

From: [REDACTED]
To: [REDACTED]
Subject: N7472P photos
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Hi Tealeye Cornejo

[REDACTED]

[REDACTED]

Please click the above attachment to access the photos of N7472P.

Completed 100 hour inspection upon engine not run (dry & cold)(O-540-A1D5 sn# L-3282-40)

removed cowl, propeller, spark plugs and rocker box covers,

compression 40, 10, 64, 40, 30, 70, in sequential order # 3 lower plug very oily # 5 very light oil

Exhaust valve leaks noted on cylinders #2 and #5

all plugs had medium lead deposits, indications displayed were of a very lean running engine.(fine wire plugs)

oil filter examined and were very clean no debris or carbon deposits found (filter dated 10 Sept 16 TT 5964)

oil pump pickup screen found to be clear and free of debris engine (current quantity of oil 7 quarts)

Fuel screens of both boost pumps were found clean aft boost pump had 3 to 4 spoon fulls of liquid (fuel water mix?)

sample was let to evaporate for a half hour a little over 1 table spoon of water remained.. contents would barely

touch pump siphon as originally found ..(estimated measure)

fuel bowl on carburetor was exempt of fuel (dry) bowl drain plug interior face stained (picture provided)

carb air box forward end crushed over butterfly valve in the cold position control cable wire excessive length

enough to make a "U" shape to lever (Pre impact position in the cold position control excessively stiff to move)

magneto timing checked both were retarded from marked positions left was 1/2 tooth and the right 1 tooth.

valve train continuity preformed no fault found (valve clearance numbers found on rocker bosses in sharpie) .035 example

STCs installed on Engine LoPolesti cowl and propeller, Cylinder heating kit , Engine analyzer,

Engine attachments and mount undamaged (landing gear badly damaged)

Serial numbers of components Carburetor Marechal Shebler 10-4404 sn# R62846 Blue data plate

Air Pump (tempest) sn#1697916 with cooling ducting

Magneto (Slick) 6393 sn# 07111803 red data plate

Prop gov F4 4A 2A70 no data plate

Fuel Pump LW15472 sn# 5150

Magneto (Slick) 6390 sn#07111425 red data plate

Starter sn# FN070859

Alternator sn# 1018606

other squawks found

rocker box screws replaced with bolts (from slot to 6 point)

engine case from oil filler port to right magneto and below had oily film (dirt stuck to it like mud)

right exhaust blistered from material crystallization near #3 "Y" position

#5 exhaust pipe sulfidation stain found near muffler

Cabin heat hose to left exhaust Muffler inlet missing

unable to locate Airworthiness or Registration

Engine logs not available

Observational experience conclusions

My findings upon the above engine with this 100 hr inspection found this engine with "nonairworthy" discrepancies

yet with little work (re-installation of rocker box covers, re-timing the right mag (moved to get data information),

ground clearance, fuel and a club propeller) and tying the tail down?

I believe this engine will operate , below it's rated power and most likely rough as a cob..

Respectfully submitted 19 October 2020

David Hillberg
A&P , IA Chino Calif




P'S I bore scoped the cylinder sequentially and have lost those pictures somewhere (bad application installation, internet or lost phone files) the pistons had signs of a lean out

pre burn and slight scoring of a few cylinder walls (would not have affected the past operation or current cylinder compressions)