

N202SM R44 Inspection 29 November 2022

Cowling removed from engine compartment.

General condition of the engine compartment was clean with no signs of any fluid leakage.

Gasklator was loosened and fuel flowed freely thru the system.

Main fuel tank and Aux fuel tank contained approximately half a tank each of fuel.

Engine controls moved freely.

Removed lower spark plugs from all six cylinders. All showed signs of corrosion from sitting but no signs of damage.

Engine rotated freely with no signs of binding or mechanical noises. Compression tested the cylinders by placing our fingers over the spark plug holes in each cylinder and all displayed pressure.

Removed the valve covers to visually check the rocker arms and look for any signs of binding with none observed while rotating the engine. Oil ports appeared unclogged as oil flowed thru the rocker arms as expected.

Removed engine oil filter and cut the filter material out to examine for any signs of contamination and none were noted.

Drained and examined fuel. Fuel had a blue tint indicating AvGas and was clear with no signs of contamination.

Engine and airframe records reviewed and found no signs of SB100 having been signed off.

No obstruction in engine inlets was observed which was the subject of SB100.

Inspection completed 29 Nov 2022 by TW Cook, 2 of his employees and FAA Inspector Myron Billiot of the Baton Rouge FSDO.