

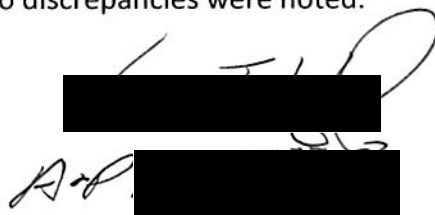
July 2, 2014

WACO NC32162

Model UPF 7 S/N 5794

As requested I checked the continuity of the ignition system from the magneto switch to the magneto (left) and the battery ignition (right) and from the coil to the distributor. In addition I connected the aircrafts battery and was able to demonstrate a spark on the front and rear spark plugs using the engine starter to turn the engine over. I removed the distributor cap and verified advance/contact condition as well as rotation. I also drained fuel from the carburetor, the gasculator, and both fuel tank sight gauges looking for any sign of contamination. No contaminants or evidence of water was found in the drained samples. During defueling and later examination of the fuel shut off valve controls and valve itself no discrepancies were noted. With guidance from Air Repair (Jacobs Engine) in Mississippi rocker box covers were removed on #2 cylinder as well as all the intake rocker box covers of the remaining cylinders. Normal valve action and compressions by finger were noted. The front spark plugs and propeller were removed to help facilitate this inspection. Spark plugs appeared to be in normal condition.

Upon additional requests fuel tank vent tubes were checked and determined to be open and free from obstructions. Mixture and Throttle controls were additionally verified and determined to be normal in operation. The air box and carburetor was removed and inspected. The carburetor was disassembled to check condition of the float and butterfly valve. No discrepancies were noted.



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