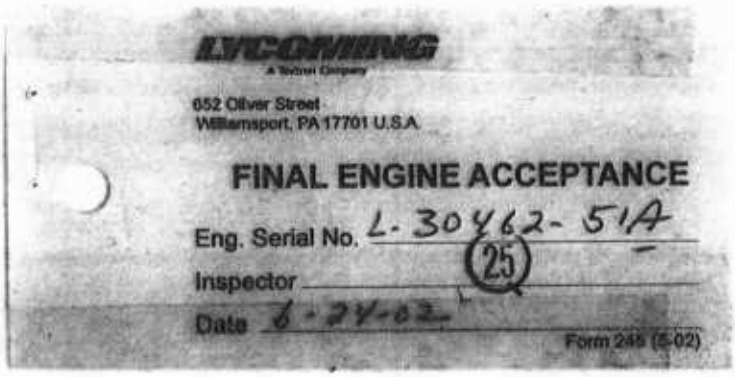
ENGINE LOG

1.	Make	LYCOMING
2.	Model	IO-360-M1A
3.	Specification	1E10
4.	Manufacturer's Serial Number	L-30462-51A
5.	Date of Manufacture	
6.	Aircraft Inspection Cycle	



ENGINE SERVICE AND

DATE	TIME RUN HRS.	TIME RUN MIN.	TIME SINCE OVERHAUL HRS.	TIME SINCE OVERHAUL MIN.	INSTALLATIONS, INSPECTIONS, NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
BROUGHT FORWARD →			0	0	ENGINE INSTALLED NEW ON
					Engine installation inspected I.A.W. Diamond Aircraft Industries ***W.O. # 999-1***
					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
11 SEPT 2002			4.0		HOURS BROUGHT FORWARD

NORTHERN AIR

Engine
LOG BOOK ENTRY Dated: 11/04/02 N# 222GF
Make: LYCOMING Model: IO-360-M1A SN: L-30462-51A
Total Time: 51.7 Hobbs Time: 51.7

Performed the first 25/annual inspection on this engine per the Diamond DA-40 maintenance manual.
Performed a differential cylinder compression check, and the results were as follows #1 78/80, #2 79/80, #3 78/80, & #4 60/80.
Drained the oil, and removed the oil filter. Cut open the oil filter, inspected the element, and no abnormal deposits were found. Installed a new oil filter. Complied with SI 1492C by inspecting the oil suction screen for contamination, and no contaminants were found. Filled the crankcase with 8 qts. of Aeroshell 15W50 oil. Ran up the engine, and no leaks were found.
Complied with **AD 93-02-05** by inspecting the fuel injection lines and clamps per the Textron Lycoming SB 342D, and adjusted the #3 cylinder line. No other defects were found. The next inspection is due at 151.7 hours total time, annually, or at the next access.
Complied with **SI-40-006** by inspecting the exhaust system for defects and no defects were found. The next inspection in due at 101.7 total time
Blended a crack in a cooling fin on the #3 cylinder above the intake port.

Continued on page #2

Installed a new oil sump quick drain.
Performed an operational and leak check, as needed, on the above listed items, and no discrepancies were noted. This work was done per the Diamond DA 40 series service manual.

I certify that this aircraft has been inspected in accordance with a Diamond DA 40 Annual Inspection & was determined to be in airworthy condition. Equipment details on file at this agency under;
W/O# 37297, & 37304 Signed:
DATED: 11/04/02 A&P: 3749083651A
NORTHERN AIR INC., CRS# N81R812N, GERALD R, FORD INT'L AIRPORT, GRR, MI. 49512

TOTAL THIS PAGE		
TOTAL FROM PREVIOUS SUMMARY		
TOTAL SINCE MFG.		

MAINTENANCE RECORD

REPAIRS, ADJUSTMENTS, MODIFICATIONS ENTRIES, DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.	SIGNATURE	LICENCE NUMBER
DA40 S/N 40.230		
	R Salter	DA Q 13

Diamond

Date: 12 February, 2003 S/N: 40.230 Reg: N222GF
TACH: 61.8 HRS W/O RO-03-015

Following additional work carried out:
New improved version RH baffle for better engine cooling installed along with new Winter front kit. Hence OSB 40-14 C/W
Oil and filter change carried out.
7L of Aeroshell multigrade 15W50 oil added
Engine ground run up and fluid leak check carried out. Found to be satisfactory
Independent check of engine and flight controls affected by above work carried out.

The maintenance described above has been performed in accordance with the applicable standards of airworthiness.
DIAMOND AIRCRAFT INDUSTRIES D.O.T. APPROVAL #164-97

Signature [signature] Lic or Stamp DA RO6

10/10/02 TACH 20.6 N222GF

DRAINED OIL, REPLACED FILTER WITH NEW CH48110; SERVICED WITH 8 QUARTS AEROSHELL W100; CUT AND INSPECTED FILTER; TEST RAN; LEAK CHECKED;

[signature]

TIM STARK
AP3829047441A

MAXIMUM HOURS BETWEEN OVERHAULS_____HOURS.

ENGINE SERVICE AND

DATE	TIME RUN HRS.	TIME RUN MIN.	TIME SINCE OVERHAUL HRS.	TIME SINCE OVERHAUL MIN.	INSTALLATIONS, INSPECTIONS, NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
BROUGHT F 03/28/03	TACH 0081.0				N222GF

DRAINED OIL, REPLACED OIL FILTER WITH NEW CH48110, CUT AND INSPECTED OLD FILTER OK; SERVICED WITH 8 QTS OF AEROSHELL 15W-50.

TIM STARK
AP3829047441A

June 25 2003	TACH:		104	.1	

Diamond

Date: 25 June, 2003 S/N: 40.230 Reg: N222GF
TACH: 104.1 HRS W/O RO-03-085 ENG: S/N: L-30462-51A TSN: 104.1 HRS

100 HR Inspection carried out I.A.W. current Diamond Aircraft Maintenance Manual Doc#6.02.01 check sheets Chapter 5.
Engine oil and filter change carried out.
Engine serviced with 7 liters of Aeroshell 15W50 oil.
Oil filter element inspected for contaminants. None detected.
Oil suction screen inspected for contamination.
No contaminants detected hence SI 1492C C/W.
Compression check as follows,
#1 75/80 #2 75/80 #3 76/80 #4 76/80
Fuel injection lines and clamps inspected I.A.W. Lycoming SB 342D hence AWD 93-02-05 and Diamond SI 40-005 C/W.
Exhaust system inspection of flanges C/W I.A.W. SI 40-006.
All rocker cover gaskets replaced with new P/N 75906.
Engine ground run up and fluid leak check carried out. Found to be satisfactory.
AWD Biweekly checked to Revision 2003-13.
Following AWD's or SB's checked as applicable.
AD 2002-26-01 - Fuel injector lines and clamps inspection –C/W
Lycoming SB 342D – Fuel injector lines and clamps inspection – C/W
Diamond SI 40-005 – Fuel injector lines and clamps inspection – C/W
Precision Airmotive SB PRS-105 – Fuel injector servo fitting inspection N/A due to S/N

Diamond SI 40-010 – Fuel injector servo inspect. – N/A due to S/N
Diamond SI 40-006 – Exhaust flange inspection – C/W
Lycoming SI 1492C – Oil suction screen inspection –C/W
AWD Biweekly check carried out to Revision 2003-13

The maintenance described above has been performed in accordance with the applicable standards of airworthiness.
DIAMOND AIRCRAFT INDUSTRIES D.O.T. APPROVAL #161-93

Signature Lic or Stamp DA RO6

CARRIED FORWARD

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TOTAL SINCE MFG.		

MAINTENANCE RECORD

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

NORTHERN AIR

N 222GF

Hobbs: 272.7
Tach: 200.1
Total: 200.1

Engine log book entry **Date:** 5/2/2004
Make: Diamond **Model:** DA40 **Serial No:** 40.230

Performed a 100 hour/Annual inspection on this engine per the manufacturers maintenance manual. Performed a differential cylinder compression check, and the results were as follows #1 79/80, #2 78/80. #3 77/80. #4 78/80.

Drained the oil, and inspected the oil filter. No abnormal deposits were noted. Installed a new filter and serviced the crankcase with 8 qts. of Aeroshell 15W50 oil. Ran up the engine, and no leaks were noted.

Complied with SI 1492C by inspecting the oil pump suction screen for contamination, and none was noted. Reinstalled the suction screen with a new crush gasket, torqued, and safetied the cap.

Performed 100hr inspection on Slick Start system per L-1492 Slick Start maintenance manual.
Performed 50hr exhaust system flange check.

Complied with AD 93-02-05 by inspecting the fuel injection lines and clamps per the Textron Lycoming SB 342D, and no defects were found.

Removed both left and right magnetos. Installed new gasket for each and timed both magnetos to engine at 25 degrees BTC. Torqued and checked.

Performed an operational and leak check, as needed, on the above listed items, and no discrepancies were noted. This work was done per the Diamond DA 40 maintenance manual.

I certify that this aircraft has been inspected in accordance with an Annual inspection and was determined to be in an airworthy condition. Pertinent details on file at this agency under:

Work Order # 40680 Signed: _____ for CRS N81R812N

Northern Air Inc., P.O. Box 888380, Gerald R. Ford Int'l Airport, Grand Rapids, MI. 49588-8380

Diamond

Date: 19 July, 2004 S/N: 40.230 Reg: N222GF
TACH: 224.2 HRS W/O RO-04-083 ENG S/N: L-30462-51A TSN: 242.2 HRS

Following additional work carried out
Engine oil and filter change carried out.
Engine serviced with 7L Aeroshell 15W50 oil

The maintenance described above has been performed in accordance with the applicable standards of airworthiness.
DIAMOND AIRCRAFT INDUSTRIES D.O.T. APPROVAL # DA RO6

Signature _____ Lic or Stamp _____

MAXIMUM HOURS BETWEEN OVERHAULS _____ HOURS.

ENGINE SERVICE AND

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

NORTHERN AIR **N 222GF**

Engine log book entry **Date:** 9/28/2004 **Tach:** 237.5
Make: Lycoming **Model:** IO-360-M1A **Serial No:** L-30462-51A **Total Time:** 237.5
Cycles:

Performed a 100 hour/Annual inspection on this engine per the manufacturers maintenance manual.
Performed a differential cylinder compression check, and the results were as follows #1 - 78/80, #2 - 78/80, #3 - 78/80, #4 - 78/80.

Drained the oil, and removed the oil filter. Cut open the oil filter, inspected the element, and no abnormal deposits were noted. Installed a new oil filter, and filled the crankcase with 8 qts. of Aeroshell 15W50 oil. Ran up the engine, and no leaks were noted.

Complied with SI 1492C by inspecting the oil pump suction screen for contamination, and none was noted. Reinstalled the suction screen with a new crush gasket, torqued, and safetied the cap.

Performed the 50 hr. Exhaust flange inspection per SI40-006.
Performed the 100hr inspection of the Slick start per L-1492 Installation, Operation, maintance, and troubleshooting manual.
Complied with AD 2002-26-01 by visual inspection of the fuel injection lines and clamps per Lycoming SB 342D, and no discrepencies were noted.

Performed an operational and leak check, as needed, on the above listed items, and no discrepancies were noted. This work was done per the Diamond DA-40 series maintenance manual.
I certify that this aircraft has been inspected in accordance with an Annual Inspection and was determined to be in an airworthy condition. Pertinent details on file at this agency under;

Work Order # 41533 Signed: Wayne Bishop for CRS N81R812N

Northern Air Inc., P.O. Box 888380, Gerald R. Ford Int'l Airport, Grand Rapids, MI. 49588-8380

DATE 3-23-05 AT This Time Complied with LYC-
Hobbs - 357.9 MANDATORY Service Bulletin No.
565 ON DIAPHRAGM-TYPE Fuel Pump
This Service Bulletin does not apply
By date code of pump 0602
No Further ACTION required.
E N22
John Butler
A&P 32140197 IA

Blue Sky Aero, Inc. Morris IL. 815-941-0063
N222GF DA-40

At this time an air/oil separator was installed as per installation instruction provided by M-20 air/oil separator and per STC SA02053AT. Copy of the FAA Form 337 is attached in logs. The oil was changed and the filter was inspected. No contaminants found. Installed new CH48110-1 and added 8 qts. of Aeroshell 100W oil. Ran engine and no leaks found.

W/O #1144
Date: 7/19/05
Tach: 286.6

Michael A. Hunter
A+P 2712253

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TOTAL SINCE MFG.			

MAINTENANCE RECORD

REPAIRS, ADJUSTMENTS, MODIFICATIONS ENTRIES, DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.	SIGNATURE	LICENCE NUMBER
10/12/2005 LYCOMING MSB 548A DOES NOT APPLY, DATE STAMP 0602. SEE LOG ENTRY OF 3-23-05. Marked Hobbs owner		
Blue Sky Aero, Inc. 815-941-0063 blueskyaero.com August 8, 2006 Tach time = 337.5 Drained oil and removed filter, filter inspected, no contaminates found. Aircraft serviced with 7 quarts 15W-50 Aeroshell oil, and installed new Champion CH48110-1 Oil filter. Zachary J. Vander Griend A&P Pending		

MAXIMUM HOURS BETWEEN OVERHAULS_____HOURS.

ENGINE SERVICE AND

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

BROK
FORY

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

TYPE: DIAMOND DA40
"N" #: N 222GF
DATE: 10/01/2005

TACH TIME: 296.2 Hrs.
ENGINE T.T: 296.2 Hrs.

At this time the engine was cleaned for inspection. All components were inspected in accordance with a 100-HOUR INSPECTION per Diamond and Lycoming Service Manuals. The compression was taken with the following results: #1 78/80, #2 77/80, #3 76/80, and #4 75/80. The oil and filter was changed using eight quarts of Aeroshell 15W50 and one Champion CH48110-1 filter. The old filter was cut open and inspected, no contamination noted at this time. The spark plugs were cleaned gapped tested and rotated. The ignition leads were cleaned and tested. The injector nozzles were cleaned. The mag to engine timing was checked. **AD2005-19-11** effective 10-21-2005 on crankshaft failure does not apply by engine model number. **AD2002-26-01** effective 1/31/03 on fuel lines was complied with by inspection per SB 342E, no defects noted at this time. The next compliance is due at 100 hours time in service at a total time of 396.2 or whenever lines are removed or loosened. **AD2004-10-14** effective 6/25/2004 on crankshaft failure is due at prop strike as outlined in AD. All ad's checked thu BI-weekly 2005-19. **SI1492C** on oil pump screen was complied with by inspection, no contamination noted at this time.

----------END----------

CARRIED FORWARD

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TOTAL SINCE MFG.		

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
"N" #: N 222GF
DATE: 10/01/2005

TACH TIME: 296.2 Hrs.
ENGINE T.T: 296.2 Hrs.

I certify this engine has been inspected in accordance with a
100-HOUR INSPECTION and was determined to be in airworthy condition.

Greg Bonk
AP 2683106

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

Troy N. Nowling
AP304909890IA

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

TYPE: DIAMOND DA40
"N" #: N 222GF
DATE: 06/01/2006

TACH TIME: 315.8 Hrs.
AIRFRAME T.T: 315.8 Hrs.

At this time **Diamond MSB 40-044-1** dated Jan. 11, 2006 on muffler brace was complied with by installation of KIT MSB40-044-1.
Diamond MSB40-033, effective 02/15/2005, on exhaust system, was complied with by inspection – no defects noted at this time. The next inspection is due in 50 hours, at a total time of 365.8 hours. ----------
----------END----------

Troy N. Nowling
AP304909890

MAXIMUM HOURS BETWEEN OVERHAULS_____HOURS.

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

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

TYPE: DIAMOND DA40
"N" #: N 222GF
DATE: 10/27/2006

TACH TIME: 345.6 Hrs.
ENGINE T.T: 345.6 Hrs.

At this time the engine was cleaned for inspection. All components were inspected in accordance with a 100-HOUR INSPECTION per Diamond and Lycoming Service Manuals. The compression was taken with the following results: #1 78/80, #2 76/80, #3 75/80, and #4 76/80. The spark plugs were cleaned gapped tested and rotated. The ignition leads were cleaned and tested. The injector nozzles were cleaned and the fuel finger screen was inspected and installed with new o-rings. The mag to engine timing was checked. The rocker cover gaskets were replaced P/N 75906. The oil return line hoses were replaced. The mixture cable rod end was adjusted as needed. **AD2002-26-01** effective 1/31/03 on fuel lines was complied with by inspection per SB 342E, no defects noted at this time. The next compliance is due at 100 hours time in service at a total time of 445.6hrs or whenever lines are removed or loosened. **AD2004-10-14** effective 6/25/2004 on crankshaft failure is due at prop strike as outlined in AD. All ad's checked thru BI-weekly 2006 21.

----------END----------

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

TYPE: DIAMOND DA40
"N" #: N 222GF
DATE: 11/05/2007

TACH TIME: 384.5 Hrs.
ENGINE T.T: 384.5 Hrs.

At this time, the engine was cleaned for inspection. All components were inspected in accordance with an **ANNUAL INSPECTION** per Diamond and Lycoming Service Manuals. The compression was taken with the following results: #1 79/80, #2 79/80, #3 79/80, and #4 78/80. The engine oil was drained, and the filter was removed, cut open and inspected – no contamination was noted. The engine was serviced with 8 quarts of Aeroshell 15W50 oil, and one new Kelly Aerospace ES48110-1 filter. The oil suction screen was removed, cleaned, inspected, and reinstalled. The oil filler tube was tightened and safetied. The rocker cover gaskets were replaced, 4 ea. P/N: RG-75906. The oil return line clamps were tightened. The spark plugs were cleaned, inspected, gapped, tested, rotated, and reinstalled. The ignition leads were cleaned and tested. The mag to engine timing was checked – no adjustment was required. The fuel controller inlet screen was removed, cleaned, inspected, and reinstalled with new o-rings. The fuel injector nozzles were cleaned, inspected, and reinstalled. The intake tubes were removed, cleaned, and reinstalled using new o-rings and gaskets. The engine was washed and run – no leaks were noted.

AD2004-10-14, *effective 6/25/2004, on crankshaft failure, is due at prop strike as outlined in paragraphs (i) and (j) of the AD.*

AD2002-26-01, *effective 1/31/03, on fuel lines, was complied with by inspection per SB 342E – no leaks were noted. The next compliance is due at 100 hours time in service at a Total Time of 484.5 Hrs. or whenever lines are removed or loosened.*

All AD's were checked through Bi-Weekly 2007-22.

----------END----------

TOTAL THIS PAGE		
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TOTAL SINCE MFG.		

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
"N" #: N 222GF
DATE: 10/27/2006

TACH TIME: 345.6 Hrs.
ENGINE T.T: 345.6 Hrs.

I certify this engine has been inspected in accordance with a 100-HOUR INSPECTION and was determined to be in 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 airworthy condition.

John J. Blaha Jr.
AP 2238954 IA

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

TYPE: DIAMOND DA40
"N" #: N 222GF
DATE: 11/05/2007

TACH TIME: 384.5 Hrs.
ENGINE T.T: 384.5 Hrs.

I certify this engine has been inspected in accordance with a 100-HOUR INSPECTION and was determined to be in airworthy condition.

Gregory N. Bonk
AP 2683106

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

MAXIMUM HOURS BETWEEN OVERHAULS_____HOURS.

ENGINE SERVICE AND

DATE	TIME RUN HRS.	TIME RUN MIN.	TIME SINCE OVERHAUL HRS.	TIME SINCE OVERHAUL MIN.	INSTALLATIONS, INSPECTIONS, NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
BROUGHT FORWARD →					541.6 Hobbs. Complied with AD 2008-06-51 by Initial Inspection (f) plug not found loose. Due again at next oil change or at 591.6 hours. [signature] March 14, 2008 2710518 A+P/IA

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

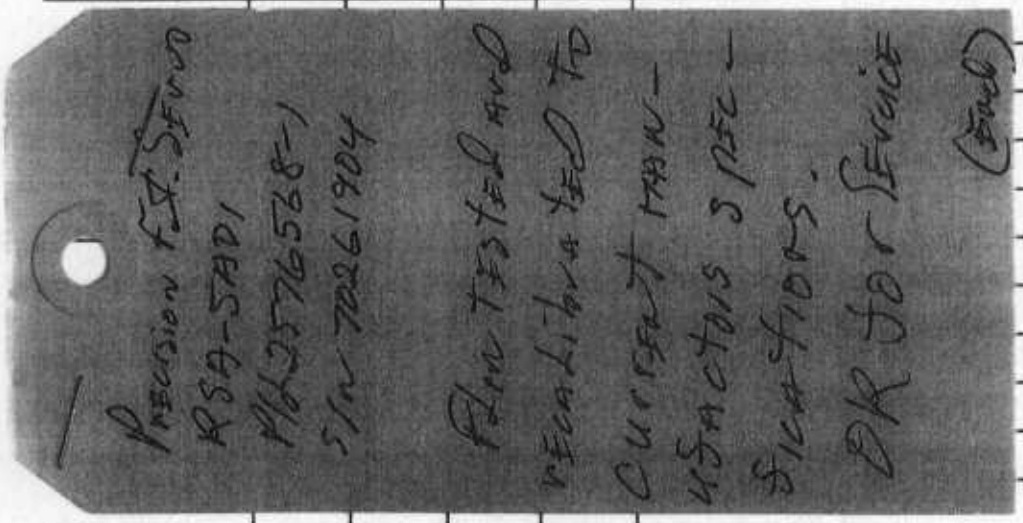
TYPE: DIAMOND DA40
"N" #: N 222GF
DATE: 06/20/2008

TACH TIME: 415.3 Hrs.
ENGINE TT: 415.3 Hrs.

At this time, the Precision fuel servo P/N: 2576568-1, S/N: 70261904 was removed and installed after repair by G & N Aircraft W/O# 65,179, dated 06/19/2008. The engine oil was drained, and the filter was removed, cut open and inspected – no contamination was noted. The engine was serviced with 8 quarts of Aeroshell 15W50 oil, and one new Champion CH48110-1 filter. The engine was washed and run – no leaks were noted.

----------END----------

[signature]
Marilina Angarone
AP 344688075



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TOTAL SINCE MFG.		

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 TACH TIME: 432.1 Hrs.
"N" #: N 222GF ENGINE T.T: 432.1 Hrs.
DATE: 11/13/2008

At this time, the engine was cleaned for inspection. All components were inspected in accordance with an **ANNUAL INSPECTION** per Diamond and Lycoming Service Manuals. The compression was taken with the following results: #1 79/80, #2 79/80, #3 79/80, and #4 79/80. The engine oil was drained, and the filter was removed, cut open and inspected – no contamination was noted. The engine was serviced with 8 quarts of Aeroshell 15W50 oil, and one new Champion CH48110-1 filter. The oil suction screen was removed, cleaned, inspected, and reinstalled. The oil filler tube was tightened and safetied. The rocker cover gaskets were replaced, 4 ea. P/N: RG-75906. The spark plugs were cleaned, inspected, gapped, tested, rotated, and reinstalled. The ignition leads were cleaned and tested. The lower #4 cyl. ignition lead was repaired. The mag to engine timing was checked – no adjustment was required. The fuel controller inlet screen was removed, cleaned, inspected, and reinstalled with new o-rings. The fuel injector nozzles were cleaned, inspected, and reinstalled. The engine was washed and run – no leaks were noted.
AD2008-19-05, effective 10/20/2008, on cracking of cylinder assemblies, does no apply by no ECI cylinders installed.
AD2008-14-07, effective 08/14/2008, on fuel injector lines, was complied with by inspection. Compliance is due every 100 hours TIS (not to exceed 110 Hours), at each engine overhaul, and after any maintenance is done on the engine where any clamp in a fuel injector line has been disconnected, moved or loosened.

----------Continued----------

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

TYPE: DIAMOND DA40 TACH TIME: 432.1 Hrs.
"N" #: N 222GF ENGINE T.T: 432.1 Hrs.
DATE: 11/13/2008

AD2008-08-14, effective 04/29/2008, to prevent a lean running engine, was previously complied with by G&N aircraft. A new gasket was installed, and a "G" was stamped on the plug. No further action is required.
AD2004-10-14, effective 6/25/2004, on crankshaft failure, is due at prop strike as outlined in paragraphs (i) and (j) of the AD.
All AD's were checked through Bi-Weekly 2008-22.

----------END----------

I certify this engine has been inspected in accordance with a 100-HOUR INSPECTION and was determined to be in airworthy condition.

Jeremy D. Brzycki
AP 2773579

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

John J. Blaha Jr.
AP 2238954 IA

MAXIMUM HOURS BETWEEN OVERHAULS_____HOURS.

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

Honeywell

ENGINE LOG ENTRY Diamond DA40 S/N40.230 N222GF

June 9, 2009 **Airframe Total Time 609.8**

AD 2009-02-03 Fuel injection servos has previously been complied with, see engine log book entry dated 11/13/2008. No further action is required.

Steven M. Huibsch, Chief Inspector
Honeywell International Inc. CRS#HN8R500X
WO # 1595

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

TYPE: DIAMOND DA40 TACH TIME: 484.7 Hrs.
"N" #: N 222GF ENGINE TT: 484.7 Hrs.
DATE: 11/13/2009

At this time, the engine was cleaned for inspection. All components were inspected in accordance with an **ANNUAL INSPECTION** per Diamond and Lycoming Service Manuals. The compression was taken with the following results: #1 76/80, #2 75/80, #3 76/80, and #4 75/80. The engine oil was drained, and the filter was removed, cut open and inspected – no contamination was noted. The engine was serviced with 8 quarts of Aeroshell 15W50 oil, and one new Champion CH48110-1 filter. The oil suction screen was removed, cleaned, inspected, and reinstalled. The spark plugs were cleaned, inspected, gapped, tested, rotated, and reinstalled. The ignition leads were cleaned and tested. The **Slick 500-HOUR** inspection was performed on both magnetos. Removed both mags, opened, cleaned, and inspected; the LH mag rotor gear was replaced, internally timed both mags, and timed mags to the engine. The fuel controller inlet screen was removed, cleaned, inspected, and reinstalled with new o-rings. The fuel injector nozzles were cleaned, inspected, and reinstalled. The rocker cover screws, induction bolts, and oil return line clamps were tightened. The engine was washed and run – no leaks were noted.
AD2009-02-03, effective 02/09/2009, to prevent a lean running engine, was previously complied with by G&N aircraft. A new gasket was installed, and a "G" was stamped on the plug. No further action is required. ----------CONTINUED

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

TYPE: DIAMOND DA40 TACH TIME: 484.7 Hrs.
"N" #: N 222GF ENGINE TT: 484.7 Hrs.
DATE: 11/13/2009

AD2008-14-07, effective 08/14/2008, on fuel injector lines, was complied with by inspection. Compliance is due every 100 hours TIS (not to exceed 110 Hours), at each engine overhaul, and after any maintenance is done on the engine where any clamp in a fuel injector line has been disconnected, moved or loosened.
AD2004-10-14, effective 6/25/2004, on crankshaft failure, is due at prop strike as outlined in paragraphs (i) and (j) of the AD.
All AD's were checked through Bi-Weekly 2009-22.
----------END----------

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

John J. Blaha Jr.
AP 2238954 IA

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LICENCE NUMBER

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

TYPE: DIAMOND DA40 TACH TIME: 522.5 Hrs.
"N" #: N 222GF ENGINE TT: 522.5 Hrs.
DATE: 07/02/2010

At this time, the engine oil was drained, and the filter was removed, cut open and inspected – no contamination was noted. The engine was serviced with 8 quarts of Aeroshell 15W50 oil, and one new Champion CH48110-1 filter. The engine was washed and run – no leaks were noted.
AD2008-14-07, effective 08/14/2008, on fuel injector lines, was complied with by inspection. Compliance is due every 100 hours TIS (not to exceed 110 Hours), at each engine overhaul, and after any maintenance is done on the engine where any clamp in a fuel injector line has been disconnected, moved or loosened.
AD2010-13-10, effective 08/05/2010, on Ontic Engineering propeller governors, does not apply by serial number of unit. Installed P/N C210776 Rev. A1, S/N 00018, does not apply by serial number not listed in Ontic Engineering Mandatory Service Bulletin SB-DES-353, Rev A1, dated 10/16/09.

----------END----------

John J. Blaha Jr.
AP 2238054

11-10-10 746.8 Hobbs Replaced L Mag Ign. Harness W/Kelly Aerospace PN KA14004. Ops check satis factory Dustin Kendall 3255913 AP

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

TYPE: DIAMOND DA40 TACH TIME: 562.6 Hrs.
"N" #: N 222GF ENGINE TT: 562.6 Hrs.
DATE: 12/13/2010

At this time, the engine was cleaned for inspection. All components were inspected in accordance with an **ANNUAL INSPECTION** per Diamond and Lycoming Service Manuals. The compression was taken with the following results: #1 75/80, #2 74/80, #3 75/80, and #4 73/80. The engine oil was drained, and the filter was removed, cut open and inspected, no contamination noted. The engine was serviced with 8 quarts of Aeroshell 15W50 oil, and one new Champion CH48110-1 filter. The oil suction screen was removed, cleaned, inspected, and reinstalled using a new crush washer. All four induction tubes were removed, the o-rings were replaced 4ea P/N 77569, and the induction tubes were reinstalled using new gaskets, 4ea P/N SL71973. The spark plugs were cleaned, inspected, gapped, tested, rotated, and reinstalled. The RH ignition harness was removed and replaced with a new Kelly Aerospace harness P/N KA14004. The LH magneto was removed, opened, and inspected. The coil was replaced with a serviceable part, P/N M3975. The magneto was internally timed, installed using a new gasket, and timed to the engine. The RH magneto to engine timing was checked, no adjustment needed. The ignition leads were cleaned and tested. The fuel injector nozzles were cleaned, inspected, and reinstalled. The fuel servo finger screen was inspected, and installed using new o-rings. The rocker cover screws, induction bolts, and oil return line clamps were tightened. The engine was washed and run – no leaks were noted.
AD2009-26-12, 02/04/2010, on ECI cylinder assemblies, does not apply, no ECI cylinder assemblies installed.

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ENGINE SERVICE AND

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COMPLETE

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

TYPE: DIAMOND DA40 TACH TIME: 562.6 Hrs.
"N" #: N 222GF ENGINE TT: 562.6 Hrs.
DATE: 12/13/2010

AD2008-14-07, effective 08/14/2008, on fuel injector lines, was complied with by inspection. The next compliance is due in 100hrs at TT 662.6hrs, or at engine overhaul, or after any maintenance is done

AD2004-10-14, effective 6/25/2004, on crankshaft failure, is due at prop strike as outlined in paragraphs (i) and (j) of the AD.

All AD's were checked through Bi-Weekly 2009-24.

----------END----------

I certify this **ENGINE** has been inspected in accordance with a **100-HOUR 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

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

TYPE: DIAMOND DA40 TACH TIME: 603.0 Hrs.
"N" #: N 222GF ENGINE TT: 603.0 Hrs.
DATE: 10/04/2011

At this time, the engine oil was drained, and the filter was removed, cut open and inspected – no contamination was noted. The engine was serviced with 8 quarts of Aeroshell 15W50 oil, and one new Champion CH48110-1 filter. The engine was washed and run – no leaks were noted.

AD2008-14-07, effective 08/14/2008, on fuel injector lines, was complied with by inspection. Compliance is due every 100 hours TIS (not to exceed 110 Hours), at each engine overhaul, and after any maintenance is done on the engine where any clamp in a fuel injector line has been disconnected, moved or loosened.

----------END----------

John J. Blaha Jr.
AP 2238954

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ENTRIES.

LICENCE NUMBER

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

TYPE: DIAMOND DA40
"N" #: N 222GF
DATE: 01/02/2012

TACH TIME: 618.7 Hrs.
ENGINE TT: 618.7 Hrs.

At this time, the engine was cleaned for inspection. All components were inspected in accordance with an **ANNUAL INSPECTION** per Diamond and Lycoming Service Manuals. The compression was taken with the following results: #1 75/80, #2 70/80, #3 74/80, and #4 72/80. The magneto to engine timing was checked, no adjustment needed. The spark plugs were cleaned, inspected, gapped, tested, rotated, and reinstalled. The ignition leads were cleaned and tested. The fuel injector nozzles were cleaned, inspected, and reinstalled. The rocker cover screws, induction bolts, and oil return line clamps were tightened. The engine was washed and run – no leaks were noted.
AD2008-14-07, effective 08/14/2008, on fuel injector lines, was complied with by inspection. The next compliance is due at TT 718.7hrs, or at engine overhaul, or after any maintenance is done.
AD2004-10-14, effective 6/25/2004, on crankshaft failure, is due at prop strike as outlined in paragraphs (i) and (j) of the AD.
All AD's were checked through Bi-Weekly 2011-26.

----------END----------

I certify this **ENGINE** has been inspected in accordance with a **100-HOUR 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 MODEL
IO-360-M1A
ENGINE S/N: L-30462-51A
REG. NO: N222GF
WORK ORDER
1002-09-2012

J.A. Air Center
Repair Station No. NF2R029L
43W730 US RT 30
Sugar Grove, Illinois 60554
Phone: 630.584.3200

DATE: 07 September, 2012
A/C TSN: 878.3
ENG TT: 878.3
TSMOH:
TACH: 878.3

Engine Entries

(1) Changed the oil and filter. Opened and inspected the filter for contaminants. Serviced the engine with 8 Qts. of Aeroshell 15W50 and installed a new AA48110-2 filter. Ground ran and leak checked.

Maintenance Release
I certify the aircraft and/or component(s) on was repaired and/or inspected in accordance with current regulations of the Federal Aviation Administration and was found Airworthy for return to service. Pertinent details of the repair are on file at this repair station. CRS NF2R029L under Work Order No. 1002-09-2012. Dated 07 September, 2012

DATE: 07 September, 2012 SIGNED:

Don Morgan
Certified Repair Station No. NF2R029L

Work Order: 1002-09-2012

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MAXIMUM HOURS BETWEEN OVERHAULS_____HOURS.

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

TYPE: DIAMOND DA40 TACH TIME: 673.0 Hrs.
"N" #: N 222GF ENGINE TT: 673.0 Hrs.
DATE: 03/11/2013

At this time, the engine was cleaned for inspection. All components were inspected in reference with an **ANNUAL INSPECTION** per Diamond and Lycoming Service Manuals. The compression was taken with the following results: #1 78/80, #2 78/80, #3 78/80, and #4 78/80. The engine oil was drained, and the filter was removed, cut open and inspected, no contamination noted. The engine was serviced with 8 quarts of Aeroshell 15W50 oil, and one new Champion CH48110-1 filter. The oil suction screen was removed, cleaned, inspected, and reinstalled using a new crush washer. The magneto to engine timing was checked, no adjustment needed. The spark plugs were cleaned, gapped, tested, rotated, and reinstalled. The ignition leads were cleaned and tested. The fuel injector nozzles were cleaned, inspected, and reinstalled. The fuel servo screen was removed, cleaned, and reinstalled. The rocker cover screws, induction bolts, and oil return line clamps and "B" nuts were tightened. The engine was washed and run – no leaks were noted.
AD2012-19-01, effective 10/24/2012, on crankshafts, not applicable by model and serial number.
AD2012-03-07, effective 03/27/2012, on HA-6 carbs, does not apply by equipment.
AD2012-03-06, effective 02/24/2012, on fuel servos, does not apply, no work done to the fuel servo since 05-20-2010.
AD2011-26-04, effective 01/25/2012, on fuel injector lines, was complied with by inspection. The next compliance is due in 100hrs (not to exceed 110 hrs), or at engine overhaul, or after any maintenance is done. ----------CONTINUED

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

TYPE: DIAMOND DA40 TACH TIME: 673.0 Hrs.
"N" #: N 222GF ENGINE TT: 673.0 Hrs.
DATE: 03/11/2013

AD2004-10-14, effective 6/25/2004, on crankshaft failure, is due at prop strike as outlined in paragraphs (i) and (j) of the AD. All AD's were checked through Bi-Weekly 2013-04.
----------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 TACH TIME: 711.5 Hrs.
"N" #: N 222GF ENGINE TT: 711.5 Hrs.
DATE: 04/10/2014 ENGINE S/N: L-30462-51A

At this time, the engine was cleaned for inspection. All components were inspected in reference with an **ANNUAL INSPECTION** per Diamond and Lycoming Service Manuals. The compression was taken with the following results: #1 79/80, #2 79/80, #3 79/80, and #4 78/80. The engine oil was drained, and the filter was removed, cut open and inspected, no contamination noted. The engine was serviced with 8 quarts of Aeroshell 15W50 oil, and one new Champion CH48110-1 filter. The oil suction screen was removed, cleaned, inspected, and reinstalled using a new crush washer. The magneto to engine timing was checked, no adjustment needed. The spark plugs were cleaned, gapped, tested, rotated, and reinstalled. The ignition leads were cleaned and tested. The fuel injector nozzles were cleaned, inspected, and reinstalled. The fuel servo screen was removed, cleaned, and reinstalled. The rocker cover screws, induction bolts, mag nuts, fuel servo nuts, and oil return line clamps and "B" nuts were tightened. The vacuum pump drive adapter gaskets and oil seal were replaced. The engine was washed and run – no leaks were noted.
AD2011-26-04, effective 01/25/2012, on fuel injector lines, was complied with by inspection. The next compliance is due in 100hrs (not to exceed 110 hrs), or at engine overhaul, or after any maintenance is done.
AD2004-10-14, effective 6/25/2004, on crankshaft failure, is due at prop strike as outlined in paragraphs (i) and (j) of the AD. All AD's were checked through Bi-Weekly 2014-07.
----------END----------

ENTRIES, OR

LICENCE NUMBER

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

TYPE: DIAMOND DA40 TACH TIME: 711.5 Hrs.
"N" #: N 222GF ENGINE TT: 711.5 Hrs.
DATE: 04/10/2014 ENGINE S/N: L-30462-51A

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 TACH TIME: 742.5 Hrs.
"N" #: N 222GF ENGINE TT: 742.5 Hrs.
DATE: 05/20/2015 ENGINE S/N: L-30462-51A

At this time, the engine was cleaned for inspection. All components were inspected with reference to an **ANNUAL INSPECTION** per Diamond and Lycoming Service Manuals. The compression was taken with the following results: #1 79/80, #2 78/80, #3 76/80, and #4 77/80. The engine oil was drained, and the filter was removed, cut open and inspected, no contamination noted. The engine was serviced with 8 quarts of Aeroshell 15W50 oil, and one new Champion CH48110-1 filter. The oil suction screen was removed, cleaned, inspected, and reinstalled using a new crush washer. The magneto to engine timing was checked, no adjustment needed. The spark plugs were all replaced with Tempest plugs 8ea P/N: UREM38E. The ignition leads were cleaned and tested. The fuel servo screen was removed, cleaned, and reinstalled. The rocker cover screws, induction bolts, mag nuts, fuel servo nuts, and oil return line clamps and "B" nuts were tightened. The engine was washed and run – no leaks were noted.
AD2011-26-04, effective 01/25/2012, on fuel injector lines, was complied with by inspection. The next compliance is due in 100hrs (not to exceed 110 hrs), or at engine overhaul, or after any maintenance is done.
AD2004-10-14, effective 6/25/2004, on crankshaft failure, is due at prop strike as outlined in paragraphs (i) and (j) of the AD. All AD's were checked through Bi-Weekly 2015-10.
----------END----------

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

TYPE: DIAMOND DA40 TACH TIME: 742.5 Hrs.
"N" #: N 222GF ENGINE TT: 742.5 Hrs.
DATE: 05/20/2015 ENGINE S/N: L-30462-51A

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

MAXIMUM HOURS BETWEEN OVERHAULS_____HOURS.

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COMPLETE

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

TYPE: DIAMOND DA40
"N" #: N 222GF
DATE: 06/08/2016

TACH TIME: 770.0 Hrs.
ENGINE TT: 770.0 Hrs.
ENGINE S/N: L-30462-51A

At this time, the engine was cleaned for inspection. All components were inspected with reference to a **100-HOUR/ANNUAL INSPECTION** per Diamond and Lycoming Service Manuals. The compression was taken with the following results: #1 79/80, #2 79/80, #3 78/80, and #4 77/80. The engine oil was drained, and the filter was removed, cut open and inspected, no contamination noted. The engine was serviced with 8 quarts of Aeroshell 15W50 oil, and one new Champion CH48110-1 filter. The magneto to engine timing was checked, no adjustment needed. The spark plugs were cleaned, tested, and rotated. The ignition leads were cleaned and tested. The fuel servo screen was removed, cleaned, and reinstalled. The fuel injectors were cleaned and inspected. The rocker cover screws, induction bolts, mag nuts, fuel servo nuts, and oil return line clamps and "B" nuts were tightened. The engine was washed and run – no leaks were noted.
AD2015-19-07, effective 11/03/2015, on fuel injector lines, was complied with by inspection. The next compliance is due every 110 hrs, or at engine overhaul, or after any maintenance is done.
AD2004-10-14, effective 6/25/2004, on crankshaft failure, is due at prop strike as outlined in paragraphs (i) and (j) of the AD. All AD's were checked through Bi-Weekly 2016-11.
----------END----------

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

TYPE: DIAMOND DA40
"N" #: N 222GF
DATE: 06/08/2016

TACH TIME: 770.0 Hrs.
ENGINE TT: 770.0 Hrs.
ENGINE S/N: L-30462-51A

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

Timothy Thomas Quigley
AP 3651605

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 3828657 IA

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

TYPE: DIAMOND DA40
"N" #: N 222GF
DATE: 06/22/2017

TACH TIME: 790.0 Hrs.
ENGINE TT: 790.0 Hrs.
ENGINE S/N: L-30462-51A

At this time, the engine was cleaned for inspection. All components were inspected with reference to a 100-HOUR/ANNUAL INSPECTION per Diamond and Lycoming Service Manuals. The compression was taken with the following results: #1 79/80, #2 79/80, #3 79/80, and #4 79/80. The engine oil was drained, and the filter was removed, cut open and inspected, no contamination noted. The oil suction screen was inspected. The engine was serviced with 8 quarts of Aeroshell 15W50 oil, and one new Champion CH48110-1 filter. The magneto to engine timing was checked, no adjustment needed. The spark plugs were cleaned, tested, gapped, and rotated. The ignition leads were cleaned and tested. The rocker cover screws, induction bolts, mag nuts, fuel servo nuts, exhaust hardware and oil return line clamps and "B" nuts were checked and tightened as needed. The engine was washed and run – no leaks were noted.
AD2015-19-07, effective 11/03/2015, on fuel injector lines, was complied with by inspection. Compliance is due every 110 hrs, at engine overhaul, or after any maintenance is done.
AD2004-10-14, effective 6/25/2004, on crankshaft failure, is due at prop strike as outlined in paragraphs (i) and (j) of the AD. All AD's were checked through Bi-Weekly 2016-11.
----------END----------

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LICENCE NUMBER

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

TYPE: DIAMOND DA40
"N" #: N 222GF
DATE: 06/22/2017

TACH TIME: 790.0 Hrs.
ENGINE TT: 790.0 Hrs.
ENGINE S/N: L-30462-51A

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

Daniel J Szakovits
AP 3959453

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

Nelson E. Cadwallader
AP 3466454 IA

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

TYPE: DIAMOND DA40
"N" #: N 222GF
DATE: 07/02/2018

TACH TIME: 806.8 Hrs.
ENGINE TT: 806.8 Hrs.
ENGINE S/N: L-30462-51A

At this time, the engine was cleaned for inspection. All components were inspected with reference to a 100-HOUR/ANNUAL INSPECTION per Diamond and Lycoming Service Manuals. The compression was taken with the following results: #1 79/80, #2 79/80, #3 79/80, and #4 78/80. The engine oil was drained, and the filter was removed, cut open and inspected, no contamination noted. The oil suction screen was inspected. The engine was serviced with 8 quarts of Aeroshell 15W50 oil, and one new Champion CH48110-1 filter. The magneto to engine timing was checked, no adjustment needed. The spark plugs were cleaned, tested, gapped, and rotated. The ignition leads were cleaned and tested. The fuel servo inlet screen was removed, inspected, cleaned and reinstalled with new packings. The rocker cover screws, induction bolts, mag nuts, fuel servo nuts, exhaust hardware and oil return line clamps and "B" nuts were checked and tightened as needed. The engine was washed and run – no leaks were noted.
AD2015-19-07, effective 11/03/2015, on fuel injector lines, was complied with by inspection. Compliance is due every 110 hrs, at engine overhaul, or after any maintenance is done.
AD2004-10-14, effective 6/25/2004, on crankshaft failure, is due at prop strike as outlined in paragraphs (i) and (j) of the AD. All AD's were checked through Bi-Weekly 2018-13.
----------END----------

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

TYPE: DIAMOND DA40
"N" #: N 222GF
DATE: 07/02/2018

TACH TIME: 806.8 Hrs.
ENGINE TT: 806.8 Hrs.
ENGINE S/N: L-30462-51A

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