

DATE: [REDACTED]


Aviation

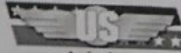
WO8289 - N656MA - Cessna - 172R - S/N: 17280924 - [REDACTED]
Lycoming IO-360-L2A - S/N: L-28665-51A - McCauley 1C235/LFA7570 - S/N: UC035

ACTT: 13784.40 - TACH: 129.80 - HOBBS: 7802.40 - ETT: 6969.40 - TSMO: 1877.40 - PTT: 13784.40

Completed a 100 hour inspection in accordance with FAR 43 Appendix D. Complied with AD 2001-06-17 dated 4/20/2001 Cessna AMOC inspection of the idle mixture rise at idle cut off, inspected the idle mixture rpm rise by operational check, found to be in compliance at this time. Next due 100 hrs. at ACTT: 13,884.4. Replaced vacuum regulator air filter P/N ARB3-5-1. Removed, inspected and cleaned fuel strainer filter. Reinstalled with new O-rings P/N: MS29513-111 and MS29513-136. Cleaned and lubricated airframe components as required. Found left hand main landing gear tire worn/unserviceable. Removed and replaced LH MLG tire with tire P/N 6.00-6 8/30620 S/N D4E44819R2. Found left hand main landing gear brake disc worn. Removed and replaced LH brake disk with brake disk P/N 164-04000. Found left hand aileron control cable frayed. Removed and replaced LH and RH aileron direct to bell crank cables P/N MC0510105-362 IRT Cessna 172R AMM 27-10-00 - AILERON CONTROL SYSTEM - MAINTENANCE PRACTICES. Travel and operational check good at this time. Found top most cowlingskybolt worn. Removed and replaced 1 Skybolt plate mount for engine cowlings P/N SK2003-42A. Operational and leak check of airframe satisfactory at this time. I certify that this airframe has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition at this time.

Duncan Opperman A&P [REDACTED] Date: 5/14/24 Signature: [REDACTED]

100 Inspection - Airframe


Aviation

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ACTT: 13784.40 - TACH: 129.80 - HOBBS: 7802.40 - ETT: 6969.40 - TSMO: 1877.40 - PTT: 13784.40

Completed 100 hour inspection in accordance with FAR 43 appendix D. Compression test results: #1: 80/80, #2: 74/80, #3: 72/80, #4: 70/80. Complied with AD 2015-19-07 dated 11/3/2015. To prevent failure of the fuel lines that would allow fuel to spray in to the engine compartment. Complied with by visual inspection of fuel lines and clamps for the fuel injection system, for looseness and chafing. Determined to be in satisfactory condition at this time. Next due 100 hrs at ACTT: 13,884.4. Drained engine oil. Removed oil filter and cut open to inspect for metal, found satisfactory at this time. Installed new Tempstat oil filter AA48110-2. Removed, inspected and cleaned oil suction screen. Installed oil suction screen with new crush gasket P/N: MS 35769-21. Serviced engine with Sigs Philips, X/C, 30W50. Cleaned and inspected fuel servo screen. Cleaned, inspected, gapped and rotated spark plugs. Checked mag to engine timing and retimed to 25 deg BTDC. Washed engine, lubricated controls as required. Operational ground run-up/leak check satisfactory at this time. I certify that this engine has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition at this time.

David Osborne AP [REDACTED] Date: 5/14/24 Signature: [REDACTED]

100 Hour Inspection-Engine

DATE	TACH TIME	FLIGHT	TIME IN SERVICE	Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
20				
MAKE	Lycoming	MODEL	IO-360-L2A	S/N L-28665-51A
Total Time	5,092.00	Hours	Time Since Major Overhaul	ZERO
This engine was disassembled, cleaned, inspected and reassembled with necessary new parts in accordance with a major overhaul as per the manufacturer's current overhaul manual 60294-7. A detailed parts list is on file at this agency. The following accessories were overhauled or exchanged. See maintenance releases in this logbook. Installed new camshaft P/N LW-18840 and tappets P/N 15B26262 from Lycoming. Installed new cylinder kits P/N 05K21104 from Lycoming. Installed new magnetos, left P/N 4371, S/N 19041063, and right, P/N 4371, S/N 19041064, from Champion Aerospace. <u>Installed new fuel pump P/N AF15473 from Tempest.</u> Installed flow divider P/N 2576556-1, S/N 0447218 overhauled by D & G Supply. Supplied servo P/N 2576536-2, S/N 70410101 overhauled by D & G Supply. Supplied new starter P/N 149NL/EC, S/N H-T032153. See A.D. Compliance Record and Parts List for further details.-----END----- All applicable airworthiness directives and related factory publications have been checked for compliance at this date. See list in this log book. This engine was test run in an FAA approved test cell and meets specifications. The aircraft engine identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service for the work performed. Pertinent details of repair are on file at this repair station under:				
Poplar Grove Airmotive, Inc.		Work Order # 100074		Date: 30/May/2019
Poplar Grove Airport, Poplar Grove, IL		Terry Aavang		
FAA Approved Repair Station		Signed for Poplar Grove Airmotive, Inc.		

Fuel Pump Install During Engine Overhaul