

**Piper PA-28-140 Serial no .28-7425135 Registration no. N78HA April 1, 2020 Engine:
Lycoming model O-320 E2A Eng no. L-47106-27A**

At this time performed a 100 hour inspection of engine per FAA approved Lycoming Operator's manual part no.60297-30. (Tasks outlined in the 25 hour and 50 hour inspections are included as part of a 100 hour inspection.)

Sect 4. Pt 2. Par a: Lubrication System. This engine is equipped with a "spin-on" replaceable oil filter and secured with safety wire. Removed main oil screen at rear of sump and visually checked for metal particles and foreign matter. None found.

Sect 4. Pt 3. Par a. Ignition System. subpart 2. Examined spark plug leads, cables and ceramics for corrosion and deposits. Looked for signs of spark leakage. None found. Removed all spark plugs and performed a visual examination to look for signs of excessive carbon and/or lead fouling. None found. Spark plugs were found to be clean and dry and in a condition consistent with normal operation with an even burn pattern on all plugs.

Sect. 4 Pt.3 Par b. Magnetos. Both magnetos were removed and visually inspected. Drive gears were securely attached with no signs of excessive wear. Each spark plug lead was bench tested with a spark plug attached as the magneto was rotated. All leads from both magnetos provided spark to the plugs. (Visually verified) The magnetos were then partially disassembled to reveal and inspect the condition of the internal gears, rotor and breaker points. The internal portions were found to be clean and dry. The breaker points showed no signs excessive wear, pitting, carbon build-up or heat damage. All internal components were visually inspected and found to be in a condition consistent with normal operation.

Sect 4. Pt. 3 Par c. Engine Accessories. Pump, sending units and fittings were inspected for security, leaks and tightness. Passed.

Sect. 4 Pt. 3 Par d. Cylinders. Visually checked for base leaks, cracked or broken fins. Passed

Sect. 4 Pt. 3 Par e. Engine mounts. Passed.

Sect 4 Pt. 3 Par f. Fuel Lines. Check Fuel Lines. In addition to checking all fuel lines and fittings, the inlet screen, at the carburetor inlet fitting was removed and inspected for foreign matter and debris. None found. No fuel was present in the lines at this time but the throttle lever/accelerator pump was manually actuated until fuel was noted dripping from underneath the carburetor. The carburetor heat control was actuated under the engine and moved freely. The control cable was damaged and detached at the heat-box and could not be actuated from the cockpit.

A (cold) compression test of each cylinder was performed using a standard leak-down tester set at 80 psi input. Cyl 1 = **66lbs**. Cyl 2 = **72lbs**. Cyl 3 = **72lbs**. Cyl 4 = **74lbs**.

_____ **[REDACTED]** A&P **[REDACTED]** IA

John E. DeYager