

VI **Date:** 05/23/2023

Hours: Hobbs 331.1 TTE 2196.1 SMOH 331.1

— **Make:** Lycoming

Model: O-320-E2D

Tail: N456TW

DI **Name:** Cormac C Thompson III

S/N: L-24171-27A

Co: Thompson Aircraft LLC

Cert: A&P [REDACTED] A

Signed: [REDACTED]

— Maintenance and Condition Inspection completed this date and time in accordance with FAR 43 Appendix D.
— Compressions #1-73/80, 2-75/80, 3-74/80, 4-75/80. Borescope inspection of cylinders satisfactory. Checked timing - ok
— @ 25* BTDC. CGR plugs, checked resistance of all plugs, all below 1500 Ohms. Installed with new M-674 gaskets.
— Changed oil 7 qts Phillips 20W-50 & CamGuard. Removed oil filter, inspected, no contaminants found. Installed new
— K&N-1002 oil filter and safety. Checked oil suction screen, no contaminant found, installed with new crush gasket &
— safety. Removed carburetor for inspection, removed old black composite float, installed new 666-1000-F Blue Epoxy
— Float Kit. Verified installation of 1-piece Venturi. Replaced dipstick tube gasket with new RG-72059 and safety.
— Inspected exhaust system, no defects noted. Installed a reinforcing strap between alternator and starter.
— Engine run-up performed, idle speed and mixture set. No leaks detected. All operations normal.
— I certify this engine and propeller have been inspected in accordance with a Condition Inspection and were determined
— to be in a condition for safe operation this date and time. END

YEAR: 2018 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
8-18	317.1		2182.1	COMPLETED AS FOLLOWS #1 79/80 #2 78/80 #3 79/80 #4 79/80, CK MAG TIMING, BOTH FIRE @ 25° CK PROP TORQUE & N BOLTS ALL @ 18 FT LBS - I CERTIFY THIS ENG. HAS BEEN INSPECTED I AM A VOWED 10SP. AND WAS DETERMINED TO BE IN AIR WORTHY CONDITION AND RETURNED TO SERVICE. [Redacted Signature] CAEP [Redacted]

YEAR: 2018 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
8-18	317.1		317.1	LUBED ALL CONTROLS & PULLEYS I CERTIFY THIS A/C HAS BEEN INSPECTED IAW ANNUAL CONDITIONAL INSPECTION AS APPROVED UNDER FAR 91.319(b) & FAR 21.191 (g) AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. [REDACTED] [REDACTED]

Y Date: 05/23/2023 Hours: Hobbs & TTAF 331.1 Tail: N456TW
— Make: Paul M Holmes Model: W10 Tailwind S/N: 02-1217
D Name: Cormac C Thompson III Cert: A&P [REDACTED]
— Co: Thompson Aircraft LLC Signed: [REDACTED]
— Maintenance and Condition Inspection completed this date and time IAW FAR 43 Appendix D. ELT inspected IAW 91.207c&d and found satisfactory. CW AD 17-16-01 ELT Transmitter Inspections per para (g), no defects noted at this time, due next in 12 months (05/31/2024). Installed 6 ea new MN1300 cells all dated March 2031. Replaced RCPI battery with new Duracell 1/3N, due for replacement by March 2030. Replaced aircraft main battery with new SBS-J16.
— Removed tail surfaces (Horizontal Stabilizers, Elevators & Rudder). Weld repair to cracked weld between Horizontal Stabilizer carry-through spar to upper left & right longerons. Patched fuselage sides and refinished aft fuselage & Vertical Stabilizer using Air-Tech Coatings materials and processes. Repaired lower rudder hinge by welding, patched lower rudder both sides. Refinished rudder and repaired/refinished hail ringworm on upper surfaces of elevators and stabilizers using Air-Tech Coatings materials. Installed tail surfaces and replaced attaching hardware and control system hardware as required.
— Installed USB power port in panel, connected to existing fused circuit. Removed voltmeter, installed 30-0-30 internally shunted ammeter. Relocated aux power port to panel. Removed inoperative electric Manifold Pressure Gauge, installed direct reading UMA Manifold Pressure Gauge. Added 5A Klixon 7277-5-5 circuit breaker to the Alternator Field Circuit. Labeled fuses & switches as required. Place a spare set of 10A & 20A fuses in aircraft. Replaced inoperative Alternator Warning Light. Replaced inoperative Hobbs Pressure Switch with new and connected Hobbs Meter power to switch.

