals. The compression was performed with the following results: #1-76/80, #2-78/80, #3-79/80, and #4-79/80. The oil was drained and the filter was removed, cut open and inspected - no defects were noted at this time. The oil suction screen was removed, inspected, cleaned and reinstalled with new gasket. The engine was serviced with eight quarts of Phillips 20W50 X/C oil and a new Champion CH48110-1 oil filter was installed. The magneto to engine timing was checked, no adjustment needed. The ignition leads were cleaned and tested. The spark plugs were cleaned, inspected, tested, and rotated. The fuel servo inlet screen was inspected. The intake, exhaust, rocker covers, and baffling hardware was checked for security and tightened as needed. The prop governor gasket was replaced. The engine was washed and ran - no leaks noted at this time.
AD2015-19-07, effective 11/03/2015, on fuel injector lines, was complied with by inspection per Lycoming S.B. 342G. Compliance is due every 100 Hours TIS, not to exceed 110 hours, or at engine overhaul, or if any clamp has been moved, loosened or disconnected.
AD 2017-16-11, effective 08/15/2017, on engine connecting rods, does not apply by no parts replaced.
AD 2004-10-14, effective 6/25/2004, on crankshaft failure, is due at prop strike as defined in paragraph (i) and (j). All AD's were checked thru BI-weekly 2018-21.
-----END-----

A & M Maintenance Services, Inc. - 1C5
Clow International Airport, Bolingbrook, IL

TYPE: DIAMOND DA40-180
"N" #: N333PU
DATE: 10/23/2018

TACH TIME: 127.6 Hrs.
ENGINE TT: 127.6 Hrs.

I certify this ENGINE has been inspected in accordance with an **ANNUAL INSPECTION** and was determined to be in an airworthy condition.


John J. Blaha Jr.
AP 2238954 IA