1. UNIT	TED STATES	AIRWORTHINE U.S. Departm Federal Avia	ent of Tran	SS APPROVAL TAG nt of Transportation on Administration 3. System Tracking Ref. No. SO # 121718 3. System Tracking Ref. No. SO # 121718 5. Work Order, Contract					
4. Orga	1880 Airp	Kansas 67209			or Invoice Nur SAME	mber : AS # 3			
6.Item 1	7. Description NAV SYSTEM	8. Part Number 066-04008-0000	9. Eligibility VARIOUS	10. Quantity 1	11. Serial/Batch No. 2554	12. Status/Work Repaired			
3, July,	it was repaired and tested in		procedures c	ontained in Ber		i-05154-0003 Rev.			
				ncluding total time/total cycles/time since new.					
co Appr	ertifies the items identified ab onformity to: roved design and are in a cor approved design data specif	ndition for safe operat	19. \(\sum 14 CFR 43.9 \) Return to Service \(\subseteq \) Other regulation specified in Block 13 Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.						
15. Signa	ature:	16. FAA Authorization No		morize Signature:	Gras	Certificate Number: KG2R951K			
17. Name	e (Typed or Printed):	18. Date:	22. N am	e (Typed or Printed Michael Gro		. Date: 09/30/02			
EAA EO	rm 8130-3 (06-01)	*(Ontional)	Installer mus	t cross chack a	ligibility with applicable technical data				

FAA Forms 8130-3

Airworthiness Approval Tag User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to Install the part/component/assembly.

Where the user/installer work in accordance with the national regulations of an Airworthiness Authority different than the Airworthiness Authority of the county specified in block 1 it is essential that the user/installer ensures that his/her Airworthiness Authority accepts parts/components/assemblies from the Airworthiness Authority of the country specified In block 1.

Statements in block 14 and 19 do not constitute installation certification. In all cases aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown

The FAA Form 8130-3 and JAA Form One are equivalent. Other countries such as Canada also have equivalent acceptable documents.

NEW ENGINE CERTIFICATE

This is to certify that the engine as described hereafter has been run-in and tested as prescribed by AVCO Lycoming Specifications and Federal Aviation Agency Regulation. No further run-in after

installation is required.

Model 0-540-ALD5 Serial No. L-14984-40

April 4, 1972

Manufactured as new on

Authorized representative AVCO Lycoming Factory Service

AVCO Lycoming Factory Service Department Form No. 777-A

LYCOMING DIVISION - WILLIAMSPORT, PA. 17701

OWNER

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NAME	ADDRESS	Airere
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If this book is found, please return it to the owner.

ENGINE DESCRIPTION

	100 HC & 3 AK - 10 / 8 + 23 - 1 NAS # 20 / 8 + 20 / 8 + 20 / 8	Engine Accessories	Model:		Manufacturer:	
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MAINTENANCE RELEASE

those requirements. tificated and is approved for return to service as per Regulations under which the operator is the maintenance rules of the accordance with current instructions contained in identified above was repaired and inspected in The aircraft, airframe, aircraft engine, appliance Federal Aviation

Date, repair station under Work Order No. 6 "Pertinent details of the repair are on file at this

Signed (Signature of authorized representative

(Repair station name and certificate number)

(Address)

OTH ENGINEERING,

1325 W. Washington St. Orlando, Florida 32805

CRS-764-129

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and Remarks Certificate No.	Recorder Reading Reading CMANGU OIL Sw.

AERO FI 1630 W	airworthy condition. Work Order No. Signed	NOTED Inspected in accordance with a 100 HP has been	FiltER ENGINE RUN UP & 1	Screens, Replaced Alt Belt, Changed Oils	MAGNATOS, & MAG timing, Checked All FUPI Line	checked all Engine controls, Lines, hoses	10-19-92 TACH time 2337.95	and Remarks	
AERO FLITE of NORMAN CRS BGTR440 1530 Westhelmer Dr., Norman, OK 73066	work Order No. 144	accordance with a 100	OK CHACKAN	It Charles	CKAD AII FU	of soving sta	5	Signature	
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W. D. R. JAP262111004

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Total To Carry Forward		WASHED, RA	TI 6HTENER	CLEANED	785780 18	CARRED 4:	COMPRESS	CHANGED	8-22-94	7000	7
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TA 2077688	ich diwitten	T certify that this strength Engine was inspected in accordance with a 180 Heer ANNUAL inspection and was found to be in airworthy condition.	TIGHTONED BLTERNATOR BELT. REPAIRED BAFFLES AS NOTOD.	CLEANED FUEL SCREEN. FEPLACED & POCKER COUSE GASKET.	TESTED IS NITION LEADS. REPCACED INDUCTION FILTER	CARRED & TESTED PULCS. CHECKED MAG TIMING TO ENGINE.	COMPRESSION # 75 16 # 78 # 780 # 780 # 180	CHANGED OIL AFILTER. SERVICED WITH PHILLIPS XC20W50 011.	TACH 2375-2, TTE 1180-2, TS/TOP 134-2		
		and was found	AS NEEDED.	E GASKET.	LTER	ENGINE.	CLEARED	200050 016	0 134.2	Maintenance	

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[N1942027	the string that this Atreus's Engine was inspected in accoming tense with a 100 Hour ANNUAL inspection and was found to be in airworthy condition.		INSPECTED THERMOSTATIC BYPASS WALUE DUE 5B. 12 MD.	ENGINE TESTED IGNITION LEADS. CLEANED FUEL SCROON	CLEBNED, CARPED + TESTED PLUGS. CHECKED MAGTIMING TO	XC 300050 014. Compres 500 475 4 08/ 2 08/ 4 08/ 2 18/ 4 78/ 2 18/ 4 78/	CHANGED OIL Y FILTER, SERVICED WITH 128TS PHILLIPS	TACH 2396.76. 775 1201.76 7570 P 15571	Maintenance	

,		and was round to be in since by condition	CURS INSUBCTED IN ACCORDA	1) 74/80 2) 180 3) 78/80 4) 7	Clisavisd and grapped plags	with 125to Phillips X-Coil	12-12-97 Tach 2358.44	and Remarks
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	DETERMINED TO BE IN AIRWORTHS CONDITION.	CERTIFY THAT THIS ENGINE HAS SOME	Brought - Contract . Whoshed Ros and checked Forward - Contract . Whoshed Ros and checked	der Maintenance

Red Cloud Aviation LLC Seminole, OK 74868 12021 N Hwy 99 405-382-2180

ite No.

Reg # N7576P Date: 08/14/2016 O-540-A1D5

Serial # L-14984-40

TTAF: 2408.31 Tach time: 2408.31 Total Time: 1213.31 TSMOH: 1213.31

Complied with 100 Hour Inspection IAW Lycoming and Piper Inspection checklist. Drained oil and serviced with 10 quarts of Aeroshell W100 oil. Removed and Replaced Oil Filter with P/N CH48103-2. Cut open removed filter, no metal noted. Removed and replaced propellor governor assembly P/N A210186, S/N 527091. Removed and replaced Vacuum Pump P/N 215CC S/N 169624. Cylinder compression checks were as follows: Cyl 1 74/80, Cyl 2 78/80, Cyl 3 74/80, Cyl 4 76/80, Cyl 5 77/80, Cyl 0 74/80. Cleaned, Gapped, Tested, and rotated spark plugs upon reinstallation. Engine ground run, no leaks found. New and recurring AD's checked and compiled with if applicable, list attached in back of airframe log book. All work done in accordance with current Lycoming Maintenance Manual, and FAR 43 Appendix D. This engine has completed an 100 Hour Inspection and has been determined to be in airworthy condition and is approved for return to service.

Scott D. Lee A/P 3728276

Maintenance

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Red Cloud Aviation LLC Seminole, OK 74868 12021 N Hwy 99 405-382-2180

ite No.

Date: 08/14/2016 Serial # L-14984-40 0-540-A1D5 Reg # N7576P

Total Time: 1213.31 Tach time: 2408.31 TSMOH: 1213.31

TTAF: 2408.31

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A/P 3728276 Scott D. Lee

Tot Carry Forward Complied with 100 Hour Inspection IAW Lycoming and Piper inspection checklist. Drained oil and serviced with 10 quarts of Aeroshell W100 oil. Removed and Replaced Oil Filter with P/N CH48103-2. Cut open removed filter, no metal noted. Cylinder compression checks were as follows: Cyl 1 73/80, Cyl 2 77/80, Cyl 3 75/80, Cyl 4 74/80, Cyl 5 75/80, Cyl 6 72/80. Cleaned, Gapped, Tested, and rotated spark plugs upon reinstallation. Engine ground run, no leaks found. New and recurring AD's checked and complied with if reinstallation. Engine ground run, no leaks found. New and recurring AD's checked and complied with if applicable. Iist attached in back of airframe log book. All work done in accordance with current Lycoming Maintenance Manual, and FAR 43 Appendix D. This engine has completed an 100 Hour Inspection and has been determined to be in airworthy condition and is approved for return to service. Reg # N7576P Date: 09/26/2017 O-540-A1D5 Serial # L-14984-40 Red Cloud Aviation LLC 12021 N Hwy 99 Seminole, OK 74868 ENGINE LOG Scott D. Lee A/P 3728276 TTAF: 2445.68 Tach time: 2445.68 Total Time: 1250.68 TSMOH: 1250.68 0 and Remarks Signature Certificate No.

Form R-2 Part Name PROPELLIER ASSEMBLY Model No. HC FOKK-10

Ser. No. 972 G

The Aircraft, Airframe, Aircraft Engine, Propeller or Appliance identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at this repair station under Work Order No. 12-44210 Date 10-21-75 SENSENICH CORP., Lancaster, Pa. 17604 — Cert. No. 3528

	21 March 2020	Engine Log Entry		N7576P	
Hobbs:	0.00	Airframe TT:	2462.54	ELT Battery TT (sec):	58 sec
Tach:	2462.54	Engine TT:	1267.54	Engine TSMOH:	1267.54
		Prop TT:	2319.54	Prop TSMOH:	2319.54
Altimeter Due: (FAR 91.411)		Transponder Due: (FAR 91.413)		ELT Battery Due:	Jun 26

Compressions #1-70/80, #2-73/80, #3-78/80, #4-71/80, #5-76/80, #6-75/80.

AD 96-09-10 Iron and aluminum impeller replacement in oil pump due at 2000 SMOH

AD 2004-10-14 Crank gear install, compliance due at Prop Strike or Sudden Stoppage as defined in Par (e), (i), and (j).

I CERTIFY THAT THIS AIRCRAFT (ENGINE) HAS BEEN INSPECTED AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

L. Seott Brooksby 3321625 IA

Unit	29 May 2021	Engine Le	og Entry	N7576P	
Hobbs:	52.00	Airframe TT:		ELT Battery TT (sec):	58 sec
Tach:	2513.55	Engine TT:	1318.55	Engine TSMOH:	1318.55
A		Prop TT:	2370.55	Prop TSMOH:	0.00
Altimeter Due: (FAR 91.411)	8/31/2023 0:00:00	Transponder Due: (FAR 91.413)	8/31/2022 0:00:00	ELT Battery Due:	Jun 22

Compressions #1-70/80, #2-73/80, #3-78/80, #4-71/80, #5-76/80, #6-75/80.

AD 96-09-10 Iron and aluminum impeller replacement in oil pump due at 2000 SMOH

AD 2004-10-14 Crank gear install, compliance due at Prop Strike or Sudden Stoppage as defined in Par (e), (i), and (i).

I CERTIFY THAT THIS ARCRAFT (ENGINE) HAS BEEN INSPECTED AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

L. Scott Brooksby 332 1625

	26 June 2021	Engine Log Entry		N7576P	
Hobbs:	54.30	Airframe TT:	2515.10	ELT Battery TT (sec):	58 sec
Tach:	2515.10	Engine TT:	1320.10	Engine TSMOH:	1320.10
		Prop TT:	2372.10	Prop TSMOH:	1.55
Altimeter Due: (FAR 91.411)	8/31/2023 0:00:00	Transponder Due: (FAR 91.413)	8/31/2022 0:00:00	ELT Battery Due:	Jun 22

Replaced all fuel lines with new 303 hose which were rebuilt by Classic year aircraft.

AD 96-09-10 Iron and aluminum impeller replacement complied with by replacing the gears with w-18108 and drive labeled N and new 74641 shaft iac with SB 524

Replaced fuel pump with new part 15472.

I CERTIFY THAT THIS AIRCRAFT (ENGINE) HAS BEEN INSPECTED AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

L. Scott Brooksby 3321625 A

	23 August 2022	Engine Log Entry		N7576P	
Hobbs	56.40	Airframe TT:	2516.45	ELT Battery TT (sec):	58 sec
Tach	2516.45	Engine TT:	1321.45	Engine TSMOH	1321,45
		Prop TT:	2373.45	Prop TSMOH:	2.90
Altimeter Due: (FAR 91.411)	8/31/2023 0:00:00	Transponder Due: (FAR 91.413)	8/31/2022 0:00:00	ELT Battery Due:	Oct 24

Overhauled Lycoming O-540 A1D5 by reference to Lycoming Overhaul manual. Replaced bearings SL11020 with standard size, Counter Weight bearing pins and plates, SL71903A-A bushings, SL-STD-2209 screws, SL13521A standard rod bearings, SL69603 hoses, SL13790A rocker shafts, SL75089A pistons, SL5401-SC rings, SL13444-1 piston pins, SL12186 rod nuts, SL19001A exhaust valves, SL12892 thrust butn, SL75061 rod bolts, LW-19340 cam shaft, 15B26588 body hydraulic spherical tappets, ceramichromed cylinders with new valve seats. All gears, crank, connecting rods and counterweights were magnafluxed by Nevada Engine. Magnetos overhauled by Aircraft Magneto Service.

AD 2004-10-14 Crank gear install, compliance due at Prop Strike or Sudden Stoppage as defined in Par (e), (i), and (i).

I CERTIFY THAT THIS AIRCRAFT (ENGINE) HAS BEEN INSPECTED AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

L. Scott Brooksby 3321625 IA

	27 May 2023	Engine L	og Entry	N7576P	
Hobbs:	63.90	Airframe TT:	02-2001	ELT Battery TT (sec):	58 sec
Tach:	2521.07	Engine TT: Prop TT:	1326.07 2378.07	Engine TSMOH: Prop TSMOH:	7.52 7.52
Altimeter Due: (FAR 91.411)	10/31/2024 0:00:00	Transponder Due: (FAR 91.413)	10/31/2024 0:00:	ELT Battery Due:	Aug 24

Engine compressions 1-78 2-76 3-75 4-78 5-75 6-77 . Boroscoped cylinders. Checked magnete timing.

AD 2004-10-14 crank gear install, compliance due at Prop Strike or Sudden Stoppage as defined in Par (e), (i), and (j).

I CERTIFY THAT THIS AIRCRAFT (ENGINE) HAS BEEN INSPECTED AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

L. Scor Brooksby 332 625 A

	25 May 2024	Engine L	og Entry	N7576P	
Hobbs:	105.80	Airframe TT:	2556.91	ELT Battery TT (sec):	58 sec
Tach:	2556.91	Engine TT: Prop TT:	9. 2. 4. 2. 4. 4.	Engine TSMOH: Prop TSMOH:	43.36 43.36
Altimeter Due: (FAR 91.411)	10/31/2024 0:00:00	Transponder Due: (FAR 91.413)	10/31/2024 0:00:	ELT Battery Due:	Aug 24

Engine compressions 1-78 2-76 3-78 4-78 5-72 6-77, Boroscoped cylinders, Checked magneto timing, changed oil, replaced oil filter with Tempest 48110-2 and filled with 10 qts Phillips 20-50 XC oil.

AD 2004-10-14 Crank year install, compliance due at Prop Strike or Sudden Stoppage as defined in Par (e), (i), and (j).

I CERTIFY THAT THIS AIRCRAFT (ENGINE) HAS BEEN INSPECTED AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

L. Scott Brooksby 3/2/1625 IA

	03 June	2025	Er	ngine L	og Entry	N7576P	
Hobbs:	177.80	F	Airframe 1	IT:	2606.44	ELT Battery TT (sec):	10 sec
Tach:	2606.44	E	ngine TT		1411.44	Engine TSMOH:	92.89
		F	Prop TT:		2463.44	Prop TSMOH:	92.89
Altimeter Due: (FAR 91.411)	10/31/2026 0:0		ranspond FAR 91.4		10/31/2026 0:00:	ELT Battery Due:	Nov 26
Engine compres Tempest 48110-	ssions 1-78 2-76 2 and filled with 10	3-78 4- qts Philli	76 5-76 ps 20-50	6-77, (XC oil.	Checked magneto t	iming. changed oil, repla	aced oil filter wit
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and (j). I CERTIFY THA	T THIS AIRCRAFT					n Stoppage as defined	
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