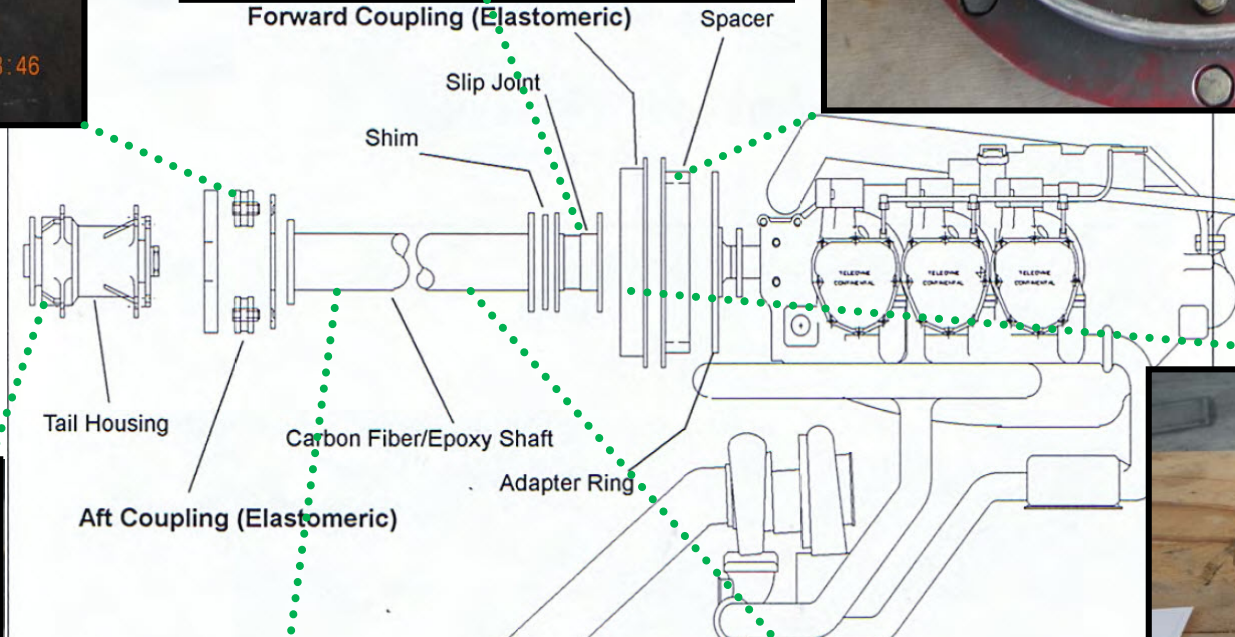
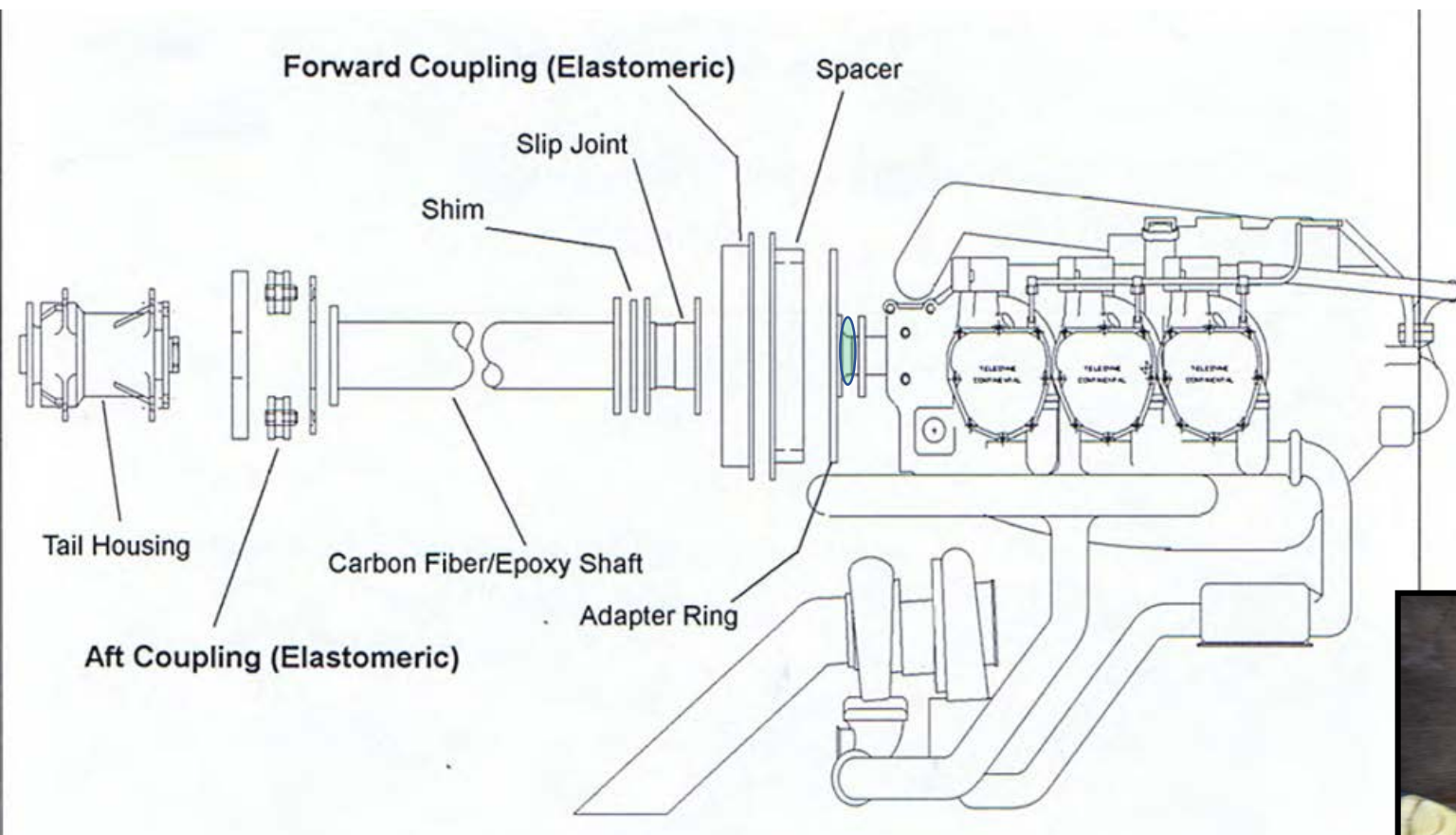


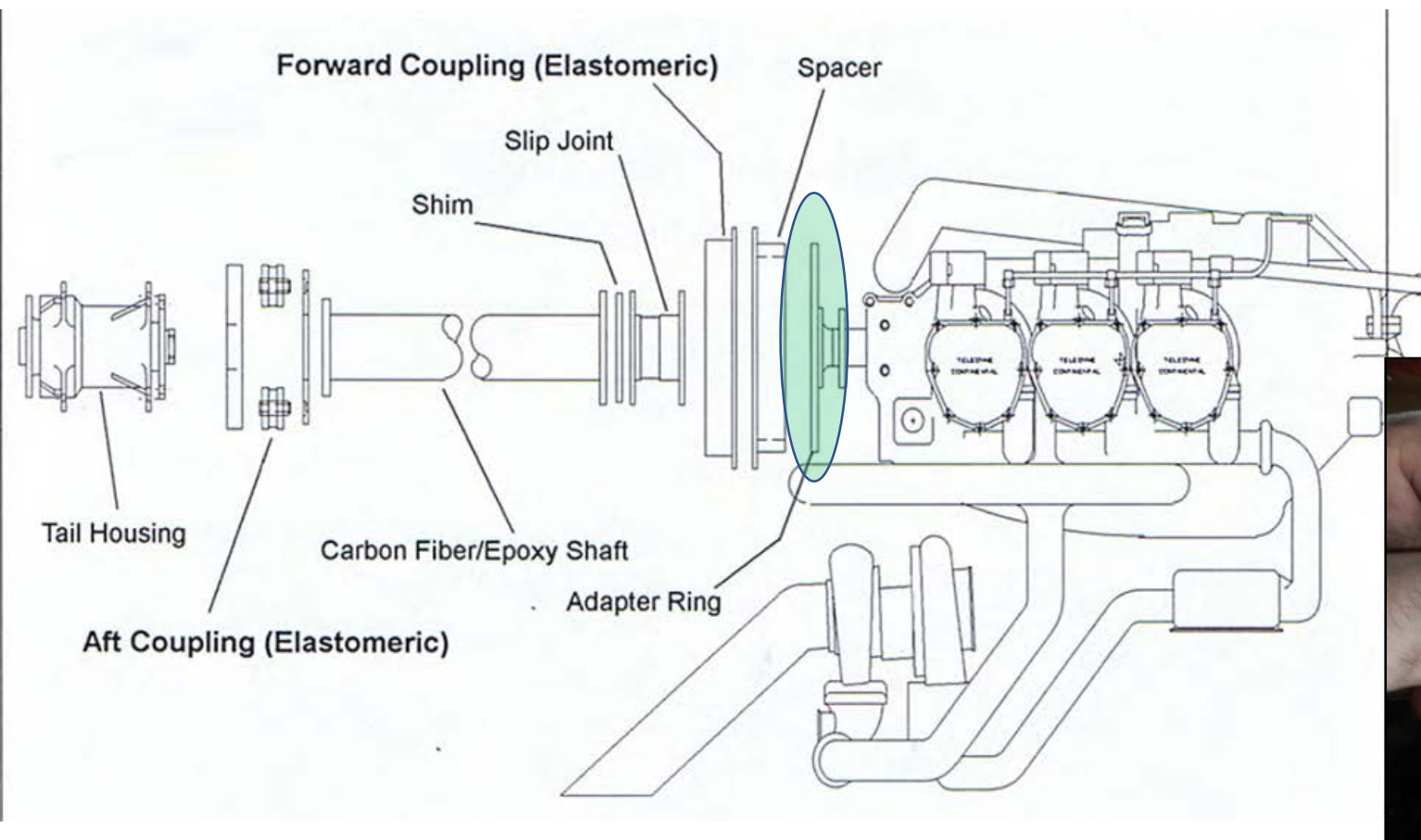




Drive Shaft Crank Plug

The plug appeared to be intact at the time of the exam. The plug was between the engine propeller flange and the adapter ring.



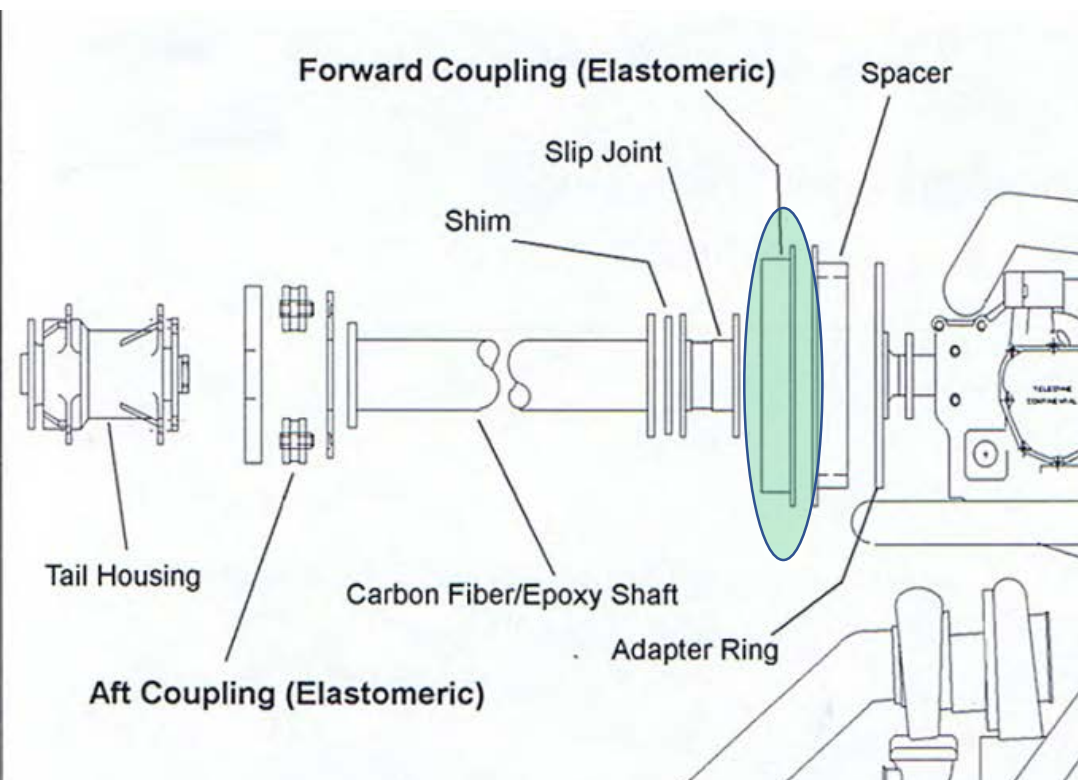


Adapter Ring

The adapter ring, named “Adapter Plate” below was attached to the forward coupling (Elastomeric). Six bump marks about three inches out from center were noted on the aft center section of the adapter ring.

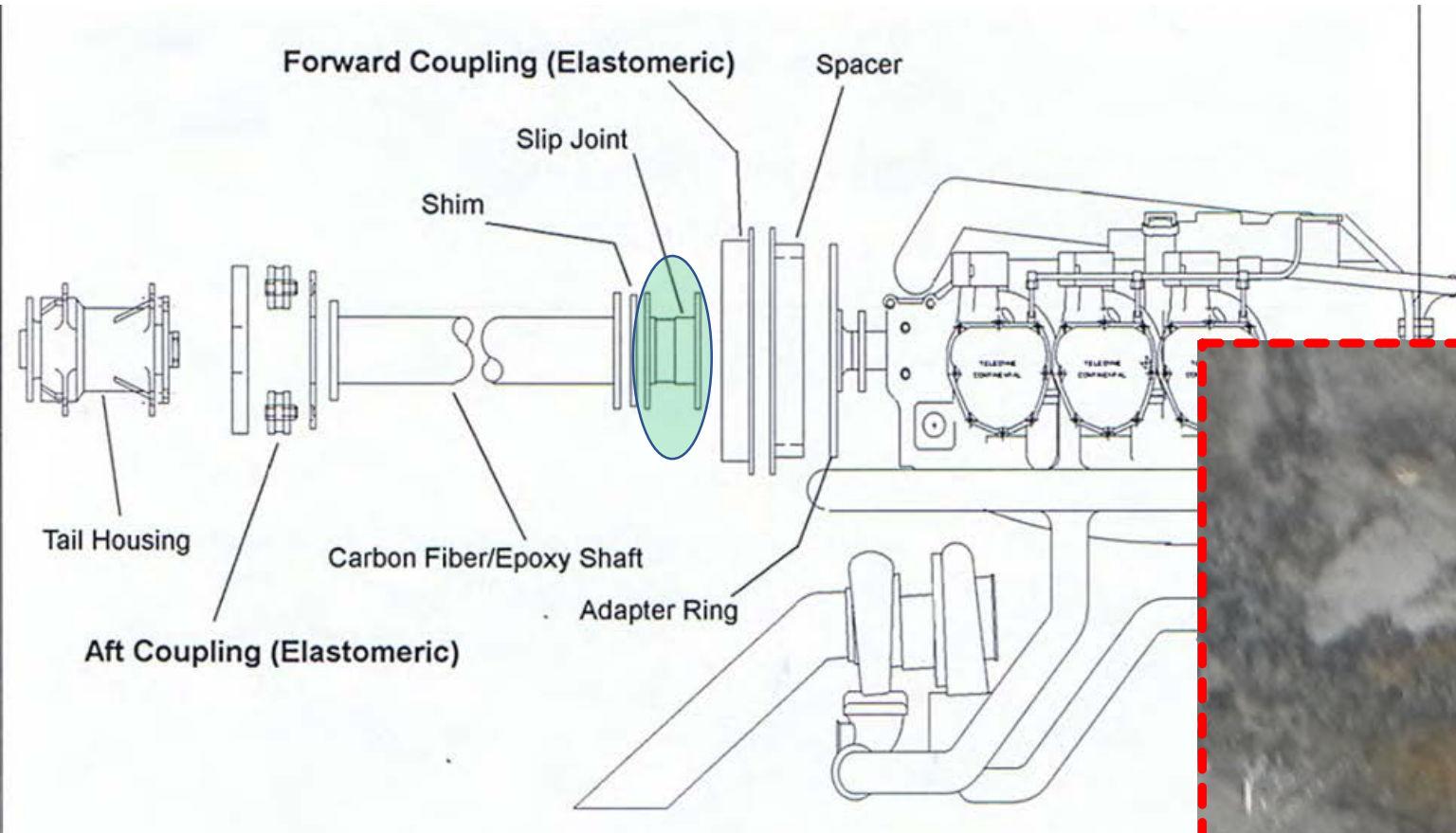
- One of the outside bolts was backed off about 4 mm. (about two threads exposed). See photo below.





- Forward Coupling (Elastomeric)
- Dynaflex LCD Series Coupling
 - The forward bolts are about 3 inches from center.

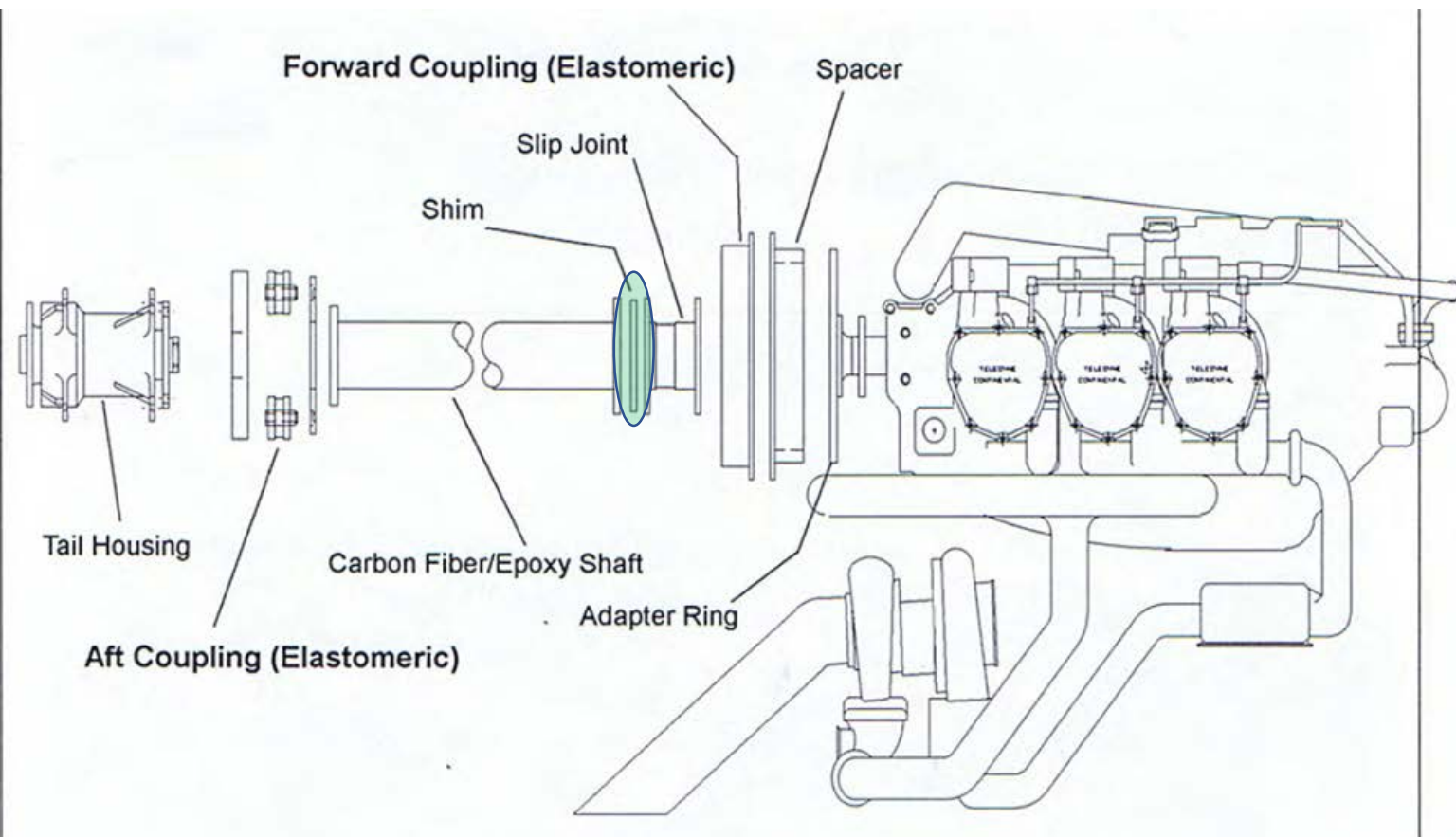




Slip Joint

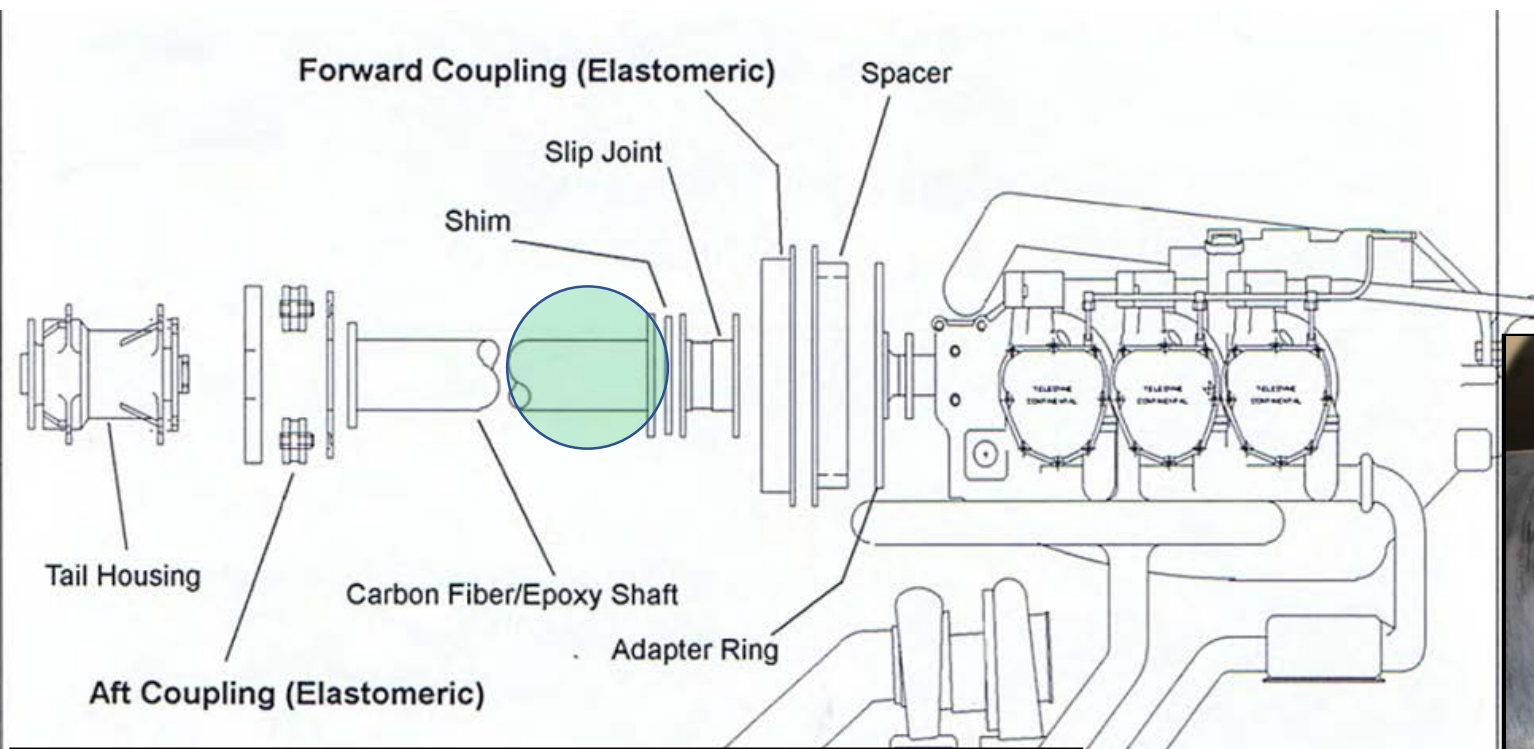
No shim was found between slip joint and drive shaft.





Shim

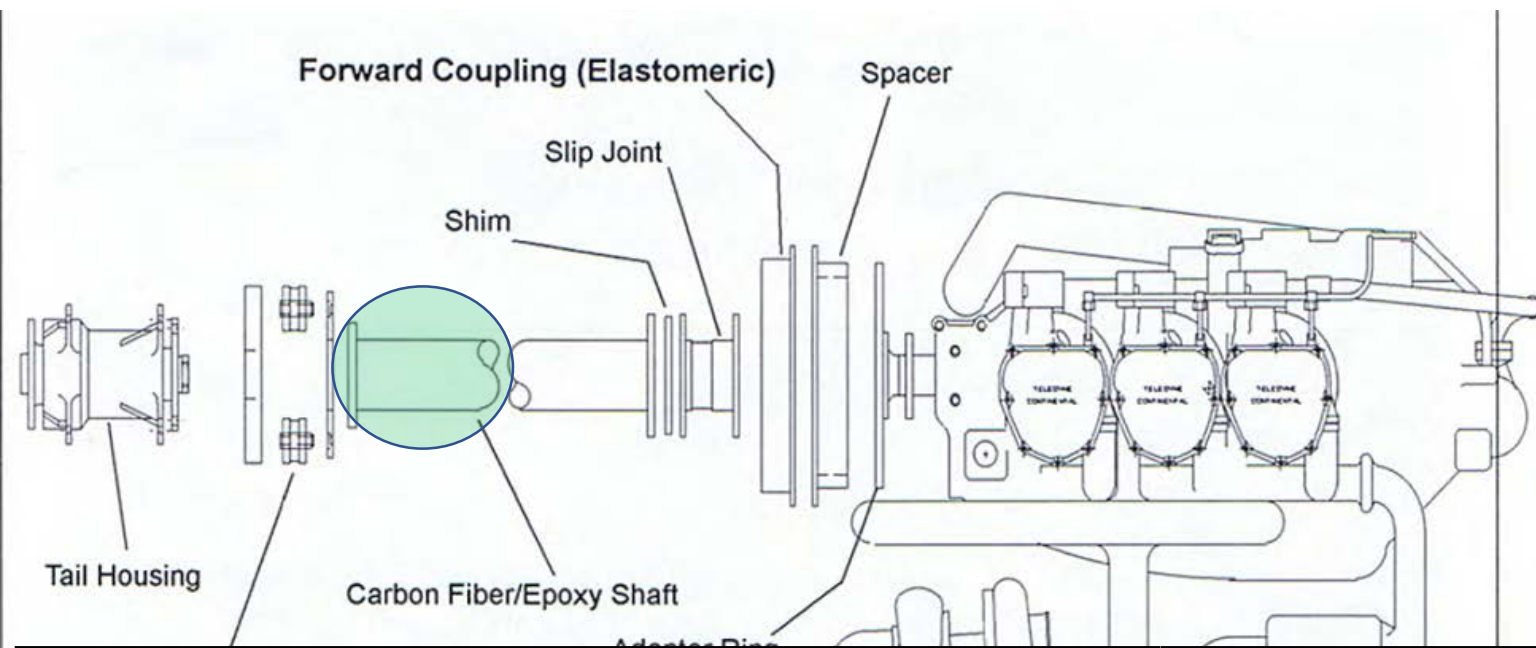
- According to the Cirrus Builders Association-Builders Newsletter, 10-CBA Nov. 1995, a shim was required between the drive shaft flange and the slip joint.
- There was not a shim present at the time of the exam.



Forward Section of the Drive Shaft

About 23 inches of the drive shaft was removed from the drive shaft and the remaining drive shaft was shipped to DC for further examination.

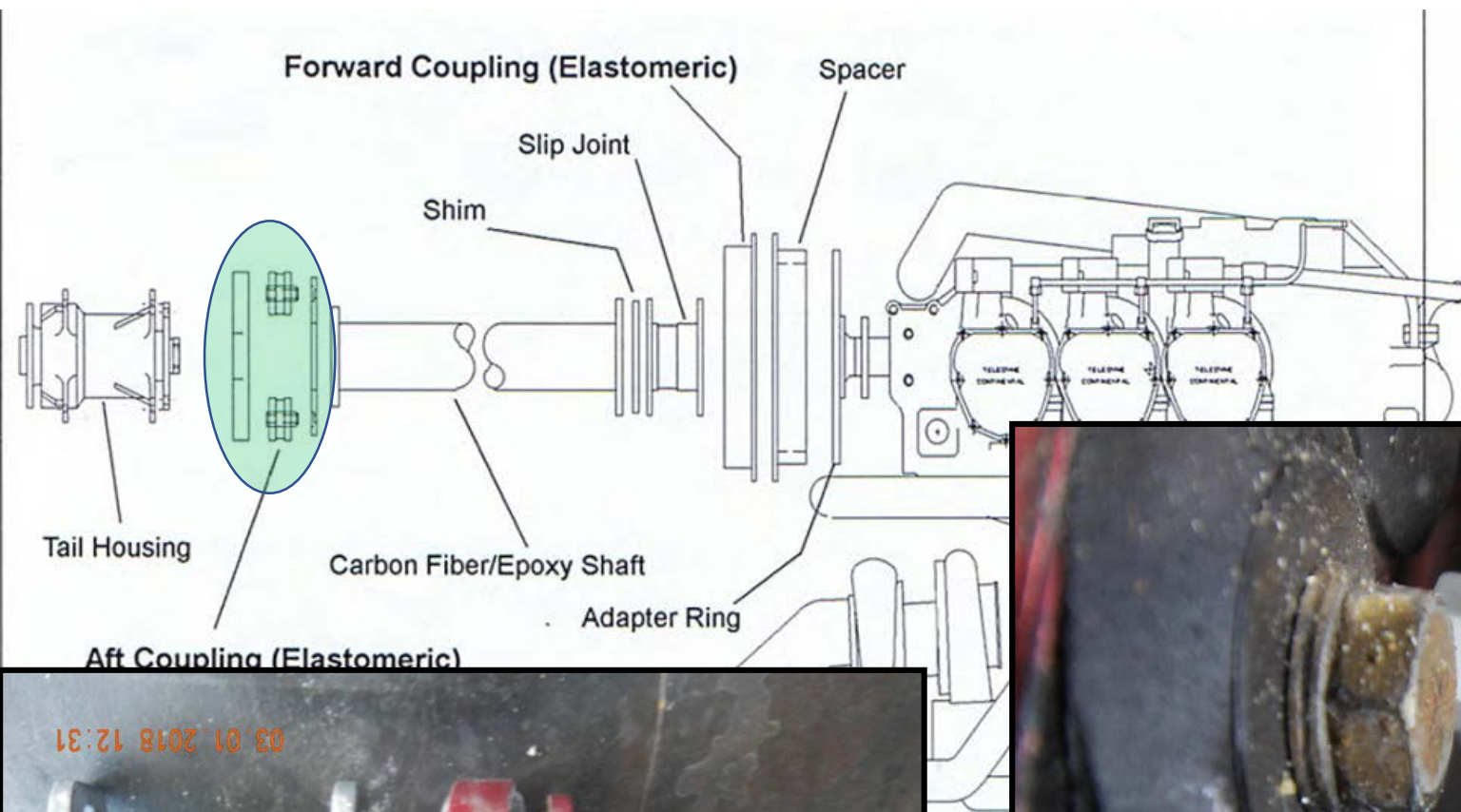




Aft section of Drive Shaft

About 18 inches of the drive shaft remained attached to the aft coupling. The drive shaft was shipped to DC for further examination.

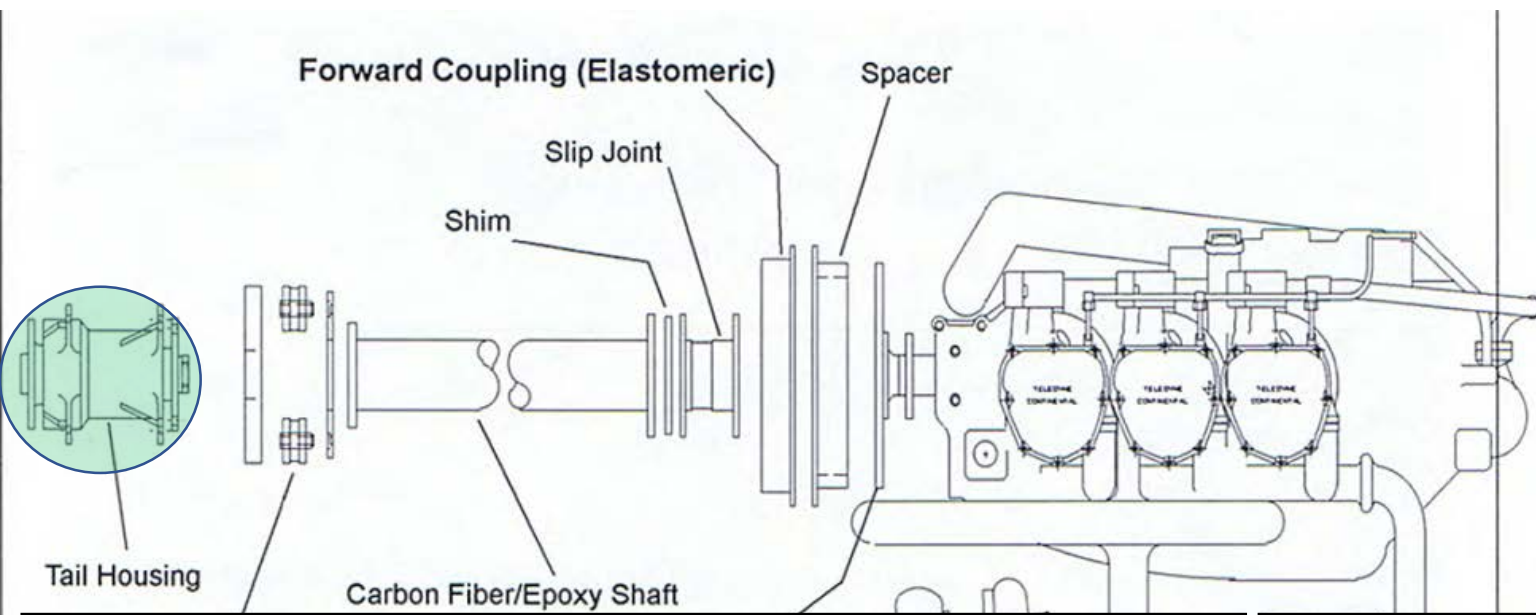




Aft Coupling

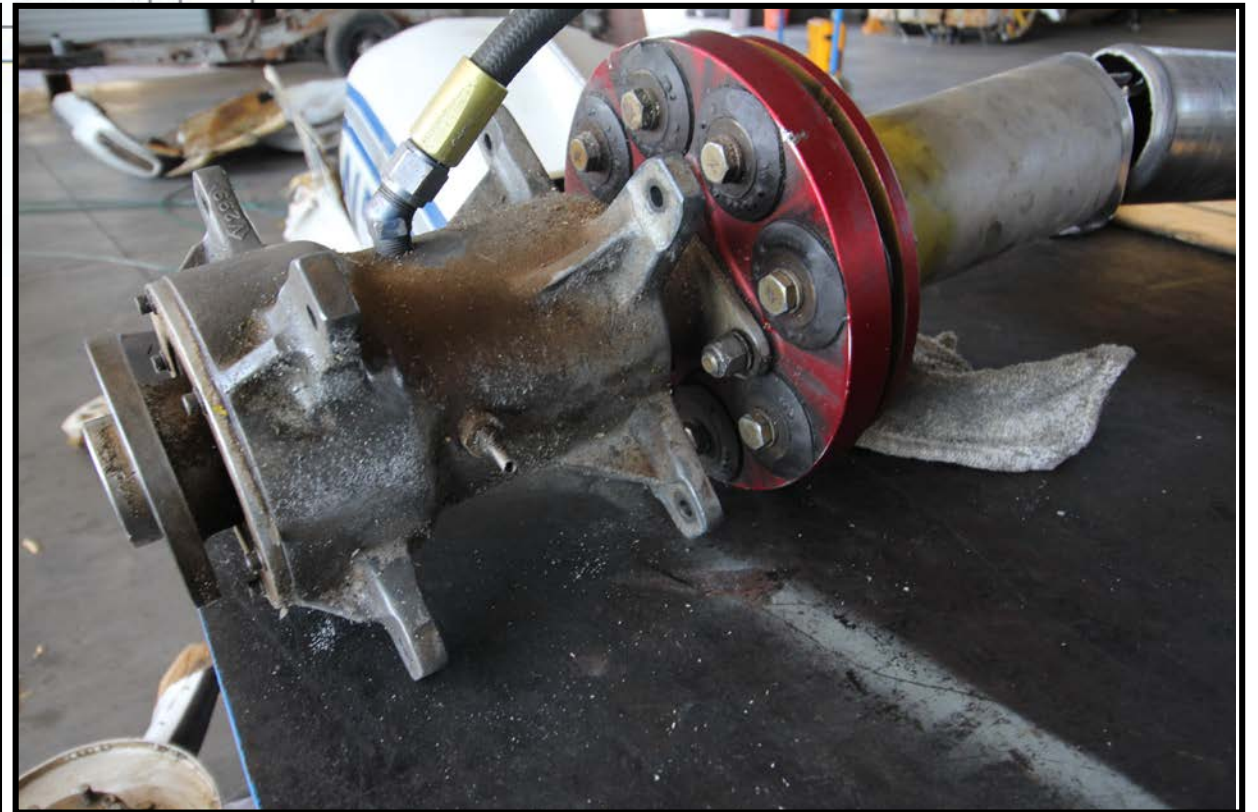
- The aft coupling remained attached to the tail housing and about 18 inches of the drive shaft.
- All three components were removed from the tail section as they were found. There were two bolts that connected the aft coupling to the tail housing, and one of those two bolts was backed off about 2.11mm.
- The aft coupling, tail housing, and drive shaft were shipped to DC for further examination.





Tail Housing

- The tail housing was removed from the tail section.
- The aft coupling, tail housing, and drive shaft were shipped to DC for further examination.



Left Magneto

- Only one of the six primary ignition leads would spark during manual rotation. Further examination revealed about 22 teeth were broken off of the timing gear.
- Previous maintenance of the left magneto listed below.

