

Sept 1 - 2022

DATE	GROUND TIME	AIR TIME	TOTAL TIME	SIGNATURE OF PERSON MAKING ENTRY	TACHOMETER READING	INSPECTION REFERENCE DATA
BRT. FWD.	Tac: 1677.4		4942.2	Annual inspection using 1A6 Far for		
43	Appx 2			Form - Ckd Oil Filter + Oil Lgts		
	ckd gasulator: Per STC			SA 010226 SE - AP 79-02-08		inspected
	Crack Spout Corrosion Due			- Sept 1 - 2027. Normal		
	Compressions @ 7/80 7/80 7/80 7/80			- Ckd Muffler CK mag timing 25°		
BTC.	Engine washed Down + Ran			- No Leaks -		
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TOTALS	:	:	:			

DATE 9-1-2022 T.T. IN SERVICE 4942.2
 I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED
 IN ACCORDANCE WITH THE INSPECTION AND
 IT IS DETERMINED TO BE IN Airtight CONDITION.
 FA

All repairs, inspections, alterations must be endorsed by a certificated mechanic or repair agency with name, rating and cert. no.

DAT

11/04/2022 N180LR TACH: 1796.4 Hobbs: 5086.4

- Serviced spark plugs and installed new gaskets P/N 07-01798

- Changed oil and filter. Serviced with XC-20W50 7 quarts and AA48110-2 filter

- Replaced 07-03061 72059 Lycoming oil level gage gasket.

- Removed cowl, propeller, exhaust, starter, carburetor and oil sump. Replaced LW-13353 Lycoming Oil Sump Gasket.

- Reinstalled oil sump, carburetor, starter, exhaust system, propeller, cowl and test ran engine

- Performed 100 hour INSPECTION of engine and propeller as defined by 14 CFR appendix D to part 43. Engine and propeller

found to be airworthy at this time.

Justin T. Dix A&P [REDACTED] IA [REDACTED]

1/25/2023 N180LR Tach hours: 1895.1 PSMOH: 1576.5

- Performed ANNUAL INSPECTION and 100 hour INSPECTION of propeller as defined by 14 CFR appendix D to part 43.

Propeller found to be airworthy at this time.

Justin T. Dix A&P [REDACTED] A [REDACTED]

PERFORMANCE DATA

DATE _____

BRT.
FWD.

Justin T. Dix A&P

Justin T. Dix A&P

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TOTALS

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All repairs, inspections, alterations must be endorsed by a certificated mechanic or repair agency with name, rating and cert. no.

DATE

02/05/2023 N180LR Tach hours: 1911.3 Hobbs: 5225.8

- Flew aircraft from GSO to W78 and found that there was an intermittent variation in power of engine. All gauges normal, mag check normal, starting normal
 - Upon investigation, found #2 cylinder to be missing one exhaust nut and the exhaust pipe flange to be slightly away from the cylinder - Replaced exhaust gaskets on #1 and #2 cylinders with new 77611 gaskets, replaced missing nut and installed new washers on #1 and #2 cylinder exhaust studs.
 - Test ran engine and had very rough transition up to run up RPM and low EGT indication on #2 cylinder.
 - Removed valve cover on #2 cylinder and found the valve spring on the intake valve to be broken. Installed serviceable valve spring and reassembled
 - Installed new EGT probe on #2 cylinder PN 10-00830
 - Performed test flight and returned plane to KGSO
- Justin T. Dix A&P [REDACTED]

3/10/2023 N180LR Tach hours: 1994.7 ESMOH: 1994.7 ETT: 5239.7

- Changed oil and filter. Serviced with 7 quarts of XC20W-50 and AA48110-2 filter.
 - Cylinder compression test (leakage) values: #1 75, #2 64, #3 63, #4 75/80
 - Cleaned and tested spark plugs. Replaced three spark plugs with new UREM38E. Reinstalled and torqued with new gaskets.
 - Removed #3 cylinder due to unservicable exhaust flange. Installed repaired Lycoming cylinder from Triad Aviation, P/N LW12425. Installed with new gasket set. Work was performed in reference to Lycoming Service Manual.
 - Replaced #1 and #3 cylinder intake hose P/N 69603. Replaced #1 and #3 oil drainback tubing P/N STD1821.
 - Replaced carb heat cable with new P/N MC63902-002.
 - Replaced lower carb heat shroud P/N A63723-002.
 - Performed ANNUAL INSPECTION and 100 hour INSPECTION of engine and propeller as defined by 14 CFR appendix D to part 43.
- Engine and propeller found to be airworthy at this time.
- Kenton Good A&P [REDACTED]

Justin Dix A&P

FVA

INSPECTION
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TOTALS	:	:	:	All repairs, inspections, alterations must be endorsed by a certificated mechanic or repair agency with name, rating and cert. no.		