

ERA25FA082

MAINTENANCE RECORD EXCERPTS



FRAME MAINTENANCE RECORD

T SERIAL AND REGISTRATION

172S10439 N22088

RECORD NUMBER

3

2024/12/21 16:02

Isla Grande Flying School
 Aviation Maintenance Services

DATE _____



722-1160

SAN JUAN, PUERTO RICO 00911

Tach	Hobbs	Total Time	Registration	Manufacturer	Model	Serial #
3271		3271	N22088	CESSNA	172S	172S10439

AIRCRAFT LOG BOOK ENTRY

Performed an ANNUAL INSPECTION on this AIRCRAFT in accordance with Inspection Checklist derived from 14 CFR 43 Appendix D. Repetitive Airworthiness Directive Compliance Record prepared for this inspection (current through bi-weekly issue 2024-11). No new AD issued against this airframe since last inspection. Repetitive AD's: 01-06-17-AFM-Improper fuel flow settings, complied with by verifying mixture and RPM setting I/A/W Par. (d)(1), next due at Tach. 3371; and 13-11-11- Engine Oil Pressure Switch, switch relocated and installed new unit I/A/W SEB-79-10 due for replacement at ACTT 5221, see engine log for additional information. Copy of these documents and applicable FAA 8130-3 forms, yellow tags or other traceability documents are attached to this aircraft's record file. The following work was performed in accordance with Cessna Aircraft Maintenance Manual for the model 172S and AC 43.13-1B as applicable:

- 1) Landing gear wheel bearings removed, cleaned, inspected, packed with fresh grease, and installed.
- 2) Replaced both R/H & L/H lower position cowl shock mount with new FAA-PMA unit manufactured by Skybolt Aerospace Fasteners under P/N SK2003-42A.
- 3) Replaced ground strap connector on O/B, L/H position of L/H elevator.
- 4) Replaced left wing Cable (Aileron Carry Thru LH) with new FAA-PMA unit procured from McFarlane Aviation under P/N MC0510105-364.
- 5) Replaced both brake linings on R/H main gear with APS TM, P/N APS66-10500 units.
- 6) Corrosion X TM, corrosion inhibiting treatment applied to airframe's internal surfaces.
- 7) E.L.T. operation verified in accordance with the provisions of 14 CFR Part 91.207(d) and found satisfactory. Compliance with SARSAT also confirmed with Aeromarine SRT, Inc. field test unit Model ELT Tester 406 03, S/N 19243, calibration due on 11/20/2025, copy of unit readings attached to this aircraft records.

I certify the entry identified above was repaired and inspected in accordance with current FAA Regulations was found airworthy, and is approved for return to service.

Authorized Signature: _____

Isla Grande Flying School & Service Corp.

Carlos E. Reyes AP

SIGNED SIGNATURE, _____
 CERTIFICATE TYPE _____
 NUMBER _____

2024/12/21 16:02

DATE	TOTAL TIME IN SERVICE	DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE

MAINTENANCE RECORD

DATE



Isla Grande Flying School
Aviation Maintenance Services

TEL: [REDACTED] FAX: [REDACTED]

SAN JUAN, PUERTO RICO 00919

SIGNED SIGNATURE,
FICATE TYPE
NUMBER

Date	Registration	Manufacturer	Model	Serial #
07-18-2024	N22088	CESSNA	172S	172S10439

Tach

3326

Hobbs

Total Time

3326

AIRCRAFT LOG BOOK ENTRY

The following work was performed in accordance with Cessna Aircraft Maintenance Manual for the model 172 S, Cessna Structural Repair Manual for this model, and AC 43.13-1B as applicable.

Following are discrepancies noted followed by corrective actions taken as noted on a ramp inspection on 07-05-2024, e-mail received on 07-08-2024, formal letter received not received to date, none were grounding items:

1. Nose Landing Gear show heavy pitting corrosion on shock strut, Shock Strut Assembly Lower, P/N 0543062-207, not available from manufacturer non from any Salvage facility listed in U.S. Pitting corrosion removed, chemically treated and applied light coat of silver enamel, as a cosmetic remedy, as long as inflation is kept within specifications the affected pitted area is not an operational issue. Requested assistance from SJFSDO for Field Approval for preventive action that will protect the leading edge of the strut from pitting damage due to deplorable non-compliant pavement conditions at our base of operations. When and if replacement is found shock strut will be replaced.
2. Tip -elevator R/H found one rivet loose- Loose rivet removed and replaced with new soft aluminum pop-rivet.
3. RH elevator Bracket outboard / inboard show surface corrosion. - Superficial corrosion removed, area chemically treated, primer applied and finished with white enamel paint.
4. Nose Landing gear area, including attaching rod hardware corroded. - Removed superficial corrosion from nose landing gear steel components, chemically treated, red-oxide primer applied, painted with white enamel, and coated with Par-AL-Ketone TM preservative wax.

(Continued on next page)

2024/12/21 16:03

MAINTENANCE RECORD			AUTHORIZED SIGNATURE CERTIFICATE TYPE & NUMBER
DATE	TOTAL TIME IN SERVICE		
	HOURS	10THS	
DESCRIPTION OF THE WORK PERFORMED 5. Multiples hardware around the aircraft are corroded. - Corroded hardware found, removed and replaced with new hardware. 6. Noticed multiples spot of corrosion around the aircraft's fuselage. - Removed superficial corrosion, chemically treat affected areas, primer applied, and finished with white enamel. 7. Left wing (under the wing) missing screws on inspection plate. - Missing screws installed. 8. On lower engine cowling, intake filter cover, noticed crack damage was repaired with wire. - Epoxy applied to repair area, refinished and painted with white enamel. 9. Right wing (under wing) all screw in one of inspection plate are heavy corroded. - Removed superficial corrosion, chemically treat affected areas, primer applied, and finished with white enamel, corroded screws removed and replaced. 10. Both Ring - Moorings are heavy corroded. - Superficial corrosion removed, chemically treated, and galvanizing compound applied. Mooring rings not available locally, ordered, purchase order presented to Inspectors Luis Alvarado and Rafael Gonzalez on another Ramp Check on 07-16-2024 by your Office. 11. Right wing on leading edge show some damage. - Damage is negligible with no significant deformation that could adversely affect aerodynamic properties, area refinished, chemically treated, primer applied and painted with white enamel. Structural Repair Manual Definition follows: Negligible damage: Any smooth dents in the wing skin that are not more than 0.030 inch below contour and can be circumscribed with a 2 inch diameter circle that have no evidence of skin tears, cracks, or skin penetrations - which are not stress wrinkles and do not interfere with internal structure of mechanism - constitute negligible damage; and rework is considered cosmetic. 12. Elevator L/H a grounding cable found broken. - Grounding cable removed, new one installed with new terminals. I certify the entry identified above was repaired and inspected in accordance with current FAA Regulations and for the work performed only, was found airworthy and is approved for Authorized Signature: <i>[Signature]</i> Carlos E. Reyes AE Isla Grande Flying School & Service Corp., San Juan, P.R. 00915			

2024/12/21 16:03

Isla Grande Flying School
Aviation Maintenance Services

DATE _____

ISLA GRANDE FLYING SCHOOL AND SERVICE CORPORATION
722-1160

SAN JUAN PUERTO RICO 00911
TELS: _____ FAX: _____

Date	Registration	Manufacturer	Model	Serial #
10-23-2024	N22088	CESSNA	172S	172S10439
Tach	Hobbs	Total Time		
3471		3471		

AIRCRAFT LOG BOOK ENTRY

Performed a **ONE HUNDRED HOUR INSPECTION** on this **AIRCRAFT** in accordance with Inspection Checklist derived from 14 CFR 43 Appendix D. Complete Airworthiness Directive Compliance Record prepared for this inspection (current through bi-weekly issue 2024-20). No new AD issued since last inspection. Repetitive AD 01-06-17-AFM-Improper fuel flow settings, complied with by verifying mixture and RPM setting I/A/W Par. (d)(1), next due at Tach. 3571; and AD 13-11-11- **Engine Oil Pressure Switch, switch relocated and installed new unit I/A/W SEB-79-10 switch due for replacement at ACTT 5221**, see engine log for additional information. Copy of these documents and applicable FAA 8130-3 forms, yellow tags or other traceability documents are attached to this aircraft's record file. The following work was performed in accordance with Cessna Aircraft Maintenance Manual for the model 172S and AC 43.13-1B as applicable:

- 1) All landing gear wheels removed, bearings cleaned, inspected, packed with fresh grease, and installed.
- 2) Nose wheel tire fairing removed for repair, new Weight & Balance prepared and entered on Aircraft's Flight Manual.
- 3) Replaced both brake linings on L/H main gear with FAA-PMA approved units by APS TM, P/N APS66-10500.
- 4) Replaced cowl shock mount on top of bottom cowl position on R/H side with FAA_PMA approved unit by Skybolt TM under P/N SK2003-42A (J7444-42).
- 5) Replaced all three wide the Flap Rollers on left flap with FAA-PMA approved units by McFarlane Aviation under P/N MC0523921.

I certify the entry identified above was repaired and inspected in accordance with current FAA Regulations was found airworthy, and is approved for return to service.

Authorized Signature: _____ Carlos E. Reyes AF _____
Isla Grande Flying School & Service Corp., P.O. Box _____ San Juan, P.R. 00911

2024/11/21 16:03

CHECK LIST
ANNUAL or 100 HOUR AIRCRAFT INSPECTION REPORT

INSPECTING OPERATOR _____ W. O. No. _____ DATE 10-27-2024
 Page 1 of 4 REPAIR TAG TIME THIS DATE 3471
 BUSINESS NAME Flyant Media Inc OWNER'S ADDRESS San Juan, PR 00919
 FAA REGISTRATION NO. N22080 AIRCRAFT SERIAL NO. 172510489
☐ Major ☒ 100 Hour ☐ Annual ☐ Repair ☐ Alteration
 MAKE & MODEL OF AIRCRAFT Cessna 172S TOTAL AIRCRAFT TIME 3471

POWER PLANT INSPECTION—ENGINE & NACELLE GROUP

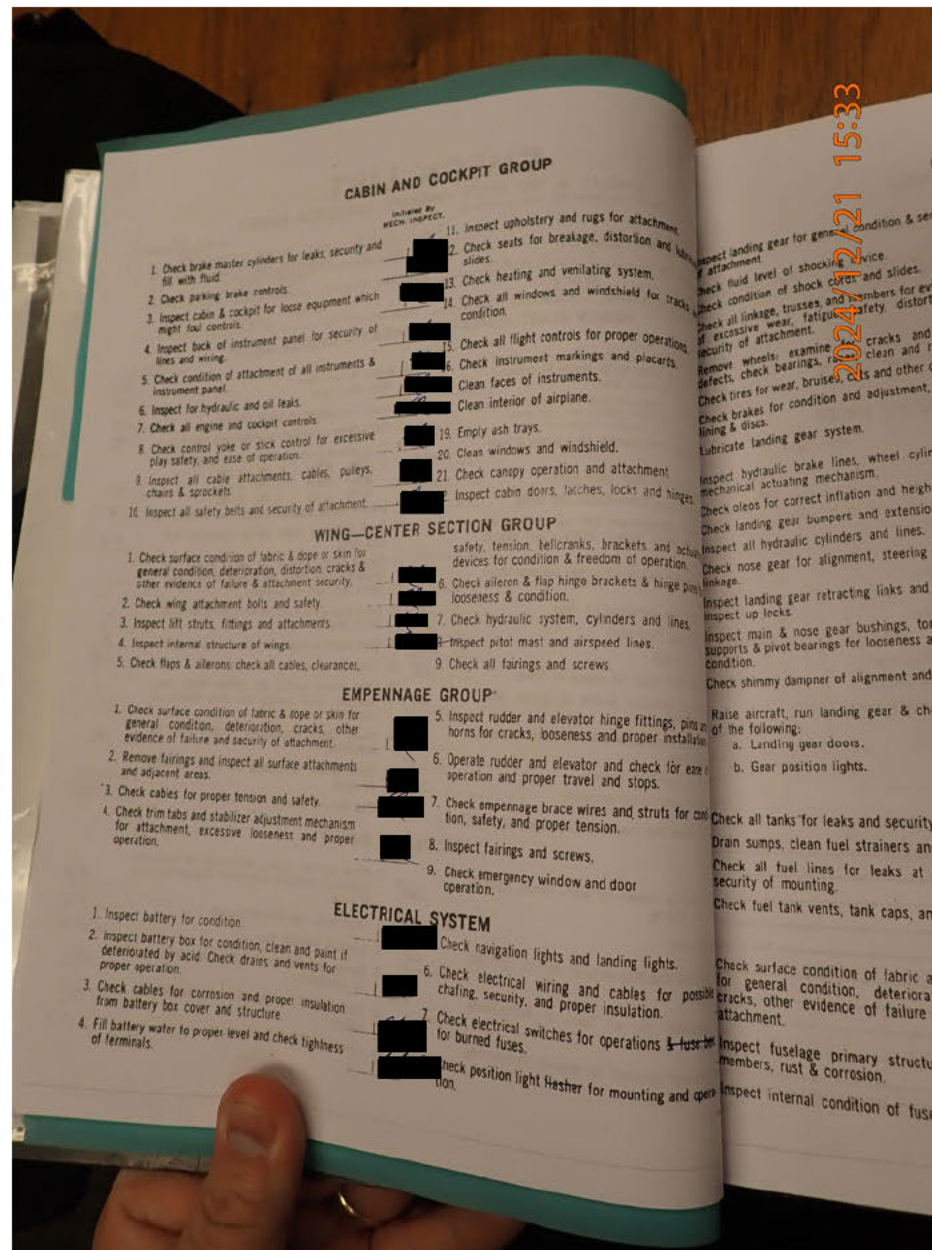
Remove all engine cowling and make visual inspection of the entire engine section for evidence of fuel, oil and hydraulic leaks. Drain oil tanks, dump oil screen chamber and check pump plugs for foreign materials and then check condition - clean oil screen or replace oil filter. Drain carburetor inlet chamber, clean screen & drain bowl. Remove, clean and regap spark plugs. Inspect spark plug terminal ends and wiring. Check engine compartment fuel and oil lines for leaks, loose hose clamps, fittings and general condition. Check and clean gasculator screen and bowl check for safety. Clean and regap carburetor air filter. Check hydraulic fluid level. Fill engine oil tank. Inspect for and repair all engine oil leaks. Inspect fuel induction system & tighten intake pipes & adaptors. Inspect magneto points, armature shaft for looseness and oil leakage. Check fuel injection system. Check alternator and/or generator.	16. Check the generator. 17. Wash down engine. 18. Inspect and lubricate all engine controls. 19. Check engine accessories for defects and security. 20. Check internal conditions of engine by compression: R 12/80 27/80 L 11/80 21/80 3/80 42/80 31/80 41/80 5/80 61/80 51/80 61/80 21. Examine flexible vibration dampers for condition. 22. Check carburetor heater control mechanism and heat ducts. 23. Remove muffler shrouds and inspect muffler and stacks for cracks, leaks, and security of installation. 24. Check heat ducts for condition. 25. Check engine mount and mount bushings for condition & security. 26. Check engine for loose nuts, belts, screws, studs, etc. 27. Check valve clearances when applicable. 28. Check engine cowling and baffles: repair when necessary. Install cowling and check security of installation. Review engine airworthiness: directive notes for compliance. Check general maintenance aid notes applicable to engine. Plug holes in firewall.
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URBOS follow the manufacturers recommendations on this.

PROPELLER GROUP

Inspect propeller blades for nicks, bends, crack & condition of tipping. Remove spinner. Check hub and attaching parts for defects, tightness and safety. Check propeller for oil leaks if hydraulically controlled. Check propeller governor for security of mounting and oil leakage.	6. Check propeller control mechanism for operation, security of installation & operation through full range of travel. 7. Check blades for looseness in hub. 8. Lubricate propeller hub. 9. Review Airworthiness Directive Notes on propeller for compliance. 10. Check spinner backing plate and brackets. Ins. spinner. 11. Check propeller anti-icing devices.
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2024/12/21 15:33



3

LANDING GEAR GROUP

Inspected By: _____
MECH. INSPECT: _____

1. Inspect landing gear for general condition & security of attachment. _____

2. Check fluid level of shock cords and slides. _____

3. Check condition of shock cords and slides. _____

4. Check all linkage, trusses, and members for evidence of excessive wear, fatigue, safety, distortion & security of attachment. _____

5. Remove wheels; examine for cracks and other defects; check bearings, races, clean and repack. _____

6. Check tires for wear, bruises, cuts and other defects. _____

7. Check brakes for condition and adjustment, blocks, lining & discs. _____

8. Lubricate landing gear system. _____

9. Inspect hydraulic brake lines, wheel cylinders or mechanical actuating mechanism. _____

10. Check doors for correct inflation and height. _____

11. Check landing gear bumpers and extension stops. _____

12. Inspect all hydraulic cylinders and lines. _____

13. Check nose gear for alignment, steering rods and linkage. _____

14. Inspect landing gear retracting links and arms and inspect up locks. _____

15. Inspect main & nose gear bushings, torque arms, supports & pivot bearings for looseness and general condition. _____

16. Check shimmy damper of alignment and operation. _____

17. Raise aircraft, run landing gear & check operation of the following: _____

a. Landing gear doors. _____

b. Gear position lights. _____

c. Gear visual indicator. _____

d. Gear warning horn. _____

e. Operation of up locks and switches. _____

f. Operation of hand hydraulic pump & manual gear operating device. _____

g. Parking brake. _____

18. Check electrical gear operation systems for the following: _____

a. Actuating motors and gear boxes. _____

b. Push-pull rods and bell cranks. _____

c. Proper routing and chafing of wiring. _____

d. Proper operation of switches. _____

19. Inspect tail gear for security of attachment, alignment and check attachment fittings. _____

20. Inspect tail gear lock and steering device. _____

21. Inspect tail wheel tire and bearings for wear, cracks, and other defects. _____

22. Lubricate tail wheel assembly. _____

23. Inflate all tires to proper pressure and inspect safety of axle nuts. _____

24. Clean off landing gear. _____

25. Check floats for general condition, obvious defects, security of attachment condition of struts, wires, and attachment fittings. _____

26. Check skis for general condition, obvious defects, security of attachment condition of safety cables, shock cords, & correctness of rigging. _____

27. Check the emergency down gear. _____

FUEL SYSTEM

1. Check condition and operation of fuel tank selector valves. _____

2. Check placard at fuel tank filler caps. _____

3. Check seal of fuel tank filler neck to internal structure. _____

FUSELAGE AND HULL GROUP

1. Inspect for defects, security and safety of all attachment fittings of various systems attached to the fuselage. _____

2. Inspect and check condition of all control cables, turnbuckles, pulleys, sheaves, guides, and cranks. _____

3. Inspect antennas for attachment and condition. _____

4. Clean off belly. _____

5. Check surface condition of fabric and dope or skin for general condition, deterioration, distortion, cracks, other evidence of failure and security of attachment. _____

6. Inspect fuselage primary structure for damaged members, rust & corrosion. _____

7. Inspect internal condition of fuselage. _____

2024/12/21 15:33

2024/12/21 15:34

RADIO GROUP—(Installation)

1. Inspect radio and electronic equipment for proper installation and security of mounting.

2. Check equipment and wiring for proper clearance and routing.

3. Inspect wiring and conduits for proper routing and mounting.

4. Check bonding and shielding for proper installation and condition.

5. Check all antennas for condition and security of mounting.

6. E.L.S. inspected I.A.W. Pa. 91.207(d)

MISCELLANEOUS GROUP

1. Inspect any miscellaneous items of equipment installed. Inspect for proper installation security of mounting and proper operation.

POWER PLANT OPERATIONAL—PREFLIGHT CHECK

Left Engine

ENGINE MAKE Pratt & Whitney ENGINE MAKE _____

SERIAL NO. 32464-51E SERIAL NO. _____

TIME 1200 TIME _____

Warm up engine and check the following:

- Generator output.
- Oil Pressure.
- Oil Temperature.
- Fuel Pressure.
- Head Temperature.
- Magnetos.
- Run propeller thru range.
- Check all engine controls.
- Brakes and parking brakes.
- Idle rpm.
- Idle cut-off.
- Static rpm.
- Idle mixture.
- Check engine for oil leaks.

Right Engine

ENGINE MAKE _____ ENGINE MAKE _____

SERIAL NO. _____ SERIAL NO. _____

TIME _____ TIME _____

Warm up engine and check the following:

- Generator output.
- Oil Pressure.
- Oil Temperature.
- Fuel Pressure.
- Head Temperature.
- Magnetos.
- Run propeller thru range.
- Check all engine controls.
- Brakes and parking brakes.
- Idle rpm.
- Idle cut-off.
- Static rpm.
- Idle mixture.
- Check engine for oil leaks.

Date: 10-22-94 Reading: 9971 ACT: 9971 ETSCH: 160

I certify that this aircraft has been inspected in accordance with a 100 Hour Annual Inspection and was determined to be in good condition for flight.

Signature: [Signature] Cert # [Signature]

IF THERE IS A QUESTION ON ANYTHING / CHECK WITH MANUFACTURER'S RECOMMENDATIONS

EASA FORM 1
Formulaire 1 de l'EASA
Certificat Libéraloire Autoise

MANUFACTURE FRANÇAISE DES PNEUMATIQUES MICHELIN
Place des Carmes Déchaux
63000 CLERMONT-FERRAND
FRANCE

DIRECTION GENERALE DE
L'AVIATION CIVILE
FRANCE

Organisation Name and Address
Nom et Adresse de l'Organisation

DATE _____



Isla Grande Flying School
Aviation Maintenance Services

PO BOX [REDACTED] SAN JUAN, PUERTO RICO 00919
TELE [REDACTED] FAX [REDACTED]

Date	Registration	Manufacturer	Model	Serial #
04-27-2024	N22088	TEXTRON - LYCOMING	IO-360-L2A	L-33469-51E

Tach	Total Time	TSOH
3221	3200	1000

ENGINE LOG BOOK ENTRY

The following work was performed in accordance with Cessna Aircraft Service Manual for the model 172S, AC43.13-1B, and Lycoming Overhaul Manual as applicable:

- Oil drained, oil filter removed and inspected, no particles found, new Tempest TM AA48110-2 filter installed, and oil replenished with 6/4 Phillips 66 Victory AW TM SAE 20W-50 ash less dispersant type oil and added 12.8 ounces of CamGuard TM FAA Accepted advanced oil additive.
- Spark plugs removed, cleaned, inspected, gapped to .018", tested, installed in rotated position and torqued to maintenance limits, 30-35 foot-pounds.
- Installed Kelly Aerospace TM, Part Number 4371 magnetos Left Position S/N 13051388 and Right Position S/N 04081637 removed for 500 Hour Inspection and replaced with SLICK TM Make and Part Number 4371 units Repaired: 500 Hour inspected by HP Accessory Service, CRS # QHPRO74L as follows: Left position S/N 07020929, and Right position S/N 07040331, both under WD # 7082. Installed with new gaskets P/N SL12681.
- Engine washed, superficial corrosion removed, and engine painted with corrosion resistant gray enamel.
- Differential cylinder compression tested as follows: Cyl #1-78/80, Cyl #2-78/80, Cyl #3-78/80, and Cyl #4-78/80.
- All lines, hoses, ducts and fittings checked satisfactorily for condition, security and tightness.
- Run-up performed, all operations and indications satisfactory, no leaks present.

I certify the entry identified above was repaired and inspected in accordance with current FAA Regulations and for the work performed above, was found airworthy and is approved for return to service.

Authorized Signature: [REDACTED] Carlos E. Reyes AP [REDACTED]
Isla Grande Flying School & Service Corp., P.O. Box [REDACTED] San Juan, P.R. 00919

THORIZED SIGNATURE,
CERTIFICATE TYPE
& NUMBER

DATE _____



Isla Grande Flying School
Aviation Maintenance Services

PO BOX [REDACTED] SAN JUAN, PUERTO RICO 00919
TELE [REDACTED] FAX [REDACTED]

Date	Registration	Manufacturer	Model	Serial #
06-07-2024	N22088	TEXTRON - LYCOMING	IO-360-L2A	L-33469-51E

Tach	Total Time	TSOH
3271	3250	1050

ENGINE LOG BOOK ENTRY

Performed an ANNUAL INSPECTION on this ENGINE in accordance with Inspection Checklist derived from 14 CFR 43 Appendix D. Repetitive Airworthiness Compliance Record prepared for this inspection (current through bi-weekly issue 2024-11). No new AD issued since last inspection. Repetitive AD 15-19-07- External Fuel Injection Lines- Complied with by visual inspection in accordance with SB 342G and found satisfactory, next due at Tach. 3371 or whenever fuel injection lines are removed. The following work was performed in accordance with Cessna Aircraft Maintenance Manual for the model 172 S, AC43.13-1B, and Lycoming Overhaul Manual as applicable:

- Oil drained, oil filter removed and inspected, no particles found, new Tempest TM, part number AA48110-2 filter installed, oil replenished with 7/4 Phillips 66 X/C TM SAE 20W-50 ash less dispersant type oil, added 12.8 ounces of CamGuard Aviation TM FAA Accepted advanced engine oil supplement.
- Spark plugs removed, cleaned, inspected, gap verified to .018", painted, tested, installed in rotated positions and torqued to maintenance limits, 30-35 foot pounds.
- Differential cylinder compression tested as follows: Cyl #1-76/80, Cyl #2- 78/80, Cyl #3-78/80, and Cyl #4-78/80.
- Engine washed, superficial corrosion removed, and engine painted with corrosion resistant gray enamel.
- All lines, hoses, ducts and fittings checked satisfactorily for condition, security and tightness.
- Run-up performed all indications and operations satisfactory, no leaks present.

I certify the entry identified above was repaired and inspected in accordance with current FAA Regulations was found airworthy and is approved for return to service.

Authorized Signature: [REDACTED] Carlos E. Reyes AP [REDACTED]
Isla Grande Flying School & Service Corp., P.O. Box [REDACTED] San Juan, PR 00919

THORIZED SIGNATURE,
CERTIFICATE TYPE
& NUMBER

2024/12/21 16:18

DATE



Isla Grande Flying School
Aviation Maintenance Services

PO BOX [REDACTED] SAN JUAN, PUERTO RICO 00919
TELE [REDACTED] FAX [REDACTED]

SIGNATURE, TYPE, IBER

Date	Registration	Manufacturer	Model	Serial #
07-12-2024	N22088	TEXTRON - LYCOMING	10-360-L2A	L-33469-51E

Tach	Total Time	TSOH
3321	3300	1100

ENGINE LOG BOOK ENTRY

The following work was performed in accordance with Cessna Aircraft Service Manual for the model 172S, AC43.13-1B, and Lycoming Overhaul Manual as applicable:

- Oil drained, oil filter removed and inspected, no particles found, new Tempest TM AA48110-2 filter installed, and oil replenished with 7/4 Phillips 66 XC TMSAE 20W-50 ash less dispersant type oil and added 12.8 ounces of CamGuard TM FAA Accepted advanced oil additive.
- Spark plugs removed, cleaned, inspected, gapped to .018", tested, installed in rotated position and torqued to maintenance limits, 30-35 foot-pounds.
- Engine washed, superficial corrosion removed, and engine painted with corrosion resistant gray enamel.
- Differential cylinder compression tested as follows: Cyl #1-74/80, Cyl #2- 76/80, Cyl #3-76/80, and Cyl #4 -74/80.
- All lines, hoses, ducts and fittings checked satisfactorily for condition, security and tightness.
- Run-up performed, all operations and indications satisfactory, no leaks present.

I certify the entry identified above was repaired and inspected in accordance with current FAA Regulations and for the work performed only, was found airworthy and is approved.

Authorized Signature: [REDACTED] Carlos E. Reyes AP
Isla Grande Flying School & Service Corp., PO Box [REDACTED] San Juan, P.R. 00919

DATE



Isla Grande Flying School
Aviation Maintenance Services

PO BOX [REDACTED] SAN JUAN, PUERTO RICO 00919
TELE [REDACTED] FAX [REDACTED]

SIGNATURE, TYPE, IBER

Date	Registration	Manufacturer	Model	Serial #
08-09-2024	N22088	TEXTRON - LYCOMING	10-360-L2A	L-33469-51E

Tach	Total Time	TSOH
3371	3350	1150

ENGINE LOG BOOK ENTRY

Performed a ONE HUNDRED HOUR INSPECTION on this ENGINE in accordance with Inspection Checklist derived from 14 CFR 43 Appendix D. Repetitive Airworthiness Compliance Record prepared for this inspection (current through bi-weekly issue 2024-16). No new AD issued since last inspection. Repetitive AD 15-19-07- External Fuel Injection Lines. Complied with by visual inspection in accordance with SB 342G and found satisfactory, next due at Tach. 3471 or whenever fuel injection lines are removed. The following work was performed in accordance with Cessna Aircraft Maintenance Manual for the model 172 S, AC43.13-1B, and Lycoming Overhaul Manual as applicable:

- Oil drained, oil filter removed and inspected, no particles found, new Tempest TM, part number AA48110-2 filter installed, oil replenished with 7/4 Phillips 66 XC TMSAE 20W-50 ash less dispersant type oil, added 12.8 ounces of CamGuard Aviation TM FAA Accepted advanced engine oil supplement.
- Spark plugs removed, cleaned, inspected, gap verified to .018", painted, tested, installed in rotated positions and torqued to maintenance limits, 30-35 foot pounds.
- Differential cylinder compression tested as follows: Cyl #1-78/80, Cyl #2- 78/80, Cyl #3-78/80, and Cyl #4-78/80.
- Engine washed, superficial corrosion removed, and engine painted with corrosion resistant gray enamel.
- All lines, hoses, ducts and fittings checked satisfactorily for condition, security and tightness.
- Run-up performed all indications and operations satisfactory, no leaks present.

I certify the entry identified above was repaired and inspected in accordance with current FAA Regulations and for the work performed only, was found airworthy and is approved for return to service.

Authorized Signature: [REDACTED] Carlos E. Reyes AP
Isla Grande Flying School & Service Corp., PO Box [REDACTED] San Juan, P.R. 00919

2024/12/21 16:18

OIL CHANGES FOR TACH PART ENCLOSED

Isla Grande Flying School
Aviation Maintenance Services

PO BOX [REDACTED] SAN JUAN, PUERTO RICO 00919
TEL: [REDACTED] FAX: [REDACTED]

Date	Registration	Manufacturer	Model	Serial #
10-23-2024	N22088	TEXTRON - LYCOMING	IO-360-L2A	L-33469-51E

Tach	Total Time	TSOH
3471	3450	1250

ENGINE LOG BOOK ENTRY

Performed a ONE HUNDRED HOUR INSPECTION on this ENGINE in accordance with Inspection Checklist derived from 14 CFR 43 Appendix D. Repetitive Airworthiness Compliance Record prepared for this inspection (current through bi-weekly issue 2024-20. No new AD issued since last inspection. Repetitive AD 15-19-07-External Fuel Injection Lines- Complied with by visual inspection in accordance with SB 342G and found satisfactory, next due at Tach. 3571 or whenever fuel injection lines are removed. The following work was performed in accordance with Cessna Aircraft Maintenance Manual for the model 172 S, AC43.13-1B, and Lycoming Overhaul Manual as applicable:

- Oil drained, oil filter removed and inspected, no particles found, new Tempest TM, part number AA48110-2 filter installed, oil replenished with 74 Phillips 66 X/C TM SAE 20W-50 ash less dispersant type oil, added 12.8 ounces of CamGuard Aviation TM FAA Accepted advanced engine oil supplement.
- Spark plugs removed, cleaned, inspected, gap verified to .018", painted, tested, installed in rotated positions and torqued to maintenance limits, 30-35 foot pounds.
- Differential cylinder compression tested as follows: Cyl #1-78/80, Cyl #2-78/80, Cyl #3-78/80, and Cyl #4-70/80.
- Engine washed.
- All lines, hoses, ducts and fittings checked satisfactorily for condition, security and tightness.
- Run-up performed all indications and operations satisfactory, no leaks present.

I certify the entry identified above was repaired and inspected in accordance with current FAA Regulations was found airworthy and is approved for return to service.

Authorized Signature: [REDACTED] Carlos E. Reyes AP
Isla Grande Flying School & Service Corp., PO Box [REDACTED] San Juan, PR 00919

DATE

Isla Grande Flying School
Aviation Maintenance Services

PO BOX [REDACTED] SAN JUAN, PUERTO RICO 00919
TEL: [REDACTED] FAX: [REDACTED]

Date	Registration	Manufacturer	Model	Serial #
11-27-2024	N22088	TEXTRON - LYCOMING	IO-360-L2A	L-33469-51E

Tach	Total Time	TSOH
3501	3021	800

ENGINE LOG BOOK ENTRY

The following work was performed in accordance with Cessna Aircraft Maintenance Manual for the model 172 S, AC43.13-1B, and Lycoming Overhaul Manual as applicable:

- Right magneto failed Slick TM, Model 4371, S/N 07040531, removed and replaced with Repaired/ 500 Hour Inspected unit same Make and Model with S/N 01021388, by HP Accessory Service, CRS # QHPR074L under WO # 7130. This unit will be next due for Repair / 500 Hour Inspection at Tach Reading/ ACTT of 4001.
- Replaced Spark plugs as follows: Bottom position on Cylinder # 1 and Top position on cylinder #2, with new Tempest TM UREM38E units.
- Run-up performed all indications and operations satisfactory.

I certify the entry identified above was repaired and inspected in accordance with current FAA Regulations and for the work performed only, was found airworthy and is approved for return to service.

Authorized Signature: [REDACTED] Carlos E. Reyes AP
Isla Grande Flying School & Service Corp., PO Box [REDACTED] San Juan, PR 00919

DATE

2024/12/21 16:18

DATE

TOTAL TIME IN SERVICE

LOG BOOK

MAINTENANCE RECORD

DESCRIPTION OF THE WORK PERFORMED

AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER



Isla Grande Flying School
Aviation Maintenance Services

PO BOX [REDACTED] SAN JUAN, PUERTO RICO 00919

TEL: [REDACTED]

AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER

Date	Registration	Manufacturer	Model	Serial #
09-14-2024	N22088	TEXTRON - LYCOMING	IO-360-4.2A	L-33469-51E

Tach

Total Time

3421

TSOH

1200

ENGINE LOG BOOK ENTRY

The following work was performed in accordance with Cessna Aircraft Service Manual for the model 172S, AC43.13-1B, and Lycoming Overhaul Manual as applicable:

- Oil drained, oil filter removed and inspected, no particles found, new Tempest TM AA48110-2 filter installed, and oil replenished with 7/4 Phillips 66 X/C TM SAE 20W-50 ash less dispersant type oil and added 12.8 ounces of CamGuard TM FAA Accepted advanced oil additive.
- Spark plugs removed, cleaned, inspected, gapped to .018", tested, installed in rotated position and torqued to maintenance limits, 30-35 foot-pounds.
- Engine washed.
- Differential cylinder compression tested as follows: Cyl #1-75/80, Cyl #2-76/80, Cyl #3-74/80, and Cyl #4-76/80.
- All lines, hoses, ducts and fittings checked satisfactorily for condition, security and tightness.
- Run-up performed, all operations and indications satisfactory, no leaks present.

I certify the entry identified above was repaired and inspected in accordance with current FAA Regulations and for the work performed only, was found airworthy and is approved for service.

Authorized Signature: [REDACTED] **Carlos E. Reyes AP**
Isla Grande Flying School & Service Corp., P.O. Box [REDACTED] San Juan, P.R. 00919

DATE

TOTAL TIME IN SERVICE

LOG BOOK

MAINTENANCE RECORD

DESCRIPTION OF THE WORK PERFORMED

AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER



Isla Grande Flying School
Aviation Maintenance Services

PO BOX [REDACTED] SAN JUAN, PUERTO RICO 00919

TEL: [REDACTED]

AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER

Date	Registration	Manufacturer	Model	Serial #
12-05-2024	N22088	TEXTRON - LYCOMING	IO-360-L2A	L-33469-51E

Tach

Total Time

3521

TSOH

1300

ENGINE LOG BOOK ENTRY

The following work was performed in accordance with Cessna Aircraft Service Manual for the model 172S, AC43.13-1B, and Lycoming Overhaul Manual as applicable:

- Oil drained, oil filter removed and inspected, no particles found, new Tempest TM AA48110-2 filter installed, and oil replenished with 7/4 Phillips 66 X/C TM SAE 20W-50 ash less dispersant type oil and added 12.8 ounces of CamGuard TM FAA Accepted advanced oil additive.
- Spark plugs removed, bottom plugs on Cylinders # 1, # 3, and # 4 replaced with new Tempest TM P/N UREM38E, remaining plugs cleaned, inspected, gapped to .018", tested, installed in rotated position and torqued to maintenance limits, 30-35 foot-pounds.
- Engine washed.
- Differential cylinder compression tested as follows: Cyl #1-78/80, Cyl #2-74/80, Cyl #3-78/80, and Cyl #4-76/80.
- All lines, hoses, ducts and fittings checked satisfactorily for condition, security and tightness.
- Run-up performed, all operations and indications satisfactory, no leaks present.

I certify the entry identified above was repaired and inspected in accordance with current FAA Regulations and for the work performed only, was found airworthy and is approved for service.

Authorized Signature: [REDACTED] **Carlos E. Reyes AP**
Isla Grande Flying School & Service Corp., P.O. Box [REDACTED] San Juan, P.R. 00919

2024/12/21 16:18

A.D. NUMBER AND AMENDMENT NO.		 Isla Grande Flying School Aviation Maintenance Services		PO BOX [REDACTED] SAN JUAN, PUERTO RICO 00919 TEL: [REDACTED] FAX: [REDACTED]		REMARKS
		Date	Registration	Manufacturer	Model	Serial #
		02-29-2024	N22088	McCaulley	1A170E/JHA7660	AA123528A
TACH	Total Time	TSOH				
3171	3171	950				
PROPELLER LOG BOOK ENTRY						
Performed a ONE HUNDRED HOUR inspection on this PROPELLER in accordance with inspection checklist derived from 14 CFR 43 Appendix D. Repetitive Airworthiness Directive Compliance Record prepared for this inspection (current through bi-weekly issue 2024-04). No new AD issued since last inspection. No repetitive AD presently applicable to this propeller. Copy of these documents attached to this aircraft's records. The following work performed in accordance with Cessna Aircraft Maintenance Manual for the model 172S and AC 43.13-1B, as applicable: a) Propeller inspected, dressed, and painted.						
I certify the entry identified above was repaired and inspected in accordance with current FAA Regulations was found airworthy and is approved for return to service.						
Authorized Signature: <u>[Signature]</u> Carlos E. Reyes AP Isla Grande Flying School & Service Corp., P.O. Box [REDACTED] San Juan, P.R. 00919						

A.D. NUMBER AND AMENDMENT NO.		 Isla Grande Flying School Aviation Maintenance Services		PO BOX [REDACTED] SAN JUAN, PUERTO RICO 00919 TEL: [REDACTED] FAX: [REDACTED]		REMARKS
		Date	Registration	Manufacturer	Model	Serial #
		06-07-2024	N22088	McCaulley	1A170E/JHA7660	AA123528A
TACH	Total Time	TSOH				
3271	3271	1050				
PROPELLER LOG BOOK ENTRY						
Performed an ANNUAL INSPECTION on this PROPELLER in accordance with inspection checklist derived from 14 CFR 43 Appendix D. Repetitive Airworthiness Directive Compliance Record prepared for this inspection (current through bi-weekly issue 2024-11). No new AD issued since last inspection. No repetitive AD presently applicable to this propeller. Copy of these documents attached to this aircraft's records. The following work performed in accordance with Cessna Aircraft Maintenance Manual for the model 172S and AC 43.13-1B, as applicable: a) Propeller inspected, dressed, and painted.						
I certify the entry identified above was repaired and inspected in accordance with current FAA Regulations was found airworthy and is approved for return to service.						
Authorized Signature: <u>[Signature]</u> Carlos E. Reyes AP Isla Grande Flying School & Service Corp., P.O. Box [REDACTED] San Juan, P.R. 00919						

2024/12/21 16:20

2024/12/21 16:20