

To whom it may concern,

On September 13th at approximately 2 pm in the afternoon we received a call about an aircraft at the Findlay airport having fluctuating oil pressure issues. We talked to the aircraft owner to see what tools were needed and brought the appropriate tools and manuals.

On our initial walk around of the aircraft we did not notice any oil leaks and that the aircraft was very clean. We removed the top cowl cover and noticed that the engine and firewall were dry and clean as well. We then asked the owner about the problems that he was experiencing. The pilot stated that he had oil pressure fluctuation in cruise flight and stated that the oil temperature was normal and no fluctuation of the prop. He then stated that when he reduced power the oil pressure returned to normal range, that is when he deviated to Findlay Ohio, he also indicated that he had an engine issue prior to this flight. The dipstick was pulled and the oil level checked and indicated approximately 6 and a half quarts of oil, the dipstick was clean as well as the oil on the dip stick.

The owner said his flight manual indicated that the potential problem could be with the oil pressure transducer or an indication problem with the gauge. We then checked the wiring and plugs and connections on the oil transducer on the firewall side. We then decided to raise oil pressure slightly and adjusted the oil pressure relief valve a quarter of a turn. The owner then ran the engine and indicated no issues and the pressures and temps were in normal operating ranges. The engine ran smooth and sounded good. At that point we looked the engine over and rechecked the engine. The owner then added additional oil to the engine and it appeared to be Phillips 20w50. We suggested to the owner that he might want to have the oil pressure transducer replaced by his maintenance shop. The owner then loaded the airplane and then re ran the engine and indicated to us it was running fine with a thumbs up. He then departed to the south and the engine sounded good on takeoff.