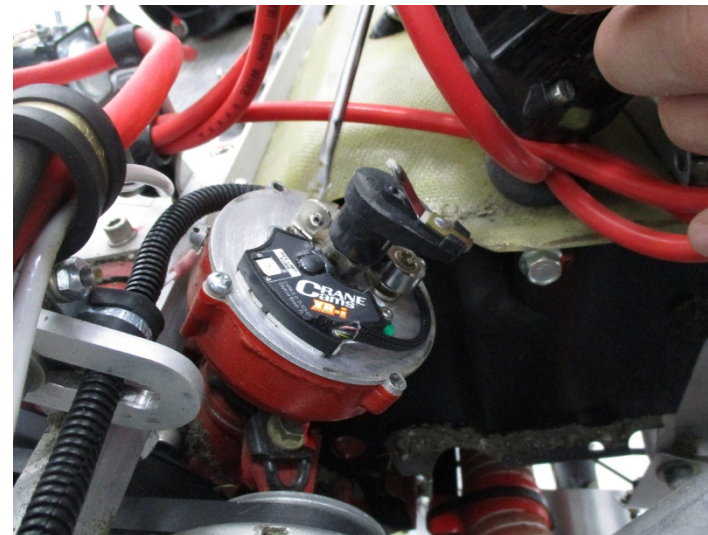


N601SA

Aircraft inspection performed on October 23, 2020

Inspection of rotor, cap and points

- No issues noted



Inspected spark plugs on cylinders 1,2,3,4,5 and 6

- No issues noted



Checked engine oil level

- No issues noted

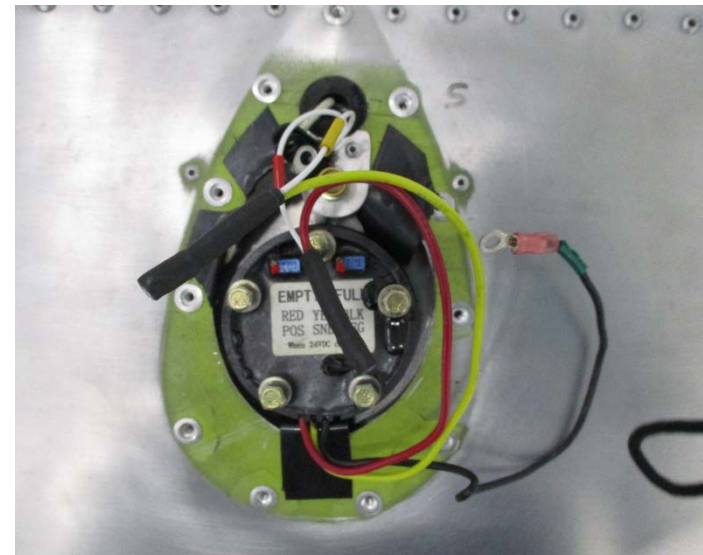


Items checked without photos

- Battery
 - Connections and condition. No issues noted.
 - Battery had sufficient charge to operate for 5 minutes of usage prior to being depleted.
- Instruments and gauges
 - Connections and condition. No issues noted.
- Electric trim controls
 - No issues noted on operational checks.

Right wing fuel probe

- Fuel quantity readings indicated $\frac{1}{2}$ tank in the right fuel tank prior to draining. After draining 5.5 gallons of fuel from the right wing tank, fuel quantity indicator indicated empty (E). Fuel drained consistent with 100LL
- Retaining/alignment rivet was broken prior to the removal of the right probe, allowing the probe to freely swivel from the head unit
- Note: Inspected left wing fuel probe for connections and condition but did not remove. No issues noted. Left tank reading $\frac{1}{4}$ tank prior to draining and empty (E) after draining. Drained 2 gallons from the left tank. Fuel drained consistent with 100LL



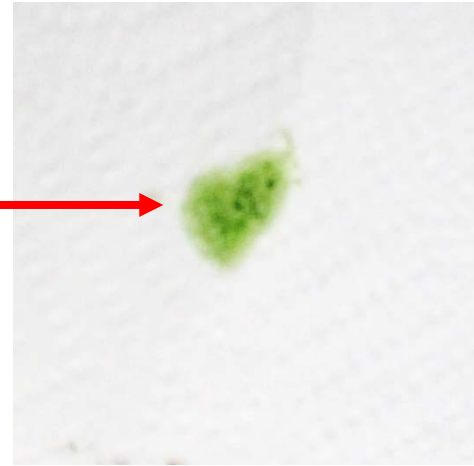
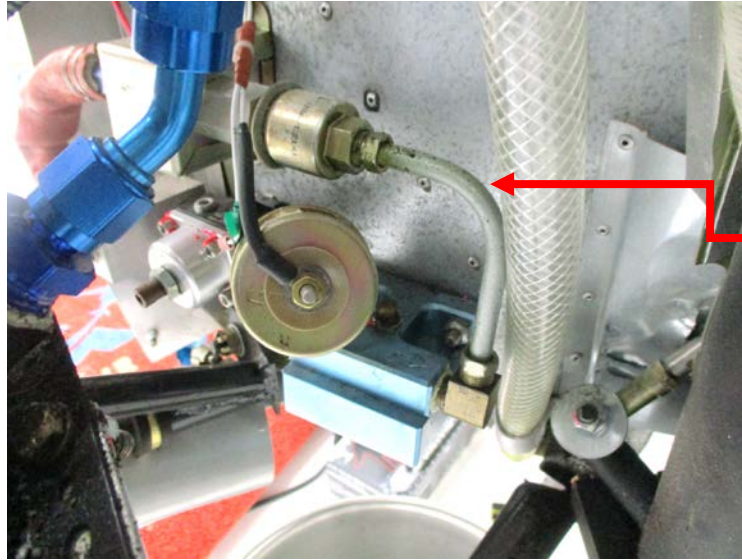
Fuel purge

- With both L & R tanks drained and empty
 - Disconnected fuel feed line to the carburetor.
 - Turned Master switch on
 - Fuel selector valve to “Right”
 - Turned main and right aux fuel pumps on
 - No fuel captured from the carburetor fuel line
 - Turned main and left aux fuel pumps on
 - Fuel selector valve to “Left”
 - Approximately 1 pint of greenish liquid captured from the carburetor fuel line
 - Fuel sample also contained unidentified debris
 - Filled the left fuel tank with previously drained fuel.
 - Turned main and left aux fuel pumps on
 - Fuel selector valve to “Left”
 - Fuel captured from the carburetor fuel line was consistent with 100LL



Gascolator

- Conditions and connections
 - No issues noted
- Internal filter screen
 - Clean and void of debris
- Fuel line exterior
 - Greenish film/liquid covering the exterior of the fuel line from the gascolator to the main fuel pump



Throttle body

- Disassembled
 - Greenish liquid consistent with that found previously in and around the aircraft fuel system noted in the throttle body
 - Micro orifices were not clogged and clear. Checked with light source illuminated internally
 - Mixture control arm/bracket was bent preventing the throttle from advancing more than $\frac{1}{2}$ full open

