

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	555.2

A/C Total Time:	11080.9
RT Eng. T.T.:	
RT Prop. T.T.	
LT Eng T.T.:	6757.1
LT Prop T.T.:	11080.9

Talon Systems**Description of Work to be Performed**

- 1) 100 Hour Inspection
- 2) Idle Speed Adj. AD
- 3) Oil Pressure Switch AD
- 4) Fuel Inj. Line AD
- 5) Aft air vent on pilots side pushed in.
- 6) Cabin heat door does not fully open in on position.
- 7) Clean and lubricate nose gear AFTER RETURN FROM PAINT.
- 8) Co-pilot door catch does not hold and exterior handle does not fully retract when closed.
- 9) Co-pilot door upper catch pin receptacle plate worn.
- 10) Co-pilot seat height bell crank missing roll pin.
- 11) Cowl mount at 4 and 9 o'clock positions require replacement, wrong part.
- 12) Cracks in both wing ribs at STA 190.00 near aft spar.
- 13) ELT Inspection 91.207
- 14) Engine Overhaul
- 15) Firewall doubler under cowl mount bracket at 8 o'clock position cracked.
- 16) Fuel Inj. Nozzle Clean
- 17) Fuel staining around screw near left fuel cap.
- 18) Clean and inspect fuel strainer
- 19) Ground strike damage to end of tail aft of tie down loop.
- 20) Install Artex ELT mod kit and update records/due dates.
- 21) Leak check fuel caps and check operation of fuel vent. See squawk regarding fuel staining near filler opening hardware.
- 22) Lubricate flight controls and pivot points AFTER PAINT.
- 23) Magneto Inspection
- 24) Oil temp switch terminal needs repair.
- 25) Patch crack at lower end of left gear strut cover.
- 26) Pilot and co-pilot seats need upholstery.
- 27) Pilots side, rear headset jack loose.
- 28) Pitot/Static
- 29) Remove excess sealant from right wing leading edge root fairing.
- 30) Removed CDI PN 066-3056-11, serial 2848 for installation in aircraft, N23675. Disconnected TAC drive cable to facilitate removal. D Herbel AP2692730
- 31) Removed serviceable Transponder from aircraft for use on N870CP JWEST
- 32) Replace beacon lens.
- 33) Replace fairing between dorsal and vertical stabilizer. Use screws in place of rivets upon install to prevent undo removal of fin.
- 34) Replace forward dorsal tip fairing.
- 35) Replace left elevator tip cap.
- 36) Replace left landing gear fairing at fuselage.
- 37) Replace left stabilizer tip cap.
- 38) Replace left wing strut upper fairing.
- 39) Replace left wing tip.
- 40) Replace R/H upper strut to wing fairing.
- 41) Replace R/H wing strut upper fairing.
- 42) Replace vacuum pump flex lines, 4 sections.

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- 43) Right aileron aft rod end worn.
- 44) Right rudder stop bolt reverse saftied.
- 45) Right wing tip needs repair at cracks and stop drills near nav light.
- 46) Rudder bonding strap not installed.
- 47) Rudder skin damage needs dressed near upper hinge on left side.
- 48) Service tires with air.
- 49) Transponder
- 50) Upper fwd cowl section, needs wear spot filled on inside center top. (marked)

Maintenance/Repairs Performed

1) 100 Hour Inspection

Airframe:

Airframe inspected IAW 100hr and determined to be in airworthy condition. Entered in logs. Aaron Thiele AP3456475

2) Idle Speed Adj. AD

Airframe:

Complied with AD2001-06-17 by adjustment of mixture and throttle stop
- Aldo Ferrari AP3700919

3) Oil Pressure Switch AD

Airframe:

Replaced oil pressure switch at overhaul. due again NLT 14,080.9.
-Aldo Ferrari AP3700919

4) Fuel Inj. Line AD

Airframe:

Fuel injection lines replaced at overhaul
- Aldo Ferrari AP3700919

5) Aft air vent on pilots side pushed in.

Airframe:

Replaced aft air vent and scat hose. JWest AP Pending

6) Cabin heat door does not fully open in on position.

Airframe:

Operationally checked cabin heat. checks ok. Lubricated control cable and interior control due to stiffness of operation. JWest AP Pending QC Aaron Thiele AP3456475

7) Clean and lubricate nose gear AFTER RETURN FROM PAINT.

Airframe:

Cleaned and lubricated nose gear and replaced NLG servicing Placard. -James McLaughlin AP3782442

8) Co-pilot door catch does not hold and exterior handle does not fully retract when closed.

Airframe:

Replaced door catch pins and cotter pins. Adjusted door handle and striker in door frame. Aaron Thiele AP3456475

9) Co-pilot door upper catch pin receptacle plate worn.

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Airframe:

Replaced receptacle. Ops check of door found ok. Aaron Thiele AP3456475

10) Co-pilot seat height bell crank missing roll pin.

Airframe:

Replaced roll pin. Aaron Thiele AP3456475

11) Cowl mount at 4 and 9 o'clock positions require replacement, wrong part.

Airframe:

Replaced cowl mounts at the 4 and 9 o'clock positions. JWest AP Pending

12) Cracks in both wing ribs at STA 190.00 near aft spar.

Airframe:

Stop drilled crack in right wing rib and crack in left wing rib, both at STA 190.00 near aft spar.
Aaron Thiele AP3456475

13) ELT Inspection 91.207

Airframe:

Complied with FAR 91.207(d) by inspection and testing of new Artex ELT upon installation. Aaron Thiele AP3456475

14) Engine Overhaul

Airframe:

Removed engine for overhaul. RPauley AP3618040

Installed engine. Documented in Log books
- Aldo Ferrari AP3700919

15) Firewall doubler under cowl mount bracket at 8 o'clock position cracked.

Airframe:

Replaced firewall doubler, using monel 4-3 and 4-4 rivets. JWest AP Pending QC RPauley AP3618040

16) Fuel Inj. Nozzle Clean

Airframe:

Fuel injector nozzles replaced at overhaul
- Aldo Ferrari AP3700919

17) Fuel staining around screw near left fuel cap.

Airframe:

replaced hardware and resealed screw using AC-236. JWest AP Pending

18) Clean and inspect fuel strainer

Airframe:

Cleaned, inspected, replaced "O" rings as required, reassembled, safetied and leak checked fuel strainer. RPauley AP3618040.

19) Ground strike damage to end of tail aft of tie down loop.

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Airframe:

Tail inspected, no significant damage.
- Aldo Ferrari AP3700919

- 20) Install Artex ELT mod kit and update records/due dates.

Airframe:

Removed Pointer ELT PN:3000-1, SN:326894 and associated components. Installed new Artex ME406 ELT PN:453-6603, SN:242-02902, included kit and wiring IAW Artex Manual 570-1600, Rev. V1 added Dec 08/2015 and AC43.13-2B. See FAA form 337 dated 10/31/2016 for details. Weight and balance records updated. Aaron Thiele AP3456475

- 21) Leak check fuel caps and check operation of fuel vent. See squawk regarding fuel staining near filler opening hardware.

Airframe:

Leak checked fuel caps and ops checked fuel vent. All checks ok. JWest AP Pending

- 22) Lubricate flight controls and pivot points AFTER PAINT.

Airframe:

Lubricated flight controls and pivot points. James McLaughlin AP3782442

- 23) Magneto Inspection

Airframe:

Not applicable. Engine overhaul will replace.
- Aldo Ferrari AP3700919

- 24) Oil temp switch terminal needs repair.

Engine 1:

Replaced terminal end on oil temp switch. JWest AP Pending QC RPauley AP3618040

- 25) Patch crack at lower end of left gear strut cover.

Airframe:

Patched crack at lower end of left gear strut cover. Patched worn area of left gear strut cover under step. Austin Wilkinson AP3855594

- 26) Pilot and co-pilot seats need upholstery.

Airframe:

seats repaired and installed.
- Aldo Ferrari AP3700919

- 27) Pilots side, rear headset jack loose.

Airframe:

Tightened pilot side rear headset jack. William Flynn AP3746538

- 28) Pitot/Static

Airframe:

Pitot system verified by Bill Denton 01-04-2017
- Aldo Ferrari AP3700919

- 29) Remove excess sealant from right wing leading edge root fairing.

Airframe:

Removed excess sealant from R/H wing L/E root fairing. RPauley AP3618040

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30) Removed CDI PN 066-3056-11, serial 2848 for installation in aircraft, N23675. Disconnected TAC drive cable to facilitate removal. D Herbel AP2692730

Propeller 1:

Installed #1 VOR indicator P/N 066-3056-11 S/N 2360 that was repaired by Tulsa Avionics Services, Inc. under W/O# 30207 dated 11/16/2016.
Nathan Lober AP3374825

31) Removed serviceable Transponder from aircraft for use on N870CP JWEST

Airframe:

Installed KT-76C transponder P/N 066-01156-0101 S/N 4516 that was repaired by Tulsa Avionics Services, Inc. under W/O# 30205 dated 12/16/2016. Aircraft will require transponder certification before RTS.
Nathan Lober AP3374825

32) Replace beacon lens.

Airframe:

Replaced beacon light lens. William Flynn AP3746538

33) Replace fairing between dorsal and vertical stabilizer. Use screws in place of rivets upon install to prevent undo removal of fin.

Airframe:

Replaced fairing between dorsal and vertical stabilizers. RPauley AP3618040.

34) Replace forward dorsal tip fairing.

Airframe:

Replaced fwd dorsal fairing. RPauley AP3618040.

35) Replace left elevator tip cap.

Airframe:

Replaced L/H elevator tip cap. RPauley AP3618040

36) Replace left landing gear fairing at fuselage.

Airframe:

Replaced L/H landing gear strut to fuselage fairing. RPauley AP3618040

37) Replace left stabilizer tip cap.

Airframe:

Replaced L/H stabilizer tip. RPauley AP3618040

38) Replace left wing strut upper fairing.

Airframe:

Replaced left wing upper strut fairing. RPauley AP3618040

39) Replace left wing tip.

Airframe:

Replaced Left wing tip, replacing grommet where the strobe wires go through wing tip. Operationally checked nav and strobe lights. Ops checks ok. JWEst AP Pending

40) Replace R/H upper strut to wing fairing.

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Airframe:

Replaced R/H wing upper strut fairing. RPauley AP3618040

- 41) Replace R/H wing strut upper fairing.

Airframe:

Replaced R/H wing strut upper fairing. RPauley AP3618040

- 42) Replace vacuum pump flex lines, 4 sections.

Airframe:

Replaced vacuum pump flex lines fwd of firewall. RPauley AP3618040

- 43) Right aileron aft rod end worn.

Airframe:

Replaced right aileron aft rod end. Verified aileron travel to be within limits. Aaron Thiele AP3456475

- 44) Right rudder stop bolt reverse saftied.

Airframe:

Safety right rudder stop bolt with a positive pull. William Flynn AP3746538

- 45) Right wing tip needs repair at cracks and stop drills near nav light.

Airframe:

Repaired cracks near nav light housing attachment point. Found multiple wires for strobe wearing through coating, applied heat shrink and replaced grommet where wires pass through wing tip. Reinstalled wing tip. Aaron Thiele AP3456475

- 46) Rudder bonding strap not installed.

Airframe:

Installed rudder bonding strap. JWest AP Pending QC RPauley AP3618040

- 47) Rudder skin damage needs dressed near upper hinge on left side.

Airframe:

Dressed rudder damage left side of Upper hinge.
-James McLaughlin AP3782442

- 48) Service tires with air.

Airframe:

Serviced all tires. RPauley AP3618040

- 49) Transponder

Airframe:

Transponder certified by Bill Denton 01-04-2017
- Aldo Ferrari AP3700919

- 50) Upper fwd cowl section, needs wear spot filled on inside center top. (marked)

Airframe:

Filled worn spot on inside of center top on fwd cowling with epoxy, and sanded smooth. Austin Wilkinson AP3855594

RMS

Resource Maintenance System

Work Order

Talon Systems

Date Started: 10/17/16

Date Completed: 01/07/17

Reg#:	N4118A
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MFG:	Cessna
Model:	172
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A/C Total Time:	11080.9
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RT Prop. T.T.	
LT Eng T.T.:	6757.1
LT Prop T.T.:	11080.9

Labor

Josh	43.6	043:33	Aaron	63.9	063:51	Austin	8.5	008:27	Aldo	46.1	046:02
Rick	94.4	094:21	James	1.8	001:44						

Total Labor Hours: 258.0 257:58

Parts Used

WO#: 2016 01090

RMS

Resource Maintenance System
Work Order

Talon Systems

Date Started: 10/17/16

Date Completed: 01/07/17

Reg#: N4118A
AC S/N: 17280629
MFG: Cessna
Model: 172
A/C Tach Time: 555.2

A/C Total Time: 11080.9
RT Eng. T.T.:
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LT Eng T.T.: 6757.1
LT Prop T.T.: 11080.9

Qty	Part#	Description	Serial#	Cost	Sub Total
2	MS21919WDG6	CLAMP, CUSHION		0.34	0.68
2	MS21919WDG12	CLAMP, CUSHION		1.52	3.04
2	0450277-215	FASTENER		18.41	36.82
1	0450277-212	FASTENER, L.H.		32.28	32.28
1	MS35489-11	GROMMET, OIL FILTER		0.18	0.18
1	20-52L-80A	WING TIP, LEFT		330.00	330.00
1	0523047-2	FAIRING		160.20	160.20
1	0523047-1	FAIRING		160.20	160.20
1	S2485-1	VALVE, DRAIN		78.00	78.00
1	B3-5-1	FILTER, AIR		2.52	2.52
1	S1104-3	ROD, END, ENGINE		22.23	22.23
1	S1915-3	CAPACITOR		90.48	90.48
2	MS35489-33	GROMMET, INSTRUMENT		0.09	0.18
2	MS21919WDG12	CLAMP, CUSHION		1.52	3.04
1	MS21919WDG11	CLAMP, CUSHION		0.87	0.87
2	MS35489-22	GROMMET		0.76	1.52
1	MS21919WDG15	CLAMP, CUSHION		1.52	1.52
1/3	MS21919WDG3	CLAMP, CUSHION		0.47	0.47
2/3	MS21919WDG3	CLAMP, CUSHION		0.47	0.94
1	02-0350600-00	LENS, ASSY		42.00	42.00
4	SCAT-4	DUCT, SCAT, 1 INCH		2.61	10.44
2	MS21919WDG16	CLAMP, CUSHION		0.60	1.20
1	38-0230021-00	GASKET, NAV LIGHT		8.40	8.40
1	MS35489-11	GROMMET, OIL FILTER		0.18	0.18
1	AV4081-3	OUTLET		127.92	127.92
1	S1819-3	END, ROD		30.00	30.00
1	0511333-2	RECEPTACLE		38.54	38.54
1	0553007-2	DOUBLER		42.63	42.63
1	MS35489-22	GROMMET		0.76	0.76
1	27008	5/8 FUEL HOSE		1.33	1.33
1	0552011-14	TUBE, WINTERIZATION		16.73	16.73
1	0543032-2	PLACARD, STRUT		12.37	12.37
4	S1878-1	PLUG, BUTTON		0.65	2.60
1	0531020-1-719	FIN		90.78	90.78
1	MS29513-138	ORING		0.61	0.61
1	MS29513-111	ORING		0.23	0.23
2	SK2003-42A	MOUNT, COWL		26.91	53.82
1	QS200-12H	CLAMP, HOSE		1.22	1.22
1	KT-76C	TRANSPONDER	4516	1,038.69	1,038.69
1	066-3056-11	INDICATOR, VOR/GLIDE SLOPE, KI-209	2360	600.00	600.00
1	172 Engine O/H	172 Engine Overhaul Kit		2,615.61	2,615.61

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RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	6757.1
LT Prop T.T.:	11080.9

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Maintenance Release

The aircraft, airframe, aircraft engine, propeller or appliance identified above, was inspected and repaired in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this Work Order.

Date: 04-22-2019 Signed: [Signature] AP3700919
 123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Work Order Totals

Labor	4,732.69
Parts	5,661.23
TOTAL:	10,393.92

Reprinted

WO#: 2018 00204

RMS

Resource Maintenance System
Work Order

Talon Systems

Date Started: 01/30/18

Date Completed: 02/02/18

Reg#: N4118A
C S/N: 17280629
MFG: Cessna
Model: 172
A/C Tach Time: 1351.1

A/C Total Time: 11876.9
RT Eng. T.T.:
RT Prop. T.T.:
LT Eng T.T.: 7553.1
LT Prop T.T.: 11876.9

Qty	Part#	Description	Serial#	Cost	Sub Total
1	FD-2997M34-2	EYEBOLT		24.75	24.75
2	SK2003-42A	MOUNT, COWL		26.91	53.82
1	164-04000	DISC, BRAKE		122.00	122.00
1	600-6 6 PLY, CESSNA	TIRE		66.25	66.25
1	600-6	TUBE, TIRE		47.12	47.12
4	77611	GASKET, EXHAUST		5.77	23.08
1	0711001-59	PIN, HINGE		17.79	17.79
1	01-0450685-00	CLAMP RING, LENS		14.25	14.25
1	B100142-1	GASKET, FUEL CAP		11.52	11.52
1	72059	GASKET		1.39	1.39
1	C301001-0211	COUPLING		42.85	42.85
1	0517019-12	PIN, HINGE		31.52	31.52
1	172	100 Hour Service Kit, 172		22.64	22.64

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor 727.76
Parts 478.98
TOTAL: 1,206.74

Maintenance Release

The aircraft, airframe, aircraft engine, propeller or appliance identified above, was inspected and repaired in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this Work Order.

Date: 2/2/18 Signed: [Signature]

123 Cessna Drive, Tulsa OK, 74132 Spartan College of Aeronautics and Technology not set

Reg#:	N4118A
A/C S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	1351.1

A/C Total Time:	11876.9
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	7553.1
LT Prop T.T.:	11876.9

21) NLG: Clean and Lube NLG

Airframe:

cleaned and lubed nose landing gear in accordance with Cessna maintenance manual figure 301 Michael Galutza AP3871967

22) PROPELLER: Dress leading edges of propeller blades.

Propeller 1:

Propeller blades dressed.

MMolzahn A&P/IA 3308009

23) Replace vacuum regulator filters

Airframe:

replaced vacuum regulator filter Michael Galutza AP3871967

24) TAIL: Beacon lens loose

Airframe:

Replaced beacon lens clamp ring p/n 01-0450685-00 and tightened. Adriana Durfee AP3942138

25) TAIL: ELEVATOR: LH: Outboard hinge bolt area has crack

Airframe:

Filed out damage. Adriana Durfee AP3942138

26) TIRES: Verify tire air pressures.

Airframe:

verified tire pressure Michael Galutza AP3871967

27) WINGS: Perform operational check of the fuel tank vents and leak check fuel caps.

Airframe:

performed leak check on fuel tank caps found right hand fuel tank cap leaking replaced gasket fuel vent operation check good Michael Galutza AP3871967

Labor

Brian	9.7	009:39	James	2.5	002:27	mgalutza	11.5	011:30	Michael	13.1	013:06
Adriana	4.1	004:06	Josh	0.8	000:48						

41:36

Parts Used

Resource Maintenance System

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11) ENGINE: Oil fill tube gasket leaking**Engine 1:**

Replaced oil fill tube gasket per Lycoming IPC. Jake Young

QC by Joshua West AP3907715

12) ENGINE: RH Muffler riser to #3 cylinder has loose clamp bolt**Engine 1:**

Removed and replaced bolt with new bolt and installed. Adriana Durfee AP3942138

13) FIREWALL: LH Bottom cowl Mount Bracket Broken**Airframe:**

Removed and replaced cowl mount bracket. B. Curtis ap3798521

14) FIREWALL: Top cowl mounts have torn shock mounts. (2 Ea.)**Airframe:**

replaced top two cowl shock mounts Michael Galutza AP3871967

15) FLAP MOTOR: Coupling worn**Airframe:**

Removed and replaced flap motor coupling. B. Curtis ap3798521

16) FLIGHT CONTROLS: Clean and Lube Flight Controls after maintenance actions are completed.**Airframe:**

lubed flight controls Michael Galutza AP3871967

17) found leak in fuel Right hand fuel cap**Airframe:**

removed and replaced fuel cap gasket Michael Galutza AP3871967

18) Fuel Inj. Line AD**Airframe:**

AD 2015-19-07 visual inspection of the fuel injection lines and mounting hardware accomplished IAW Lycoming SB342G, no discrepancies noted. Next inspection due at tach time: 1451.1 hours, engine hours: 7653.1 hours. Airframe TT: 11976.9 hours.

MMolzahn A&P/IA 3308009

19) Idle Speed Adj. AD**Airframe:**

Originally complied with on 7/26/2001 by inspecting engine and inserting supplements in POH. Subsequent checks to be done at scheduled intervals per 172 MM, IAW SAIB 2001-06-17.

MMolzahn A&P/IA 3308009

20) MLG: LH MLG TIRE: Worn and brake disc measures .202**Airframe:**

removed and replaced tire and tube cleaned and inspected wheel halves and bearings lubed bearings torqued wheel halves to 90 in LBS installed wheel on axle cotter pinned nut and torqued brake bolts to 90 IN/LBS Michael Galutza AP3871967

Resource Maintenance System

Work Order

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LT Eng T.T.:	7553.1
LT Prop T.T.:	11876.9

Engine 1:

The engine has been inspected IAW 100 hour inspection. The engine was found to be in an airworthy condition.

MMolzahn A&P/IA 3308009

Propeller 1:

The propeller has been inspected IAW 100 hour inspection. The propeller was found to be in an airworthy condition.

MMolzahn A&P/IA 3308009

3) CABIN: INSTRUMENT CLUSTER: EGT/FUEL GUAGE glass cracked.**Airframe:**

Removed EGT/Fuel Flow Gauge P/N S3277-6 S/N 556. Installed EGT/Fuel Flow P/N S3277-2 S/N 988 removed from N870CP in serviceable condition. Adriana Durfee AP3942138

4) CABIN: PILOT'S DOOR: Latch receptacle in door frame has damage that needs blended out (Check door alignment)**Airframe:**

blended out damage and checked door alignment Michael Galutza AP3871967

5) DOOR: PILOT'S: Hinge Pins Worn**Airframe:**

removed door installed both upper and lower hinge pins and reinstalled door Michael Galutza AP3871967

6) ENGINE: #2 cylinder exhaust gasket leaking**Airframe:**

Replaced all 4 exhaust gaskets and torqued all hardware to 210 in. lbs. according to Cessna 172 MM 78 10-00 specifications. Jake Young

QC B. Curtis ap3798521

7) ENGINE: Check muffler for current AD.**Engine 1:**

Removed muffler P/N: 9954100-2 complied with AD: 2018-02-04. Muffler found to be in serviceable condition. Reinstalled muffler P/N: 9954100-2. B. Curtis ap3798521

8) ENGINE: Clean and Inspect induction air filter**Engine 1:**

cleaned and inspected induction air filter Michael Galutza AP3871967

9) ENGINE: Dress the teeth on the flywheel/starter ring.**Engine 1:**

Dressed teeth on flywheel/starter ring. Adriana Durfee AP3942138

10) ENGINE: Flow Divider Return Line melted from Pre-Heater**Airframe:**

installed new over flow line on fuel flow divider Michael Galutza AP3871967

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RT Prop. T.T.:	
LT Eng T.T.:	7553.1
LT Prop T.T.:	11876.9

Description of Work to be Performed

- 1) *POST INSPECTION RUN UP CHECKS:
- 2) 100 Hour Inspection
- 3) CABIN: INSTRUMENT CLUSTER: EGT/FUEL GUAGE glass cracked.
- 4) CABIN: PILOT'S DOOR: Latch receptacle in door frame has damage that needs blended out (Check door alignment)
- 5) DOOR: PILOT'S: Hinge Pins Worn
- 6) ENGINE: #2 cylinder exhaust gasket leaking
- 7) ENGINE: Check muffler for current AD.
- 8) ENGINE: Clean and Inspect induction air filter
- 9) ENGINE: Dress the teeth on the flywheel/starter ring.
- 10) ENGINE: Flow Divider Return Line melted from Pre-Heater
- 11) ENGINE: Oil fill tube gasket leaking
- 12) ENGINE: RH Muffler riser to #3 cylinder has loose clamp bolt
- 13) FIREWALL: LH Bottom cowl Mount Bracket Broken
- 14) FIREWALL: Top cowl mounts have torn shock mounts. (2 Ea.)
- 15) FLAP MOTOR: Coupling worn
- 16) FLIGHT CONTROLS: Clean and Lube Flight Controls after maintenance actions are completed.
- 17) found leak in fuel Right hand fuel cap
- 18) Fuel Inj. Line AD
- 19) Idle Speed Adj. AD
- 20) MLG: LH MLG TIRE: Worn and brake disc measures .202
- 21) NLG: Clean and Lube NLG
- 22) PROPELLER: Dress leading edges of propeller blades.
- 23) Replace vacuum regulator filters
- 24) TAIL: Beacon lens loose
- 25) TAIL: ELEVATOR: LH: Outboard hinge bolt area has crack
- 26) TIRES: Verify tire air pressures.
- 27) WINGS: Perform operational check of the fuel tank vents and leak check fuel caps.

Maintenance/Repairs Performed

- 1) *POST INSPECTION RUN UP CHECKS:

Airframe:

- Brake Disc burn in LH disc.
- Burned in LH brake disc IAW Cessna 172 Maintenance Manual.--James McLaughlin AP3782442
- Ops check EGT/Fuel Flow Gauge
- EGT/FUEL Flow Gauge checked good during post inspection run-up-James McLaughlin AP3782442

- 2) 100 Hour Inspection

Airframe:

The airframe has been inspected IAW 100 hour inspection. The airframe was found to be in an airworthy condition.

MMolzahn A&P/IA 3308009

Engine 1:

WO#: 2018 00405

RMS

Resource Maintenance System

Work Order

Talon Systems

Date Started: 03/09/18

Date Completed: 03/12/18

Reg#:	N4118A
A/C S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	1450.7

A/C Total Time:	11976.5
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	7652.7
LT Prop T.T.:	11976.5

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	06E19769-1.25	GASKET, METAL		0.99	0.99
3	T-8071	BAFFLE SEAL		6.80	20.40
1	GE 1829	LAMP, CONSOLE		2.82	2.82
2	REM38E	SPARK PLUG		21.40	42.80
1	0552231-1	BULKHEAD, SPINNER		505.34	505.34
1	B100143-1	RING, FUEL CAP		3.20	3.20
1	B100142-1	GASKET, FUEL CAP		11.52	11.52
1	28-09-L	TIP, ELEVATOR		135.00	135.00
1	4596	LIGHT, LANDING		12.93	12.93
1	152, 172 Strainer Kit	Fuel Strainer Kit for 152, 172		0.84	0.84
1	172	100 Hour Service Kit, 172		22.64	22.64

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	701.27
Parts	758.48
TOTAL:	1,459.75

Maintenance Release

The aircraft, airframe, aircraft engine, propeller or appliance identified above, was inspected and repaired in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this Work Order.

Date: 3/12/2018 Signed: [Signature] AP3782442
 123 Cessna Drive, Tulsa OK, 74132 Spartan College of Aeronautics and Technology not set

Reg#:	N4118A
A/C S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	1450.7

A/C Total Time:	11976.5
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	7652.7
LT Prop T.T.:	11976.5

26) Propeller- Forward spinner bulk head has multiple cracks.

Propeller 1:

Removed and replaced forward spinner bulkhead. Torqued bolts to 65 ft./lbs. Applied torque seal and safetied. work done IAW Cessna 172 Maintenance Manual Chapter 61. B. Curtis ap3798521

27) Quality Assurance Squawks:

Airframe:

-#2 Oil return line hose clamp not installed in the correct location.

28) RUDDER: Replace cotter keys on Rudder cables have them QC'd and Torque Striped.

Airframe:

Cotter keys have been replaced using the correct parts from the Cessna 172 IPC. Jake Young

QC: James McLaughlin AP3782442

29) TIRES: Verify tire pressures on all 3 tires.

Airframe:

Verified tire pressure, MLG 29PSI, NLG 34PSI. Leslie Jeter AP3837722

30) TRIM TAB: Replace cotter keys on Trim tab arm bracket have them QC'd and Torque Striped.

Airframe:

Replaced cotter keys on trim tab arm bracket according to Cessna 172 MM. Jake Young

QC: James McLaughlin AP3782442

31) Wing left- landing light is inoperative.

Airframe:

Removed and replaced Landing light. OPS checked GOOD. Replaced several screws in the cover panel. Leslie Jeter AP3837722

32) WING: LH: Wing Tip: Crack on forward part needs to be stop drilled

Airframe:

LH wing tip stop drilled. Cameron Falls

QC: James McLaughlin AP3782442

33) WINGS: Perform operational check of fuel tank vents and leak check fuel caps.

Airframe:

Leak checked fuel caps, found the LH one to be leaking, replaced the ring and gasket and no leaks following replacement of parts, RH no leaks detected. Performed operational check of fuel tank vents, OPS checked GOOD. Leslie Jeter AP3837722

Labor

Josh	0.7	000:40	James	0.5	000:26	Will	2.1	002:02	Michael	6.2	006:08
Leslie	18.2	018:08	Brian	11.5	011:27						

Total Labor Hours: 38.9 38:51

Resource Maintenance System

Work Order

Talon Systems

Reg#:	N4118A
A/C S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	1450.7

A/C Total Time:	11976.5
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	7652.7
LT Prop T.T.:	11976.5

Engine 1:

Removed and replaced oil pressure adjustment valve crush gasket. B. Curtis ap3798521

- 17) Engine- Replace cotter pins for throttle and mixture controls and apply torque seal after cotter pins are CQ checked.

Engine 1:

Cotter pins were replaced using items specified in Cessna 172 MM chapter 76. Jake Young

QC: James McLaughlin AP3782442

- 18) Engine- secure forward baffle seal for #1 cylinder.

Engine 1:

Replaced forward baffle for #1 cylinder. Cameron Falls

QC: James McLaughlin AP3782442

- 19) Engine- Tach drive seal is leaking

Engine 1:

Cleaned area. Leslie Jeter AP3837722

Leak Check to be performed following post inspection run. See "Post run Squawk"*

-) **FLIGHT CONTROLS: Lubricate flight controls after maintenance actions.**

Airframe:

Lubricated flight Controls. Cameron Falls

QC -James McLaughlin AP3782442

- 21) Fuel Inj. Line AD

Airframe:

Complied with AD2015-19-07 by visual inspection of fuel injection lines and hardware. Due again 1550.7 TACH. William Flynn AP3746538

- 22) HORIZONTAL STABILIZER: LH: Tip cap cracked

Airframe:

Cleaned surface area. Applied epoxy to crack. B. Curtis ap3798521

- 23) Induction Air Filter AD

Airframe:

Complied with AD 84-26-02 Induction air filter replacement Installed at 1450.7, next due 1950.7. Log book entry made, and filled out the AD compliance sheet. Leslie Jeter AP3837722

- 24) LANDING GEAR: RH Gear Leg shroud cracked on aft corner

Airframe:

Cleaned surface area. Applied epoxy to crack. B. Curtis ap3798521

- 25) NLG: Clean and Lube

Airframe:

NLG was cleaned and lubricated using approved materials Jake Young

QC: James McLaughlin AP3782442

Reg#:	N4118A
A/C S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	1450.7

A/C Total Time:	11976.5
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	7652.7
LT Prop T.T.:	11976.5

Airframe:

Replaced vacuum regulator according to Cessna 172 MM. Jake Young

QC: Adriana Durfee AP3942138

7) Clean and inspect fuel strainer**Airframe:**

Removed and inspected fuel strainer then reinstalled according to Cessna 172 MM. Jake Young

QC: Leslie Jeter AP3837722

8) ELEVATOR: Replace cotter keys on Elevator cables have them QC'd and Torque Striped.**Airframe:**

Cotter keys have been replaced according to Cessna 172 MM. Jake Young

QC: James McLaughlin AP3782442

9) ELEVATOR: RH Tip cap cracked on trailing edge.**Airframe:**

Cleaned surface area. Applied epoxy to crack on RH elevator. B. Curtis ap3798521

10) Engine #1 cylinder oil return line is leaking a hose clamp.**Engine 1:**

Found oil return line clamp to be loose. Tightened clamp. B. Curtis ap3798521

11) Engine- #1 cylinder lower ignition lead is not secured to cylinder valve cover in correct location.**Engine 1:**

Moved lower ignition lead clamp to bottom center of valve cover. Torqued screws to 35 in./lbs. B. Curtis ap3798521

12) Engine- #3 cylinder intake tube has fuel staining near rubber hose attaching intake tube to oil sump.**Engine 1:**

Found the clamp to be loose, tightened clamp. Leslie Jeter AP3837722

13) Engine- Clean oil from muffler heat shroud.**Engine 1:**

Cleaned oil from muffler heat shroud. Leslie Jeter AP3837722

14) Engine- Engine cowling mount bracket is cracked on pilot's side.**Engine 1:**

Cowling mount bracket was removed and a new part fabricated and installed according to Cessna 172 MM. Jake Young

QC: James McLaughlin AP3782442

15) Engine- Oil fill tube is loose.**Engine 1:**

Oil fill tube tightened. Cameron Falls

QC: James McLaughlin AP3782442

16) Engine- Oil pressure adjustment valve crush gasket is leaking.

Resource Maintenance System

Work Order

Talon Systems

Reg#:	N4118A
C S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	1450.7

A/C Total Time:	11976.5
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	7652.7
LT Prop T.T.:	11976.5

2) *Post run squawk

Airframe:

-Leak check TACH drive cable connection.

Performed visual inspection of tach drive cable. Found to signs of leaking. B. Curtis ap3798521

-Leak Check #2 CYL.

Performed visual inspection of #2 cylinder. Found no signs of leaking. B. Curtis ap3798521

3) 100 Hour Inspection

Airframe:

Airframe has been inspected IAW 100 hour inspection. Airframe was found to be in an un-airworthy condition. A list of discrepancies are listed in work order 201800405 dated 03/09/2018

MMolzahn A&P/IA 3308009

*****RTS Statement Required

List of discrepancies and un-airworthy items Dated 9 March 2018 under this WO completed. Airframe, Propeller, and Engine Approved for RTS. -James McLaughlin AP3782442

Engine 1:

Engine has been inspected IAW 100 hour inspection. engine was found to be in an un-airworthy condition. A list of discrepancies are listed in work order 201800405 dated 03/09/2018 William

Flynn AP3746538

Compressions

1)78/80 2)78/80 3)78/80 4)79/80

List of discrepancies and un-airworthy items Dated 9 March 2018 under this WO completed. Airframe, Propeller, and Engine Approved for RTS. -James McLaughlin AP3782442

Propeller 1:

Propeller has been inspected IAW 100 hour inspection. propeller was found to be in an un-airworthy condition. A list of discrepancies are listed in work order 201800405 dated 03/09/2018 William Flynn AP3746538

List of discrepancies and un-airworthy items Dated 9 March 2018 under this WO completed. Airframe, Propeller, and Engine Approved for RTS. -James McLaughlin AP3782442

4) AILERONS: Replace cotter keys on aileron cables LH/RH wings have them QC'd and Torque Striped.

Airframe:

Replaced cotter keys on both aileron bellcranks using materials specified in the Cessna 172 IPC. Jake Young

QC: James McLaughlin AP3782442

5) Cabin instrument light- Pedestal light is inoperative.

Airframe:

Removed and replaced pedestal light. Performed ops check. Ops check good. B. Curtis ap3798521

6) CABIN: Replace vacuum regulator filter

Airframe:

Reg#:	N4118A
C S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	1450.7

Talon Systems

A/C Total Time:	11976.5
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	7652.7
LT Prop T.T.:	11976.5

Description of Work to be Performed

- 1) *Engine- #2 cylinder has oil leaking from around the base of the cylinder and the oil return line.
- 2) *Post run squawk
- 3) 100 Hour Inspection
- 4) AILERONS: Replace cotter keys on aileron cables LH/RH wings have them QC'd and Torque Striped.
- 5) Cabin instrument light- Pedestal light is inoperative.
- 6) CABIN: Replace vacuum regulator filter
- 7) Clean and inspect fuel strainer
- 8) ELEVATOR: Replace cotter keys on Elevator cables have them QC'd and Torque Striped.
- 9) ELEVATOR: RH Tip cap cracked on trailing edge.
- 10) Engine #1 cylinder oil return line is leaking a hose clamp.
- 11) Engine- #1 cylinder lower ignition lead is not secured to cylinder valve cover in correct location.
- 12) Engine- #3 cylinder intake tube has fuel staining near rubber hose attaching intake tube to oil sump.
- 13) Engine- Clean oil from muffler heat shroud.
- 14) Engine- Engine cowling mount bracket is cracked on pilot's side.
- 15) Engine- Oil fill tube is loose.
- 16) Engine- Oil pressure adjustment valve crush gasket is leaking.
- 17) Engine- Replace cotter pins for throttle and mixture controls and apply torque seal after cotter pins are CQ checked.
- 18) Engine- secure forward baffle seal for #1 cylinder.
- 19) Engine- Tach drive seal is leaking
- 20) FLIGHT CONTROLS: Lubricate flight controls after maintenance actions.
- 21) Fuel Inj. Line AD
- 22) HORIZONTAL STABILIZER: LH: Tip cap cracked
- 23) Induction Air Filter AD
- 24) LANDING GEAR: RH Gear Leg shroud cracked on aft corner
- 25) NLG: Clean and Lube
- 26) Propeller- Forward spinner bulk head has multiple cracks.
- 27) Quality Assurance Squawks:
- 28) RUDDER: Replace cotter keys on Rudder cables have them QC'd and Torque Striped.
- 29) TIRES: Verify tire pressures on all 3 tires.
- 30) TRIM TAB: Replace cotter keys on Trim tab arm bracket have them QC'd and Torque Striped.
- 31) Wing left- landing light is inoperative.
- 32) WING: LH: Wing Tip: Crack on forward part needs to be stop drilled
- 33) WINGS: Perform operational check of fuel tank vents and leak check fuel caps.

Maintenance/Repairs Performed

- 1) *Engine- #2 cylinder has oil leaking from around the base of the cylinder and the oil return line.
Engine 1:

Preformed torque check REF Lycoming Overhaul Manual, section 6. 2 bolts moved during the torque check. Oil return lines were tightened. Cameron Falls

QC: -James McLaughlin AP3782442

WO#: 2018 00596



Resource Maintenance System

Work Order

Talon Systems

Reg#: N4118A
AC S/N: 17280629
MFG: Cessna
Model: 172
A/C Tach Time: 1550.6

Date Started: 04/07/18
Date Completed: 04/09/18
A/C Total Time: 12076.4
RT Eng. T.T.:
RT Prop. T.T.:
LT Eng T.T.: 7752.6
LT Prop T.T.: 12076.4

Airframe:

Removed LH magneto P/N: 4371 S/N: 15110898. Performed 500 hour inspection. Magneto found to be in serviceable condition. Work done IAW Thison L-1363C 4300/6300 Series Magneto Maintenance and Overhaul Manual. Installed magneto. Timed to engine at 25 degrees BTC. Work done IAW Cessna 172 Maintenance Manual Chapter 74-10-00. Next inspection due at 12,576.4. B. Curtis ap3798521

Removed RH magneto P/N 4371 S/N 151120945. Performed 500HR inspection per Thison Master Service Manual Section L-1363C. Installed magneto with new lock washers. Installed magneto and timed to 25° BTC. All work per Thison Master Service Manual Section L-1363C and Cessna 172R MW CH 74-10-00. Next inspection due at 12,576.4. Preston Welch AP3655724

15) **M/G:** Clean and lubricate M/G after all related squawks are completed

Airframe: Cleaned and lubricated M/G. Leslie Jeter AP3837722

16) **POST INSPECTOR RW-UP:**

Airframe: checked for leaks at post run-up. Michael Galurza AP3871967

17) **Propeller:** Paint Face.

Propeller 1:
Propeller face and leading edges painted black.
Lake Carley AP 4075240

18) **RH Aileron:** Inboard static wick rivets loose.

Airframe: removed and replaced rivets holding static wick on RH inboard aileron. Michael Galurza AP3871967

19) **RWG:** R&R Brake linkages.

Airframe: removed and replaced Right main landing gear and torqued brake bolts to 90 IN. LBS. Michael Galurza AP3871967

20) **Spinner, A/C bulkhead:** Broken section off bulkhead, replace.

Propeller 1:
Removed and replaced aft spinner bulkhead. Reinstalled propeller. Torqued propeller bolts to 60 ft. /lbs. Work done IAW Cessna 172 Maintenance Manual Chapter 61-10-00. B. Curtis ap3798521

21) **Wings:** Leak check fuel caps and verify fuel vent operation

Airframe: Leak checked fuel caps, no leaks detected. Performed operational check of fuel vent. OPS CHECKED
GOOD. Leslie Jeter AP3837722

Labor

Leslie	7.1	007:03	bnarsh	4.3	004:14	mgalurza	8.5	008:30	James	3.10	003:57
Brian	6.7	006:39	pwelch	5.10	005:58						
Total Labor Hours: 36.4											36:21

WO#: 2018 00596



Resource Maintenance System

Work Order

Talon Systems

Reg#: N4118A
AC S/N: 17280629
MFG: Cessna
Model: 172
A/C Tach Time: 1550.6

Date Started: 04/07/18
Date Completed: 04/09/18
A/C Total Time: 12076.4
RT Eng. T.T.:
RT Prop. T.T.:
LT Eng T.T.: 7752.6
LT Prop T.T.: 12076.4

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
2	RM348	SPARK PLUG		21.40	42.80
2	066-10500	LINING, BRAKE		10.44	20.88
4	105-00200	RIEVE, BRAKE		0.36	1.44
2	LM12681	GASPERT, MAGNETO		1.29	2.58
1	0550921-12	BULKHEAD, SPINNER		734.02	734.02
2	SR2003-42A	MOUNT, CONVL		26.91	53.82
1	CE 1829	LAMP, CONSOLE		2.82	2.82
1	CH48110-1	OIL FILTER		20.12	20.12
1	B3-5-1	FILTER, AIR		2.52	2.52

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Maintenance Release

The aircraft, airframe, aircraft engine, propeller or appliance identified above, was inspected and repaired in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Permanent details of the repair/inspection are on file at the Repair Station under this Work Order.

Date: 4/9/18

Signed: [Signature]

123 Cessna Dr, Tulsa OK, 74132 Spartan College of Aeronautics and Technology not set

Work Order Totals	
Labor	904.13
Parts	881.00
TOTAL:	1,785.13

WO#: 2018 00596

RMS

Resource Maintenance System
Work Order

Talon Systems

Reg#: N4118A
AC S/N: 17280629
MFG: Cessna
Model: 172
A/C Tach Time: 1550.6

Date Started: 04/07/18
Date Completed: 04/09/18

A/C Total Time: 12076.4
RT Eng. T.T.:
RT Prop. T.T.:
LT Eng T.T.: 7752.6
LT Prop T.T.: 12076.4

Description of Work to be Performed

- 1) 100 Hour Inspection
- 2) Cabin: Pedestal light out.
- 3) Cabin: Replace vacuum regulator filter
- 4) Clean and inspect induction filter
- 5) ENGINE, Servo: LF side safety wire broken.
- 6) ENGINE: #2 CYL. OUTBOARD, Fuel Inj. line clamp needs replaced.
- 7) ENGINE: #2 oil return hose shows signs of leaking during operation.
- 8) ENGINE: Thoroughly clean engine for post inspection leak check.
- 9) FIREWALL: 6 o'clock cowl mount broken. (outboard)
- 10) FIREWALL: replace torn off cowl mounts.
- 11) Fuel Inj. Line AD
- 12) Fuel Inj. Nozzle Clean
- 13) Lubricate flight controls after squawks are complete
- 14) Magneto Inspection
- 15) NIG: Clean and lubricate NIG after all related squawks are completed
- 16) POST INSPECTION RUN-UP:
- 17) Propeller: Paint Face.
- 18) RH Aileron: Inboard static wick rivets loose.
- 19) RWG: RR Brake linkings.
- 20) Spinner, Aft bulkhead: Broken section off bulkhead, replace.
- 21) Wings: Leak check fuel caps and verify fuel vent operation

Maintenance/Repairs Performed

- 1) 100 Hour Inspection
- Airframe: COMPLETE
- Engine 1: COMPLETE
- Propeller 1: COMPLETE
- 2) Cabin: Pedestal light out.
Airframe: Removed and replaced Pedestal light, ops checked good. Leslie Jeter AP3837722
- 3) Cabin: Replace vacuum regulator filter
Airframe: Removed and replaced vacuum regulator filter. Leslie Jeter AP3837722
- 4) Clean and inspect induction filter
Airframe: Cleaned and inspected induction filter. No defects found. Charles Herr.

WO#: 2018 00596

RMS

Resource Maintenance System
Work Order

Talon Systems

Reg#: N4118A
AC S/N: 17280629
MFG: Cessna
Model: 172
A/C Tach Time: 1550.6

Date Started: 04/07/18
Date Completed: 04/09/18

A/C Total Time: 12076.4
RT Eng. T.T.:
RT Prop. T.T.:
LT Eng T.T.: 7752.6
LT Prop T.T.: 12076.4

Airframe: CC: Leslie Jeter AP3837722

- 5) ENGINE, Servo: LF side safety wire broken.
Engine 1: Removed and replaced safety wire with .032". Preston Welch AP3665724
- 6) ENGINE: #2 CYL. OUTBOARD, Fuel Inj. line clamp needs replaced.
Engine 1: replaced #2 cylinders outboard fuel injector line clamps. Michael Galutza AP3871967
- 7) ENGINE: #2 oil return hose shows signs of leaking during operation.
Engine 1: Found clamp loose, tightened clamp. Leslie Jeter AP3837722
- 8) ENGINE: Thoroughly clean engine for post inspection leak check.
Engine 1: Cleaned and inspected for oil at post run-up. Michael Galutza AP3871967
- 9) FIREWALL: 6 o'clock cowl mount broken. (outboard)
Airframe: Replaced cowl mount bracket in the 6 O'clock position. Leslie Jeter AP3837722
- 10) FIREWALL: replace torn off cowl mounts.
Airframe: Removed and replaced torn cowl mounts. Leslie Jeter AP3837722
- 11) Fuel Inj. Line AD
Airframe: C/M AD 2015-19-07 by means of visual inspection of fuel lines and clamps IAW Lycoming SB 342G. NO Defects noted Due again NLT 1650.6, TWC. -James McLaughlin AP3782442
- 12) Fuel Inj. Nozzle Clean
Airframe: Cleaned, inspected, no defects found, installed, torqued to 60inlbs. Leslie Jeter AP3837722
- 13) Lubricate flight controls after squawks are complete
Airframe: Lubricated all flight controls per Cessna Service Manual. Blake Nash AMP 3370556
- 14) Magneto Inspection
Airframe:

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	1649.8

A/C Total Time:	12175.6
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	7851.8
LT Prop T.T.:	12175.6

28) WINGS: Perform operational check of fuel tanks vents and leak check of fuel caps and above wing fuel access panels. Perform this task after the right fuel tank squawk is complete.

Airframe:

Performed operational check of fuel vents, OPS checked good. Leak checked fuel caps, no leaks detected. Leslie Jeter AP3837722

Labor

bnarsh	7.9	007:52	Nathan	4.3	004:15	Will	4.3	004:14	Leslie	0.2	000:08
mgalutza	7.0	007:00	Aldo	5.2	005:07	Austin	3.1	003:04	Michael	7.7	007:39

Total Labor Hours: 39.4 39:19

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	0450277-215	FASTENER, R.H.		18.41	18.41
1/2	S3312-1	LIGHT TRAY		108.80	108.80
1/2	S3312-1	LIGHT TRAY		108.80	108.80
1	SK2003-42A	MOUNT, COWL		26.91	26.91
1	0450277-212	FASTENER, L.H.		32.28	32.28
1	71973	GASKET, INTAKE		0.90	0.90
1	SLR75906	GASKET		6.93	6.93
1	0552231-1	BULKHEAD, SPINNER		505.34	505.34
1	149-NL	STARTER	H-S030907	435.00	435.00
1	172	100 Hour Service Kit, 172		22.64	22.64

Parts Removed

Part #	Description	Serial #
149-NL	STARTER	FN-161689

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	912.90
Parts	1,266.01
TOTAL:	2,178.91

Maintenance Release

The aircraft, airframe, aircraft engine, propeller or appliance identified above, was inspected and repaired in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this Work Order.

Date: 06/03/2018 Signed: Leslie Jeter AP3837722

123 Cessna Drive, Tulsa OK, 74132 Spartan College of Aeronautics and Technology not set

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	1649.8

A/C Total Time:	12175.6
RT Eng. T.T.:	
RT Prop. T.T.	
LT Eng T.T.:	7851.8
LT Prop T.T.:	12175.6

Talon Systems**Engine 1:**

tightened all oil return lines. Michael Galutza AP3871967

19) Firewall- Replace torn cowling shock mount on copilot's side 7 o'clock position.**Airframe:**

Replaced mount per Cessna service manual.
Blake Narsh A&P 3370556

20) FLIGHT CONTROLS: Lubricate flight controls after maintenance actions are completed.**Airframe:**

Lubricated flight controls IAW the 172 MM. Cameron Falls

QC:-James McLaughlin AP3782442

21) Fuel Inj. Line AD**Airframe:**

Complied with AD2015-19-07 by visual inspection of fuel injections lines and mounting hardware IAW Lycoming SB 342G. Next inspection due no later then TACH 1,749.8 ETT 7951.8 William Flynn AP3746538

22) INSTRUMENT: Airspeed and ASI lights inoperative.**Airframe:**

Ops checked instrument panel lights. Found ASI and VSI instrument lights inop. Removed and replaced VIS instrument light. Ops checked light, ops check good. ASI light not replaced, part not in stock.
Austin Wilkinson AP3855594

replaced light for ASI. Michael Galutza AP3871967

23) NLG: Clean and Lube NLG.**Airframe:**

Cleaned and lubricated NLG according to Cessna 172 MM. Jake Young

QC: William Flynn AP3746538

24) NLG: Replace nose tire and tube.**Airframe:**

removed and replaced nose tire and tube, cleaned wheel halves and bearing and lubed bearings, reassembled and torqued wheels halves to 75 In/LBS, inflated new tube to 34 PSI installed wheel assembly on aircraft and cotter pinned. Michael Galutza AP3871967

25) Propeller- Forward spinner bulk head has multiple cracks and needs to be replaced.**Propeller 1:**

removed and replaced spinner bulk head and torqued bolts to 60 IN/LBS and safetied.
Michael Galutza AP3871967

26) TAIL: Left elevator bonding strap broken.**Airframe:**

Replaced bonding strap
Blake Narsh A&P 3370556

27) Wash aircraft before RTS.**Airframe:**

Aircraft washed by line. Checked good. -James McLaughlin AP3782442

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	1649.8

A/C Total Time:	12175.6
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	7851.8
LT Prop T.T.:	12175.6

10) Engine- #2 cylinder forward baffle. Hardware securing baffle to cylinder has improper washer stack up. This is causing damage to the valve cover.

Engine 1:

Re-stacked washers to prevent further damage.
Blake Narsh A&P 3370556

11) Engine- Aft lifting point hardware is loose. Torque check all C-case bolts.

Engine 1:

torque checked all crank case bolts. Michael Galutza AP3871967

12) Engine- Engine has excessive amounts of oil. This has been a recurring problem from the last 3 100hr inspections and the amount of oil on the engine is getting worse.

Engine 1:

torqued checked engine crank case, engine cylinders, and oil pan. Michael Galutza AP3871967

13) Engine- Oil fill tube is loose.

Engine 1:

Tightened and re-safetied oil fill tube
Blake Narsh A&P 3370556

14) Engine- Remove muffler shroud and clean oil off of shroud.

Engine 1:

cleaned muffler shroud. Michael Galutza AP3871967

15) Engine- Replace #1 cylinder valve cover gasket.

Engine 1:

Replaced valve cover gasket per Lycoming service manual
Blake Narsh A&P 3370556

16) Engine- Starter assembly is starting to come apart replace starter.

Engine 1:

Removed Starter P/N 149-NL S/N FN-161689. William Flynn AP3746538

installed starter P/N 149-NL S/N FNE-291297. Michael Galutza AP3871967

*****AWP_STARTER*****

*Upon attempt to start post run, starter did nothing. Measured voltage to starter and received correct voltage at stud on starter. Need new starter.

Removed starter P.N 149-NL S/N FNE-291297. Installed starter P/N 149-NL/EC S/N S030907. Starter is NEW from Hartzell Engine Technologies under W.O. M266350 dated 10/APR/2018. Charles Herr & Ali Abdulkareem.

QC:-James McLaughlin AP3782442

17) Engine- Torque check all cylinder base nuts and C-case bolts due to excessive amounts of oil on the engine.

Engine 1:

torque checked all cylinder nuts, crank case, bolts, and oil sump bolts, and all oil return lines.
Michael Galutza AP3871967

18) Engine-#2 cylinder oil return line is leaking

Engine 1:

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	1649.8

A/C Total Time:	12175.6
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	7851.8
LT Prop T.T.:	12175.6

Talon Systems

3) *WING: Right fuel tank filler tab has crack (inside tank).

Airframe:

RH WING Fuel Filler tab replaced with repaired tab. resealed fuel tank access panel behind tab. IAW Cessna 172 Maintenance Manual.

MMolzahn A&P/IA 3308009

4) 100 Hour Inspection

Airframe:

Performed 100 hour inspection of airframe I/A/W FAR 43 Appendix D. Airframe logbook signed off with discrepancies dated 5/22/2018.
Nathan Lober AP3374825

Engine 1:

Performed 100 hour inspection of engine I/A/W FAR 43 Appendix D. Engine logbook signed off with discrepancies dated 5/22/2018 listed under this work order. William Flynn AP3746538

Propeller 1:

Performed 100 hour inspection of propeller I/A/W FAR 43 Appendix D. propeller logbook signed off with discrepancies dated 5/22/2018 listed under this work order. William Flynn AP3746538

5) CABIN: Pilot's door seal trim falling out of frame.

Airframe:

Seal trim was realigned and screwed back in to place. Jake Young

QC:

6) Cabin: Removed Comm 1 for use in N869CP.

Airframe:

Removed Comm 1 PN 069-01032-0101 SN U22903 in serviceable condition for use on N869CP. Joshua West AP3907715

Installed Comm 1 P/N: 069-01032-0101 S/N: 27900, Ops checked good. Comm 1 was removed from N2663X in serviceable condition for use on N4118A. Leslie Jeter AP3837722

7) Cabin: Replace vacuum Regulator filter

Airframe:

Replaced filter B3-5-1 per Cessna service manual.
Blake Narsh A&P 3370556

8) DOOR: Copilot's lower interior door patch cracked and lower hinge pin broken.

Airframe:

Removed co-pilot's door lower hinge pin and replaced with new pin P/N 0517019-12. Austin Wilkinson AP3855594

Cracks on interior door patch stop drilled. Door installed on aircraft. ops check good.
Luke Carley AP 4075240

9) Engine- #1 cylinder fuel injection line is loose. Torque check fuel injector nozzle. Clean all fuel staining from #1 cylinder and intake tube.

Engine 1:

removed fuel injector nozzle cleaned and reinstalled and torqued to 55 IN/LBS installed line and torqued to 30 IN/LBS. Michael Galutza AP381967

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	1649.8

A/C Total Time:	12175.6
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	7851.8
LT Prop T.T.:	12175.6

Description of Work to be Performed

- 1) *Firewall- Lower firewall reinforcement is cracked at lower left cowling mount bracket. (marked)
- 2) *FUSELAGE: Skin cracked at rivet on right side above cabin air intake valve (marked).
- 3) *WING: Right fuel tank filler tab has crack (inside tank).
- 4) 100 Hour Inspection
- 5) CABIN: Pilot's door seal trim falling out of frame.
- 6) Cabin: Removed Comm 1 for use in N869CP.
- 7) Cabin: Replace vacuum Regulator filter
- 8) DOOR: Copilot's lower interior door patch cracked and lower hinge pin broken.
- 9) Engine- #1 cylinder fuel injection line is loose. Torque check fuel injector nozzle. Clean all fuel staining from #1 cylinder and intake tube.
- 10) Engine- #2 cylinder forward baffle. Hardware securing baffle to cylinder has improper washer stack up. This is causing damage to the valve cover.
- 11) Engine- Aft lifting point hardware is loose. Torque check all C-case bolts.
- 12) Engine- Engine has excessive amounts of oil. This has been a recurring problem from the last 3 100hr inspections and the amount of oil on the engine is getting worse.
- 13) Engine- Oil fill tube is loose.
- 14) Engine- Remove muffler shroud and clean oil off of shroud.
- 15) Engine- Replace #1 cylinder valve cover gasket.
- 16) Engine- Starter assembly is starting to come apart replace starter.
- 17) Engine- Torque check all cylinder base nuts and C-case bolts due to excessive amounts of oil on the engine.
- 18) Engine-#2 cylinder oil return line is leaking
- 19) Firewall- Replace torn cowling shock mount on copilot's side 7"oclock position.
- 20) FLIGHT CONTROLS: Lubricate flight controls after maintenance actions are completed.
- 21) Fuel Inj. Line AD
- 22) INSTRUMENT: Airspeed and ASI lights inoperative.
- 23) NLG: Clean and Lube NLG.
- 24) NLG: Replace nose tire and tube.
- 25) Propeller- Forward spinner bulk head has multiple cracks and needs to be replaced.
- 26) TAIL: Left elevator bonding strap broken.
- 27) Wash aircraft before RTS.
- 28) WINGS: Perform operational check of fuel tanks vents and leak check of fuel caps and above wing fuel access panels. Perform this task after the right fuel tank squawk is complete.

Maintenance/Repairs Performed

- 1) *Firewall- Lower firewall reinforcement is cracked at lower left cowling mount bracket. (marked)
Airframe:
Stop drilled crack. William Flynn AP3746538
- 2) *FUSELAGE: Skin cracked at rivet on right side above cabin air intake valve (marked).
Airframe:
identified crack originating from the Lower rivet securing aircraft encoder to fuselage. Crack extends a total of 1 9/16" fore and aft of rivet (FS 8.10) Cut damaged area from fuselage 1 1/2" X 2 3/8". Fabricated doubler plate 5" x 4 1/4" from .032" 2042T3. Drilled and painted 05-23-2018
-A. Ferrari
IP

WO#: 2018 01269

Date Started: 07/11/18
Date Completed: 07/12/18

RMS

Resource Maintenance System
Work Order

Talon Systems

Reg#: N4118A
AC S/N: 17280629
MFG: Cessna
Model: 172
A/C Tach Time: 1749.7

A/C Total Time: 12275.5
RT Eng. T.T.:
RT Prop. T.T.: 7951.7
LT Eng T.T.:
LT Prop T.T.: 12275.5

Engine 1:

Removed broken left inboard baffle spring P/N 0450277-212.
Nathan Lober AP3374825

12) ENGINE: LOWER COMING: Lower side of cowling has numerous rivets loose and pulling thru.

Engine 1:

Replaced damaged rivets with next size larger rivets as outlined in Cessna Structural Repair Manual 51-70-00.
Blake Marsh A&P 3370556

13) Flap- LH flap well trailing edge outboard of the OB track. Flap contacting trailing edge on rub button. Apply Anti-chafe tape

Airframe:

Applied anti-chafe tape as needed.
Blake Marsh A&P 3370556

14) Flight Controls- RH OB Elevator bonding strap 3/4 of the cable is torn. Repair/ Replace

Airframe:

Removed bonding strap and installed fabricated bonding strap. Adriana Durfee AP3942138

15) Flight controls: Lubricate flight controls

Airframe:

Lubricated flight controls. Adriana Durfee AP3942138

16) Fuel Inj. Line AD

Airframe:

AD 2015-19-07 the visual inspection of the fuel injection lines and hardware. The lines and hardware were found to be in an airworthy condition IAW Lycoming SB 342C. No discrepancies noted. Next inspection due at Tach time: 1849.7 hours. ACFT TT: 12375.5 hours.

MWolzahn A&P/TA 3308009

17) Fuel tanks: Leak check fuel tanks and check fuel vent

Airframe:

Leak checked fuel caps and panels. No leaks found at this time. Performed operational check of fuel vent. Ops check good. Adriana Durfee AP3942138

18) Ignition Switch AD

Airframe:

Complied with ignition switch AD 93-05-06. Removed ignition switch and cleaned contact cups and switch contacts. Performed visual inspection of ignition switch contacts, cups, contact block and terminals. No problems found at this time. Lubricated cups and switch contacts and re-assembled ignition switch. Re-installed switch and checked movement of key in all positions. Check good. Next due at Tach: 3,749.7 AFTT: 14,275.5. Adriana Durfee AP3942138

19) Landing Gear- Nose gear torque links worn excessively. Re-shim

Airframe:

Disassembled upper torque link, re-shimmed, re-assembled with new hardware, and lubricated IAW Cessna MM 32-20-00
Blake Marsh A&P 3370556

20) M/G: Clean and lubricate nose strut

Airframe:

WO#: 2018 01269

Date Started: 07/11/18
Date Completed: 07/12/18

RMS

Resource Maintenance System
Work Order

Talon Systems

Reg#: N4118A
AC S/N: 17280629
MFG: Cessna
Model: 172
A/C Tach Time: 1749.7

A/C Total Time: 12275.5
RT Eng. T.T.:
RT Prop. T.T.: 7951.7
LT Eng T.T.:
LT Prop T.T.: 12275.5

Airframe:

Cleaned nose landing gear and lubricated with Aeroshell 22. Adriana Durfee AP3942138

21) PROPELLER: Dress the leading edges of the propeller blades.

Propeller 1:

Dressed the leading edges of the propeller blades IAW with standard practices.

MWolzahn A&P/TA 3308009

22) Replace vacuum regulator filter

Airframe:

Replaced filter B3-5-1 per CMM Ch 37.
Blake Marsh A&P 3370556

Labor

Michael	11.9	011:50	bnarah	10.0	010:00	Adriana	9.2	009:10	Nathan	2.1	002:06
Klamp	9.5	009:27	#111	0.5	000:28	Austin	0.0	000:00			
										Total Labor Hours:	43.1
											43:01

Parts Used

QTY	Part#	Description	Serial#	Cost	Sub Total
1	AV27257	BINDER, WEIGHT AND BALANCE		13.82	13.82
1	0450277-212	FASTENER, L.H.		32.28	32.28
1	REM38E	SPARK PLUG		21.40	21.40
2	SI450-6B14-010	WASHER		2.25	4.50
1	B3-5-1	FILTER, AIR		2.52	2.52
1	M83248-1-138	ORING		1.27	1.27
1	M83248-1-111	ORING		0.34	0.34
3	756-669	WASHER		0.46	1.38
1	71973	GASKET, INTAKE		1.04	1.04
1	CH48110-1	OIL FILTER		20.12	20.12

Technician Release

Buy Back Test Tech Signature: _____ Tech# : _____

Maintenance Release

The aircraft, airframe, aircraft engine, propeller or appliance identified above, was inspected and repaired in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this Work Order.

Date: _____ Signed: _____

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Work Order Totals
Labor 1,395.36
Parts 98.67
TOTAL: 1,494.03

WO#: 2018 01269

Date Started: 07/11/18

Date Completed: 07/12/18

RMS

Resource Maintenance System
Work Order

Talon Systems

Reg#: N4118A
AC S/N: 17280629
MFG: Cessna
Model: 172
A/C Tach Time: 1749.7

A/C Total Time: 12275.5
RT Eng. T.T.:
RT Prop. T.T.: 7951.7
LT Eng T.T.:
LT Prop T.T.: 12275.5

WO#: 2018 01269

Date Started: 07/11/18

Date Completed: 07/12/18

RMS

Resource Maintenance System
Work Order

Talon Systems

Reg#: N4118A
AC S/N: 17280629
MFG: Cessna
Model: 172
A/C Tach Time: 1749.7

A/C Total Time: 12275.5
RT Eng. T.T.:
RT Prop. T.T.: 7951.7
LT Eng T.T.:
LT Prop T.T.: 12275.5

Description of Work to be Performed

- 1) *ENGINE: Crankshaft oil seal leaking
- 2) *ENGINE: ENGINE MOUNT: Lower LF Mount area has possible crack above dyfocial mount. Needs to have paint stripped and Dye Pen.
- 3) 100 Hour Inspection
- 4) Cabin- Doors. Pilots door hold open inop.
- 5) Clean and inspect fuel strainer
- 6) **Control Surfaces- Rudder damaged- bent and dented at trailing edge above mid bearing.
- 7) ENGINE: #3 cylinder aft cylinder baffle is contacting #3 cylinder oil return line.
- 8) ENGINE: #4 cylinder intake gasket leaking.
- 9) ENGINE: Clean Induction Air Filter.
- 10) ENGINE: Dress the teeth on the starter ring/flywheel.
- 11) ENGINE: LH Inboard baffle wire not installed
- 12) ENGINE: LOWER COWLING: Lower side of cowling has numerous rivets loose and pulling thru.
- 13) Flap- LH flap well trailing edge outboard of the OB track. Flap contacting trailing edge on rub button- Apply Anti-chafe tape
- 14) Flight Controls: RH OB Elevator bonding strap 3/4 of the cable is torn. Repair/ Replace
- 15) Flight controls: Lubricate flight controls
- 16) Fuel Inj. Line AD
- 17) Fuel tanks: Leak check fuel tanks and check fuel vent
- 18) Ignition Switch AD
- 19) Landing Gear- Nose gear torque links worn excessively. Re-shim
- 20) N/C: Clean and lubricate nose strut
- 21) PROPELLER: Dress the leading edges of the propeller blades.
- 22) Replace vacuum regulator filter

Maintenance/Repairs Performed

- 1) *ENGINE: Crankshaft oil seal leaking
Engine 1:
Inspected and found insufficient evidence of leak. Oil seep /staining more concentrated around seam of engine.
- Aldo Ferrari AP3700919
- 2) *ENGINE: ENGINE MOUNT: Lower LF Mount area has possible crack above dyfocial mount. Needs to have paint stripped and Dye Pen.
Engine 1:
IP KTL- Removed paint, no cracks found. Repaint cleaned areas. Kenneth T. Lamp 27960431A
- 3) 100 Hour Inspection
Airframe:
I certify this aircraft has been inspected in accordance with a 100 hour inspection and a list of unworthy items dated 07/11/2018 has been provided to the aircraft owner or operator. Kenneth T. Lamp 27960431A
- Engine 1:
The engine has been inspected IAW 100 hour inspection. The engine has been found to be in an unworthy condition at this time. A list of discrepancies are listed in work order 201801269 dated 07-11-2018.

Engine 1:

MMolzahn A&P/IA 3308009

The list of discrepancies have been signed off pertaining to the engine. The engine is cleared for return to service.

MMolzahn A&P/IA 3308009

Propeller 1:

The propeller has been inspected IAW 100 hour inspection. The propeller was inspected and found to be in an air-worthy condition at this time.

MMolzahn A&P/IA 3308009

4) Cabin- Doors. Pilots door hold open inop.

Airframe:

Replaced pin inside door and cotter keyed per OMM 52-10-00

Blake Marsh A&P 3370556

5) Clean and inspect fuel strainer

Airframe:

Cleaned, inspected, and re-assembled fuel strainer per Cessna service manual.

Blake Marsh A&P 3370556

6) **Control Surfaces- Rudder damaged- bent and dented at trailing edge above mid bearing.

Airframe:

Remove damaged rudder IAW Cessna MM ATA Chapter 27-20-00. Kenneth T. Lamp 27960431A

Installed rudder P/N 0533150-5 in serviceable condition, removed from N5210A, IAW 172 MM 27-20-00.

Adriana Durfee AP3942138

7) ENGINE: #3 cylinder aft cylinder baffle is contacting #3 cylinder oil return line.

Engine 1:

Re-positioned line to prevent further contact.

Blake Marsh A&P 3370556

8) ENGINE: #4 cylinder intake gasket leaking.

Engine 1:

Replaced gasket per Lycoming service manual.

Blake Marsh A&P 3370556

9) ENGINE: Clean Induction Air Filter.

Engine 1:

Cleaned and inspected filter per Donaldson instructions.

Blake Marsh A&P 3370556

10) ENGINE: Dress the teeth on the starter ring/flywheel.

Engine 1:

No procedure identifying this operation in the Cessna 172 MM. Validate procedure and limits requiring dressing of the teeth before compliance with this squawk.

- Aldo Ferrari AP3700919

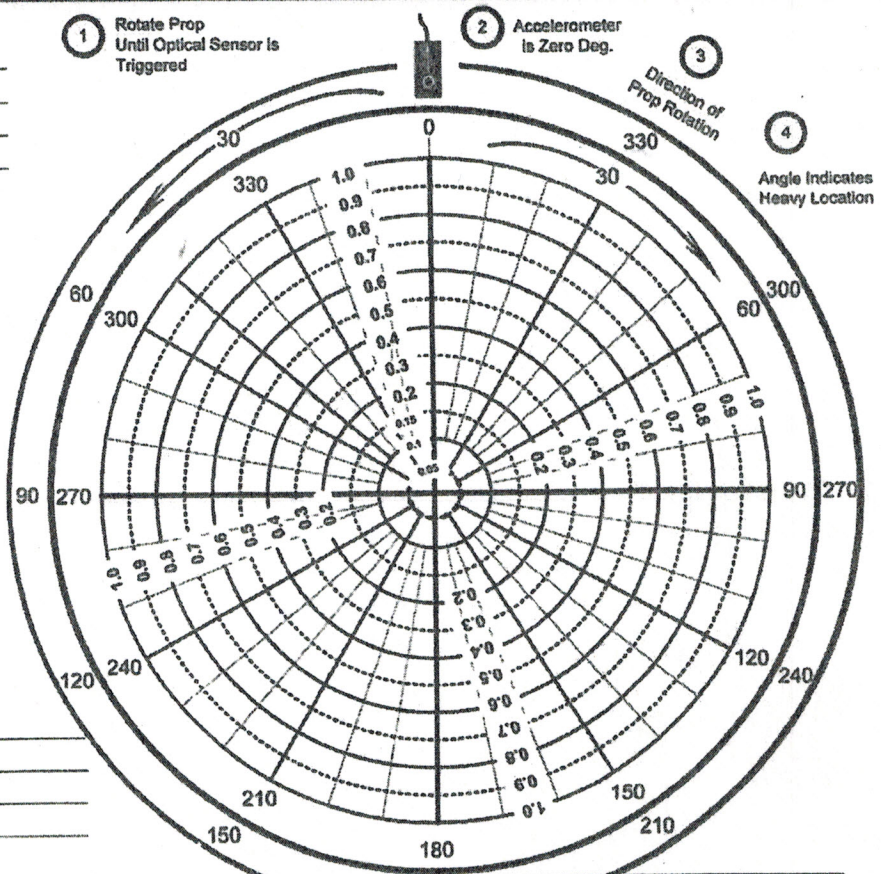
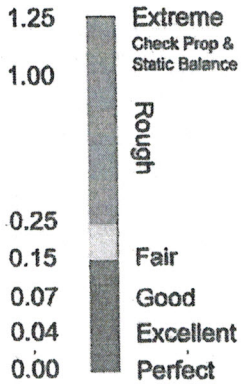
11) ENGINE: LH Inboard baffle wire not installed

Engine 1:

DynaVibe

Dynamic Propeller Balancer

Aircraft: _____
 Owner: _____
 Date: _____
 Engine Hours: _____

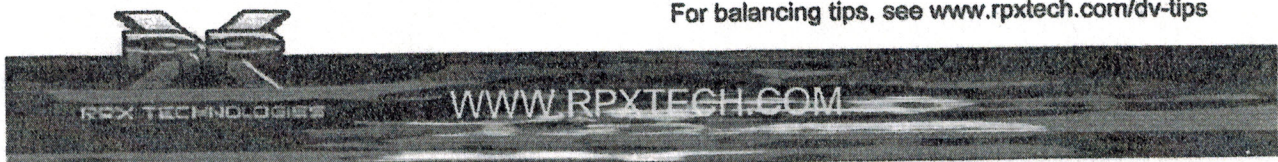


Final Reading: _____
 Final Weights: _____
 Weight Locations: _____
 Mechanic & Cert Number: _____

RPM	Magnitude (IPS)	Location (Angle)	Notes (Weight added, Location, etc)
2116	.11	037	w
711	.07	033	w
1481	.12	359	w
- 2111	.16	008	w/o
1517	.14	355	w/o
2090	.13	010	w/o
- 2132	.15	007	w
2137	.08	151	✓ Added approx 13 grams @ 180

Per AC20-37E: Install a placard on the propeller hub or bulkhead stating that the propeller has been dynamically balanced and the assembly of the power train rotating components is an indexed assembly. Make an entry in the logbook with the date, engine hours, final balance vibration, location of the dynamic balance weights, signature and certificate number of the maintenance person.

For balancing tips, see www.rpxtech.com/dv-tips



To download and print this chart, please visit WWW.RPXTECH.COM/CHART

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	1849.1

A/C Total Time:	12374.9
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8051.1
LT Prop T.T.:	12374.9

Engine 1:

Installed new rivets around oil door as needed. Applied anti-chafe tape to areas as required.
Adriana Durfee AP3942138

43) Wings, Fuel caps: Leak check and verify operation of fuel vent.

Airframe:

Preformed leak check on LH and RH fuel caps. No leaks found. Preformed ops check on fuel vent. OPS check is good. Preformed leak check on fuel tank panels, Leak check good. Cameron Falls

QC: MMolzahn A&P/IA 3308009

Labor

Adriana	1.2	001:11	Brian	24.5	024:28	Austin	3.6	003:33	Josh	0.5	000:30
James	40.1	040:04									

Total Labor Hours: 69.8 69:46

Parts Used

WO#: 2018 01649

RMS

Resource Maintenance System
Work Order

Talon Systems

Date Started: 09/13/18

Date Completed: 09/27/18

Reg#: N4118A
AC S/N: 17280629
FG: Cessna
Model: 172
A/C Tach Time: 1849.1

A/C Total Time: 12374.9
RT Eng. T.T.:
RT Prop. T.T.:
LT Eng T.T.: 8051.1
LT Prop T.T.: 12374.9

Qty	Part#	Description	Serial#	Cost	Sub Total
1	0533150-5	RUDDER		5,521.61	5,521.61
1	1243030-5	SHIM, NOSE STRUT		12.68	12.68
1	1243030-7	SHIM, NOSE STRUT		8.90	8.90
1	0523816-2	PIN, AILERON		9.01	9.01
1	MS21919WDG7	CLAMP, CUSHION		1.13	1.13
1	MS21919WDG12	CLAMP, CUSHION		0.54	0.54
1	C622001-0102	LIGHT		556.10	556.10
2	MS21256-1	CLIP		0.24	0.48
1	LW14260	SEAL, TACH DRIVE		4.05	4.05
1	MS21919WDG8	CLAMP, CUSHION		0.91	0.91
1	MS21919WDG6	CLAMP, CUSHION		0.82	0.82
1	SK2003-42A	MOUNT, COWL		26.91	26.91
1	0411257	JOINT, CONTROL YOKE		228.00	228.00
1	0450277-215	FASTENER, R.H.		18.41	18.41
1	0552011-14	TUBE, WINTERIZATION		35.20	35.20
1	SCAT-4	DUCT, SCAT, 1 INCH		2.61	2.61
1	S1827-1	VALVE		12.83	12.83
2	REM38E	SPARK PLUG		21.40	42.80
1	0711021-11	ARM, CABIN DOOR		263.44	263.44
1	0510105-265	AILERON CABLE, RH		68.31	68.31
1	0717026-3	SPRING, CABING		6.60	6.60
1	P860025	SEAL, WINDSHIELD		22.16	22.16
1	13836	CUP, BEARING		29.03	29.03
1	13889	BEARING		42.50	42.50
1	155-00100	SEAL, GREASE		7.04	7.04
1	0500118-167	CLAMP		131.68	131.68
2	MS21919WDG3	CLAMP, CUSHION		0.47	0.94
1	MS21919WDG6	CLAMP, CUSHION		0.82	0.82
5	MS21919WDG12	CLAMP, CUSHION		0.54	2.70
1	0500118-171	line assy		182.12	182.12
1	921-204-00	MOUNT, ASSY		105.30	105.30
1	0552231-1	BULKHEAD, SPINNER		735.38	735.38
1	0713624-2	ANCHOR, BRAKE		323.87	323.87
1	0711021-9	SPRING		8.48	8.48
1	13836	CUP, BEARING		29.03	29.03
1	13889	BEARING		42.50	42.50
1	172 Annual	Annual Service Kit, 172		57.43	57.43

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor 4,493.19

Parts 8,542.32

TOTAL: 13,035.51

Maintenance Release

The aircraft, airframe, aircraft engine, propeller or appliance identified above, was inspected and repaired in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this Work Order.

Date: 9/27/18 Signed: [Signature] AP3782442

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Talon Systems

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	1849.1

A/C Total Time:	12374.9
RT Eng. T.T.:	
RT Prop. T.T.	
LT Eng T.T.:	8051.1
LT Prop T.T.:	12374.9

Engine 1:

Installed new rivets around oil door as needed. Applied anti-chafe tape to areas as required.
Adriana Durfee AP3942138

43) Wings, Fuel caps: Leak check and verify operation of fuel vent.

Airframe:

Performed leak check on LH and RH fuel caps. No leaks found. Performed ops check on fuel vent. OPS check is good. Performed leak check on fuel tank panels, Leak check good. Cameron Falls

QC: MMolzahn A&P/IA 3308009

Labor

Adriana	1.2	001:11	Brian	24.5	024:28	Austin	3.6	003:33	Josh	0.5	000:30
James	40.1	040:04									

Total Labor Hours: 69.8 69:46

Parts Used

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	1849.1

A/C Total Time:	12374.9
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8051.1
LT Prop T.T.:	12374.9

Engine 1:

Brought up and secured starter wiring away from sump. Charles Herr.

QC:-James McLaughlin AP3782442

27) ENGINE: Throttle and Mixture control stiff.**Airframe:**

Degreased throttle and mixture control cables. Charles Herr.

QC:-James McLaughlin AP3782442

28) Firewall: Replace torn shock mount. (4 o'clock)**Airframe:**

Removed and replaced shock mount IAW Cessna 172 (1996 and ON) MM, Chapter 71-10-00. Charles Herr.

QC:-James McLaughlin AP3782442

29) Flight controls/ATA 27020-00- Removed rudder and installed on N54210A**Airframe:**

Install Nav light mount bracket into tip cap.-James McLaughlin AP3782442

Installed rudder repaired by Associated Aero Service, Under work order number 23124 dated 24/SEP/2018 IAW Cessna 172 M.M. Performed rigging check, Checked good.
-James McLaughlin AP3782442

30) Flight Controls: Lubricate.**Airframe:**

Lubricated flight controls IAW 172 M.M.
-James McLaughlin AP3782442

31) Fuel Inj. Line AD**Airframe:**

Complied with AD 2015-19-07 by means of visual inspection of Fuel inj. lines and clamps IAW Lycoming SB 342G. NO defects noted. Due again NLT 1849.1 TACH.
-James McLaughlin AP3782442

32) Landing Gear: Repack wheel bearings. (ALL)**Airframe:**

Removed, cleaned, repacked, and installed LH and RH main landing gear IAW Cessna 172 (1996 and ON) MM, Chapter 32-40-00. Charles Herr.

QC:-James McLaughlin AP3782442

Removed, cleaned, and repacked nose landing gear wheel bearings IAW Cessna 172 Maintenance Manual, chapter 32-41-00. Austin Wilkinson AP3855594

Installed Cotter Pins into center tq link connection and FWD shimmy dampener bolt.
-James McLaughlin AP3782442

33) Lower Cowl: 1)Crack passed stop drill 2) Crack aft RH side of opening. (Marked) 3) Chafe tape as required.**Engine 1:**

Stop drilled cracks IAW AC43.13-1B (with CHANGE 1) page 4-40, par. 4-59. Applied chafe tape were needed. Charles Herr.

QC:-James McLaughlin AP3782442

Reg#:	N4118A
AC S/N:	17280629
FG:	Cessna
Model:	172
A/C Tach Time:	1849.1

A/C Total Time:	12374.9
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8051.1
LT Prop T.T.:	12374.9

34) NLG: Clean and lubricate.

Airframe:

Cleaned and lubricated NLG IAW Cessna 172 (1996 and ON) MM, Chapter 12-21-02. Charles Herr.

QC:-James McLaughlin AP3782442

35) NLG: Steering collar shims damaged. replace.

Airframe:

Removed and replaced nose landing gear steering collar shims with one each P/N 1243030-5 and P/N 1243030-7 shims. Serviced nose strut with 5606 hydraulic fluid and air, found valve stem to be leaking. Deserviced air from strut and removed and replaced NLG valve with new valve P/N S1827-1. Serviced nose strut with air to 45 PSI. Austin Wilkinson AP3855594

36) Pilots Door: Outer handle has broken springs and mechanism needs rigged.

Airframe:

Removed Pilot's cabin door handle and replaced missing spring. Installed and rigged Pilot's cabin door handle. All work done IAW Cessna 172 (1996 and ON) MM, Chapter 52-10-00. Charles Herr.

QC:-James McLaughlin AP3782442

37) Propeller: Spinner Bulkhead Cracked. (2)

Airframe:

Removed and replaced spinner bulkhead. Torqued mounting bolts to 65 ft./lbs. Work done IAW Cessna 172 Maintenance Manual Chapter 61. B. Curtis ap3798521

38) Remove and inspect oil screen

Airframe:

Removed, inspected, and installed IAW Cessna 172 (1996 and ON) MM, Chapter 12-14-02. Charles Herr.

QC: William Flynn AP3746538

39) Replace RH aileron carry through cable.

Airframe:

Removed old cable (-265) and routed new cable.

-James McLaughlin AP3782442

Installed New Carry through cable PN : 0510105-265, Replaced Bushing PN: 0422280 in Cable clevis at bellcrank. Rigged tension and rigged cable IAW Cessna 172 Maintenance Manual. Tension 40 +/- 10, Installed clips. Up travel 19 (20 +/- 1) down travel 15 (15 +/- 1.)

-James McLaughlin AP3782442

40) RH Aileron: Outboard hinge worn, Check pin wear. Replace Hinge if required.

Airframe:

Removed and replaced aileron hinge pin. B. Curtis ap3798521

41) Track & Balance (500 Hr)

Airframe:

Performed Track and balance. Track checked good. Add 13 Grams to flywheel to bring balance to .08 at static.

-James McLaughlin AP3782442

42) Upper Cowl: 1) Replace loose rivets as required on upper cowling around oil door. 2) Chafe tape as required.

Resource Maintenance System

Work Order

Talon Systems

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	1849.1

A/C Total Time:	12374.9
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8051.1
LT Prop T.T.:	12374.9

Engine 1:

Brought up and secured starter wiring away from sump. Charles Herr.

QC:-James McLaughlin AP3782442

27) ENGINE: Throttle and Mixture control stiff.

Airframe:

Degreased throttle and mixture control cables. Charles Herr.

QC:-James McLaughlin AP3782442

28) Firewall: Replace torn shock mount. (4 o'clock)

Airframe:

Removed and replaced shock mount IAW Cessna 172 (1996 and ON) MM, Chapter 71-10-00. Charles Herr.

QC:-James McLaughlin AP3782442

29) Flight controls/ATA 27020-00- Removed rudder and installed on N54210A

Airframe:

Install Nav light mount bracket into tip cap.-James McLaughlin AP3782442

Installed rudder repaired by Associated Aero Service, Under work order number 23124 dated 24/SEP/2018 IAW Cessna 172 M.M. Performed rigging check, Checked good.

-James McLaughlin AP3782442

30) Flight Controls: Lubricate.

Airframe:

Lubricated flight controls IAW 172 M.M.

-James McLaughlin AP3782442

31) Fuel Inj. Line AD

Airframe:

Complied with AD 2015-19-07 by means of visual inspection of Fuel inj. lines and clamps IAW Lycoming SB 342G. NO defects noted. Due again NLT 1849.1 TACH.

-James McLaughlin AP3782442

32) Landing Gear: Repack wheel bearings. (ALL)

Airframe:

Removed, cleaned, repacked, and installed LH and RH main landing gear IAW Cessna 172 (1996 and ON) MM, Chapter 32-40-00. Charles Herr.

QC:-James McLaughlin AP3782442

Removed, cleaned, and repacked nose landing gear wheel bearings IAW Cessna 172 Maintenance Manual, chapter 32-41-00. Austin Wilkinson AP3855594

Installed Cotter Pins into center tq link connection and FWD shimmy dampener bolt.

-James McLaughlin AP3782442

33) Lower Cowl: 1)Crack passed stop drill 2) Crack aft RH side of opening. (Marked) 3) Chafe tape as required.

Engine 1:

Stop drilled cracks IAW AC43.13-1B (with CHANGE 1) page 4-40, par. 4-59. Applied chafe tape were needed. Charles Herr.

QC:-James McLaughlin AP3782442

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	1849.1

A/C Total Time:	12374.9
RT Eng. T.T.:	
RT Prop. T.T.	
LT Eng T.T.:	8051.1
LT Prop T.T.:	12374.9

7) Cabin: Fair leads in overhead need adjusted to ensure carry-through cable doesn't contact RH wing root area.
Airframe:

Adjusted fair leads for the aileron cables. Performed visual inspection. Carry through cable not contacting wing root. B. Curtis ap3798521

8) Cabin: LH Master Cylinder has play at lower attachment point.
Airframe:

IP

9) Cabin: Pilots RH rudder pedal lower attachment bolt to bar loose.
Airframe:

Tightened loose bolt.
-James McLaughlin AP3782442

10) Cabin: Pilots U-joint R&R
Airframe:

Removed and replaced pilot u-joint. B. Curtis ap3798521

11) Cabin: Replace Vacuum Regulator and Instrument Filter.
Airframe:

Removed and replaced vacuum regulator filter and instrument air filter. B. Curtis ap3798521

12) Co-pilots Window: Needs weather stripping installed.
Airframe:

Installed weather stripping on co-pilot window. B. Curtis ap3798521

13) Cowling: Lower: Repair cowling at lower left and right sides where material had been cut out. Deferred from 07-19-2018
Airframe:

Fabricated and installed patches over damaged areas and applied anti-chafe tape.
-James McLaughlin AP3782442

14) Elevator: Adjust Elevator AND Elevator Trim Travels to limits outlined in Cessna 172 M.M.
Airframe:

Adjusted elevator up travel to 28.4. Down travel to 19.4. Adjusted trim tab travel to 22.3 up and 19.5. down. Work done IAW Cessna 172 Maintenance Manual Chapter 27. B. Curtis ap3798521

15) ELT Inspection 91.207
Airframe:

Complied with ELT inspection from FAR 91.207(d). ELT found to be in serviceable condition. Next inspection due 09-2019. B. Curtis ap3798521

16) ENGINE: Manifold drain line, Chafing on #4 Inj. Line and requires zip-tie removed from mount and clamps installed.
Airframe:

Replaced zip ties at engine mount with clamps. Secured drain line away from #4 fuel injection line.
B. Curtis ap3798521

17) ENGINE, Breather tube: Lower clamp oil soaked, May require a clamp to the mount. Also, Worn through by batter box.

Reg#:	N4118A
AC S/N:	17280629
FG:	Cessna
Model:	172
A/C Tach Time:	1849.1

A/C Total Time:	12374.9
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8051.1
LT Prop T.T.:	12374.9

Airframe:

Removed and replaced breather tube and replaced excessively oil soaked or worn clamps IAW Cessna 172 (1996 and ON) MM, Chapter 71-70-00. Charles Herr.

QC:-James McLaughlin AP3782442

18) ENGINE, Induction Air: Clean and inspect filter.**Engine 1:**

Cleaned filter and inspected, passed. Jake Young

QC:-James McLaughlin AP3782442

19) ENGINE, Induction: Drain line worn through. R&R**Engine 1:**

Removed and replaced induction drain line. B. Curtis ap3798521

20) ENGINE, Induction: R&R Duct PN: S3297-1.**Engine 1:**

R&R air Duct & tightened air duct clamps . Ali Abdulkareem P-pending

21) ENGINE: #1&3 Baffle spring Fwd Attachment point requires repair.**Airframe:**

Removed and replaced baffle rod due to excessive wear. Placed end of rod in a different forward hole. Charles Herr.

QC: Integrity not compromised, New spring ok for service. -James McLaughlin AP3782442

22) ENGINE: Alt belt tension low, Verfiy condition of pivot bolt and appropriate Hardware.**Airframe:**

Adjusted alternator belt tension to slip between 7 and 9 ft./lbs. Safetied pivot bolt. Work done IAW Cessna 172 Maintenance Manual Chapter 24-20-00. B. Curtis ap3798521

23) Engine: Lower RH Lord Mount Oil Soaked.**Airframe:**

Removed and replaced lower RH lord mount. Torqued bolt to 500 in./lbs. Work done IAW Cessna 172 Maintenance Manual. B. Curtis ap3798521

24) ENGINE: Oil Fill Tube gasket, R&R.**Airframe:**

Replaced oil fill tube gasket. Cameron Falls

QC: Austin Wilkinson AP3855594

25) ENGINE: R&R Tach drive seal, Perform closer inspection on cable end.**Engine 1:**

Removed and replaced tach drive seal. Performed visual inspection of cable end. Cable end found to be in serviceable condition. B. Curtis ap3798521

26) ENGINE: Starter wiring needs brought up away from sump.**Engine 1:**

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	1849.1

Talon Systems

A/C Total Time:	12374.9
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8051.1
LT Prop T.T.:	12374.9

7) Cabin: Fair leads in overhead need adjusted to ensure carry-through cable doesn't contact RH wing root area.
Airframe:

Adjusted fair leads for the aileron cables. Performed visual inspection. Carry through cable not contacting wing root. B. Curtis ap3798521

8) Cabin: LH Master Cylinder has play at lower attachment point.

Airframe:

IP

9) Cabin: Pilots RH rudder pedal lower attachment bolt to bar loose.

Airframe:

Tightened loose bolt.
-James McLaughlin AP3782442

10) Cabin: Pilots U-joint R&R

Airframe:

Removed and replaced pilot u-joint. B. Curtis ap3798521

11) Cabin: Replace Vacuum Regulator and Instrument Filter.

Airframe:

Removed and replaced vacuum regulator filter and instrument air filter. B. Curtis ap3798521

12) Co-pilots Window: Needs weather stripping installed.

Airframe:

Installed weather stripping on co-pilot window. B. Curtis ap3798521

13) Cowling: Lower: Repair cowling at lower left and right sides where material had been cut out. Deferred from 07-19-2018

Airframe:

Fabricated and installed patches over damaged areas and applied anti-chafe tape.
-James McLaughlin AP3782442

14) Elevator: Adjust Elevator AND Elevator Trim Travels to limits outlined in Cessna 172 M.M.

Airframe:

Adjusted elevator up travel to 28.4. Down travel to 19.4. Adjusted trim tab travel to 22.3 up and 19.5. down. Work done IAW Cessna 172 Maintenance Manual Chapter 27. B. Curtis ap3798521

15) ELT Inspection 91.207

Airframe:

Complied with ELT inspection from FAR 91.207(d). ELT found to be in serviceable condition. Next inspection due 09-2019. B. Curtis ap3798521

16) ENGIN: Manifold drain line, Chafing on #4 Inj. Line and requires zip-tie removed from mount and clamps installed.

Airframe:

Replaced zip ties at engine mount with clamps. Secured drain line away from #4 fuel injection line.
B. Curtis ap3798521

17) ENGINE, Breather tube: Lower clamp oil soaked, May require a clamp to the mount. Also, Worn through by batter box.

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	1849.1

Talon Systems

A/C Total Time:	12374.9
RT Eng. T.T.:	
RT Prop. T.T.	
LT Eng T.T.:	8051.1
LT Prop T.T.:	12374.9

Description of Work to be Performed

- 1) *Battery box- Battery box is cracked at upper inboard rivet. (marked)
- 2) *Elevator, RH: Loose rivet in Tq Tube around fitting end.
- 3) *Tail Cone: Aft rivets head sheered off, replace.
- 4) 100 Hour Inspection
- 5) Annual Inspection
- 6) Battery Capacity Check
- 7) Cabin: Fair leads in overhead need adjusted to ensure carry-through cable doesn't contact RH wing root area.
- 8) Cabin: LH Master Cylinder has play at lower attachment point.
- 9) Cabin: Pilots RH rudder pedal lower attachment bolt to bar loose.
- 10) Cabin: Pilots U-joint R&R
- 11) Cabin: Replace Vacuum Regulator and Instrument Filter.
- 12) Co-pilots Window: Needs weather stripping installed.
- 13) Cowling: Lower: Repair cowling at lower left and right sides where material had been cut out. Deferred from 07-19-2018
- 14) Elevator: Adjust Elevator AND Elevator Trim Travels to limits outlined in Cessna 172 M.M.
- 15) ELT Inspection 91.207
- 16) ENGEIN: Manifold drain line, Chafing on #4 Inj. Line and requires zip-tie removed from mount and clamps installed.
- 17) ENGINE, Breather tube: Lower clamp oil soaked, May require a clamp to the mount. Also, Worn through by batter box.
- 18) ENGINE, Induction Air: Clean and inspect filter.
- 19) ENGINE, Induction: Drain line worn through. R&R
- 20) ENGINE, Induction: R&R Duct PN: S3297-1.
- 21) ENGINE: #1&3 Baffle spring Fwd Attachment point requires repair.
- 22) ENGINE: Alt belt tension low, Verfiy condition of pivot bolt and appropriate Hardware.
- 23) Engine: Lower RH Lord Mount Oil Soaked.
- 24) ENGINE: Oil Fill Tube gasket, R&R.
- 25) ENGINE: R&R Tach drive seal, Perform closer inspection on cable end.
- 26) ENGINE: Starter wiring needs brought up away from sump.
- 27) ENGINE: Throttle and Mixture control stiff.
- 28) Firewall: Replace torn shock mount. (4 o'clock)
- 29) Flight controls/ATA 27020-00- Removed rudder and installed on N54210A
- 30) Flight Controls: Lubricate.
- 31) Fuel Inj. Line AD
- 32) Landing Gear: Repack wheel bearings. (ALL)
- 33) Lower Cowl: 1)Crack passed stop drill 2) Crack aft RH side of opening. (Marked) 3) Chafe tape as required.
- 34) NLG: Clean and lubricate.
- 35) NLG: Steering collar shims damaged. replace.
- 36) Pilots Door: Outer handle has broken springs and mechanism needs rigged.
- 37) Propeller: Spinner Bulkhead Cracked. (2)
- 38) Remove and inspect oil screen
- 39) Replace RH aileron carry through cable.
- 40) RH Aileron: Outboard hinge worn, Check pin wear. Replace Hinge if required.

Reg#: N4118A
 AC S/N: 17280629
 G: Cessna
 Model: 172
 A/C Tach Time: 1849.1

A/C Total Time: 12374.9
 RT Eng. T.T.:
 RT Prop. T.T.:
 LT Eng T.T.: 8051.1
 LT Prop T.T.: 12374.9

- 41) Track & Balance (500 Hr)
 42) Upper Cowl: 1) Replace loose rivets as required on upper cowling around oil door. 2) Chafe tape as required.
 43) Wings, Fuel caps: Leak check and verify operation of fuel vent.

Maintenance/Repairs Performed

- 1) *Battery box- Battery box is cracked at upper inboard rivet. (marked)

Airframe:

Stripped area and performed Dye Penetrant inspection on the area. Crack only existed in the paint. Reapplied paint to area. No further action required.
 -James McLaughlin AP3782442

- 2) *Elevator, RH: Loose rivet in Tq Tube around fitting end.

Airframe:

Removed Worn Rivets and performed inspection on fitting (Adapter) and tq tube. Found to be in serviceable condition. Replaced worn rivets with new AN470AD5-5 rivets (6). Reinstalled RH Elevator IAW Cessna 172 M.M.
 -James McLaughlin AP3782442

- 3) *Tail Cone: Aft rivets head sheered off, replace.

Airframe:

Drilled out rivet and installed new CR3243-5-7 Rivet. Reinstalled Tail tie down.
 -James McLaughlin AP3782442

- 4) 100 Hour Inspection

Airframe:

See Annual inspection for sign-off.

- 5) Annual Inspection

Airframe:

I certify this AIRFCRAFT has been inspection IAW an ANNUAL inspection and a list of discrepancies and unairworthy items dated 9/13/18 has been provided to the Spartan Maintenance Department under WO# 2018 01649 for correction.
 -James McLaughlin AP3782442

RTS STATEMENT ENTERED INTO LOGBOOK, SEE TEST FLIGHT SQUAWK FOR RUDDER INSTALLATION..

Engine 1:

I certify this AIRFCRAFT has been inspection IAW an ANNUAL inspection and a list of discrepancies and unairworthy items dated 9/13/18 has been provided to the Spartan Maintenance Department under WO# 2018 01649 for correction.
 -James McLaughlin AP3782442

Propeller 1:

I certify this AIRFCRAFT has been inspection IAW an ANNUAL inspection and a list of discrepancies and unairworthy items dated 9/13/18 has been provided to the Spartan Maintenance Department under WO# 2018 01649 for correction.
 -James McLaughlin AP3782442

Battery Capacity Check

Airframe:

Performed battery capacitance check. Check found good. Passed with a 91. B. Curtis ap3798521

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	1849.1

Talon Systems

A/C Total Time:	12374.9
RT Eng. T.T.:	
RT Prop. T.T.	
LT Eng T.T.:	8051.1
LT Prop T.T.:	12374.9

Description of Work to be Performed

- 1) *Battery box- Battery box is cracked at upper inboard rivet. (marked)
- 2) *Elevator, RH: Loose rivet in Tq Tube around fitting end.
- 3) *Tail Cone: Aft rivets head sheered off, replace.
- 4) 100 Hour Inspection
- 5) Annual Inspection
- 6) Battery Capacity Check
- 7) Cabin: Fair leads in overhead need adjusted to ensure carry-through cable doesn't contact RH wing root area.
- 8) Cabin: LH Master Cylinder has play at lower attachment point.
- 9) Cabin: Pilots RH rudder pedal lower attachment bolt to bar loose.
- 10) Cabin: Pilots U-joint R&R
- 11) Cabin: Replace Vacuum Regulator and Instrument Filter.
- 12) Co-pilots Window: Needs weather stripping installed.
- 13) Cowling: Lower: Repair cowling at lower left and right sides where material had been cut out. Deferred from 07-19-2018
- 14) Elevator: Adjust Elevator AND Elevator Trim Travels to limits outlined in Cessna 172 M.M.
- 15) ELT Inspection 91.207
- 16) ENGEIN: Manifold drain line, Chafing on #4 Inj. Line and requires zip-tie removed from mount and clamps installed.
- 17) ENGINE, Breather tube: Lower clamp oil soaked, May require a clamp to the mount. Also, Worn through by batter box.
- 18) ENGINE, Induction Air: Clean and inspect filter.
- 19) ENGINE, Induction: Drain line worn through. R&R
- 20) ENGINE, Induction: R&R Duct PN: S3297-1.
- 21) ENGINE: #1&3 Baffle spring Fwd Attachment point requires repair.
- 22) ENGINE: Alt belt tension low, Verfiy condition of pivot bolt and appropriate Hardware.
- 23) Engine: Lower RH Lord Mount Oil Soaked.
- 24) ENGINE: Oil Fill Tube gasket, R&R.
- 25) ENGINE: R&R Tach drive seal, Perform closer inspection on cable end.
- 26) ENGINE: Starter wiring needs brought up away from sump.
- 27) ENGINE: Throttle and Mixture control stiff.
- 28) Firewall: Replace torn shock mount. (4 o'clock)
- 29) Flight controls/ATA 27020-00- Removed rudder and installed on N54210A
- 30) Flight Controls: Lubricate.
- 31) Fuel Inj. Line AD
- 32) Landing Gear: Repack wheel bearings. (ALL)
- 33) Lower Cowl: 1)Crack passed stop drill 2) Crack aft RH side of opening. (Marked) 3) Chafe tape as required.
- 34) NLG: Clean and lubricate.
- 35) NLG: Steering collar shims damaged. replace.
- 36) Pilots Door: Outer handle has broken springs and mechanism needs rigged.
- 37) Propeller: Spinner Bulkhead Cracked. (2)
- 38) Remove and inspect oil screen
- 39) Replace RH aileron carry through cable.
- 40) RH Aileron: Outboard hinge worn, Check pin wear. Replace Hinge if required.

WO#: 2018 01951

RMS

Resource Maintenance System

Work Order

Talon Systems

Date Started: 10/29/18

Date Completed: 11/01/18

Reg#: N4118A
 AC S/N: 17280629
 MFG: Cessna
 Model: 172
 A/C Tach Time: 1948.8

A/C Total Time: 12474.6
 RT Eng. T.T.:
 RT Prop. T.T.:
 LT Eng T.T.: 8150.8
 LT Prop T.T.: 12474.6

Qty	Part#	Description	Serial#	Cost	Sub Total
3	71973	GASKET, INTAKE		1.04	3.12
2	77611	GASKET, EXHAUST		5.77	11.54
1	0711001-59	PIN, HINGE		17.68	17.68
1	LW13792	SEAL		11.16	11.16
1	0552231-1	BULKHEAD, SPINNER		735.38	735.38
2	SPARTAN TAIL	TAIL LOGO DECAL		40.00	80.00
1	MC565-548-041	CABLE, MIXTURE CONTROL		254.90	254.90
2	600-6 6 PLY, CESSNA	TIRE		72.00	144.00
2	600-6	TUBE, TIRE		47.12	94.24
1	P198281	AIR FILTER		104.24	104.24
2	S3353-1	LAMP		49.38	98.76
1	0501136-2	BEZEL		152.19	152.19
1	172	100 Hour Service Kit, 172		22.64	22.64

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor 908.66
 Parts 1,729.85
TOTAL: 2,638.51

Maintenance Release

The aircraft, airframe, aircraft engine, propeller or appliance identified above, was inspected and repaired in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this Work Order.

Date: 10/11/18 Signed: [Signature] N3507715

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

RMS

Resource Maintenance System
Work Order

Talon Systems

Date Started: 10/29/18

Date Completed: 11/01/18

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	1948.8

A/C Total Time:	12474.6
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8150.8
LT Prop T.T.:	12474.6

Airframe:

QC: William Flynn AP3746538

28) NLG: Clean and lubricate NLG

Airframe:

Cleaned and Lubricated NLG.
-James McLaughlin AP3782442

29) PROPELLER: Prop spinner bulkhead cracked.

Propeller 1:

Indexed and removed propeller and flywheel. Austin Wilkinson AP3855594

Installed new prop spinner bulkhead and installed propeller IAW Cessna 172 MM. Torqued to 60 ft lbs. Used .041 safety wire. Set tension to alternator belt at 9 ft lbs. Joshua West AP3907715

30) RUDDER: Apply school graphics to both side of the rudder.

Airframe:

LH Side of rudder decal application complete.

MMolzahn A&P/IA 3308009

RH decal is not the proper mirror image.

*****Awaiting proper RH rudder decal.

31) WING: Under wing root panel inboard side of RH flap has counter sink screw install that is not seating.

Airframe:

Removed incorrect countersunk screw and replaced with proper sized countersunk screw. Luke Carley AP 4075240

32) WINGS: Perform operational check of fuel tank vents and leak check fuel caps.

Airframe:

Leak checked fuel caps and checked operation of fuel vent. Fuel tank vent found to be operational and no leaks from fuel caps. William Flynn AP3746538

Labor

Josh	3.5	003:30	Will	1.3	001:15	James	2.8	002:47	Adriana	0.8	000:47
Austin	1.4	001:24	lcarley	6.8	006:44	Michael	16.3	016:18			

Total Labor Hours: 32.8 32:45

Parts Used

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	1948.8

A/C Total Time:	12474.6
RT Eng. T.T.:	
RT Prop. T.T.	
LT Eng T.T.:	8150.8
LT Prop T.T.:	12474.6

Engine 1:

Removed the old safety, tightened the oil fill tube, and safetied the oil fill tube. Luke Carley AP 4075240

19) ENGINE: Repair corner of LH rear baffle above #4 cylinder.**Engine 1:**

Blended out damage to remove rough edges where cracking could start and adjusted the tinnerman plate to no longer rub into the baffling. Luke Carley AP 4075240

20) ENGINE: Replace #1 and #2 cylinder exhaust gaskets**Engine 1:**

Removed and replaced cyl. #1 and #2 exhaust gaskets, P/N 77611. Luke Carley AP 4075240

21) ENGINE: Verify magneto timing after crankshaft seal replacement.**Engine 1:**

Verified magneto timing. Joshua West AP3907715

22) FLIGHT CONTROLS: Lubricate flight controls after aircraft wash**Airframe:**

lubricated flight controls. Joshua West AP3907715

23) Fuel Inj. Line AD**Airframe:**

Accomplished AD 2015-19-07 by means of visual inspection of fuel injection lines and hardware IAW Lycoming SB 342G. Next due at airframe TT: 12574.6 hour and tach time: 2048.8 hours.

MMolzahn A&P/IA 3308009

24) HORIZONTAL STABILIZER: LH Tip cap needs a crack stop drilled.**Airframe:**

Stop drilled crack emanating from inboard side of the LH tip cap. Luke Carley AP 4075240

25) Induction filter AD84-26-02**Airframe:**

Replace air induction air filter p/n: P198281 IAW AD 84-26-02. Next due at tach time: 2448.8 hours.

MMolzahn A&P/IA 3308009

26) MLG: LH MLG Tire worn**Airframe:**

Removed and replaced tube and tire on LH MLG wheel. Repacked bearings, torqued wheel half bolts to 90 in/lbs, and inflated tire to 28 psi. Installed wheel on to aircraft and tightened brake pad bolts to 90 in/lbs. Jake Young

QC: William Flynn AP3746538

27) MLG: RH MLG Tire worn**Airframe:**

Removed and replaced tube and tire on RH MLG wheel. Repacked bearings, torqued wheel half bolts to 90 in/lbs, and inflated tire to 28 psi. Installed wheel on to aircraft and tightened brake pad bolts to 90 in/lbs. Jake Young

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	1948.8

A/C Total Time:	12474.6
RT Eng. T.T.:	
RT Prop. T.T.	
LT Eng T.T.:	8150.8
LT Prop T.T.:	12474.6

Airframe:

Installed new Vac Reg Filter.
-James McLaughlin AP3782442

- 10) **ENGINE COWLING: LOWER: Loose rivets on each side of the reinforcement that loops NLG opening.**

Airframe:

Replaced both rivets.

MMolzahn A&P/IA 3308009

- 11) **ENGINE: #2 and #4 cylinder intake gaskets leaking**

Engine 1:

Removed old gaskets and installed new intake gaskets, P/N 71973, and new lock-washers on cylinders #2 and #4. Luke Carley AP 4075240

- 12) **ENGINE: #3 cylinder intake gasket leaking.**

Engine 1:

Removed old gasket and installed new intake gasket P/N 71973 and new lock-washer on cylinder #3.
Luke Carley AP 4075240

- 13) **ENGINE: Between cylinder baffle on #1 and #3 cylinders not installed properly and is chaffing #1 cylinder oil return line.**

Engine 1:

Reseated the spring to sit underneath the inter-cylinder baffle and seated the inter-cylinder baffle correctly. Baffle no longer chaffing #1 cylinder oil return line. Luke Carley AP 4075240

- 14) **ENGINE: Crankshaft seal leaking**

Engine 1:

Removed and replaced crankshaft seal P/N LW-13792. Cure started on 10-30-2018 at 22:56. Austin Wilkinson AP3855594

- 15) **ENGINE: Forward RH baffle has screw that is too short**

Engine 1:

Removed improper sized screw and installed proper sized screw. Luke Carley AP 4075240

- 16) **ENGINE: Ignition leads need to have the B-nut's etched with cylinder locations.**

Engine 1:

Etched all ignition lead B-Nuts with respective lead numbers and top or bottom orientation. Luke Carley AP 4075240

- 17) **Engine: Mixture control stiff during pre-inspection run-up**

Engine 1:

Mixture control is excessively stiff, cleaning didn't improve performance. Replacement of the mixture control cable required. Luke Carley AP 4075240

Removed Old Mixture cable and installed new cable FAA-PMA PN: MC565-548-041. Verified Travels IAW Cessna 172 Maintenance Manual.
-James McLaughlin AP3782442

- 18) **ENGINE: Oil Fill Tube loose**

Engine 1:

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	1948.8

A/C Total Time:	12474.6
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8150.8
LT Prop T.T.:	12474.6

Airframe:

The airframe has been inspected IAW 100 hour inspection. The airframe was inspected and found to be in an unairworthy condition at this time. A list of discrepancies are listed in work order 201801951 dated 10/29/2018.

MMolzahn A&P/IA 3308009

*****All three items require RTS statements*****

Engine 1:

The engine has been inspected IAW 100 hour inspection. The engine was inspected and found to be in an unairworthy condition at this time. A list of discrepancies are listed in work order 201801951 dated 10/29/2018.

MMolzahn A&P/IA 3308009

Propeller 1:

The propeller has been inspected IAW 100 hour inspection. The propeller was inspected and found to be in an unairworthy condition at this time. A list of discrepancies are listed in work order 201801951 dated 10/29/2018.

MMolzahn A&P/IA 3308009

3) CABIN: Air vent cover on the pilot side foot area is broken.

Airframe:

Removed old Bezel and installed new Bezel P/N 0501136-2. William Flynn AP3746538

4) CABIN: Co-Pilot's door hold open pin is worn

Airframe:

Removed and replaced both co-pilot's door hold open clevis pins. Ops checked co-pilot's door hold open, ops check good. Austin Wilkinson AP3855594

5) CABIN: Co-Pilot's door upper hinge worn

Airframe:

Removed and replaced co-pilot's upper hinge pin. Ops checked co-pilot's door, ops check good. Austin Wilkinson AP3855594

6) CABIN: Co-Pilot's Pouch needs re-secured to the side wall.

Airframe:

Re-secured co-pilot's pouch to side wall. Austin Wilkinson AP3855594

7) Cabin: Instrument panel; EGT-Fuel Flow light inop

Airframe:

Removed EGT- Fuel flow indicator, Removed and replaced lamp P/N S3353-1. Reinstalled EGT/Fuel flow indicator. OPS checked okay. William Flynn AP3746538

8) CABIN: MLG Torque Box floorboard screws loose LH and RH

Airframe:

Tightened LH and RH MLG Torque box screws.
-James McLaughlin AP3782442

9) Cabin: Replace vacuum regulator filter

Airframe:

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	1948.8

A/C Total Time:	12474.6
RT Eng. T.T.:	
RT Prop. T.T.	
LT Eng T.T.:	8150.8
LT Prop T.T.:	12474.6

Description of Work to be Performed

- 1) *WASH AIRCRAFT PRIOR TO RTS
- 2) 100 Hour Inspection
- 3) CABIN: Air vent cover on the pilot side foot area is broken.
- 4) CABIN: Co-Pilot's door hold open pin is worn
- 5) CABIN: Co-Pilot's door upper hinge worn
- 6) CABIN: Co-Pilot's Pouch needs re-secured to the side wall.
- 7) Cabin: Instrument panel; EGT-Fuel Flow light inop
- 8) CABIN: MLG Torque Box floorboard screws loose LH and RH
- 9) Cabin: Replace vacuum regulator filter
- 10) ENGINE COWLING: LOWER: Loose rivets on each side of the reinforcement that loops NLG opening.
- 11) ENGINE: #2 and #4 cylinder intake gaskets leaking
- 12) ENGINE: #3 cylinder intake gasket leaking.
- 13) ENGINE: Between cylinder baffle on #1 and #3 cylinders not installed properly and is chaffing #1 cylinder oil return line.
- 14) ENGINE: Crankshaft seal leaking
- 15) ENGINE: Forward RH baffle has screw that is too short
- 16) ENGINE: Ignition leads need to have the B-nut's etched with cylinder locations.
- 17) Engine: Mixture control stiff during pre-inspection run-up
- 18) ENGINE: Oil Fill Tube loose
- 19) ENGINE: Repair corner of LH rear baffle above #4 cylinder.
- 20) ENGINE: Replace #1 and #2 cylinder exhaust gaskets
- 21) ENGINE: Verify magneto timing after crankshaft seal replacement.
- 22) FLIGHT CONTROLS: Lubricate flight controls after aircraft wash
- 23) Fuel Inj. Line AD
- 24) HORIZONTAL STABILIZER: LH Tip cap needs a crack stop drilled.
- 25) Induction filter AD84-26-02
- 26) MLG: LH MLG Tire worn
- 27) MLG: RH MLG Tire worn
- 28) NLG: Clean and lubricate NLG
- 29) PROPELLER: Prop spinner bulkhead cracked.
- 30) RUDDER: Apply school graphics to both side of the rudder.
- 31) WING: Under wing root panel inboard side of RH flap has counter sink screw install that is not seating.
- 32) WINGS: Perform operational check of fuel tank vents and leak check fuel caps.

Maintenance/Repairs Performed

- 1) *WASH AIRCRAFT PRIOR TO RTS
Airframe:
Aircraft wash is not needed at this time. Joshua West AP3907715
- 2) 100 Hour Inspection
Airframe:

WO#: 2018 02165

RMS

Resource Maintenance System

Work Order

Talon Systems

Date Started: 12/03/18

Date Completed: 12/08/18

Reg#: N4118A
 AC S/N: 17280629
 MFG: Cessna
 Model: 172
 A/C Tach Time: 2048.2

A/C Total Time: 12574.0
 RT Eng. T.T.:
 RT Prop. T.T.:
 LT Eng T.T.: 8250.2
 LT Prop T.T.: 12574.0

Qty	Part#	Description	Serial#	Cost	Sub Total
6	MS21333-75	CLAMP		0.00	0.00
1	S2319-24	GROMMET		2.52	2.52
1	MS21919WDG3	CLAMP, CUSHION		0.47	0.47
1	REM38E	SPARK PLUG		23.10	23.10
1	B100142-1	GASKET, FUEL CAP		11.52	11.52
8	MS24693S50	SCREW		0.05	0.40
1	0552231-1	BULKHEAD, SPINNER		735.38	735.38
1	M83248-1-011	ORING		0.18	0.18
1	71973	GASKET, INTAKE		0.92	0.92
1	S2319-50	RECEPTACIE		6.73	6.73
1	S3895-1	BEARING		131.83	131.83
1	AN931-3-5	GROMMET		0.15	0.15
2	S1908-20	PLUG		1.48	2.96
2	LW12681	GASKET, MAGNETO		1.38	2.76
1	LW12098-0-180	TUBE ASSY, FUEL		184.37	184.37
8	105-00200	RIVET, BRAKE		0.36	2.88
4	066-10500	LINING, BRAKE		10.44	41.76
1	0711021-9	SPRING		8.48	8.48
1	152, 172 Strainer Kit	Fuel Strainer Kit for 152, 172		0.84	0.84
1	172	100 Hour Service Kit, 172		23.15	23.15

Technician Release
 Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	2,345.18
Parts	1,180.40
TOTAL:	3,525.58

Maintenance Release
 The aircraft, airframe, aircraft engine, propeller or appliance identified above, was inspected and repaired in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this Work Order.
 Date: 12/08/18 Signed: [Signature]
 123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2048.2

A/C Total Time:	12574.0
RT Eng. T.T.:	
RT Prop. T.T.	
LT Eng T.T.:	8250.2
LT Prop T.T.:	12574.0

Airframe:

MMolzahn A&P/IA 3308009

45) TIRES: Verify tire pressure in all three tires are to standard for 172R.

Airframe:

Inflated MLG tires to 29 psi and NLG tire to 34 psi. Cameron Falls

QC: Joshua West AP3907715

46) Transponder

Airframe:

Straus ADS-B installed in October 2018. Transponder certification completed by KRT Aviation under Bill Denton Aviation CRS Q6DR312Y. Refer to work order #2404 for details. Due NLT October 2020
- Aldo Ferrari AP3700919

47) VERTICAL FIN: Red Beacon Fairing cracked past stop drill.

Airframe:

Stop drilled and applied epoxy to the fairing.

MMolzahn A&P/IA 3308009

48) WING: LH: Landing/taxi light bracket has worn screws as marked.

Airframe:

Replaced the 8 stripped out screws.

MMolzahn A&P/IA 3308009

49) WING: RH: WING ROOT: Forward under wing panel has a loose screw.

Airframe:

Found rivnut to be loose. Replaced rivnut and installed new screw. Adriana Durfee AP3942138

50) WINGS: Perform operational check of the fuel tank vents and leak check fuel caps.

Airframe:

Performed ops check on fuel vent. Fuel vent is good. Performed leak check on fuel caps. Leaks found on RH fuel caps. Corrected by replacing the fuel cap gasket. Cameron Falls

QC: William Flynn AP3746538

Labor

Michael	13.9	013:54	Josh	0.6	000:36	Charles	13.10	013:56	Leslie	12.5	012:30
James	3.3	003:14	Adriana	6.5	006:28	Austin	2.8	002:45			

Total Labor Hours: 53.4 53:23

Parts Used

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2048.2

A/C Total Time:	12574.0
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8250.2
LT Prop T.T.:	12574.0

Airframe:

Performed 500 hour magneto inspection on right hand magneto P/N 4371 S/N 15120945 in accordance with Unison L-1363C 4300/6300 series Magneto Maintenance and Overhaul manual.
Michael Galutza AP3871967

Installed and timed both magnetos to 25 degrees BTC. Luke Carley AP 4075240

38) MLG: BRAKES: Replace brake linings LH/RH

Airframe:

Replaced LH/RH MLG brake pads.

MMolzahn A&P/IA 3308009

39) NLG: Clean and lubricate NLG

Airframe:

Cleaned and lubricated NLG. Leslie Jeter AP3837722

40) NLG: Torque links have play at all three points.

Airframe:

Removed and replaced middle torque link bolt, washer, and cotter pin, this removed the center torque link play. Removed and inspected top torque link bolt, found it to be in serviceable condition, reinstalled using new cotter pin, once the hardware was tight and safetied the play was removed. Removing the play at the center and top points mitigated the play at the lower torque link point.
Leslie Jeter AP3837722

41) Propeller: Dress leading edge.

Propeller 1:

Dressed leading edges of the Propeller.

-James McLaughlin AP3782442

42) Propeller: Forward Bulkhead: Cracked

Propeller 1:

Removed and replaced forward spinner bulkhead, P/N 0552231-1. Luke Carley AP 4075240

*****PROP INSTALLED BUT NOT TORQUED, SEE "CORRODED BOLTS" PASSDOWN*****

Installed Propeller IAW Cessna 172 Service Manual, TQ'd to 65 Ft. lbs. and Safetied. Bolts provided by N9918F in serviceable condition.

-James McLaughlin AP3782442

43) Propeller: Prop bolts corroded, replace

Airframe:

Propeller 1:

Installed Propeller IAW Cessna 172 Service Manual, TQ'd to 65 Ft. lbs. and Safetied. Bolts provided by N9918F in serviceable condition.

-James McLaughlin AP3782442

44) RUDDER: Finish installing Spartan Decal on RH side of the rudder.

Airframe:

Applied Spartan Decal to the RH side of the rudder.

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2048.2

Resource Maintenance System
Work Order

Talon Systems

A/C Total Time:	12574.0
RT Eng. T.T.:	
RT Prop. T.T.	
LT Eng T.T.:	8250.2
LT Prop T.T.:	12574.0

Engine 1:

Removed propeller and flywheel to inspect the prop seal. Prop seal is not leaking. Leak suspected to be the lower forward engine crankcase bolt. Luke Carley AP 4075240

29) Engine: Torque check all cylinder base nuts.**Engine 1:**

Torque checked, cylinder hold down nuts, no movement detected on any cylinders. Luke Carley AP 4075240

30) Engine: Torque check oil sump and crankcase**Engine 1:**

Torque checked crankcase, accessory housing, and oil sump to 100"lbs for the 1/4" nuts and 300"lbs for the 3/8" nuts. No movement detected on the crankcase halves or the oil sump. Movement of about a 1/4 turn was found on the accessory housing bolts, all bolts. Luke Carley AP 4075240

31) FLAP: RH: Apply anti-chafe tape behind flap rod attachment.**Airframe:**

Applied anti-chafe tape. Cameron Falls

QC: Joshua West AP3907715

32) FLIGHT CONTROLS: Lubricate flight controls after maintenance actions are completed.**Airframe:**

Lubricated flight controls. Leslie Jeter AP3837722

33) Fuel Inj. Line AD**Airframe:**

Complied with fuel injection line AD 2015-19-07 by means of visual inspection IAW Lycoming S/B 342G. Cyl. 3 fuel injection line was replaced, see related squawk under this W/O. Complied with AD 2015-19-07 again following replacement of #3 Cyl. fuel injection line by means of visual inspection IAW Lycoming S/B 342G. No defects noted at this time. AD 2015-19-07 next due at Tach: 2148.2, AFTT: 12674.0. Austin Wilkinson AP3855594

34) Fuel Inj. Nozzle Clean**Airframe:**

Removed, cleaned, and installed all fuel injector nozzles IAW Cessna 172 (1996 & ON) MM, Chapter 73-00-01. Charles Herr AP PENDING

35) Fuel Strainer, Service**Airframe:**

Disassembled, inspected, cleaned, replaced O-rings, reassembled, and saftied fuel strainer IAW Cessna 172 (1996 & ON) MM, Chapter 28-20-00, 73-00-00, and 20-12-00 and AC43.13-1B Chapter 8, Section 2. Charles Herr AP PENDING

36) HORIZONTAL STABILIZER: RH: TRIM TAB ACTUATOR: Needs to be lubricated with black molly grease.**Airframe:**

Lubricated trim tab actuator with black molly grease. Leslie Jeter AP3837722

37) Magneto Inspection**Airframe:**

Removed and Performed 500HR Magneto inspection on LH Magneto P/N: 4371 S/N: 15110898 IAW Unison L1363C 4300/6300 series Magneto Maintenance and Overhaul Manual. Leslie Jeter AP3837722

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2048.2

A/C Total Time:	12574.0
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8250.2
LT Prop T.T.:	12574.0

Engine 1:

Replaced anti-chafe tape. And repainted upper cowling with primer. Cameron Falls

QC: Joshua West AP3907715

19) ELEVATOR: RH: Trim Tab aft bushing/bearing worn.**Airframe:**

Removed and replaced right elevator trim tab aft bearing P/N S3895-1 with new bearing. Austin Wilkinson AP3855594

20) Engine: Exhaust: EGT Probe: Insulation/metal braid damaged at probe end.**Engine 1:**

Inspected EGT wire and no exposed wires found. Found to be serviceable at this time. Charles Herr AP PENDING

Q/C: James McLaughlin AP3782442

21) Engine: Fuel: Control: Throttle Cable: Stiff**Engine 1:**

Loosened throttle cable stiffness by cleaning oil off of fuel servo end of throttle cable with CK Power Solve. Charles Herr AP PENDING

22) Engine: Fuel: Injection Line: Cyl. 3: Cracked**Engine 1:**

Removed and replaced #3 cylinder fuel injection line IAW Lycoming Service Bulletin No. 342G. Charles Herr AP PENDING

23) Engine: Ignition: Cyl. 1: Lower sparkplug insulation cracked/broken**Engine 1:**

Replaced spark plug. Cameron Falls

QC: William Flynn AP3746538

24) Engine: Oil Fill Tube: Loose**Engine 1:**

Tightened oil fill tube and re-safetied. Adriana Durfee AP3942138

25) ENGINE: Oil temperature sending unit not saftied.**Airframe:**

Saftied oil temperature sending unit IAW Cessna 172 (1996 & ON) MM, Chapter 20-12-00. Charles Herr AP PENDING

26) Engine: Oil: Return Lines: Cyl. 1&3: Return line hoses cracking**Engine 1:**

Removed and replaced the flex line tubing for the #1 and #3 cyl. oil return lines. Luke Carley AP 4075240

27) Engine: Oil: Return Lines: Cyl. 2&4: Return line hoses leaking**Engine 1:**

Removed and replaced the flex line tubing for the #2 and #4 cyl. oil return lines. Luke Carley AP 4075240

28) Engine: Prop Seal: Remove propeller and flywheel to inspect prop seal for leaks.

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2048.2

Resource Maintenance System
Work Order

Talon Systems

A/C Total Time:	12574.0
RT Eng. T.T.:	
RT Prop. T.T.	
LT Eng T.T.:	8250.2
LT Prop T.T.:	12574.0

Airframe:

Removed and replaced elastic string of pilot's side panel pouch. Austin Wilkinson AP3855594

8) CABIN: PILOT's side floor vent has come loose.**Airframe:**

Re-installed pilot side floor vent. Adriana Durfee AP3942138

9) CABIN: Replace vacuum regulator filter**Airframe:**

Replaced vacuum regulator filter IAW Cessna 172 (1996 & ON) MM, Chapter 37-10-00. Charles Herr AP PENDING

10) Cowling: Lower: Blend sharp edges.**Engine 1:**

Blended sharp edges. Charles Herr AP PENDING

11) Cowling: Lower: Loose rivet**Engine 1:**

Removed and replaced rivet IAW Cessna 172 (1996 & ON) SRM, Chapter 51-40-00. Charles Herr AP PENDING

12) Cowling: Lower: Reinforcement bracket cracked at patch**Engine 1:**

Stop drilled crack and filled hole with AN rivet IAW AC43.13-1B, Chapter 4, Section 4. Charles Herr AP PENDING

13) Cowling: Lower: Replace anti-chafe tape as necessary.**Engine 1:**

Re-applied anti-chafe tape as needed. Adriana Durfee AP3942138

14) Cowling: Lower: Right Aft lower cam-loc and grommet worn**Engine 1:**

Removed and replaced right, aft, lower cam-loc, grommet, and lock ring. Charles Herr AP PENDING

15) Cowling: Upper: Cam-loc not installed.**Engine 1:**

Installed new cam-loc. Austin Wilkinson AP3855594

16) Cowling: Upper: Forward: Replace damaged cam-loc receptacles.**Engine 1:**

Removed and replaced damaged cam-loc receptacles on upper forward nose cowling. Austin Wilkinson AP3855594

17) Cowling: Upper: Loose rivet at oil door**Engine 1:**

Removed and replaced rivets securing oil door striker plate to cowling. Adriana Durfee AP3942138

18) Cowling: Upper: Replace anti-chafe tape.**Engine 1:**

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2048.2

A/C Total Time:	12574.0
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8250.2
LT Prop T.T.:	12574.0

- 44) RUDDER: Finish installing Spartan Decal on RH side of the rudder.
- 45) TIRES: Verify tire pressure in all three tires are to standard for 172R.
- 46) Transponder
- 47) VERTICAL FIN: Red Beacon Fairing cracked past stop drill.
- 48) WING: LH: Landing/taxi light bracket has worn screws as marked.
- 49) WING: RH: WING ROOT: Forward under wing panel has a loose screw.
- 50) WINGS: Perform operational check of the fuel tank vents and leak check fuel caps.

Maintenance/Repairs Performed

1) ***AIRCRAFT REGISTRATION EXPIRES 01/31/2019**

Airframe:

All Registration renewals sent out for aircraft expiring in January 2019 by DOM Three Months ago.
-James McLaughlin AP3782442

2) **100 Hour Inspection**

Airframe:

The airframe was inspected IAW 100 hour inspection. The airframe was found to be in an un-airworthy condition. The list of the discrepancies are listed in Spartan Maintenance Work Order 201802165 dated 12-03-2018.

MMolzahn A&P/IA 3308009

Engine 1:

I certify that this engine has been inspected IAW a 100 hour inspection and a list of discrepancies and unairworthy items dated 12-03-2018 under W/O 2018 02165 has been provided for the A/C owner or operator. Austin Wilkinson AP3855594

Propeller 1:

I certify that this propeller has been inspected IAW a 100 hour inspection and a list of discrepancies and unairworthy items dated 12-03-2018 under W/O 2018 02165 has been provided for the A/C owner or operator. Austin Wilkinson AP3855594

3) **CABIN: Co-Pilot window latch loose**

Airframe:

Tightened co-pilot window latch screw. Adriana Durfee AP3942138

4) **CABIN: CO-PILOT's pouch needs to be reattached to interior panel.**

Airframe:

Re-attached co-pilot pouch. Adriana Durfee AP3942138

5) **CABIN: Co-Pilot's seat torn on corner where seatbelt sits.**

Airframe:

Sewed up tear on co-pilot's seat. Charles Herr AP PENDING

6) **CABIN: Pilot's door window hold open bracket came loose**

Airframe:

Installed new spring P/N 0711021-9 on pilots side window. Performed movement check of window hold open. Check good. Installed new cap over spring P/N S1908-20. Adriana Durfee AP3942138

7) **CABIN: Pilot's pouch has elastic broken.**

Airframe:

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2048.2

A/C Total Time:	12574.0
RT Eng. T.T.:	
RT Prop. T.T.	
LT Eng T.T.:	8250.2
LT Prop T.T.:	12574.0

Description of Work to be Performed

- 1) *AIRCRAFT REGISTRATION EXPIRES 01/31/2019
- 2) 100 Hour Inspection
- 3) CABIN: Co-Pilot window latch loose
- 4) CABIN: CO-PILOT's pouch needs to be reattached to interior panel.
- 5) CABIN: Co-Pilot's seat torn on corner where seatbelt sits.
- 6) CABIN: Pilot's door window hold open bracket came loose
- 7) CABIN: Pilot's pouch has elastic broken.
- 8) CABIN: PILOT's side floor vent has come loose.
- 9) CABIN: Replace vacuum regulator filter
- 10) Cowling: Lower: Blend sharp edges.
- 11) Cowling: Lower: Loose rivet
- 12) Cowling: Lower: Reinforcement bracket cracked at patch
- 13) Cowling: Lower: Replace anti-chafe tape as necessary.
- 14) Cowling: Lower: Right Aft lower cam-loc and grommet worn
- 15) Cowling: Upper: Cam-loc not installed.
- 16) Cowling: Upper: Forward: Replace damaged cam-loc receptacles.
- 17) Cowling: Upper: Loose rivet at oil door
- 18) Cowling: Upper: Replace anti-chafe tape.
- 19) ELEVATOR: RH: Trim Tab aft bushing/bearing worn.
- 20) Engine: Exhaust: EGT Probe: Insulation/metal braid damaged at probe end.
- 21) Engine: Fuel: Control: Throttle Cable: Stiff
- 22) Engine: Fuel: Injection Line: Cyl. 3: Cracked
- 23) Engine: Ignition: Cyl. 1: Lower sparkplug insulation cracked/broken
- 24) Engine: Oil Fill Tube: Loose
- 25) ENGINE: Oil temperature sending unit not saftied.
- 26) Engine: Oil: Return Lines: Cyl. 1&3: Return line hoses cracking
- 27) Engine: Oil: Return Lines: Cyl. 2&4: Return line hoses leaking
- 28) Engine: Prop Seal: Remove propeller and flywheel to inspect prop seal for leaks.
- 29) Engine: Torque check all cylinder base nuts.
- 30) Engine: Torque check oil sump and crankcase
- 31) FLAP: RH: Apply anti-chafe tape behind flap rod attachment.
- 32) FLIGHT CONTROLS: Lubricate flight controls after maintenance actions are completed.
- 33) Fuel Inj. Line AD
- 34) Fuel Inj. Nozzle Clean
- 35) Fuel Strainer, Service
- 36) HORIZONTAL STABILIZER: RH: TRIM TAB ACTUATOR: Needs to be lubricated with black molly grease.
- 37) Magneto Inspection
- 38) MLG: BRAKES: Replace brake linings LH/RH
- 39) NLG: Clean and lubricate NLG
- 40) NLG: Torque links have play at all three points.
- 41) Propeller: Dress leading edge.
- 42) Propeller: Forward Bulkhead: Cracked
- 43) Propeller: Prop bolts corroded, replace

Reg#: N4118A
AC S/N: 17280629
MFG: Cessna
Model: 172
A/C Tach Time: 2796.0

A/C Total Time: 13321.8
RT Eng. T.T.:
RT Prop. T.T.:
LT Eng T.T.: 8998.0
LT Prop T.T.: 13321.8

Talon Systems

Description of Work to be Performed

1) Right side landing gear has a hydraulic leak

Maintenance/Repairs Performed

1) Right side landing gear has a hydraulic leak

Airframe:

Inspected and determined that the RH brake is NOT leaking: the puddle under the RH tire is de-ice fluid, not hydraulic fluid. Charles Herr AP 4017211

Labor

0:00

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	0.00
Parts	
TOTAL:	0.00

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 1-13-2020

Signed: Charles Herr AP 4017211

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Resource Maintenance System

Work Order

Talon Systems

Reg#: N4118A
 AC S/N: 17280629
 MFG: Cessna
 Model: 172
 A/C Tach Time: 2807.8

A/C Total Time: 13333.6
 RT Eng. T.T.:
 RT Prop. T.T.:
 LT Eng T.T.: 9009.8
 LT Prop T.T.: 13333.6

Qty	Part#	Description	Serial#	Cost	Sub Total
1	P198281	AIR FILTER		116.95	116.95
1	U0552231-1	BULKHEAD SPINNER		380.37	380.37
2	LW12681	GASKET, MAGNETO		1.23	2.46
1	600-6 6 PLY, CESSNA	TIRE		73.15	73.15
1	S2319-5	STUD		7.75	7.75
1	GE 1829	LAMP, CONSOLE		0.85	0.85
2	SK2003-42A	MOUNT, COWL		28.48	56.96
1	72059	GASKET OIL FILL TUBE		1.43	1.43
1	S2319-50	RECEPTACIE		5.83	5.83
2	REM38E	SPARK PLUG		25.53	51.06
1	C23-805	HOLDER, DEVIATION CARD		1.49	1.49
1	MS21919WDG12	CLAMP, CUSHION		0.54	0.54
1	4371	MAGNETO	19120877	1,188.00	1,188.00
1	172	100 Hour Service Kit, 172		25.58	25.58

Parts Removed

Part #	Description	Serial #
U0552231-1	BULKHEAD SPINNER	

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	2,963.45
Parts	1,912.42
TOTAL:	4,875.87

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 01/23/2020 Signed: [Signature] #2796043

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2807.8

A/C Total Time:	13333.6
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9009.8
LT Prop T.T.:	13333.6

6) Cowl- Top cowl forward RH center Camloc missing

Airframe:

Replaced Camloc stud S2319-5 with new. Kenneth T. Lamp A&P 2796043IA

7) Engine- #2 cylinder OB injector line clamp loose

Engine 1:

Replaced clamp with new MS21919WDG12 clamp. Kenneth T. Lamp A&P 2796043IA

8) Lights- Pedestal light inop

Airframe:

Removed and replaced pedestal light P/N GE1829. Ops check good. Adam Rotert AP3743008.

9) Navigation- Remove and reseal GPS antenna with RTV

Airframe:

Removed and resealed GPS Antenna with RTV. Installed GPS Antenna. Adam Rotert AP3743008.

10) Navigation- Replace compass correction card

Airframe:

Completed new compass card from RMS records and installed on compass. Kenneth T. Lamp A&P 2796043IA

11) Oil- Oil fill tube loose

Engine 1:

Removed tube and replaced gasket P/N 72059. Re-install and safety. Kenneth T. Lamp A&P 2796043

12) Propeller- Spinner forward bulkhead cracked at bolt hole

Propeller 1:

Replaced spinner bulkhead with new P/N U0552231-1. Torque propeller bolts to 55-65ft.lbs. IAW Cessna MM ATA 61-10-02 (C.8) and safety. Kenneth T. Lamp A&P 2796043IA

13) SB2-19 Champion Coupling Inspecton (Initial)

Airframe:

Removed both mags for inspection of impulse couplings. LH: 4371 S/N 151520945 RH: 4371 S/N 15101409. LH impulse checked good. Due again at Tach Time 3207.8. RH impulse has loose rivets. Kenneth T. Lamp A&P 2796043IA

Installed LH mag and timed to 25BTC. Kenneth T. Lamp A&P 2796043IA

Installed new mag on RH P/N 4371 S/N 19120877 and timed to 25BTC. Kenneth T. Lamp A&P 2796043IA

14) Windows- Windshield leaking, water on floor and pedestal

Airframe:

Investigated leak. No evidence of leaking around windscreen or windows. Resealed GPS antenna. Kenneth T. Lamp A&P 2796043IA

Labor

klamp	28.4	028:22	arotert	9.3	009:15
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Total Labor Hours: 37.7 37:37

Parts Used

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2807.8

Resource Maintenance System

Work Order

Talon Systems

A/C Total Time:	13333.6
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9009.8
LT Prop T.T.:	13333.6

Description of Work to be Performed

- 1) 100 Hour Inspection
- 2) AD 2015-19-07 Fuel Inj. Line
- 3) AD 84-26-02 Induction air filter
- 4) Cowl- Lower Mid cowl mount rubber broken
- 5) Cowl- Lower RH cowl mount rubber broken off
- 6) Cowl- Top cowl forward RH center Camloc missing
- 7) Engine- #2 cylinder OB injector line clamp loose
- 8) Lights- Pedestal light inop
- 9) Navigation- Remove and reseal GPS antenna with RTV
- 10) Navigation- Replace compass correction card
- 11) Oil- Oil fill tube loose
- 12) Propeller- Spinner forward bulkhead cracked at bolt hole
- 13) SB2-19 Champion Coupling Inspeccion (Initial)
- 14) Windows- Windshield leaking, water on floor and pedestal

Maintenance/Repairs Performed

1) 100 Hour Inspection

Airframe:

I certify this Airframe has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition. Kenneth T. Lamp 2796043IA`

Engine 1:

I certify this Engine has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition. Kenneth T. Lamp 2796043IA

Propeller 1:

I certify this Propeller has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition. Kenneth T. Lamp 2796043IA

2) AD 2015-19-07 Fuel Inj. Line

Airframe:

Complied with AD 2015-19-07 IAW Lycoming SB 342G by visual inspection using a 10X magnifier and light. Inspected lines, fittings and clamps. Next inspection due at Tach Time 2907.8. Kenneth T. Lamp A&P 2796043IA

3) AD 84-26-02 Induction air filter

Airframe:

Replaced filter with new P/N P198281 filter. Due next at Tach Time 3307.8. Kenneth T. Lamp A&P 2796043IA

4) Cowl- Lower Mid cowl mount rubber broken

Airframe:

Replaced mount P/N SK23003-42A. Kenneth T. Lamp A&P 2796043IA

5) Cowl- Lower RH cowl mount rubber broken off

Airframe:

Replaced mount P/N SK23003-42A. Kenneth T. Lamp A&P 2796043IA

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2820.4

A/C Total Time:	13346.2
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9022.4
LT Prop T.T.:	13346.2

Description of Work to be Performed

1) Right main tire chord showing

Maintenance/Repairs Performed

1) Right main tire chord showing
Airframe:
 Removed and replaced with shop spare. Michael Galutza AP3871967

Labor

mgalutza	1.0	001:00	1:00
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Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	600-6	TUBE, TIRE		50.11	50.11

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	16.00
Parts	50.11
TOTAL:	66.11

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
 My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 01/27/20 Signed: Michael Galutza AP3871967
 123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Resource Maintenance System
Work Order

Talon Systems

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2823.3

A/C Total Time:	13349.1
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9025.3
LT Prop T.T.:	13349.1

Description of Work to be Performed

1) Green nav inop

Maintenance/Repairs Performed

1) Green nav inop

Airframe:

OPS checked right NAV light. Right nave light found to be operational aircraft is approved for RTS.
William Flynn AP 3746538

Labor

Will	0.1	000:04
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Total Labor Hours: 0.1 0:04

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	6.59
Parts	
TOTAL:	6.59

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 01-30-2020

Signed: 

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2841.2

A/C Total Time:	13367.0
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9043.2
LT Prop T.T.:	13367.0

Description of Work to be Performed

1) Flat nose tire upon landing

Maintenance/Repairs Performed

1) Flat nose tire upon landing
Airframe:
 Removed and replaced nose tire with shop spare and new cotter pin. M. Campbell AP 3983583.

Labor

mcampbell	0.6	000:33
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Total Labor Hours: 0.6 0:33

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	500-5	TUBE, TIRE		56.94	56.94
1	500-5 6 PLY, CESSNA	TIRE		61.75	61.75

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	54.23
Parts	118.69
TOTAL:	172.92

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
 My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 2/7/20 Signed: *Mark J Campbell*
 123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

3983583

Resource Maintenance System

Work Order

Talon Systems

Reg#: N4118A
 AC S/N: 17280629
 MFG: Cessna
 Model: 172
 A/C Tach Time: 2842.2

A/C Total Time: 13368.0
 RT Eng. T.T.:
 RT Prop. T.T.:
 LT Eng T.T.: 9044.2
 LT Prop T.T.: 13368.0

Description of Work to be Performed

1) ETA squawk: R Position Light AND Student Mic Switch both inop

Maintenance/Repairs Performed

1) ETA squawk: R Position Light AND Student Mic Switch both inop

Airframe:

Found RH NAV light holder to be broken on removal, none in-stock. Removed RH Nav light holder in an airworthy condition for N870CP. While ops checking NAV light I noticed the beacon light to be operating when the switch was off. Removed and replaced beacon light switch and performed ops check. Ops checked good. Performed ops check of LH mic switch, could not duplicate fault. Fly to verify. M. Campbell AP 3983583.

Labor

mcampbell 3.1 003:06

3:06

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	CM3589-5	BREAKER		181.97	181.97
1	A4273	SPACER WHELEN		12.00	12.00
1	A1257A	GASKET, NAV LIGHT		49.66	49.66

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	305.66
Parts	243.63
TOTAL:	549.29

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 2/9/20

Signed: _____

M. Campbell 7983583

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#:	N4118A
AC S/N:	17280629
Model:	Cessna
Model:	172
A/C Tach Time:	2848.2

A/C Total Time:	13374.0
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9050.2
LT Prop T.T.:	13374.0

Description of Work to be Performed

1) Right position light INOP

Maintenance/Repairs Performed

1) Right position light INOP

Airframe:

Found base connector for right position light was loose and caused damage to base of position light bulb. Tightened position light base connector and installed new bulb. OPS check completed aircraft is approved for RTS. William Flynn AP 3746538

Labor

0:00

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	WLA7512-24	LAMP, NAV		17.44	17.44

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	0.00
Parts	17.44
TOTAL:	17.44

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 02-11-2020 Signed: [Signature]

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set AP 3746538

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2856.6

A/C Total Time:	13382.4
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9058.6
LT Prop T.T.:	13382.4

Description of Work to be Performed

1) Transponder randomly shut off, wont turn back on.

Maintenance/Repairs Performed

1) Transponder randomly shut off, wont turn back on.

Airframe:

Reseated transponder. Transponder turned on but if you cover the light sensor it will dim to the point that it appears to be off. Adjusted transponder light setting. Now the transponder dims and can still be seen at the lowest setting. Cameron Falls AP4215286

Labor

cfalls	1.1	001:05
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Total Labor Hours: 1.1 1:05

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	106.82
Parts	
TOTAL:	106.82

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 2/17/20 Signed:  AP4215286

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#: N4118A
AC S/N: 17280629
MFG: Cessna
Model: 172
A/C Tach Time: 2873.7

A/C Total Time: 13399.5
RT Eng. T.T.:
RT Prop. T.T.:
LT Eng T.T.: 9075.7
LT Prop T.T.: 13399.5

Description of Work to be Performed

1) Passenger side door pin missing

Maintenance/Repairs Performed

1) Passenger side door pin missing

Airframe:

Removed and replaced RH lower door hinge pin. Ops checks good M. Campbell AP 3983583

Labor

mcampbell 0.4 000:21

Total Labor Hours: 0.4 0:21

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	0517019-12	PIN, HINGE		38.66	38.66

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

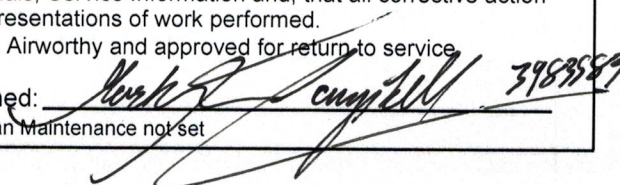
Work Order Totals

Labor	34.51
Parts	38.66
TOTAL:	73.17

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 2/22/20 Signed:  3983583
123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2877.4

A/C Total Time:	13403.2
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9079.4
LT Prop T.T.:	13403.2

Description of Work to be Performed

1) Audio panel all lights turning on and off

Maintenance/Repairs Performed

1) Audio panel all lights turning on and off
Airframe:
 Removed audio panel KMA26 P/N 066-01155-0201 S/N 002155 Installed audio panel KMA26 P/N 066-01155-0201 S/N 002033 OPS check good. Michael Galutza AP3871967

Labor

mgalutza	1.0	001:00	1:00
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Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	KMA26	AUDIO PANEL	002033	220.00	220.00

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	16.00
Parts	220.00
TOTAL:	236.00

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
 My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 02/25/20 Signed: Michael Galutza AP3871967
 123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2888.6

A/C Total Time:	13414.4
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9090.6
LT Prop T.T.:	13414.4

Talon Systems

Description of Work to be Performed

1) Bird strike Right wing, wing-strut.

Maintenance/Repairs Performed

1) Bird strike Right wing, wing-strut.

Airframe:

Cleaned and inspected affected areas. Bird seemed to have struck the RH wing strut first resulting in atomization, entrails impacted lower wing surface between wing stations 39.0 and 118.0 and the RH side of the vertical stabilizer. No denting, cracks or significant damage found. Aircraft ok for RTS, M. Campbell AP 3983583.

Labor

mcampbell 0.10 000:55

Total Labor Hours: 1.0 0:55

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	90.38
Parts	
TOTAL:	90.38

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service

Date: 2/29/20 Signed: *[Signature]*
123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

3983583

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2891.1

A/C Total Time:	13416.9
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9093.1
LT Prop T.T.:	13416.9

Description of Work to be Performed

1) AD 2001-06-17 Idle Speed Adj.

Maintenance/Repairs Performed

1) AD 2001-06-17 Idle Speed Adj.

Airframe:

c/w AD 2001-06-17 by adjustment of check of idle speed and mixture adjustments. All work performed IAW the Cessna 172 MM and AD 2001-06-17. M. Campbell AP 3983583.

Labor

mcampbell 1.2 001:11

Total Labor Hours: 1.2 1:11

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	116.68
Parts	
TOTAL:	116.68

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 3/1/20

Signed: *M. Campbell* 4483583

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2891.1

A/C Total Time:	13416.9
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9093.1
LT Prop T.T.:	13416.9

Talon Systems

Description of Work to be Performed

- 1) Fuel gauge inop
- 2) Pilot side window hold open spring broken.

Maintenance/Repairs Performed

- 1) Fuel gauge inop
Airframe:
Fuel sender float was stuck in the empty position. Float was jostled loose when aircraft was towed to hangar. Fuel gauge ops checks good. M. Campbell AP 3983583.
- 2) Pilot side window hold open spring broken.
Airframe:
removed and replaced pilot side window hold open spring. M. Campbell AP 3983583.

Labor

mcampbell 0.6 000:35

Total Labor Hours: 0.6 0:35

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	0711021-9	SPRING		10.89	10.89

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	57.52
Parts	10.89
TOTAL:	68.41

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 3/1/20 Signed: *M. Campbell* 3983583
123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2907.2

A/C Total Time:	13433.0
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9109.2
LT Prop T.T.:	13433.0

Airframe:

Replaced light. Ops checked light. Light is good. Cameron Falls AP4215286

17) Oil - oil fill tube loose

Engine 1:

Replaced safety wire. Yebin Han AP# 4209171

18) WINGS: Right wing outboard forward panel ring not secure with rivets.

Airframe:

Secured ring with rivets. Donald Way AP53660824

Labor

dway	18.6	018:35	cfalls	7.10	007:57
------	------	--------	--------	------	--------

Total Labor Hours: 26.6 26:32

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	S3312-1	LIGHT TRAY		112.71	112.71
1	S2319-4	STUD, CAMLOCK		3.71	3.71
1	463-416	GROMMET		4.33	4.33
8	CM2791-1	RING, SNAP		0.00	0.00
2	S3353-1	LAMP		51.11	102.22
1	9954100-7R	# 1 RISER		50.00	50.00
4	APS66-06200	LINING, BRAKE		11.15	44.60
8	105-00200	RIVET, BRAKE		0.15	1.20
2	164-04000	DISC, BRAKE		90.89	181.78
4	REM38E	SPARK PLUG		25.53	102.12
1	MS20392-4C47	PIN, CLEVIS		1.57	1.57
1	MS35489-11	GROMMET, OIL FILTER		0.18	0.18
1	172	100 Hour Service Kit, 172		25.82	25.82

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	2,616.19
Parts	630.24
TOTAL:	3,246.43

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 3/17/20 Signed: *Cameron Falls* AP4215286

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2907.2

Resource Maintenance System

Work Order

Talon Systems

A/C Total Time:	13433.0
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9109.2
LT Prop T.T.:	13433.0

5) Cylinder - #2 cyl rocker box cover has signs of a leak

Engine 1:

Found screws to be loose. Retorqued screws to 35 in lbs. Cameron Falls AP4215286

6) DOORS: Left door lower hinge pin not in all the way.

Airframe:

Hammered the hinge pin all the way in. Yebin Han AP# 4209171

7) DOORS: Right door inside handle missing plastic piece below it.

Airframe:

Installed plastic piece below the inside handle. Yebin Han AP# 4209171

8) DOORS: Right door inside handle will not lock back open from inside.

Airframe:

Removed screw that holds handle to not lock back. Yebin Han AP# 4209171

9) DOORS: Right door wont stay open.

Airframe:

Removed and replaced clevis pin. Yebin Han AP# 4209171

10) Exhaust - #1 exhaust riser cracked at mounting flange

Engine 1:

Replaced cracked exhaust riser. Cameron Falls AP4215286

11) Fuel Strainer, Service

Airframe:

Removed fuel strainer, cleaned, replaced gaskets and reinstalled with safety wire. Yebin Han AP# 4209272

12) FUEL SYSTEM: Left wing fuel vent grommet torn.

Airframe:

Replaced grommet. Donald Way AP53660824

13) LANDING GEAR: Left MLG brake disc and pads worn.

Airframe:

Removed brake pads and disc and replaced with new. Torqued brake pads and disc to 90 in.lbs. Yebin Han AP# 4209171

14) LANDING GEAR: Right MLG brake disc and pads worn.

Airframe:

Removed brake pads and disc and replaced with new. Torqued disc and brake pads to 90 in.lbs. Yebin Han AP# 4209171

15) LIGHTS: Altimeter light inop.

Airframe:

Replaced light tray. Ops checked light. Light is good. Cameron Falls AP4215286

16) LIGHTS: EGT/FUEL FLOW light inop

Airframe:

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2907.2

A/C Total Time:	13433.0
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9109.2
LT Prop T.T.:	13433.0

Description of Work to be Performed

- 1) 100 Hour Inspection
- 2) AD 2015-19-07 Fuel Inj. Line
- 3) Cowling - Lower cowling missing camlock
- 4) Crankcase - Top front crankcase bolts show signs of a leak
- 5) Cylinder - #2 cyl rocker box cover has signs of a leak
- 6) DOORS: Left door lower hinge pin not in all the way.
- 7) DOORS: Right door inside handle missing plastic piece below it.
- 8) DOORS: Right door inside handle will not lock back open from inside.
- 9) DOORS: Right door wont stay open.
- 10) Exhaust - #1 exhaust riser cracked at mounting flange
- 11) Fuel Strainer, Service
- 12) FUEL SYSTEM: Left wing fuel vent grommet torn.
- 13) LANDING GEAR: Left MLG brake disc and pads worn.
- 14) LANDING GEAR: Right MLG brake disc and pads worn.
- 15) LIGHTS: Altimeter light inop.
- 16) LIGHTS: EGT/FUEL FLOW light inop
- 17) Oil - oil fill tube loose
- 18) WINGS: Right wing outboard forward panel ring not secure with rivets.

Maintenance/Repairs Performed

1) 100 Hour Inspection

Airframe:

I certify that this AIRFRAME has been inspected in accordance with a 100HR INSPECTION and was determined to be in airworthy condition. Donald Way AP53660824

Engine 1:

I certify that this Engine has been inspected per a 100HR inspection and was determined to be in an AIRWORTHY condition. Cameron Falls AP4215286

Propeller 1:

I certify that this Propeller has been inspected per a 100HR inspection and was determined to be in an AIRWORTHY condition. Cameron Falls AP4215286

2) AD 2015-19-07 Fuel Inj. Line

Airframe:

Complied with AD 2015-19-07 by visually inspecting fuel lines with a magnifying glass and ensuring the clamps had no play in them. Cameron Falls AP4215286

3) Cowling - Lower cowling missing camlock

Airframe:

Installed snap ring, grommet, and camlock. Yebin Han AP# 4209171

4) Crankcase - Top front crankcase bolts show signs of a leak

Engine 1:

Torqued check leaking bolts to 100in lbs. No movement noted. Cameron Falls AP4215286

Resource Maintenance System

Work Order

Talon Systems

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2944.7

A/C Total Time:	13470.5
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9146.7
LT Prop T.T.:	13470.5

Description of Work to be Performed

1) bald spot on tire instructor placed folder in black box instructing heading to maint

Maintenance/Repairs Performed

1) bald spot on tire instructor placed folder in black box instructing heading to maint

Airframe:

Removed and replaced left MLG tire with new. Sarah Patton A&P 3799858

Labor

0:00

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	600-6	TUBE, TIRE		50.10	50.10
1	600-6 6 PLY, CESSNA	TIRE		73.15	73.15

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	0.00
Parts	123.25
TOTAL:	123.25

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 3/30/2020 Signed: Sarah Patton A&P 3799858

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#:	N4118A
AC S/N:	17280629
MG:	Cessna
Model:	172
A/C Tach Time:	2955.4

A/C Total Time:	13481.2
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9157.4
LT Prop T.T.:	13481.2

Description of Work to be Performed

1) ETA squawk: com2 nav 2 screen unreadable co detector turn black

Maintenance/Repairs Performed

1) ETA squawk: com2 nav 2 screen unreadable co detector turn black

Airframe:

Removed KX 155A NAV/COM 2 P/N 069-01032-0201 S/N X14693. Installed KX 155A NAV/COM 2 P/N 06901032-0201 S/N 17581. That was removed form N2745M in serviceable condition. Removed and replaced CO- Detector. Aircraft is approved for RTS. William Flynn AP 3746538

Labor

0:00

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	069-01032-0201	RADIO, KX-155A NAV/COMM	17581	800.00	800.00

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	0.00
Parts	800.00
TOTAL:	800.00

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 2020-04-06 Signed: [Signature]
123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set AP3746538

WO#: 2020 00749

RMS

Resource Maintenance System

Work Order

Talon Systems

Date Started: 04/23/20

Date Completed: 04/28/20

Reg#: N4118A
 AC S/N: 17280629
 MFG: Cessna
 Model: 172
 A/C Tach Time: 3006.6

A/C Total Time: 13532.4
 RT Eng. T.T.:
 RT Prop. T.T.:
 LT Eng T.T.: 9208.6
 LT Prop T.T.: 13532.4

Qty	Part#	Description	Serial#	Cost	Sub Total
1	AN24-12	BOLT		0.93	0.93
1	MS21919WDG6	CLAMP, CUSHION		0.82	0.82
1	SK2003-42A	MOUNT, COWL		28.47	28.47
4	S3353-1	LAMP		52.64	210.56
2	0532104	BUSHING		8.00	16.00
2	0560016-1	SHACKLE		124.43	248.86
1	172	100 Hour Service Kit, 172		25.82	25.82

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	376.85
Parts	531.46
TOTAL:	908.31

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 4/28/20 Signed: [Signature]
 123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	3006.6

A/C Total Time:	13532.4
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9208.6
LT Prop T.T.:	13532.4

6) FIREWALL: 9 o' clock position cowl mount torn off.

Airframe:

Removed and replaced torn cowl mount. Luke Carley AP 4075240

7) FLIGHT CONTROLS: RUDDER: LH and RH Shackles worn at bellcrank

Airframe:

Removed LH and RH shackles. Installed New 2EA P/N 0560016-1 Shackles. Removed and replaced LH Bolt P/N AN24-12. Torqued and safetied all clevises. All work per Cessna 172R MM CH 27-20-00. Preston Welch AP3665724

8) FUEL VENT: Cushion clamp in wing worn and loose. Replace clamp.

Airframe:

Removed and replaced worn cushion clamp, fuel vent no longer loose. Luke Carley AP 4075240

9) HORIZONTAL STABILIZER: Skin oil canning at RH Elevator. Remove elevator and investigate further

Airframe:

Removed RH Elevator and inspected horizontal stabilizer. No defects found. Installed sound deadener material. Installed RH Elevator with 2EA P/N 0532104 Bushings. Torqued and safetied trim tab. Ops check OK. All work per Cessna 172R MM CH 55-10-00. Preston Welch AP3665724

10) LIGHTING: INSTRUMENT: OIL PX/TEMP Indicator lights INOP

Airframe:

Removed and replaced burned out instrument lights. Luke Carley AP 4075240

11) LIGHTING: INSTRUMENT: VAC/AMP Indicator lights INOP

Airframe:

Removed and replaced burned out instrument lights. Luke Carley AP 4075240

12) Magneto Inspection

Airframe:

Performed 500 HR inspection on both magnetos, LH MAG - P/N 4371 S/N 15120945 / RH MAG - P/N 4371 S/N 19120877, per UNISON L-1363C 4300/6300 Series Magneto Maintenance and Overhaul Manual. No discrepancies found in either magneto. Reinstalled and timed both magnetos to 25 degrees BTC. Luke Carley AP 4075240

13) SKIN: Above RH Flap has loose rivets (Marked)

Airframe:

Removed #3 Rivets as marked and replaced with AN426-4-3 Rivets at trailing edge skin. Preston Welch AP3665724

Labor

lcarley	2.6	002:35	pwelch	15.2	015:08
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Total Labor Hours: 17.8 17:43

Parts Used

Reg#: N4118A
AC S/N: 17280629
MFG: Cessna
Model: 172
A/C Tach Time: 3006.6

A/C Total Time: 13532.4
RT Eng. T.T.:
RT Prop. T.T.:
LT Eng T.T.: 9208.6
LT Prop T.T.: 13532.4

Talon Systems

Description of Work to be Performed

- 1) 100 Hour Inspection
- 2) AD 2015-19-07 Fuel Inj. Line
- 3) CARPET: CABIN FLOOR: WET. Treat and dry carpet backing as needed
- 4) FIREWALL: 4 o' clock position OB cowl mount bracket cracked.
- 5) FIREWALL: 5 o' clock position OB cowl mount bracket cracked.
- 6) FIREWALL: 9 o' clock position cowl mount torn off.
- 7) FLIGHT CONTROLS: RUDDER: LH and RH Shackles worn at bellcrank
- 8) FUEL VENT: Cushion clamp in wing worn and loose. Replace clamp.
- 9) HORIZONTAL STABILIZER: Skin oil canning at RH Elevator. Remove elevator and investigate further
- 10) LIGHTING: INSTRUMENT: OIL PX/TEMP Indicator lights INOP
- 11) LIGHTING: INSTRUMENT: VAC/AMP Indicator lights INOP
- 12) Magneto Inspection
- 13) SKIN: Above RH Flap has loose rivets (Marked)

Maintenance/Repairs Performed

1) 100 Hour Inspection

Airframe:

I certify that this AIRFRAME has been inspected per a 100HR inspection I/A/W FAR 43 Appendix D, Cessna 172R MM CH 05-20-00, and was determined to be in an AIRWORTHY condition.
Preston Welch AP3665724

Engine 1:

This engine has been inspected, 4/23/2020, IAW 100 HR inspection outlined in FAR Part 43 Appendix D. Engine found to be in airworthy condition at this time. Luke Carley AP 4075240

Propeller 1:

This propeller has been inspected, 4/23/2020, IAW 100 HR inspection outlined in FAR Part 43 Appendix D. Propeller found to be in airworthy condition at this time. Luke Carley AP 4075240

2) AD 2015-19-07 Fuel Inj. Line

Airframe:

Complied with AD 2015-19-07 by use of Lycoming MSB No. 342G to visually inspect the fuel injection lines, clamps, and fittings. No discrepancies found. Next due at TACH: 3,106.6 AFTT: 13,632.4. Luke Carley AP 4075240

3) CARPET: CABIN FLOOR: WET. Treat and dry carpet backing as needed

Airframe:

Cabin carpet and backing dried as needed.
Preston Welch AP3665724

4) FIREWALL: 4 o' clock position OB cowl mount bracket cracked.

Airframe:

Removed broken cowl mount bracket. Fabricated and installed new cowl mount bracket. Luke Carley AP 4075240

5) FIREWALL: 5 o' clock position OB cowl mount bracket cracked.

Airframe:

Removed broken cowl mount bracket. Fabricated and installed new cowl mount bracket. Luke Carley AP 4075240

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	3014.9

Resource Maintenance System

Work Order

Talon Systems

A/C Total Time:	13540.7
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9216.9
LT Prop T.T.:	13540.7

Description of Work to be Performed

1) ETA squawk: L VAC light on. R VAC flashing.

Maintenance/Repairs Performed

1) ETA squawk: L VAC light on. R VAC flashing.
Airframe:
 Removed Left vacuum pump (P/N: 215CC; S/N: OBID17); installed vacuum pump (P/N: 215CC; S/N: 0AL302) which was overhauled by Aero Accessories, LLC under W/O I0AL3-0000. Performed run-up and ops check, vacuum system ops checks good IAW the Cessna MM. M. Campbell AP 3983583.

Labor

mcampbell	2.2	002:09	
			Total Labor Hours: 2.2 2:09

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	215CC	PUMP, VACUUM	0AL302	280.00	280.00

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	38.70
Parts	280.00
TOTAL:	318.70

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
 My signature constitutes that the aircraft is Airworthy and approved for return to service.
 Date: 4/29/20 Signed: *M. Campbell* 3983583
 123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#: N4118A
 AC S/N: 17280629
 MFG: Cessna
 Model: 172
 A/C Tach Time: 3025.2

A/C Total Time: 13551.0
 RT Eng. T.T.:
 RT Prop. T.T.:
 LT Eng T.T.: 9227.2
 LT Prop T.T.: 13551.0

Description of Work to be Performed

1) instructor side ptt button intermittent have to smash on button to get it to activate

Maintenance/Repairs Performed

1) instructor side ptt button intermittent have to smash on button to get it to activate
Airframe:
 Removed and replace RH PTT switch, performed ops check. Ops checks good, aircraft is ok for RTS. M. Campbell AP 3983583.

Labor

mcampbell	0.8	000:48	
			0:48

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	S2870-1	SWITCH		11.56	11.56

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	14.40
Parts	11.56
TOTAL:	25.96

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
 My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 5/2/20 Signed: *Walter J Campbell* 3983583
 123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	3034.2

A/C Total Time:	13560.0
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9236.2
LT Prop T.T.:	13560.0

Description of Work to be Performed

1) ETA squawk: Turn coordinator inop

Maintenance/Repairs Performed

1) ETA squawk: Turn coordinator inop
Airframe:
 Found turn coordinator gyro not spooling up. Removed and replaced turn coordinator P/N 1394T100-3Z S/N E15-11023 with new turn coordinator P/N 1394T100-10RB S/N H19-10925, ops check good. Luke Carley AP 4075240

Labor

lcarley	1.8	001:43	
			Total Labor Hours: 1.8 1:43

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	1394T100-10RB	TURN COORDINATOR	H19-10925	1,375.00	1,375.00

Parts Removed

Part #	Description	Serial #
1394T100-3Z	GYRO, TURN COORDINATOR	E15-11023

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	30.90
Parts	1,375.00
TOTAL:	1,405.90

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
 My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 5/5/2020 Signed: Luke Carley AP 4075240

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

WO#: 2020 00851

RMS

Resource Maintenance System

Work Order

Talon Systems

Date Started: 05/08/20

Date Completed: 05/09/20

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	3051.4

A/C Total Time:	13577.2
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9253.4
LT Prop T.T.:	13577.2

Description of Work to be Performed

1) ETA squawk: Comm 1 transmit static

Maintenance/Repairs Performed

1) ETA squawk: Comm 1 transmit static

Airframe:

Reseated comm 1, comm 1 ops checks good. M. Campbell AP 3983583.

Labor

mcampbell	0.5	000:30
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0:30

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor 9.00

Parts

TOTAL: 9.00

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 5/9/20 Signed: *Mark J Campbell* 3983583
123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

WO#: 2020 00878

RMS

Resource Maintenance System

Work Order

Talon Systems

Date Started: 05/13/20

Date Completed: 05/13/20

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	3058.2

A/C Total Time:	13584.0
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9260.2
LT Prop T.T.:	13584.0

Description of Work to be Performed

1) GPS failure

Maintenance/Repairs Performed

1) GPS failure

Airframe:

Ops checked KLN-89B GPS system. GPS ops checks good, couldn't duplicate fault. Fly to verify, M. Campbell AP 3983583.

Labor

mcampbell 0.5 000:30

0:30

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	9.00
Parts	
TOTAL:	9.00

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed. My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 5/13/20

Signed: _____

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Resource Maintenance System
Work Order

Talon Systems

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	3063.2

A/C Total Time:	13589.0
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9265.2
LT Prop T.T.:	13589.0

Description of Work to be Performed

1) Right main tire bald spot

Maintenance/Repairs Performed

1) Right main tire bald spot

Airframe:

Removed and replaced right main tier and installed shop spare. William Flynn AP 3746538

Labor

0:00

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	600-6 6 PLY, CESSNA	TIRE		73.15	73.15
1	600-6	TUBE, TIRE		52.20	52.20

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	0.00
Parts	125.35
TOTAL:	125.35

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 2020-05-15 Signed: [Signature]

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set AP3746538

Reg#: N4118A
AC S/N: 17280629
MFG: Cessna
Model: 172
A/C Tach Time: 3072.1

A/C Total Time: 13597.9
RT Eng. T.T.:
RT Prop. T.T.:
LT Eng T.T.: 9274.1
LT Prop T.T.: 13597.9

Talon Systems

Description of Work to be Performed

- 1) ETA squawk: The mic in comm 1 does not transmit. When the mic button is pressed, only static transmits over the radio.

Maintenance/Repairs Performed

- 1) ETA squawk: The mic in comm 1 does not transmit. When the mic button is pressed, only static transmits over the radio

Airframe:

Removed Comm 1 KX-155A (P/N: 069-01032-0101; S/N: 27900); installed KX-155A (P/N: 069-01032-0101; S/N: U20495) which was repaired by Tulsa Avionics under W/O 30977. Fabricated mounting plate for pilot side audio jacks. Performed ops check, ops checks good. M. Campbell AP 3983583.

Labor

mcampbell 3.2 003:09

Total Labor Hours: 3.2 3:09

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	069-01032-0101	NAV COMM 1	U20495	961.00	961.00

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	56.70
Parts	961.00
TOTAL:	1,017.70

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 5/17/20

Signed: _____

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

3983583

RMS

Resource Maintenance System

Work Order

Talon Systems

Date Started: 05/24/20

Date Completed: 06/01/20

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	3103.6

A/C Total Time:	13629.4
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9305.6
LT Prop T.T.:	13629.4

Technician Release	
Buy Back <input type="checkbox"/>	Test FLT <input type="checkbox"/>
Tech Signature: _____ Tech#: _____	

Work Order Totals	
Labor	661.00
Parts	1,202.69
TOTAL:	1,863.69

Maintenance Release	
I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.	
My signature constitutes that the aircraft is Airworthy and approved for return to service.	
Date: <u>6/1/2020</u>	Signed: <u>[Signature]</u> AP 4075 240
123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set	

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	3103.6

A/C Total Time:	13629.4
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9305.6
LT Prop T.T.:	13629.4

6) FIREWALL: 1 o' clock position cowl mount worn

Airframe:

Removed and replaced worn cowl mount. Luke Carley AP 4075240

7) FIREWALL: 5 o' clock position OB cowl mount bracket cracked.

Airframe:

Removed bracket, fabricated new bracket, and installed new bracket. Luke Carley AP 4075240

8) Flight controls- LH aileron FWD rod end worn

Airframe:

Removed push rod and found rod bent. Replaced rod with new P/N 0523218-2 and new rod ends P/N S1819-3. Adjusted ailerons for neutral and checked travels with in limits. Kenneth T. Lamp A&P 2796043IA

9) Fuel Inj. Nozzle Clean

Airframe:

Removed all fuel injector nozzles. Upon removal of the #2 cylinder fuel injector nozzle found that the fuel injector nozzle had been cross-threaded into the cylinder, tapped the fuel injector nozzle installation hole and replaced fuel injector nozzle. Cleaned, inspected, and reinstalled the fuel injector nozzles. Luke Carley AP 4075240

10) Lights- Turn coordinator light inop

Airframe:

Replaced light tray with new P/N S3312-1 and tested for operation. Kenneth T. Lamp A&P 2796043IA

11) Vacuum, Instrument air filter replacement

Airframe:

Replaced filter with new P/N D9-18-1. Kenneth T. Lamp A&P 2796043IA

Labor

mcampbell	0.3	000:17	klamp	20.4	020:19	lcarley	9.4	009:21
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Total Labor Hours: 30.0 29:57

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
2	S1819-3	END, ROD		33.23	66.46
1	SK2003-42A	MOUNT, COWL		28.47	28.47
1	71973	GASKET, INTAKE		0.94	0.94
1	SLR75906	GASKET		9.16	9.16
1	S3312-1	LIGHT TRAY		112.71	112.71
1	0523218-2	ROD, AILERON		487.35	487.35
1	2524864-2	NOZZLE, INJECTOR		92.28	92.28
1	D9-18-1	FILTER, AIR, INSTRUMENT		18.00	18.00
1	069-01032-0101	NAV COMM 1	12996	361.50	361.50
1	172	100 Hour Service Kit, 172		25.82	25.82

Parts Removed

Part #	Description	Serial #
069-01032-0101	NAV COMM 1	U20495

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	3103.6

A/C Total Time:	13629.4
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9305.6
LT Prop T.T.:	13629.4

Description of Work to be Performed

- 1) **Installed RH seat for use in N2663X
- 2) 100 Hour Inspection
- 3) AD 2015-19-07 Fuel Inj. Line
- 4) ENGINE: #2 Cyl. rocker cover gasket leaking.
- 5) ETA squawk: Comm 1 transmitting on 120.3 and 119.2 but 119.2 not in avionics at all.
- 6) FIREWALL: 1 o' clock position cowl mount worn
- 7) FIREWALL: 5 o' clock position OB cowl mount bracket cracked.
- 8) Flight controls- LH aileron FWD rod end worn
- 9) Fuel Inj. Nozzle Clean
- 10) Lights- Turn coordinator light inop
- 11) Vacuum, Instrument air filter replacement

Maintenance/Repairs Performed

- 1) **Installed RH seat for use in N2663X
Airframe:
 Removed seat from N869CP and installed in N4118A. Kenneth T. Lamp A&P 2796043
- 2) 100 Hour Inspection
Airframe:
 I certify this Airframe has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition. Kenneth T. Lamp 2796043IA

Engine 1:
 This engine has been inspected, 5/28/2020, IAW 100 HR inspection outlined in FAR Part 43 Appendix D. Engine approved for RTS upon correction of all inspection squawks annotated on Spartan W/O #2020 00940. Luke Carley AP 4075240

Propeller 1:
 This propeller has been inspected, 5/28/2020, IAW 100 HR inspection outlined in FAR Part 43 Appendix D. Propeller found to be in airworthy condition at this time. Luke Carley AP 4075240
- 3) AD 2015-19-07 Fuel Inj. Line
Airframe:
 Complied with AD 2015-19-07 by use of Lycoming MSB No. 342G to visually inspect the fuel injection lines, fittings, and clamps. No discrepancies found. Next due at TACH: 3,203.6 AFTT: 13,729.4. Luke Carley AP 4075240
- 4) ENGINE: #2 Cyl. rocker cover gasket leaking.
Engine 1:
 Removed and replaced #2 cylinder rocker cover gasket. Luke Carley AP 4075240
- 5) ETA squawk: Comm 1 transmitting on 120.3 and 119.2 but 119.2 not in avionics at all.
Airframe:
 Confirmed fault with KRVS tower, while transmitting on 120.3 MHz the radio will bleed over to 119.2MHz. Removed KX-155A radio (P/N: 069-01032-0101; S/N: U20495). M. Campbell AP 3983583.

 Removed Comm 1 From N869CP P/N 069-01032-0101 S/N 12996 and installed in N4118A. Ground Ops checked Good. Kenneth T. Lamp A&P 2796043IA

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	3115.5

A/C Total Time:	13641.3
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9317.5
LT Prop T.T.:	13641.3

Description of Work to be Performed

1) ETA squawk: Lost raim on a gps approach

Maintenance/Repairs Performed

1) ETA squawk: Lost raim on a gps approach

Airframe:

Unable to duplicate discrepancy GPS ops checked normal fly to verify aircraft is approved for RTS.
William Flynn AP 3746538

Labor

0:00

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	0.00
Parts	
TOTAL:	0.00

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 2020-06-04 Signed: *William Flynn*

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set AP3746538

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	3116.7

A/C Total Time:	13642.5
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9318.7
LT Prop T.T.:	13642.5

Description of Work to be Performed

1) altimeter failed to stab after ru left side transmit button inop left side comms cutting in and out

Maintenance/Repairs Performed

1) altimeter failed to stab after ru left side transmit button inop left side comms cutting in and out
Airframe:
Ran aircraft all ops check good. Michael Galutza AP3871967

Labor

mgalutza	1.0	001:00	
			1:00

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals	
Labor	18.00
Parts	
TOTAL:	18.00

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 06/05/20 Signed: Michael Galutza AP3871967
123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	3131.5

A/C Total Time:	13657.3
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9333.5
LT Prop T.T.:	13657.3

Description of Work to be Performed

1) COM 1 student side inoperative tower unable to hear student mic.

Maintenance/Repairs Performed

1) COM 1 student side inoperative tower unable to hear student mic.

Airframe:

Cleaned pilot's side push to talk switch with electrical contact cleaner. OPS check completed aircraft is approved for RTS. William Flynn AP 3746538

Labor

0:00

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	0.00
Parts	
TOTAL:	0.00

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 2020-06-08

Signed: *William Flynn*

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set AP3746538

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	3131.5

A/C Total Time:	13657.3
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9333.5
LT Prop T.T.:	13657.3

Description of Work to be Performed

1) ptt inop pilot side

Maintenance/Repairs Performed

1) ptt inop pilot side
Airframe:
 Ops checked Pilot's side transmission: no transmission indicated. After much troubleshooting and noticing intermittent operation of Pilot's side transmission, determined that the pilot's side PTT switch was bad and one of the PTT wires had a bad solder splice near bottom of control wheel. Replaced pilot's side PTT switch P/N S2870-1, and replaced wire section that had bad solder splice. Ops checked Pilot's side transmission: ops check good, no other defects noted at this time. Charles Herr AP 4017211

Labor

Charles	2.8	002:45
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Total Labor Hours: 2.8 2:45

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	S2870-1	SWITCH		11.56	11.56
1	NAS1352-02-8	SCREW		0.35	0.35

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	49.50
Parts	11.91
TOTAL:	61.41

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
 My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 06/09/2020 Signed: Charles Herr AP4017211
 123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set Charles Herr

Resource Maintenance System

Work Order

Talon Systems

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	3143.6

A/C Total Time:	13669.4
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9345.6
LT Prop T.T.:	13669.4

Description of Work to be Performed

1) Left main bald

Maintenance/Repairs Performed

1) Left main bald
Airframe:
 Removed and replaced LH MLG tire and tube. Cleaned, inspected, and repacked wheel bearings. Torqued wheel halves to 90 in-lbs., serviced wheel ASSY with 28 psi of shop air. Reinstalled wheel assembly with new cotter pins and torqued brake caliper to 90 in-lbs. M. Campbell AP 3983583.

Labor

mcampbell	0.7	000:42	
			0:42

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	600-6 6 PLY, CESSNA	TIRE		73.15	73.15
1	600-6	TUBE, TIRE		52.20	52.20
2	MS24665-351	PIN, COTTER		0.00	0.00

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	12.60
Parts	125.35
TOTAL:	137.95

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
 My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 6/14/20 Signed: *Mark Campbell*
 123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

3983583

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	3153.0

A/C Total Time:	13678.8
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9355.0
LT Prop T.T.:	13678.8

Talon Systems

Description of Work to be Performed

1) ETA squawk: low oil pressure

Maintenance/Repairs Performed

1) ETA squawk: low oil pressure

Airframe:

Checked oil pressure gauge and oil pressure transduce with bench tester. Oil pressure gauge and transducer were indicating correctly. Cleaned oil line from oil pressure transducer to oil pressure fitting. Ran up aircraft to check operation of oil pressure indicator. Oil pressure was in the green on oil pressure indicator at all engine RMP operating ranges. Aircraft is approved for RTS.
William Flynn AP 3746538

Labor

0:00

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	0.00
Parts	
TOTAL:	0.00

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 2020-06-16 Signed: [Signature]

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set AP3746538

Reg#: N4118A
AC S/N: 17280629
MFG: Cessna
Model: 172
A/C Tach Time: 3171.5

A/C Total Time: 13697.3
RT Eng. T.T.:
RT Prop. T.T.:
LT Eng T.T.: 9373.5
LT Prop T.T.: 13697.3

Description of Work to be Performed

1) Unable to start

Maintenance/Repairs Performed

1) Unable to start

Airframe:

Waited 15 Mins, Started aircraft under normal procedures. Ok for RTS.
-James McLaughlin AP3782442

Labor

James	0.2	000:07
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Total Labor Hours: 0.2 0:07

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	2.57
Parts	
TOTAL:	2.57

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 06/21/20 Signed: [Signature] AP3782442

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

RMS

Resource Maintenance System
Work Order

Talon Systems

Date Started: 06/21/20

Date Completed: 06/21/20

Reg#: N4118A
AC S/N: 17280629
MFG: Cessna
Model: 172
A/C Tach Time: 3170.0

A/C Total Time: 13695.8
RT Eng. T.T.:
RT Prop. T.T.:
LT Eng T.T.: 9372.0
LT Prop T.T.: 13695.8

Description of Work to be Performed

1) Loss of oil pressure on takeoff

Maintenance/Repairs Performed

1) Loss of oil pressure on takeoff

Airframe:

Removed and Replaced Oil pressure transducer PN: P265-5037-1. Op-checked good. A/C ok for RTS.
-James McLaughlin AP3782442

Labor

James 1.9 001:50

Total Labor Hours: 1.9 1:50

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	P265-5037-1	TRANSDUCER		465.06	465.06
1	MS28778-3	ORING		0.54	0.54

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	40.33
Parts	465.60
TOTAL:	505.93

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 6/21/2020 Signed: [Signature] AP3782442

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Resource Maintenance System

Work Order

Talon Systems

Reg#: N4118A
 AC S/N: 17280629
 MFG: Cessna
 Model: 172
 A/C Tach Time: 3192.8

A/C Total Time: 13718.6
 RT Eng. T.T.:
 RT Prop. T.T.:
 LT Eng T.T.: 9394.8
 LT Prop T.T.: 13718.6

Description of Work to be Performed

1) GPS failure

Maintenance/Repairs Performed

1) GPS failure

Airframe:

Removed GPS antenna (P/N: 071-01553-0200; S/N: 21335); installed GPS antenna (P/N: 071-01620-0001; S/N: 49315771) which was manufactured by AeroAntenna Technology, Inc. under W/O AAT PS # 81494. Applied silicon sealer around GPS antenna. M. Campbell AP 3983583.

Labor

mcampbell 1.3 001:17

Total Labor Hours: 1.3 1:17

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	187-01831-0000	GPS ANTENNA GASKET		46.20	46.20
1	071-01620-0001	G.P.S ANTENNA	49315771	592.68	592.68

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	23.10
Parts	638.88
TOTAL:	661.98

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
 My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 6/25/20

Signed: _____

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#: N4118A
 AC S/N: 17280629
 MFG: Cessna
 Model: 172
 A/C Tach Time: 3192.8

A/C Total Time: 13718.6
 RT Eng. T.T.:
 RT Prop. T.T.:
 LT Eng T.T.: 9394.8
 LT Prop T.T.: 13718.6

Description of Work to be Performed

1) ETA squawk: GPS fail

Maintenance/Repairs Performed

1) ETA squawk: GPS fail

Airframe:

GPS will be unavailable if 1 of its 3 primary satellites is obstructed due to atmospheric conditions. this is a system feature, not a failure. GPS came back on and functioned properly. OPS checked GPS and antenna. ops check good. Sarah Patton A&P 3799858

Labor

0:00

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	0.00
Parts	
TOTAL:	0.00

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 6/25/2020 Signed: Spatton 3799858

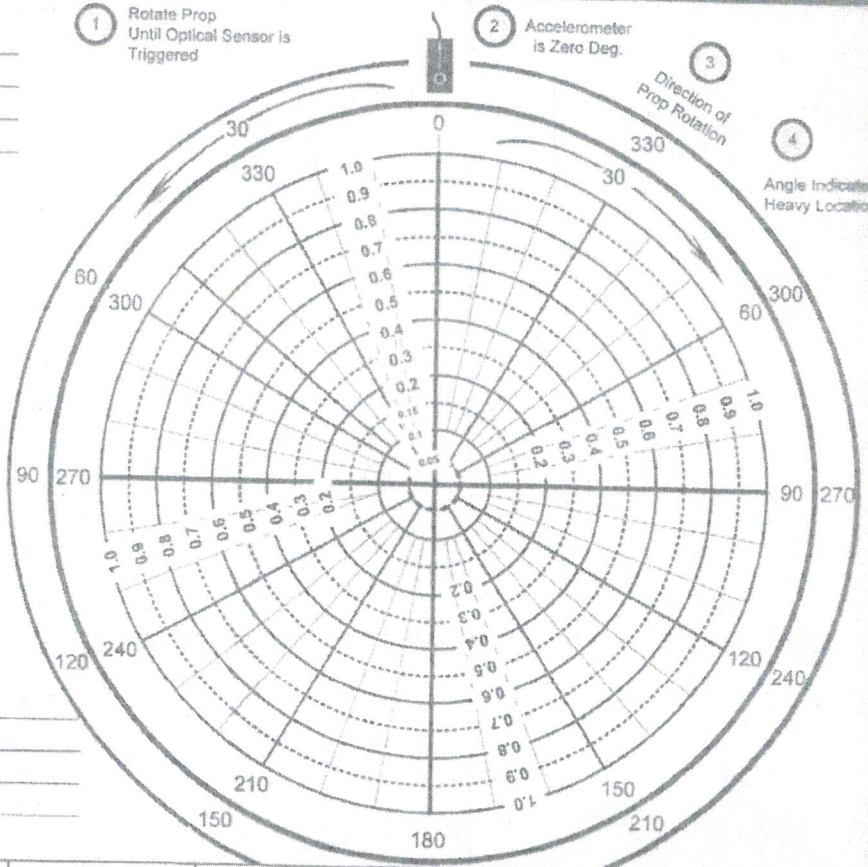
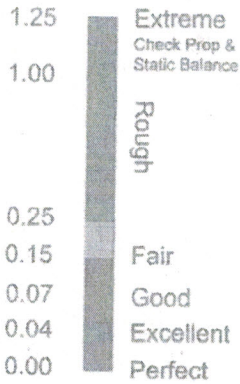
123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

DynaVibe

Dynamic Propeller Balancer

Aircraft: N4118A
 Owner: Sparkman
 Date: 11/23/20
 Engine Hours: _____

- 1 Rotate Prop Until Optical Sensor is Triggered
- 2 Accelerometer is Zero Deg.
- 3 Direction of Prop Rotation
- 4 Angle Indicates Heavy Location



Final Reading: _____
 Final Weights: _____
 Weight Locations: _____
 Mechanic & Cert Number: _____

	RPM	Magnitude (IPS)	Location (Angle)	Notes (Weight added, Location, etc)
4th run	2198	.07	54°	
	1909	.14	78°	
	2145	.20	51°	Removed 15g @ 270. Installed 16g @ 240
5th run	2121	.2	79°	Installed 13g @ 270.
	2124	.00	206	Final

Per AC20-37E: Install a placard on the propeller hub or bulkhead stating that the propeller has been dynamically balanced and the assembly of the power train rotating components is an indexed assembly. Make an entry in the logbook with the date, engine hours, final balance vibration, location of the dynamic balance weights, signature and certificate number of the maintenance person.

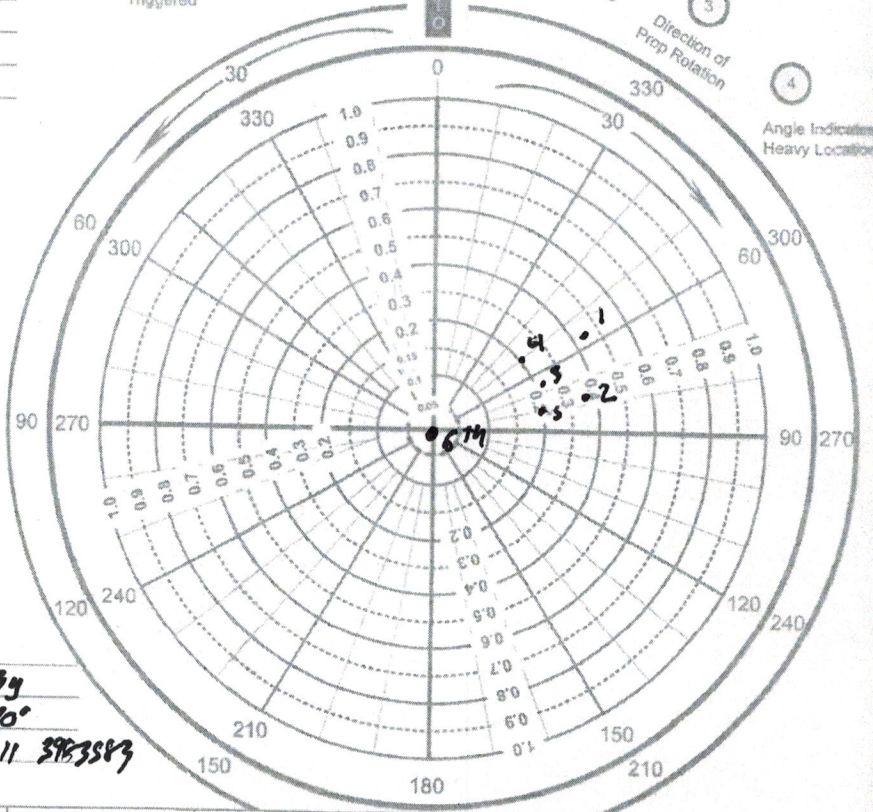
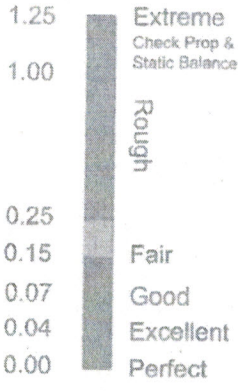
For balancing tips, see www.rpxtech.com/dv-tips

DynaVibe

Dynamic Propeller Balancer

Aircraft: N4118A
 Owner: Spartan
 Date: 11/23/20
 Engine Hours: _____

- 1 Rotate Prop Until Optical Sensor is Triggered
- 2 Accelerometer is Zero Deg.
- 3 Direction of Prop Rotation
- 4 Angle Indicates Heavy Location

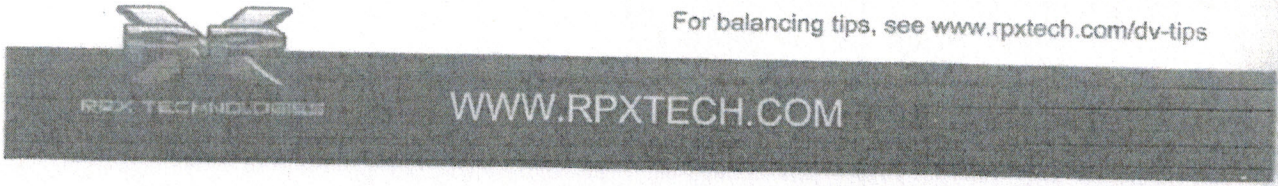


Final Reading: 0.00
 Final Weights: 16g / 13g
 Weight Locations: 240° / 270°
 Mechanic & Cert Number: M. Campbell 5763583

	RPM	Magnitude (IPS)	Location (Angle)	Notes (Weight added, Location, etc)
1st run	1400	.2	52 55	
	1514	.3	70	
2nd run	2095	.44	56	Removed 13 grams @ 0°
	1010	.16	88	
	1513	.32	90	
3rd	2106	.37	79	Installed 13 grams @ 270°
	1010	.07	95	
	1515	.21	29 92	Added 15 grams installed @ 270
	2112	.21	65	

PE-20-37E: Install placard on the propeller hub or bulkhead stating that the propeller has been dynamically balanced and the assembly of the power train rotating components is an indexed assembly. Make an entry in the logbook with the date, engine hours, final balance vibration, location of the dynamic balance weights, signature and certificate number of the maintenance person.

For balancing tips, see www.rpxtech.com/dv-tips



Talon Systems

Reg#: N4118A
 AC S/N: 17280629
 MFG: Cessna
 Model: 172
 A/C Tach Time: 3202.7

A/C Total Time: 13728.5
 RT Eng. T.T.:
 RT Prop. T.T.
 LT Eng T.T.: 9404.7
 LT Prop T.T.: 13728.5

Qty	Part#	Description	Serial#	Cost	Sub Total
1	0509069-7	BAFFLE		467.69	467.69
1	0556033-1	FUEL LINE		589.89	589.89
1	83278	SWITCH, OIL PRESSURE		70.55	70.55
1	172R	ENGINE HOSE KIT		741.91	741.91
1	MS21919WDG3	CLAMP, CUSHION		0.47	0.47
1	MS21919WDG12	CLAMP, CUSHION		1.79	1.79
2	AN7-45A	BOLT, AIRFRAME, 7/16-20		7.53	15.06
2	J-9613-72	MOUNT, ENGINE		255.67	511.34
1	MC565-549-021	CABLE, THROTTLE CONTROL		309.05	309.05
1	AN7-43A	BOLT, AIRFRAME, 7/16-20		3.31	3.31
1	MS25171-3S	NIPPLE, WHITE		1.74	1.74
1	0450277-212	FASTENER, L.H.		50.11	50.11
2	S1104-3	ROD, END, ENGINE		23.26	46.52
1	73152	Bracket (Fuel Inj. Line to engine)		21.67	21.67
1	0509070-8	BAFFLE AY		1,867.81	1,867.81
2	AN7-44A	BOLT, AIRFRAME, 7/16-20		3.87	7.74
1/2	J-9613-49	MOUNT, ENGINE		181.11	181.11
1/2	J-9613-49	MOUNT, ENGINE		168.16	168.16
1	P5000	OIL DRAIN VALVE		87.00	87.00
1	378K4 E	BELT, ALTERNATOR		120.67	120.67
1	73152	Bracket (Fuel Inj. Line to engine)		21.67	21.67
1	S1630-1	OIL TEMP, SENDING UNIT		268.80	268.80
1	149-NL/EC	24 V STARTER	H-U050571	501.75	501.75
1	216-CW	AIR PUMP	0AKX19	280.00	280.00
1	215CC	PUMP, VACUUM	190827	227.83	227.83

Parts Removed

Part #	Description	Serial #
215CC	PUMP, VACUUM	0AL302
216-CW	AIR PUMP	05J517

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	679.50
Parts	6,563.64
TOTAL:	7,243.14

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
 My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 2020-11-23 Signed: [Signature]
 123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set AP3746538

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	3202.7

A/C Total Time:	13728.5
RT Eng. T.T.:	
RT Prop. T.T.	
LT Eng T.T.:	9404.7
LT Prop T.T.:	13728.5

8) Removed and replaced throttle cable

Airframe:

Removed and replaced throttle cable. M. Campbell AP 3983583.

9) Removed Fuel servo (P/N: RSA5AD1; S/N: 70219603)

Airframe:

Installed Fuel Servo (P/N: RSA-5AD1; S/N: 70219603) which was overhauled by Mike's Aircraft Fuel Metering Service under W/O 31021. M. Campbell AP 3983583.

10) Removed Lower Vacuum Pump (P/N: AA216CW; S/N: 05J517)

Airframe:

Installed lower vacuum pump P/N: AA3216CW; S/N: 0AKX19 which was overhauled by Aero Accessories, LLC. under W/O 10AKX-0000. M. Campbell AP 3983583.

11) Removed Oil Cooler (P/N: 20002A; S/N: J16-14159-1)

Airframe:

Installed oil cooler (P/N: 8000075; S/N: 104210900) which was manufactured new by AERO-Classics heat Transfer products INC. under W/O 104210900. M. Campbell AP 3983583.

12) Removed starter (P/N: unknown; S/N: unknown)

Airframe:

Installed starter (P/N: 149NL/EC; S/N: H-U050571) Which was manufactured new from Hartzell Engine Technologies under W/O M949440. M. Campbell AP 3983583

13) Removed Upper Vacuum Pump (P/N:215CC; S/N: OAL302)

Airframe:

Installed upper vacuum pump P/N: 215CC; S/N: 190827 which was overhauled by Rapco, Inc. under W/O 190827 M. campbell AP 3983583

14) SB2-19 Champion Coupling Inspectiton (400 Hr)

Airframe:

Completed at overhaul. M. Campbell AP 3983583.

Labor

Charles	2.1	002:04	mcampbell	35.7	035:41
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Total Labor Hours: 37.8 37:45

Parts Used

Reg#: N4118A
AC S/N: 17280629
MFG: Cessna
Model: 172
A/C Tach Time: 3202.7

A/C Total Time: 13728.5
RT Eng. T.T.:
RT Prop. T.T.:
LT Eng T.T.: 9404.7
LT Prop T.T.: 13728.5

Talon Systems

Description of Work to be Performed

- 1) AD 2013-11-11 Oil Pressure Switch
- 2) Engine Overhaul
- 3) Fuel Inj. Nozzle Clean
- 4) Install oil temp sending unit
- 5) Magneto Inspection
- 6) Remove and inspect oil screen
- 7) Remove and replace mixture cable
- 8) Removed and replaced throttle cable
- 9) Removed Fuel servo (P/N: RSA5AD1; S/N: 70219603)
- 10) Removed Lower Vacuum Pump (P/N: AA216CW; S/N: 05J517)
- 11) Removed Oil Cooler (P/N: 20002A; S/N: J16-14159-1)
- 12) Removed starter (P/N: unknown; S/N: unknown)
- 13) Removed Upper Vacuum Pump (P/N:215CC; S/N: OAL302)
- 14) SB2-19 Champion Coupling Inspecton (400 Hr)

Maintenance/Repairs Performed

- 1) AD 2013-11-11 Oil Pressure Switch

Airframe:

Complied with AD 2013-11-11 by replacement of oil pressure switch. M. Campbell AP 3983583.

- 2) Engine Overhaul

Airframe:

Removed Lycoming Engine (Model: IO-360-L2A; Engine: L-30017-51A). Installed Lycoming Engine (Model: IO-360-L2A; S/N: L-30017-51A) which was overhauled by America's Aircraft Engines, Inc. under W/O 820078 at Engine TT 9404.7. Serviced engine with 8 quarts of mineral oil. M. Campbell AP 3983583.

- 3) Fuel Inj. Nozzle Clean

Airframe:

Completed at engine overhaul. William Flynn AP 3746538

- 4) Install oil temp sending unit

Airframe:

Installed Oil temp sending unit. M. Campbell AP 3983583.

- 5) Magneto Inspection

Airframe:

Magneto inspection completed at overhaul. M. Campbell AP 3983583.

- 6) Remove and inspect oil screen

Airframe:

Oil screen inspection completed at overhaul. M. Campbell AP 3983583.

- 7) Remove and replace mixture cable

frame:

Removed and replaced mixture cable. M. Campbell AP 3983583.

RMS

Resource Maintenance System

Work Order

Talon Systems

Date Started: 11/23/20

Date Completed:

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	3203.2

A/C Total Time:	13729.0
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9405.2
LT Prop T.T.:	13729.0

Technician Release	
Buy Back <input type="checkbox"/> Test FLT <input type="checkbox"/> Tech Signature: _____	Tech#: _____

Work Order Totals	
Labor	0.00
Parts	
TOTAL:	0.00

Maintenance Release	
I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.	
My signature constitutes that the aircraft is Airworthy and approved for return to service.	
Date: _____	Signed: _____
123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set	

DENTON AVIATION CONSULTING, INC.
 CRS# GDR31ZY
 CERTIFIES THAT TRANSDORER
 MOD# _____
 SIN _____
 PITOTATIC SYS HAS BEEN TESTED
 TO _____
 FT PER FAR 91.413 &

DENTON AVIATION CONSULTING, INC.
 CRS# GDR31ZY
 CERTIFIES THAT ALTIMETER
 MOD# _____
 SIN _____
 PITOTATIC SYS HAS BEEN TESTED
 TO _____
 FT PER FAR 91.413 &

DENTON AVIATION CONSULTING, INC.
 CRS# GDR31ZY
 CERTIFIES THAT ALTIMETER
 MOD# _____
 SIN _____
 PITOTATIC SYS HAS BEEN TESTED
 TO _____
 FT PER FAR 91.413 &

DENTON AVIATION CONSULTING, INC.
 CRS# GDR31ZY
 CERTIFIES THAT TRANSDORER
 MOD# _____
 SIN _____
 PITOTATIC SYS HAS BEEN TESTED
 TO _____
 FT PER FAR 91.413 &

Reg#: N4118A
AC S/N: 17280629
MFG: Cessna
Model: 172
A/C Tach Time: 3203.2

A/C Total Time: 13729.0
RT Eng. T.T.:
RT Prop. T.T.:
LT Eng T.T.: 9405.2
LT Prop T.T.: 13729.0

Talon Systems

Description of Work to be Performed

- 1) Pitot/Static
- 2) Transponder

DENTON AVIATION CONSULTING INC.

- 1) Pitot/Static
- Airframe:

FAA CRS# Q6DR312Y

N 4118A

Date 12/1/20

Test Set	Encoder	Altimeter	Baro	Reading	Difference
-1000	-1000	-1000	28.10	-1270	+5
0	0	0	28.50	-887	+10
500	500	500	29.00	-380	+10
1000	1000	1000	29.50	-90	+20
1500	1500	1500	29.92	500	-20
2000	2000	2000	30.50	1000	-20
3000	3000	3000	30.90	1370	-25
4000	4000	4000	30.99	1470	+10
6000	6000	6000	Name: <u>C172R</u>		
8000	8000	8000	Model: <u>15 C172R</u>		
10000	10000	10000	Serial #: <u>17280629</u>		
12000	12000	12000	Tach: <u>3203.2</u>		
14000	14000	14000	ATIS: <u>126.1</u>		
16000	16000	16000	Temp: <u>200</u>		
18000	18000	18000	Tested by: <u>[Signature]</u>		
20000	20000	20000			

- 2) Transponder
- Airframe:

DENTON AVIATION CONSULTING, INC.
CRS# Q6DR312Y
CERTIFIES THAT ALTIMETER
MOD# 0174 S/N 0N74
PITOTSTATIC SYS HAS BEEN TESTED
TO 13000 FT PER FAR 91.411 &
FAR 43 APP. E

DENTON AVIATION CONSULTING, INC.
CRS# Q6DR312Y
CERTIFIES THAT TRANSPONDER
MOD# 1A1 S/N 1A1
HAS BEEN TESTED PER FAR 91.413 &
FAR 43 APP. F AND APP. E PAR C

Serial Cal 13.6a
WO 120120 Client TACH 3203.2

Labor

0:00

DENTON AVIATION CONSULTING, INC.
CRS# Q6DR312Y
CERTIFIES THAT TRANSPONDER
MOD# _____ S/N _____
HAS BEEN TESTED PER FAR 91.413 &
FAR 43 APP. F AND APP. E PAR C

DENTON AVIATION CONSULTING, INC.
CRS# Q6DR312Y
CERTIFIES THAT ALTIMETER
MOD# _____ S/N _____ &
PITOTSTATIC SYS HAS BEEN TESTED
TO _____ FT PER FAR 91.411 &
FAR 43 APP. E

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	3202.7

A/C Total Time:	13728.5
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9405.2
LT Prop T.T.:	13729.0

Parts Removed		
Part #	Description	Serial #
RG24-15	BATTERY	40839749
S3326-1	GYRO, ATTITUDE	T71802P

Technician Release	
Buy Back <input type="checkbox"/> Test FLT <input type="checkbox"/> Tech Signature: _____	Tech#: _____

Work Order Totals	
Labor	563.77
Parts	3,105.30
TOTAL:	3,669.07

Maintenance Release
I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed. My signature constitutes that the aircraft is Airworthy and approved for return to service.
Date: <u>2020-11-23</u> Signed: <u><i>William</i></u>
123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set <u>AP3746538</u>

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	3202.7

A/C Total Time:	13728.5
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9405.2
LT Prop T.T.:	13729.0

Airframe:

Aircraft wash completed by line service. William Flynn AP 3746538

34) Wing left- wing tip is cracked on upper trailing edge. (Marked needs to be repaired)

Airframe:

Repaired left wing tip trailing edge and reinstalled wing tip. William Flynn AP 3746538

35) Wing right- Replace marked rivets on inboard trailing edge skin.

Airframe:

Removed marked rivets and installed reinforcement plate and oversized rivets. Removed and replaced inboard and outboard trailing flap rollers, washers and lock nuts. M. Campbell AP 3983583.

Labor

Will	5.2	005:07	mcampbell	25.1	025:04
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Total Labor Hours: 30.2 30:11

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	MS21919WDG12	CLAMP, CUSHION		1.79	1.79
1	MS25171-3S	NIPPLE, WHITE		1.74	1.74
1	0523921	ROLLER, FLAP WIDE		30.44	30.44
2	S1450-3S10-032	WASHER		2.18	4.36
8	105-00200	RIVET, BRAKE		0.15	1.20
4	APS66-10500	BRAKE LINING		6.75	27.00
3	0532104	BUSHING		8.00	24.00
1	S2800-276	KIT, CONNECTOR		12.78	12.78
2	1220114-1	SPACER, FLAP		0.58	1.16
1	0523920	ROLLER, FLAP		28.53	28.53
1	0519081-11	KICK PANEL		170.84	170.84
1	7205-2.00u	HING PIN		19.44	19.44
1	0515075-78	PLUG, ASSY		224.28	224.28
1/2	08125	BEARING		48.46	48.46
1/2	08125	BEARING		49.86	49.86
1	SPL1925-1	LOCK ASSY, SEAT		703.27	703.27
1	B3-5-1	FILTER, AIR		2.76	2.76
1	S2319-50	RECEPTACIE		5.83	5.83
2	08231	BEARING		25.52	51.04
1/4	P610113	TUBE		0.63	0.63
3/4	P610113	TUBE		0.63	1.89
13	MS21919WDG11	CLAMP, CUSHION		0.66	8.58
1	0523919	BUSHING, FLAP		7.42	7.42
1	RG24-15	BATTERY	41079893	644.82	644.82
1	AC2101	ACU	U07102	507.34	507.34
1	S3326-2	GYRO, ATTTIUDE	T86407Q	525.00	525.00
1	152, 172 Strainer Kit	Fuel Strainer Kit for 152, 172		0.84	0.84

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	3202.7

A/C Total Time:	13728.5
RT Eng. T.T.:	
RT Prop. T.T.	
LT Eng T.T.:	9405.2
LT Prop T.T.:	13729.0

Airframe:

Adjusted elevator trim tab travels to 22 degrees +1-0 up and 19 degrees +1-0 degrees down travel. Trim tab up travel is 22 degrees and down travel is 20 degrees. William Flynn AP 3746538

23) Flight controls- Lubricate after aircraft wash.

Airframe:

Lubricated flight controls after aircraft wash. William Flynn AP 3746538

24) Flight controls- Rudder removed for use on another aircraft.

Airframe:

Reinstalled rudder that was originally removed from aircraft for use on N869CP. William Flynn AP 3746538

25) Fuel Strainer, Service

Airframe:

Removed, inspected, cleaned and reinstalled fuel strainer. William Flynn AP 3746538

26) Fuel tanks- Leak check fuel caps and check operation of fuel vent.

Airframe:

Leak checked fuel caps and checked operation of fuel vents. William Flynn AP 3746538

27) Landing gear main- clean, inspect and repack left and right main gear wheel bearings.

Airframe:

Cleaned and inspected right main gear and left main gear wheel bearings. William Flynn AP 3746538

28) Landing gear main- Replace left and right main gear brake linings.

Airframe:

Removed and replaced left and right main gear brake linings. William Flynn AP 3746538

29) Landing gear nose - clean and lubricate nose landing gear and clean, inspect, and repack wheel bearings

Airframe:

Removed, disassembled, inspected, repacked, re-assembled, and re-installed nose landing gear wheel. Replaced both bearings P/N 08125 and both cups P/N 08231. Charles Herr AP 4017211

Cleaned and lubricated NLG strut. M. Campbell AP 3983583.

30) Removed and replace loose adel clamps

Airframe:

Removed and replaced loose adel clamps. M. Campbell AP 3983583.

31) Seat copilot's- Removed seat adjust lever for use on 98F.

Airframe:

Installed new seat lock control assembly P/N SPL1925-1. William Flynn AP 3746538

32) Upper cowling cracked on forward edge

Airframe:

Stopped drilled crack and installed scab patch installed with 6 MS20470AD3-4 rivets. M. Campbell AP 3983583

33) Wash aircraft before return to service.

Talon Systems

Date Completed: 11/23/20

Reg#: N4118A
AC S/N: 17280629
MFG: Cessna
Model: 172
A/C Tach Time: 3202.7

A/C Total Time: 13728.5
RT Eng. T.T.:
RT Prop. T.T.
LT Eng T.T.: 9405.2
LT Prop T.T.: 13729.0

Airframe:

Removed and replaced vacuum regulator filter. William Flynn AP 3746538

12) Cabin- Replace pilot's side kick panel.

Airframe:

Removed and replaced pilot's side kick panel William Flynn AP 3746538

13) Cabin- secure wire bundle on pilot's side to prevent control yoke form chafing on wire bundle when yoke is in the full aft position and ailerons are moved.

Airframe:

Secured wire bundle to prevent bundle from contacting the control yoke. William Flynn AP 3746538

14) Door pilot's - Lower door hinge pin is broken.

Airframe:

Removed and replaced pilot's door lower hinge pin. William Flynn AP 3746538

15) Door pilot's- inter door panel is damaged and needs to be replaced.

Airframe:

Removed and replaced pilot's and copilot's interior door panels. William Flynn AP 3746538

16) ELT Inspection 91.207

Airframe:

Inspected Artex ME406 ELT P/N 453-6603 S/N 242-02902 in accordance with FAR 91.207. Checked operation of aircraft ELT remote switch. ELT was found to be in servable condition and ELT remote switch was found to be operating normally. Next ELT inspection due no later then 11/2021 ELT battery S/N 365094-027 replacement due no later then 12-2021. William Flynn AP 3746538

17) Engine wiring harness- alternator BAT wire boot torn

Airframe:

Removed and replaced alternator BAT boot. M. Campbell AP 3983583.

18) Engine wiring harness- Repair damaged wires at connector for oil pressure switch connector.

Airframe:

Removed and replaced oil pressure switch and repaired wires. M. Campbell AP 3983583.

19) Engine wiring harness-Install correct ring terminal on alternator GND

Airframe:

Removed and replaced GND ring terminal. M. Campbell AP 3983583.

20) Flight control elevator- Adjust elevator down travel to 23 degrees +1-0. Currently at 18 degrees.

Airframe:

Adjusted elevator down travel to 23 degrees +1-0. William Flynn AP 3746538

21) Flight control flaps- Right flap rollers are bottomed out when flap is in the full up position.

Airframe:

Adjust right flap push rod to prevent flap from bottoming out. Applied new chafe tape on inboard of flap. M. Campbell AP 3983583.

22) Flight controls elevator trim- Adjust trim tab up travel to 22 degrees +1-0 and down travel to 19 degrees +1-0.

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	3202.7

A/C Total Time:	13728.5
RT Eng. T.T.:	
RT Prop. T.T.	
LT Eng T.T.:	9405.2
LT Prop T.T.:	13729.0

Airframe:

Installed attitude indicator (S3326-1; S/N: T86407Q) which was overhauled by Porter-Strait Instrument CO., INC. under W/O 108362. M. Campbell AP 3983583.

- 2) * Fire wall- Fire wall is cracked at cowling mount brackets at the 4 and 9 o'clock positions. (marked)

Airframe:

Stop drilled cracks and installed and sealed patches. Filled out 337 form dated 9/15/2020. M. Campbell AP 3983583.

- 3) * Fuel tank right. Right fuel tank is leaking fuel at aft seam put board of inboard flap track.

Airframe:

Located fuel leak to be on the lower seam between the wing skin and rear wing spar, between ws 57.375 and 39.00. Removed Rear outboard fuel bay access panel. Removed and cleaned affected areas. Applied Pro seal 890 to affected lower rear seam, temporarily sealed access panel with duct tape and pressurized fuel bay. Leak checked affected seam after sealant cured, leak checks good. Removed duct tape from access panel, cleaned and applied PR-1428 sealant on access panel and screws. Leak checked access panel, panel leak checks good. M. Campbell AP 3983583.

- 4) 100 Hour Inspection

Airframe:

See annual inspection sign off William Flynn AP 3746538 IA

- 5) AD 2015-19-07 Fuel Inj. Line

Airframe:

Complied with AD 2015-19-07 by visual inspection of fuel injection lines and mounting hardware in accordance with Lycoming service bulletin 342G. AD next due on later then AFTT: 13,828.5 TACH: 3,302.7. William Flynn AP 3746538

- 6) Annual Inspection

Airframe:

I certify that this aircraft was inspected in accordance with an Annual inspection and was found to be in airworthy condition. William Flynn AP 3746538 IA

- 7) Battery Capacity Check

Airframe:

First battery cap check failed at 60%. Removed battery P/N RG24-15 S/N 40839749 and installed new battery P/N RG24-15 S/N 41079893. William Flynn AP 3746538

- 8) Cabin instruments- Fuel quantity indicator not installed.

Airframe:

Calibrated and installed fuel gage IAW the Cessna 172 MM. M. Campbell AP 3983583.

- 9) Cabin- cap off unused port on avionics cooling fan.

Airframe:

Installed cap on unused avionics cooling fan port. William Flynn AP 3746538

- 10) Cabin- pedestal cover is not secured to pedestal (screws that on the pilot's and copilot's side not installed)

Airframe:

Secured pedestal cover to pedestal assembly. William Flynn AP 3746538

- 11) Cabin- Remove and replace vacuum regulator filter.

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	3202.7

Talon Systems

A/C Total Time:	13728.5
RT Eng. T.T.:	
RT Prop. T.T.	
LT Eng T.T.:	9405.2
LT Prop T.T.:	13729.0

Description of Work to be Performed

- 1) Removed attitude indicator P/N S3326-1 S/N T71802P in serviceable condition for use in N302CF.
- 2) * Fire wall- Fire wall is cracked at cowling mount brackets at the 4 and 9 o'clock positions. (marked)
- 3) * Fuel tank right. Right fuel tank is leaking fuel at aft seam put board of inboard flap track.
- 4) 100 Hour Inspection
- 5) AD 2015-19-07 Fuel Inj. Line
- 6) Annual Inspection
- 7) Battery Capacity Check
- 8) Cabin instruments- Fuel quantity indicator not installed.
- 9) Cabin- cap off unused port on avionics cooling fan.
- 10) Cabin- pedestal cover is not secured to pedestal (screws that on the pilot's and copilot's side not installed)
- 11) Cabin- Remove and replace vacuum regulator filter.
- 12) Cabin- Replace pilot's side kick panel.
- 13) Cabin- secure wire bundle on pilot's side to prevent control yoke form chafing on wire bundle when yoke is in the full aft position and ailerons are moved.
- 14) Door pilot's - Lower door hinge pin is broken.
- 15) Door pilot's- inter door panel is damaged and needs to be replaced.
- 16) ELT Inspection 91.207
- 17) Engine wiring harness- alternator BAT wire boot torn
- 18) Engine wiring harness- Repair damaged wires at connector for oil pressure switch connector.
- 19) Engine wiring harness-Install correct ring terminal on alternator GND
- 20) Flight control elevator- Adjust elevator down travel to 23 degrees +1-0. Currently at 18 degrees.
- 21) Flight control flaps- Right flap rollers are bottomed out when flap is in the full up position.
- 22) Flight controls elevator trim- Adjust trim tab up travel to 22 degrees +1-0 and down travel to 19 degrees +1-0.
- 23) Flight controls- Lubricate after aircraft wash.
- 24) Flight controls- Rudder removed for use on another aircraft.
- 25) Fuel Strainer, Service
- 26) Fuel tanks- Leak check fuel caps and check operation of fuel vent.
- 27) Landing gear main- clean, inspect and repack left and right main gear wheel bearings.
- 28) Landing gear main- Replace left and right main gear brake linings.
- 29) Landing gear nose - clean and lubricate nose landing gar and clean, inspect, and repack wheel bearings
- 30) Removed and replace loose adel clamps
- 31) Seat copilot's- Removed seat adjust lever for use on 98F.
- 32) Upper cowling cracked on forward edge
- 33) Wash aircraft before return to service.
- 34) Wing left- wing tip is cracked on upper trailing edge. (Marked needs to be repaired)
- 35) Wing right- Replace marked rivets on inboard trilling edge skin.

Maintenance/Repairs Performed

- 1) Removed attitude indicator P/N S3326-1 S/N T71802P in serviceable condition for use in N302CF.

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	3204.1

A/C Total Time:	13729.9
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9406.1
LT Prop T.T.:	13729.9

Description of Work to be Performed

1) ETA squawk: Low volt ind, Ammeter discharge.

Maintenance/Repairs Performed

1) **ETA squawk: Low volt ind, Ammeter discharge.**
Airframe:
 Removed and replaced alternator battery ring terminal and current sensor. Performed ops check, alternator ops checks good. M. Campbell AP 3983583.

 Removed alternator contactor P/N X61-0007 and installed new contactor P/N X61-0029. William Flynn AP 3746538.

Labor

mcampbell	3.3	003:15	
Total Labor Hours:			3.3 3:15

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	X61-0029	CONTACTOR		87.22	87.22
1	CS3200	TRANSDUCER	T80504	367.50	367.50

Parts Removed

Part #	Description	Serial #
9910591-11	ALTERNATOR	A-181848

Technician Release

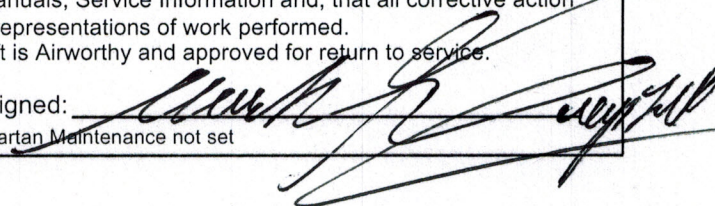
Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	58.50
Parts	454.72
TOTAL:	513.22

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
 My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 12/12/20 Signed:  3983583
 123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	3204.4

A/C Total Time:	13730.2
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9406.4
LT Prop T.T.:	13730.2

Description of Work to be Performed

1) Test flight and engine brake in flight required

Maintenance/Repairs Performed

1) Test flight and engine brake in flight required

Airframe:

Performed break-in flight, as per Spartan procedure. Everything performed as expected, nothing abnormal, rudder flight control operated as normal. Brian Weininger 4139124

Following pilots report of engine break in and test flight, aircraft is ok for RTS for cross country flight for the next 25 hours. M. Campbell AP 3983583

Labor

0:00

Technician Release

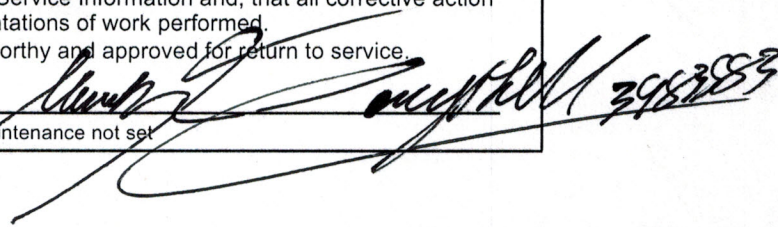
Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals	
Labor	0.00
Parts	
TOTAL:	0.00

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 12/21/20 Signed:  3983583

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

WO#: 2019 00041

Date Started: 01/07/19
Date Completed: 01/07/19

RMS

Resource Maintenance System
Work Order

Talon Systems

Reg#: N4118A
AC S/N: 17280629
MFG: Cessna
Model: 172
A/C Tach Time: 2104.2

A/C Total Time: 12630.0
RT Eng. T.T.:
RT Prop. T.T.: 8306.2
LT Eng T.T.:
LT Prop T.T.: 12630.0

Description of Work to be Performed

1) pilot side mic jac loose and wire broke

Maintenance/Repairs Performed

1) pilot side mic jac loose and wire broke

Airframe:

Removed and replaced pilot side mic jack due to corrosion, soldered and heat shrunk connections. Performed ops check, ops checked good. OK for RIS M. Campbell AP 3983583.

Labor

mcampbell 1.6 001:36

1:36

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	S1102-1X	JACK, MIC		11.28	11.28

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Maintenance Release

The aircraft, airframe, aircraft engine, propeller or appliance identified above, was inspected and repaired in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this Work Order.

Date: 01/07/19 Signed: *Herbert Campbell*
123 Cessna Drive/Tulsa OK, 74132 Spartan Maintenance not sig

3983583

Work Order Totals	
Labor	157.76
Parts	11.28
TOTAL:	169.04

Resource Maintenance System
Work Order

Talon Systems

Reg#: N4118A
AC S/N: 17280629
MFG: Cessna
Model: 172
A/C Tach Time: 2131.8

A/C Total Time: 12657.6
RT Eng. T.T.:
RT Prop. T.T.:
LT Eng T.T.: 8333.8
LT Prop T.T.: 12657.6

Description of Work to be Performed

- 1) ETA squawk: landing light inop
- 2) Pedestal light INOP

Maintenance/Repairs Performed

- 1) ETA squawk: landing light inop

Airframe:

Removed and replaced landing light bulb. M. Campbell AP 3983583.

- 2) Pedestal light INOP

Airframe:

Removed and replaced pedestal bulb and socket. M. Campbell AP 3983583.

Labor

mcampbell 1.3 001:15

Total Labor Hours: 1.3 1:15

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	S2524-1	TUBE, LAMP		57.38	57.38
1	4596	LIGHT, LANDING		12.93	12.93
1	GE 1829	LAMP, CONSOLE		0.85	0.85

Parts Removed

Part #	Description	Serial #
4596	LIGHT, LANDING	

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	123.25
Parts	71.16
TOTAL:	194.41

Maintenance Release

The aircraft, airframe, aircraft engine, propeller or appliance identified above, was inspected and repaired in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this Work Order.

Date: 1/22/19

Signed: *M. Campbell* 3983583

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Resource Maintenance System

Work Order

Talon Systems

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2148.0

A/C Total Time:	12673.8
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8350.0
LT Prop T.T.:	12673.8

17) PROPELLER: Dress and paint leading edge

Propeller 1:

dressed and painted leading edge. Donald Way AP53660824

18) PROPELLER: Flywheel weight bolts in backwards, hitting alternator belt.

Propeller 1:

Installed bolt correctly. Donald Way AP53660824

19) WING: Loose rivet in fwd wing spar fwd of fuel cell.

Airframe:

Replaced rivet w/ oversized cherry. Donald Way AP53660824

20) WING: Right wing trailing edge at inboard flap track area has loose rivets.

Airframe:

Replaced rivets. Donald Way AP53660824

Labor

dway	20.8	020:47	mcampbell	5.6	005:31
------	------	--------	-----------	-----	--------

26:18

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	REM38E	SPARK PLUG		23.10	23.10
1	1201998-1	COOLING SHROUD		55.23	55.23
1	172	100 Hour Service Kit, 172		23.31	23.31

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	2,593.18
Parts	101.64
TOTAL:	2,694.82

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 2/4/19 Signed: [Signature] AP53660824

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2148.0

A/C Total Time:	12673.8
RT Eng. T.T.:	
RT Prop. T.T.	
LT Eng T.T.:	8350.0
LT Prop T.T.:	12673.8

5) AIRFRAME: FUEL: Cannot pressurize fuel tanks thru vent tube.

Airframe:

Adjusted fuel vent valve in tank. Donald Way AP53660824

6) CABIN: Mag compass mount has loose screws.

Airframe:

Tightened screws. Donald Way AP53660824

7) CABIN: Secure right cockpit kick panel pouch.

Airframe:

Secured pouch. Donald Way AP53660824

8) COWLING: Top nose piece has worn camloc receptacles.

Engine 1:

Replaced camloc receptacles. Donald Way AP53660824

9) DOOR: Left cabin door lower hinge pin broken.

Airframe:

Pin checked ok. Donald Way AP53660824

10) DOOR: Right door latch striker plate crooked.

Airframe:

Adjusted striker plate. Donald Way AP53660824

11) DOOR: Right door window hinges loose.

Airframe:

Replaced rivets. Donald Way AP53660824

12) DOOR: Secure left door handle plug.

Airframe:

Secured plug. Donald Way AP53660824

13) ENGINE: CONTROLS: Throttle movement stiff.

Engine 1:

Lubed throttle cable. Donald Way AP53660824

14) ENGINE: Retime right magneto to engine.

Engine 1:

Retimed mag to 25deg BTDC. Donald Way AP53660824

15) ENGINE: Secure loose wiring above filter.

Engine 1:

Secured wiring. Donald Way AP53660824

16) PART REMOVED: VACUUM PUMP: TOP: COOLING SHROUD

Airframe:

Installed new shroud. Donald Way AP53660824

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2148.0

A/C Total Time:	12673.8
RT Eng. T.T.:	
RT Prop. T.T.	
LT Eng T.T.:	8350.0
LT Prop T.T.:	12673.8

Talon Systems

Description of Work to be Performed

- 1) 100 Hour Inspection
- 2) AD 2001-06-17 Idle Speed Adj.
- 3) AD 2015-19-07 Fuel Inj. Line
- 4) AILERONS: Both aileron bellcranks not hitting aft stops with full turn of yoke.
- 5) AIRFRAME: FUEL: Cannot pressurize fuel tanks thru vent tube.
- 6) CABIN: Mag compass mount has loose screws.
- 7) CABIN: Secure right cockpit kick panel pouch.
- 8) COWLING: Top nose piece has worn camloc receptacles.
- 9) DOOR: Left cabin door lower hinge pin broken.
- 10) DOOR: Right door latch striker plate crooked.
- 11) DOOR: Right door window hinges loose.
- 12) DOOR: Secure left door handle plug.
- 13) ENGINE: CONTROLS: Throttle movement stiff.
- 14) ENGINE: Retime right magneto to engine.
- 15) ENGINE: Secure loose wiring above filter.
- 16) PART REMOVED: VACUUM PUMP: TOP: COOLING SHROUD
- 17) PROPELLER: Dress and paint leading edge
- 18) PROPELLER: Flywheel weight bolts in backwards, hitting alternator belt.
- 19) WING: Loose rivet in fwd wing spar fwd of fuel cell.
- 20) WING: Right wing trailing edge at inboard flap track area has loose rivets.

Maintenance/Repairs Performed

- 1) 100 Hour Inspection

Airframe:

I certify that this AIRFRAME has been inspected in accordance with a 100HR INSPECTION and was determined to be in airworthy condition. Donald Way AP53660824

Engine 1:

I certify that this ENGINE has been inspected in accordance with a 100HR INSPECTION and was determined to be in airworthy condition. Donald Way AP53660824

Propeller 1:

I certify that this PROPELLER has been inspected in accordance with a 100HR INSPECTION and was determined to be in airworthy condition. Donald Way AP53660824

- 2) AD 2001-06-17 Idle Speed Adj.

Airframe:

c/w AD2001-06-17 by operational check of idle speed mixture adjustment. Donald Way AP53660824

- 3) AD 2015-19-07 Fuel Inj. Line

Airframe:

c/w AD2015-19-07 by visual inspection of fuel injection lines and hardware per Lycoming SB342G. Due again at Tach 2248.0. Donald Way AP53660824

- 4) AILERONS: Both aileron bellcranks not hitting aft stops with full turn of yoke.

Airframe:

Adjusted aileron carry-thru cable tension, ops ok. Donald Way AP53660824

DATE

10-20-2018

K.R.T. Aviation LLC
Tulsa, OK 74132
(KRVS)
918-710-0073

10/26/2018 Cessna N4118A S/N: 17280629 Tach: 1948.7

Removed KT76C transponder S/N 4516 and installed Stratus ESG transponder P/N 153010-000007 S/N 153510-000007 076641 (for further information see FAA Form 8130-3 dated 9/27/2018) in accordance with STC# SA04112CH. This installation is a follow on to STC# SA04112CH. The installed ADS-B OUT system was shown to meet the equipment performance requirements of 14 CFR part 91.227. Power to the Stratus ESG was supplied through a 5 amp breaker on aircraft main buss and the aircraft structure was used for ground. Weight and balance was negligible for the work performed above. All work was performed in reference with the manufacture's maintenance/installation manuals and STC# SA04112CH, a list of ICA's have been included in the aircraft records for the above unit (for further information see FAA Form 337 dated this date). All required manuals and flight manual supplements were placed in the aircraft. Pertinent details for work order #2404 are on file at K.R.T. Aviation. All affected components were checked for proper operation and all found to be operating within manufacture's specs. I certify that this aircraft is airworthy in regard to the work performed above, and ok for return to service.

Keith Thomas

AP3370165

DENTON AVIATION CONSULTING, INC.
TULSA, OKLA.
CRS# Q6DR312Y
REF 91.413

M4118A

DENTON AVIATION CONSULTING, INC. HEREBY CERTIFIES THAT Stratus ESG ATC TRANSPONDER S/N 153010-000007 076641 WAS INSPECTED, TESTED AND APPROVED FOR RETURN TO SERVICE IN ACCORDANCE WITH FAR 43 APPENDIX F. PARAGRAPHS (a)(b)(c)(d). THE WORK ORDER 102618/ KRT W/O: 2404 DESCRIBING THE WORK IS ON FILE AT THIS REPAIR STATION.
DATE 10/26/2018
Tach: 1948.7

AUTHORIZED SIGNATURE

SUB-TOTAL this page

TOTAL—Carry forward to next page

Resource Maintenance System
Work Order

Talon Systems

Reg#: N4118A
AC S/N: 17280629
MFG: Cessna
Model: 172
A/C Tach Time: 2148.0

A/C Total Time: 12673.8
RT Eng. T.T.:
RT Prop. T.T.:
LT Eng T.T.: 8350.0
LT Prop T.T.: 12673.8

Description of Work to be Performed

1) Pitot/Static

Maintenance/Repairs Performed

1) Pitot/Static

Airframe:

IFR Certification completed by Bill Denton Aviation. 02/01/2019

Labor

0:00

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	0.00
Parts	
TOTAL:	0.00

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: _____ Signed: _____

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

DENTON AVIATION CONSULTING, INC.
CRS# Q6DR312Y
CERTIFIES THAT TRANSPONDER

MOD# 109326S/N S/N 17280629
HAS BEEN TESTED PER FAR 91.413 &
FAR 43 APP. F

DENTON AVIATION CONSULTING, INC.
CRS# Q6DR312Y
CERTIFIES THAT ALTIMETER
MOD# 109326S/N &
PITOT/STATIC SYS HAS BEEN TESTED
TO 13.500 FT PER FAR 91.411 &
FAR 43 APP. E

10002019 al
TACH 2148 AFT:
2/1/19 12673.8

DENTON AVIATION CONSULTING INC.					
Test Set	Encoder	Altimeter	Baro	Reading	Difference
-1000	-1000	-1000	28.10	-1300	+10
0	0	0	28.50	-900	-10
500	500	500	29.00	-400	0
1000	1000	1000	29.50	40	0
1500	1500	1500	29.92	420	0
2000	2000	2000	30.50	920	0
3000	3000	3000	30.90	1320	0
4000	4000	4000	30.99	1400	0
6000	6000	6000			
8000	8000	8000			
10000	10000	10000			
12000	12000	12000			
14000	14000	14000			
16000					
18000					
20000					

FAA CRS# Q6DR312Y N 4118A Date 2/1/19

Name: Cessna
Model: 172
Serial #: 17280629
Tach: 2148 AFT: 12673.8
ATIS: 12673.8 AFT: 12673.8
Temp: 70
Tested by: [Signature]

Resource Maintenance System

Work Order

Talon Systems

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2159.5

A/C Total Time:	12685.3
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8361.5
LT Prop T.T.:	12685.3

Description of Work to be Performed

1) ETA squawk: oil pressure fluctuates between 20-40psi occasionally 60 to 90

Maintenance/Repairs Performed

1) ETA squawk: oil pressure fluctuates between 20-40psi occasionally 60 to 90

Airframe:

Cleaned oil line and transducer, ops ok. Donald Way AP53660824

Labor

dway 1.1 001:02

Total Labor Hours: 1.1 1:02

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	101.89
Parts	
TOTAL:	101.89

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 2/11/19 Signed: [Signature] AP53660824

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2176.5

A/C Total Time:	12702.3
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8378.5
LT Prop T.T.:	12702.3

Talon Systems

Description of Work to be Performed

1) no fluid on nose strut

Maintenance/Repairs Performed

1) no fluid on nose strut

Airframe:

Serviced nose strut with MIL-5606 and inflated strut to 45 psi. IAW 172 MM Chapter 12-11-00 Section 2. Cameron Falls A&P Pending

Labor

cfalls 5.3 005:14

Total Labor Hours: 5.3 5:14

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	516.01
Parts	
TOTAL:	516.01

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 2/18/2019 Signed: *Cameron Falls* A+P Pending

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2208.6

A/C Total Time:	12734.4
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8410.6
LT Prop T.T.:	12734.4

Description of Work to be Performed

1) Landing light dose not come on

Maintenance/Repairs Performed

1) Landing light dose not come on

Airframe:

Removed and replaced landing light bulb P/N 4596. OPS checked completed aircraft is approved for RTS. William Flynn AP3746538

Labor

Will 0.5 000:30

0:30

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	4596	LIGHT, LANDING		10.16	10.16

Parts Removed

Part #	Description	Serial #
4596	LIGHT, LANDING	

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	49.40
Parts	10.16
TOTAL:	59.56

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 03-07-19 Signed: [Signature]
123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set AP3746538

Resource Maintenance System
Work Order

Talon Systems

Reg#:	N1998F
AC S/N:	17280347
MFG:	Cessna
Model:	172
A/C Tach Time:	442.6

A/C Total Time:	442.6
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	6109.9
LT Prop T.T.:	442.6

Description of Work to be Performed

- 1) Directional Gyro is INOP
- 2) Pilot's side door locks by itself, adjust door latch.

Maintenance/Repairs Performed

- 1) Directional Gyro is INOP

Airframe:

Removed directional gyro (P/N:S3330-2; S/N:T57771E), seats and fire extinguisher/mount. M. Campbell AP 3983583.

Installed pilot's seat, safetied fire extinguisher, and installed fire extinguisher. Installed overhauled directional gyro, P/N 1U262-042-2/S3330-2 S/N T53546F, and ops checked per Cessna 172 MM Section 34-20-00, ops check good directional gyro only has 1 degree of deflection from compass. Luke Carley AP 4075240

- 2) Pilot's side door locks by itself, adjust door latch.

Airframe:

Deferred until next 100 hour inspection in 14.9 hours. Luke Carley AP 4075240

Labor

lcarley	1.8	001:47	mcampbell	2.4	002:21
---------	-----	--------	-----------	-----	--------

Total Labor Hours: 4.2 4:08

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	S2503-1	ELBOW		4.18	4.18
1	S3330-2	GYRO, DIRECTIONAL	T53546F	750.00	750.00

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	262.03
Parts	754.18
TOTAL:	1,016.21

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 3/8/19 Signed: Luke Carley AP 4075240
123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

WO#: 2019 00542

RMS

Resource Maintenance System

Work Order

Talon Systems

Date Started: 03/21/19

Date Completed: 03/21/19

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2242.7

A/C Total Time:	12768.5
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8444.7
LT Prop T.T.:	12768.5

Description of Work to be Performed

1) flaps catching and stuttering past 10 degrees

Maintenance/Repairs Performed

1) flaps catching and stuttering past 10 degrees

Airframe:

lubed flap tracks ops check good. Michel Galutza Ap3871967

Labor

mgalutza 0.5 000:30

0:30

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	8.00
Parts	
TOTAL:	8.00

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 03/21/19 Signed: Michel Galutza AP3871967

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2242.7

A/C Total Time:	12768.5
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8444.7
LT Prop T.T.:	12768.5

Description of Work to be Performed

1) ETA squawk: Grommet pulled through the cowling.

Maintenance/Repairs Performed

1) ETA squawk: Grommet pulled through the cowling.

Airframe:

Installed top cowl from N7275C.

Labor

0:00

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	0.00
Parts	
TOTAL:	0.00

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 03/21/2019 Signed: [Signature] #P2296043
 123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

WO#: 2019 00591

RMS

Resource Maintenance System

Work Order

Talon Systems

Date Started: 03/28/19

Date Completed: 03/30/19

Reg#: N4118A
 AC S/N: 17280629
 MFG: Cessna
 Model: 172
 A/C Tach Time: 2247.4

A/C Total Time: 12773.2
 RT Eng. T.T.:
 RT Prop. T.T.:
 LT Eng T.T.: 8449.4
 LT Prop T.T.: 12773.2

Qty	Part#	Description	Serial#	Cost	Sub Total
3	REM38E	SPARK PLUG			
1	0450277-215	FASTENER		23.10	69.30
1	2050005-1	GASKET		23.63	23.63
1	SK2003-42A	MOUNT, COWL		20.00	20.00
2	66224	SEAL		26.91	26.91
1	172	100 Hour Service Kit, 172		0.90	1.80
				23.31	23.31

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor 3,542.59
 Parts 164.95
 TOTAL: 3,707.54

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 03/30/2019 Signed: [Signature] PIP2796043

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#: N4118A
AC S/N: 17280629
MFG: Cessna
Model: 172
A/C Tach Time: 2247.4

A/C Total Time: 12773.2
RT Eng. T.T.:
RT Prop. T.T.:
LT Eng T.T.: 8449.4
LT Prop T.T.: 12773.2

Talon Systems

Description of Work to be Performed

- 1) 100 Hour Inspection
- 2) AD 2015-19-07 Fuel Inj. Line
- 3) Power plant/ATA 71-10-00- Mid LH cowl mount broken
- 4) Powerplant/ATA 71/00/00- Fuel servo mixture control has excessive play

Maintenance/Repairs Performed

1) 100 Hour Inspection

Airframe:

I certify this Aircraft has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition. Kenneth T. Lamp 2796043IA

Engine 1:

I certify this engine has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition. Kenneth T. Lamp 2796043IA

Propeller 1:

I certify this Propeller has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition. Kenneth T. Lamp 2796043IA

2) AD 2015-19-07 Fuel Inj. Line

Airframe:

Complied with AD 2015-19-07 IAW Lycoming SB 342G by visual inspection using a 10X magnifier and light. Inspected lines, fittings and clamps. Next inspection due at Tach Time 2347.4. Kenneth T. Lamp A&P 2796043IA

3) Power plant/ATA 71-10-00- Mid LH cowl mount broken

Airframe:

Remove and replace mount P/N SK2003-42A. Kenneth T. Lamp A&P 2796043

4) Powerplant/ATA 71/00/00- Fuel servo mixture control has excessive play

Engine 1:

Disconnected air intake line, two gas lines, mounting bracket, safety wire and removed fuel injector servo MODEL RSA-5AD1 SN 70229201 IAW ATA 71/00/00 Meredith Marshall #3818641

Installed new gasket and seals, installed fuel injector servo model RSA 5AD1 SN 72FU5601 from a/c N2745M in serviceable condition, reconnected mounting bracket and gas lines, safety wired, installed air intake line. Rigged mixture and throttle lines, within tolerance. Ran boost pumps no leak noted. IAQ 71/00/00 Meredith Marshall A&P #3818641

QC checked fuel servo install including control travels- satisfactory. Kenneth T. Lamp A&P 2796043

Labor

mgalutza	1.0	001:00	mmarshall	19.1	019:04	klamp	16.7	016:42
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Total Labor Hours: 36.8 36:46

Parts Used

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2252.4

A/C Total Time:	12778.2
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8454.4
LT Prop T.T.:	12778.2

Description of Work to be Performed

- 1) ETA squawk: Oil pressure gauge flicking / went below green arc / flaps were offset
- 2) Found seat track stops loose.
- 3) Upper cowling camloc, grommet, and lock ring on forward RH side are missing.

Maintenance/Repairs Performed

- 1) **ETA squawk: Oil pressure gauge flicking / went below green arc / flaps were offset**
Airframe:
 Ran up aircraft and verified oil pressure gauge flickering. Cleaned oil pressure transducer port and ops checked oil pressure gauge by running up aircraft again: ops check good. Verified flaps are matched: ops check good. Charles Herr AP 4017211
- 2) **Found seat track stops loose.**
Airframe:
 Replaced all 4 lock nuts P/N MS21044N3 on the seat track stops. Charles Herr AP 4017211
- 3) **Upper cowling camloc, grommet, and lock ring on forward RH side are missing.**
Airframe:
 Installed the missing upper cowling camloc, grommet, and lock ring. Charles Herr AP 4017211

Labor

Charles	1.10	001:55	
			Total Labor Hours: 2.0 1:55

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
4	MS21044N3	LOCK, NUT		0.14	0.56
1	S2319-2	STUD, CAMLOCK		4.71	4.71
1	S2319-21	GROMMET		2.87	2.87
1	CM2791-1	RING, SNAP		0.00	0.00
2	AN960-10	WASHER, AIRFRAM		0.02	0.04

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	188.98
Parts	8.18
TOTAL:	197.16

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
 My signature constitutes that the aircraft is Airworthy and approved for return to service.
 Date: 04/01/2019 1426 Signed: Charles Herr AP 4017211
 123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2254.8

A/C Total Time:	12780.6
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8456.8
LT Prop T.T.:	12780.6

Description of Work to be Performed

- 1) ETA squawk: Could not hear each other over radio, but could transmit to tower/approach. Unreadable nav/comm 2 display unit. On the rnav 19R approach lost all flight plan navigation on gps unit.

Maintenance/Repairs Performed

- 1) ETA squawk: Could not hear each other over radio, but could transmit to tower/approach. Unreadable nav/comm 2 display unit. On the rnav 19R approach lost all flight plan navigation on gps unit.

Airframe:

Found intercom volume knob to be turned all the way down. Comm2 display was dim on start but brightened up when allowed to warm up. Ops checked intercom and comm 2, ops check good. Could not duplicate squawk. Luke Carley AP 4075240

Labor

lcarley	0.4	000:20
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Total Labor Hours: 0.4 0:20

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	5.67
Parts	
TOTAL:	5.67

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 4/2/19

Signed: *Luke Carley AP*

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set 4075240

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2261.5

A/C Total Time:	12787.3
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8463.5
LT Prop T.T.:	12787.3

Description of Work to be Performed

1) ETA squawk: landing light inoperative

Maintenance/Repairs Performed

1) **ETA squawk: landing light inoperative**
Airframe:
 Removed and Replaced Landing light PN 4596, Performed Op-check, Checked good. A/C ok for RTS.
 -James McLaughlin AP3782442

Labor

James	0.3	000:18			
					0:18

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	4596	LIGHT, LANDING		10.16	10.16

Parts Removed

Part #	Description	Serial #
4596	LIGHT, LANDING	

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	29.64
Parts	10.16
TOTAL:	39.80

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
 My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 4/8/19 Signed: [Signature]
 123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2260.5

A/C Total Time:	12786.3
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8462.5
LT Prop T.T.:	12786.3

Talon Systems

Description of Work to be Performed

- 1) Rt fuel tank zero reading with fuel in tank
- 2) Upper cowl: FWD RH Cam lock to short and receptacles worn (2).

Maintenance/Repairs Performed

- 1) Rt fuel tank zero reading with fuel in tank

Airframe:

Shook wing and reading came up to full tanks. Continued to shack wing and reading would fluctuate from 0 to Full. Removed Fuel Sender, and installed serviceable sending unit from N2745M. Leak checked fuel sender, Checked good. Operational check successful. A/C ok for RTS.
-James McLaughlin AP3782442

- 2) Upper cowl: FWD RH Cam lock to short and receptacles worn (2).

Airframe:

Replaced Cam lock and 2 Receptacles on FWD Upper cowl.
-James McLaughlin AP3782442

Labor

James	2.7	002:40
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Total Labor Hours: 2.7 2:40

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	263.47
Parts	
TOTAL:	263.47

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 4/08/19 Signed: [Signature] AP3782442

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2265.8

A/C Total Time:	12791.6
RT Eng. T.T.:	
RT Prop. T.T.	
LT Eng T.T.:	8467.8
LT Prop T.T.:	12791.6

Description of Work to be Performed

1) Airspeed indicator inop. Reading 120 knots during taxi

Maintenance/Repairs Performed

1) Airspeed indicator inop. Reading 120 knots during taxi

Airframe:

Confirmed fault, airspeed indicator does get stuck at 120 knots but then will return to zero when jostled. Removed Airspeed indicator (P/N: S3325-1; S/N: T41341B), installed airspeed indicator (P/N: S3325-6; S/N: T41697B) which was removed from N369TW in an air worthy condition. Noticed a significant leak in the static system, removed and replaced connectors and fittings at the airspeed indicator, altimeter, vsi, and alternate static port. Found static port to be cracked and the fittings to be worn, removed and replaced static port, fittings and sump. Performed Pitot/static leak check, pitot/static system is within allowable limits. SCAT hoses were replaced due to degradation. Performed run-up and all systems are functioning properly. M. Campbell AP 3983583.

Labor

mcampbell 15.8 015:47

Total Labor Hours: 15.8 15:47

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	S2043-1	SUMP		163.54	163.54
1	AN911-1D	NIPPLE		3.67	3.67
1	AN916-1D	ELBOW, PIPE		23.83	23.83
1	S1135-1	ELBOW		5.66	5.66
1	S1133-1	CONNECTOR		3.27	3.27
1	S1137-1	TEE, STATIC		6.94	6.94
2	S1139-1	TEE, VAC		5.28	10.56
12	S1131-1	CONNECTOR		0.72	8.64
12	S1130-1	NUT, NYLON		0.72	8.64
1	S1131-1	CONNECTOR		0.72	0.72
1	S1130-1	NUT, NYLON		0.72	0.72
1	QS200-32H	CLAMP, HOSE		1.27	1.27
2	SCAT-8	DUCT, SCAT, 2 INCH		3.97	7.94
1	S1776-1	BUTTON, PITOT		194.90	194.90

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	1,556.24
Parts	440.30
TOTAL:	1,996.54

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 4/16/2019

Signed: *M. Campbell* 4983583

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Resource Maintenance System

Work Order

Talon Systems

Reg#:	N4118A
AC S/N:	17280629
FG:	Cessna
Model:	172
A/C Tach Time:	2329.7

A/C Total Time:	12855.5
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8531.7
LT Prop T.T.:	12855.5

Description of Work to be Performed

1) ETA squawk: burned 1 qt of oil during flight. oil on front left of block behind prop.

Maintenance/Repairs Performed

1) ETA squawk: burned 1 qt of oil during flight. oil on front left of block behind prop.
Airframe:
 Checked engine for leaks, no leaks detected, check oil, dip stick read 6 quarts.
 Michael Galutza AP3871967

Labor

0:00

Technician Release	
Buy Back <input type="checkbox"/> Test FLT <input type="checkbox"/> Tech Signature: _____	Tech#: _____

Work Order Totals	
Labor	0.00
Parts	
TOTAL:	0.00

Maintenance Release	
I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed. My signature constitutes that the aircraft is Airworthy and approved for return to service.	
Date: <u>05/14/19</u>	Signed: <u>Michael Galutza AP3871967</u>
123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set	

Resource Maintenance System

Work Order

Talon Systems

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2298.3

A/C Total Time:	12824.1
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8500.3
LT Prop T.T.:	12824.1

Description of Work to be Performed

1) taxi light inop

Maintenance/Repairs Performed

1) taxi light inop

Airframe:

Removed and replaced taxi light. Cameron Falls AP 4215286

Labor

cfalls 0.3 000:14

Total Labor Hours: 0.3 0:14

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	4596	LIGHT, LANDING		10.15	10.15

Parts Removed

Part #	Description	Serial #
4596	LIGHT, LANDING	

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	23.01
Parts	10.15
TOTAL:	33.16

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 5/6/19 Signed: [Signature] AP4215286

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Resource Maintenance System
Work Order

Talon Systems

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2301.2

A/C Total Time:	12827.0
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8503.2
LT Prop T.T.:	12827.0

Description of Work to be Performed

1) Starter wouldn't crank. Dead starter or battery

Maintenance/Repairs Performed

1) Starter wouldn't crank. Dead starter or battery

Airframe:

Started aircraft. System shows 28vdc at 1000rpm. Ops checked alternator. Kenneth T. Lamp A&P
2796043

Labor

0:00

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	0.00
Parts	
TOTAL:	0.00

Maintenance Release

Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 05/07/2019

Signed: 

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2332.7

Resource Maintenance System

Work Order

Talon Systems

A/C Total Time:	12858.5
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8534.7
LT Prop T.T.:	12858.5

Description of Work to be Performed

1) ETA squawk: Lost oil pressure when reducing power in downwind.

Maintenance/Repairs Performed

1) ETA squawk: Lost oil pressure when reducing power in downwind.
Airframe:
 Cleaned oil pressure transducer. Completed engine run-up, oil temperature reached approximately 190 degrees farenhiet and oil pressure never left the green arc at static and at idle. Unable to duplicate discrepancy. Fly to verify. Austin Wilkinson AP3855594

Labor

Austin	1.1	001:05	
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Total Labor Hours: 1.1 1:05

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	MS28778-3	ORING		0.54	0.54

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	19.50
Parts	0.54
TOTAL:	20.04

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
 My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 05-15-2019 Signed: Austin Wilkinson AP3855594

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Resource Maintenance System
Work Order

Talon Systems

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2330.0

A/C Total Time:	12855.8
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8532.0
LT Prop T.T.:	12855.8

Description of Work to be Performed

1) ETA squawk: Lost oil pressure at high RPM and temps were climbing.

Maintenance/Repairs Performed

1) ETA squawk: Lost oil pressure at high RPM and temps were climbing.

Airframe:

Performed engine ground run to check oil pressure and oil temp. During ground run with oil temp did not exceed 200 degrees at max static RPM oil pressure did not exceed 90 psi oil temp and oil pressure indications remained normal during engine ground run. Aircraft is approved for RTS.
William Flynn AP3746538

Labor

0:00

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	0.00
Parts	
TOTAL:	0.00

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 5-14-19 Signed: [Signature]

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set AP3746538

Resource Maintenance System
Work Order

Talon Systems

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2332.4

A/C Total Time:	12858.2
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8534.4
LT Prop T.T.:	12858.2

Description of Work to be Performed

1) Landing light is INOP...

Maintenance/Repairs Performed

1) Landing light is INOP...

Airframe:

Removed and replaced burnt out landing light. Cameron Falls AP 4215286

Labor

cfalls 0.4 000:22

Total Labor Hours: 0.4 0:22

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	4596	LIGHT, LANDING		10.15	10.15

Parts Removed

Part #	Description	Serial #
4596	LIGHT, LANDING	

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	36.15
Parts	10.15
TOTAL:	46.30

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 5/15/19 Signed: [Signature] AP 4215286

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#: N4118A
AC S/N: 17280629
MFG: Cessna
Model: 172
A/C Tach Time: 2347.0

A/C Total Time: 12872.8
RT Eng. T.T.:
RT Prop. T.T.:
LT Eng T.T.: 8549.0
LT Prop T.T.: 12872.8

Talon Systems

Engine 1:

cooler line and torqued B-nut. All work per Cessna 172R MM CH 79-20-00.
Preston Welch AP3665724

27) OIL PRESSURE RELIEF VALVE: Leaking at crush washer. (Also leaking at Hobbs Meter oil pressure switch)

Engine 1:

Checked oil pressure relief valve and found ok. Hobbs oil pressure switch torqued check and found OK. Cleaned area as needed. To be leak checked following post inspection run.
Preston Welch AP3665724

Leak check OK at post-inspection run.
Preston Welch AP3665724

28) RUDDER: UPPER FAIRING: Loose screw at RH balance weight. Remove cap to determine cause

Airframe:

Found improper length screw in fairing. Installed New AN525-10R8 Screw. Tightened Screw. All hardware checked tight. All work per Cessna 172R MM CH 27-20-00.
Preston Welch AP3665724

29) WING: LH: Apply anti-chafe tape to wing TE above flap

Airframe:

Removed and replaced 3EA P/N S1093-1 Chafe plugs. Applied anti-chafe tape as needed to flap skin and wing TE as needed. All work per Cessna 172R MM CH 57-00-00.
Preston Welch AP3665724

Labor

mcampbell	17.6	017:34	Charles	9.3	009:14	pwelch	39.5	039:28
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Total Labor Hours: 66.3 66:16

Parts Used

WO#: 2019 00919

RMS

Resource Maintenance System
Work Order

Talon Systems

Date Started: 05/20/19

Date Completed: 05/28/19

Reg#: N4118A
C/S/N: 17280629
MFG: Cessna
Model: 172
A/C Tach Time: 2347.0

A/C Total Time: 12872.8
RT Eng. T.T.:
RT Prop. T.T.:
LT Eng T.T.: 8549.0
LT Prop T.T.: 12872.8

Qty	Part#	Description	Serial#	Cost	Sub Total
4	ms35333-38	washer		0.19	0.76
1	0717024-10	PIN, PIVOT		87.67	87.67
2	SCAT-12	DUCT, SCAT, 3 INCH		5.51	11.02
1	M83248-1-138	ORING		1.27	1.27
4	71973	GASKET, INTAKE		0.94	3.76
1	72059	GASKET OIL FILL TUBE		1.39	1.39
1	AN7-43A	BOLT, AIRFRAME, 7/16-20		3.31	3.31
1	S3038-3	FASTENER FLOOR AND WIRE COVER		0.46	0.46
1	CM3589-10	BREAKER		122.33	122.33
1	S1931-8	SCREW		0.00	0.00
3	S1093-1	PLUG, BUTTON		0.15	0.45
1	0717024-12	HANDLE, CABIN		468.12	468.12
1	MS29513-111	ORING		0.61	0.61
1	C352R	SERVICED FIRE EXTINGUISHER		38.00	38.00
1	GE 306	LAMP		2.74	2.74
11	MS24693C28	SCREW		0.09	0.99
1	164-04000	DISC, BRAKE		98.17	98.17
2	NAS514P-1032-14	SCREW		0.16	0.32
1	AN742D4	CLAMP		0.45	0.45
1	28-05RGF	FAIRING		98.84	98.84
8	MS35333-40	LOCK WASHER		0.02	0.16
1	600-6 6 PLY, CESSNA	TIRE		66.25	66.25
3	0552227-1	SHIM		6.19	18.57
1	P198281	AIR FILTER		107.76	107.76
1	72059	GASKET OIL FILL TUBE		1.39	1.39
2	CM2692-48J1S	BUTTON, WILKIE		5.06	10.12
2	S3881-2	WASHER		0.83	1.66
1	S272-5	BALL, LATCH		3.31	3.31
1	MS24585-1020	SPRING		1.67	1.67
1	1217063-9	BRACKET		159.31	159.31
1	MS20392-1C11	PIN, CLEVIS		0.00	0.00
4	MS24665-132	PIN, COTTER		0.00	0.00
1	MS20392-1C35	PIN, CLEVIS		0.66	0.66
1	172	100 Hour Service Kit, 172		23.15	23.15

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor 3,510.75
Parts 1,334.67
TOTAL: 4,845.42

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 5/28/19 Signed: [Signature] AP3665724

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2347.0

A/C Total Time:	12872.8
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8549.0
LT Prop T.T.:	12872.8

18) Fuel Strainer, Service**Airframe:**

Removed, cleaned, and reinstalled fuel strainer filter with new O-rings. Leak check OK. Safetied bowl. All work per Cessna 172R MM CH 28-20-00.
Preston Welch AP3665724

19) Landing gear/ATA 32-00-00- RH main gear fuselage to gear leg fairing broken**Airframe:**

Removed RH Upper fairing. Installed New McFarlane P/N 28-05-RGF fairing. Removed, scuffed, and painted. Installed fairing with New 5EA P/N AN525-10R10 Screws. All work per Cessna 172R MM CH 32-10-00.
Preston Welch AP3665724

20) LANDING GEAR: NLG: Clean and lubricate.**Airframe:**

Cleaned and lubricated NLG per Cessna 172R MM CH 12-20-00.
Preston Welch AP3665724

21) LANDING GEAR: RH MLG: Replace tire and disc (.206") Limit: .205"**Airframe:**

Removed RH MLG tire, disassembled, cleaned, inspected and repacked RH MLG bearings. Installed new tire and brake disc, torqued wheel halves to 90 in-lbs. inflated tire to 28psi and mounted onto aircraft with new cotter pins. Torqued brake caliper to 90 in-lbs. M. Campbell AP 3983583.

22) LIGHT: LANDING LIGHT: Replace C/B Switch. Will not turn off light**Airframe:**

Removed and replaced landing light C/B switch and performed ops check. ops checked good, M. Campbell AP 3983583.

23) LIGHT: WING COURTESY: INOP: Replace lamp**Airframe:**

Removed and replaced LH wing courtesy light bulb. Ops checked good, M. Campbell AP 3983583.

24) OIL FILL TUBE: Remove, clean, and replace gasket.**Engine 1:**

Removed oil fill tube. Cleaned tube and mating surface and area. Replaced gasket with New P/N 72059 Gasket. Reinstalled tube, tightened, and safetied. All work per Lycoming SSP-1776 Section V.
Preston Welch AP3665724

25) OIL LEAK: INTAKE TUBES @ OIL SUMP: Remove all intake tubes and check tubes and hoses. Clean area, also.**Engine 1:**

Removed all intake tubes and found the intake tube to sump on the #1 cylinder will need to be re-swaged. M. Campbell AP 3983583.

Swaged #1 intake tube in oil sump. Installed #2 and #4 intake tubes with 2EA P/N 71973 Gaskets and 4EA P/N MS35333-40 Lock Washers. Installed #1 and #3 intake tubes with 2EA P/N 71973 Gaskets and 4EA P/N MS35333-40 Lock Washers. All work per Lycoming SSP-1776 Section 5.

Preston Welch AP3665724

26) OIL LEAK: OIL COOLER: LOWER FITTING at OIL COOLER (B-NUT Checked tight)**Engine 1:**

Removed Lower oil cooler line. Removed fitting. Cleaned and inspected. Found old sealant in threads. Cleaned fitting as needed. Applied Loctite 592 sealant. Installed fitting. Installed oil

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2347.0

Resource Maintenance System

Work Order

Talon Systems

A/C Total Time:	12872.8
RT Eng. T.T.:	
RT Prop. T.T.	
LT Eng T.T.:	8549.0
LT Prop T.T.:	12872.8

10) CABIN DOOR: LH: WINDOW: FWD hinge very loose**Airframe:**

Removed and replaced the cherry max rivets on the window frame side of the forward hinge. Charles Herr AP 4017211

11) CABIN DOOR: RH: DOOR LATCH: Springs broken**Airframe:**

Removed RH cabin door latch and found the clevis pin broken that connects the handle to the pull bar for the latch. Also found the handle to be excessively worn. No broken springs found. Removed and replaced handle P/N 0717024-12, clevis pins P/N MS20392-1C11 and MS20392-1C35, and pivot pin P/N 0717024-10. Installed RH cabin door latch. Ops checked door latch: ops check good. Removal and installation of door latch done IAW Cessna 172 (1996 & ON) MM, Chapter 52-10-00. Charles Herr AP 4017211

12) CABIN DOOR: RH: WINDOW: Latch very loose**Airframe:**

Removed window latch assembly. Disassembled. Replaced base assembly with New P/N 1217063-12, New P/N S1931-8 Lock Screw, 2EA P/N NAS514P-1032-14 Screws. Installed window latch assembly and tightened. Ops check OK. All work per Cessna 172R MM CH 56-30-00. Preston Welch AP3665724

13) CABIN HEAT: DUCT: Loose at exhaust due to improper installation. Replace duct.**Airframe:**

Removed old SCAT hose and installed a new section of SCAT-12 hose. M. Campbell AP 3983583.

14) COWLING: NOSECAP: Replace worn receptacles as needed**Airframe:**

Removed all receptacles. Installed 8EA P/N S2319-50 Receptacles. All work per Cessna 172R MM CH 71-10-00. Preston Welch AP3665724

15) COWLING: LOWER: LH Lower shock mount OB bracket broken (5 O'clock position)**Airframe:**

Fabricated, primed and painted new cowl mount bracket. Found too many spacers on cowl mount, they were also excessively worn. M. Campbell AP 3983583.

Installed lower cowl mount bracket. Installed shock mount. Installed lower cowling to check alignment. All checks OK. Installed pilot rudder pedal cover. All work per Cessna 172R MM CH 71-10-00. Removed lower cowling for post-inspection run and leak check. Preston Welch AP3665724

16) Engine: Replace prop seal.**Engine 1:**

Upon removal of alternator, noticed an excessive amount of oil and suspected a bad prop seal. Removed propeller and didn't see oil dripping from the prop seal, torque checked case bolts and found through bolt near the forward main bearing to be excessively loose. Torqued to specifications IAW the Lycoming crankcase service bulletin. Reinstalled propeller, torqued and safety wired IAW the Cessna MM. M. Campbell AP 3983583.

17) FIRE EXTINGUISHER: Failed weight check: Weight: 4LB 3OZ (Limit: 4LB 14+-4OZ) Replace.**Airframe:**

Replaced cabin fire extinguisher with Repaired Unit from Accurate Fire Equipment Co. Weight check OK at 4LB 15OZ. To be reinstalled in cabin after 100HR. Preston Welch AP3665724

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2347.0

A/C Total Time:	12872.8
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8549.0
LT Prop T.T.:	12872.8

Engine 1:

Tach: 2347.0 ENGT: 8549.0 ENGTSMOH: 1791.9

I certify that this ENGINE has been inspected per a 100HR inspection I/A/W FAR 43 Appendix D and Lycoming MM and was determined to be in an AIRWORTHY condition.
Preston Welch AP3665724

Propeller 1:

Tach: 2347.0 PROPTT: 12,872.8 PROPTSOH: 12,872.8

I certify that this PROPELLER has been inspected per a 100HR inspection I/A/W FAR 43 Appendix D, Cessna 172R MM CH 5-20-00, and McCauley Propeller Systems MM MAGR3 and was determined to be in an AIRWORTHY condition.
Preston Welch AP3665724

3) ACCESS PANEL: ELEVATOR TRIM: Missing**Airframe:**

Fabricated New panel from 2024T3x.032" Aluminum. Painted to match and installed.
Preston Welch AP3665724

4) AD 2015-19-07 Fuel Inj. Line**Airframe:**

Complied with AD 2015-19-07 by visual inspection of fuel injection lines and attaching hardware I/A/W Lycoming SB 342G. No defects found. Due again at Tach: 2447.0.
Preston Welch AP3665724

5) AD 84-26-02 Induction air filter**Airframe:**

Complied with AD 84-26-02 by replacement of induction filter with New P/N P198281. Due again at Tach: 2847.0.
Preston Welch AP3665724

6) ALTERNATOR: PIVOT BOLT NUT LOOSE IN COWLING: Replace nut. Inspect bolt for damage. Properly torque alternator belt tension and all hardware.**Airframe:**

Reinstalled alternator with new pivot bolt and lock nut. Set belt tension, torqued and safety wired bolts IAW the Cessna 172 MM. M. Campbell AP 3983583.

7) BAFFLES: LOWER: LH FWD: Baffle spring attach hole torn. Baffle spring loose.**Airframe:**

Fabricated and installed new section of affected baffle. M. Campbell AP 3983583.

8) BAFFLES: Replace Wilke plugs at spark plug servicing**Engine 1:**

Replaced both Wilke buttons with New P/N CM2692-48J1S after spark plug servicing and install.
Preston Welch AP

9) CABIN DOOR: LH: HOLD OPEN SPRING: AFT clevis pin worn**Airframe:**

Removed and replaced LH cabin door aft clevis pin P/N MS20392-4C47 and installed washer and cotter pin. Ops checked LH door hold open spring operation: ops check good. Charles Herr AP 4017211

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2347.0

Resource Maintenance System

Work Order

Talon Systems

A/C Total Time:	12872.8
RT Eng. T.T.:	
RT Prop. T.T.	
LT Eng T.T.:	8549.0
LT Prop T.T.:	12872.8

Description of Work to be Performed

- 1) *CABIN: Removed KLN 89B GPS for use in N869CP 5/24/2019.
- 2) 100 Hour Inspection
- 3) ACCESS PANEL: ELEVATOR TRIM: Missing
- 4) AD 2015-19-07 Fuel Inj. Line
- 5) AD 84-26-02 Induction air filter
- 6) ALTERNATOR: PIVOT BOLT NUT LOOSE IN COWLING: Replace nut. Inspect bolt for damage. Properly torque alternator belt tension and all hardware.
- 7) BAFFLES: LOWER: LH FWD: Baffle spring attach hole torn. Baffle spring loose.
- 8) BAFFLES: Replace Wilke plugs at spark plug servicing
- 9) CABIN DOOR: LH: HOLD OPEN SPRING: AFT clevis pin worn
- 10) CABIN DOOR: LH: WINDOW: FWD hinge very loose
- 11) CABIN DOOR: RH: DOOR LATCH: Springs broken
- 12) CABIN DOOR: RH: WINDOW: Latch very loose
- 13) CABIN HEAT: DUCT: Loose at exhaust due to improper installation. Replace duct.
- 14) COWLING: NOSECAP: Replace worn receptacles as needed
- 15) COWLING: LOWER: LH Lower shock mount OB bracket broken (5 O'clock position)
- 16) Engine: Replace prop seal.
- 17) FIRE EXTINGUISHER: Failed weight check: Weight: 4LB 3OZ (Limit: 4LB 14+-4OZ) Replace.
- 18) Fuel Strainer, Service
- 19) Landing gear/ATA 32-00-00- RH main gear fuselage to gear leg fairing broken
- 20) LANDING GEAR: NLG: Clean and lubricate.
- 21) LANDING GEAR: RH MLG: Replace tire and disc (.206") Limit: .205"
- 22) LIGHT: LANDING LIGHT: Replace C/B Switch. Will not turn off light
- 23) LIGHT: WING COURTESY: INOP: Replace lamp
- 24) OIL FILL TUBE: Remove, clean, and replace gasket.
- 25) OIL LEAK: INTAKE TUBES @ OIL SUMP: Remove all intake tubes and check tubes and hoses. Clean area, also.
- 26) OIL LEAK: OIL COOLER: LOWER FITTING at OIL COOLER (B-NUT Checked tight)
- 27) OIL PRESSURE RELIEF VALVE: Leaking at crush washer. (Also leaking at Hobbs Meter oil pressure switch)
- 28) RUDDER: UPPER FAIRING: Loose screw at RH balance weight. Remove cap to determine cause
- 29) WING: LH: Apply anti-chafe tape to wing TE above flap

Maintenance/Repairs Performed

- 1) *CABIN: Removed KLN 89B GPS for use in N869CP 5/24/2019.

Airframe:

Installed KLN-89B P/N 066-01148-0102 S/N 10134 removed in serviceable condition from N500GP. Ops check OK. All work per Cessna 172R MM CH 34-51-00.
Preston Welch AP3665724

- 2) 100 Hour Inspection

Airframe:

Tach: 2347.0 AFTT: 12,872.8

I certify that this AIRFRAME has been inspected per a 100HR inspection I/A/W FAR 43 Appendix D and Cessna 172R MM CH 5-20-00 and was determined to be in an AIRWORTHY condition.
Preston Welch AP3665724

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2372.8

Resource Maintenance System

Work Order

Talon Systems

A/C Total Time:	12898.6
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8574.8
LT Prop T.T.:	12898.6

Description of Work to be Performed

- 1) Landing light inop
- 2) reading low voltage

Maintenance/Repairs Performed

- 1) Landing light inop

Airframe:

Removed and replaced landing light, ops checked good. M. Campbell AP 3983583.

- 2) reading low voltage

Airframe:

Placed battery on quick charger, voltage level was sufficient to not require a capacitance check. Aircraft is ok for RTS. M. Campbell AP 3983583.

Labor

mcampbell	1.8	001:44
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Total Labor Hours: 1.8 1:44

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	4596	LIGHT, LANDING		10.15	10.15

Parts Removed

Part #	Description	Serial #
4596	LIGHT, LANDING	

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	170.91
Parts	10.15
TOTAL:	181.06

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 6/8/2019 Signed: [Signature] 3983583
123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Resource Maintenance System

Work Order

Talon Systems

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2390.4

A/C Total Time:	12916.2
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8592.4
LT Prop T.T.:	12916.2

Description of Work to be Performed

1) Radio #2 unreadable and weak transmissions advised by ATC. Heading bug stuck and bald spot on left main

Maintenance/Repairs Performed

1) Radio #2 unreadable and weak transmissions advised by ATC. Heading bug stuck and bald spot on left main
Airframe:
 Ops checked comm #2, ops check good for both pilot's and co-pilot's side. Removed and replaced LH MLG tire. Verified DG heading bug was broken, removed and replaced DG, P/N S3330-2 S/N T50247C, with new DG, P/N S3330-2 S/N T58554E. Ops check good, performed per Cessna 172 MM Section 34-20-00. Fly to verify. Luke Carley AP 4075240

Labor

lcarley	4.1	004:05	
			Total Labor Hours: 4.1 4:05

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	600-6 6 PLY, CESSNA	TIRE		66.25	66.25
1	600-6	TUBE, TIRE		47.12	47.12
1	S3330-2	GYRO, DIRECTIONAL	T58554E	750.00	750.00

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	69.42
Parts	863.37
TOTAL:	932.79

Maintenance Release

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Date: 06/17/19 Signed: *Luke Carley*
 123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set AP 4075240

Resource Maintenance System

Work Order

Talon Systems

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2404.4

A/C Total Time:	12930.2
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8606.4
LT Prop T.T.:	12930.2

Description of Work to be Performed

1) ETA squawk: cdi needle not matching with gps

Maintenance/Repairs Performed

1) ETA squawk: cdi needle not matching with gps
Airframe:
 Removed GPS unit and reseated in tray. Performed self test and operational test- Satisfactory.
 Kenneth T. Lamp A&P 2796043

Labor

_____ 0:00

Technician Release	
Buy Back <input type="checkbox"/>	Test FLT <input type="checkbox"/>
Tech Signature: _____	Tech#: _____

Work Order Totals	
Labor	0.00
Parts	
TOTAL:	0.00

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
 My signature constitutes that the aircraft is Airworthy and approved for return to service.
 Date: 06/21/2019 Signed: [Signature]
 123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#:	N4118A
AC S/N:	17280629
IFG:	Cessna
Model:	172
A/C Tach Time:	2442.6

Resource Maintenance System

Work Order

Talon Systems

A/C Total Time:	12968.4
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8644.6
LT Prop T.T.:	12968.4

Description of Work to be Performed

1) ETA squawk: flaps inoperative

Maintenance/Repairs Performed

1) ETA squawk: flaps inoperative

Airframe:

Tightened connection at flap motor and relocated wire bundle. Flaps op-checked good. A/C ok for RTS.

-James McLaughlin AP3782442

Labor

James	0.2	000:07
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Total Labor Hours: 0.2 0:07

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	11.53
Parts	
TOTAL:	11.53

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 07/4/19 Signed: [Signature] . AP3782442

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#: 437SC
AC S/N: 4496363
MFG: Piper
Model: PA-44/180
A/C Tach Time: 2094.4

A/C Total Time: 2094.4
RT Eng. T.T.: 2094.4
RT Prop. T.T.: 1895.4
LT Eng T.T.: 2094.4
LT Prop T.T.: 359.6

Description of Work to be Performed

1) ETA squawk: Pilot side window latch

Maintenance/Repairs Performed

1) ETA squawk: Pilot side window latch

Airframe:

Reinstalled storm window latch using new washers P/N 79572-004, new screw P/N 520-016, and new special washer P/N 79572-003. Ops check completed aircraft is approved for RTS. William Flynn AP3746538

Labor

Will 0.2 000:08

Total Labor Hours: 0.2 0:08

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
2	79572-004	WASHER, STORM WINDOW		7.46	14.92
1	79572-003	WINDOW LATCH		38.10	38.10
1	520-016	SCREW, STORM WINDOW		3.32	3.32

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor 13.17
Parts 56.34
TOTAL: 69.51

Maintenance Release

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My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 07-18-19 Signed: [Signature]

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set AP3746538

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2446.1

A/C Total Time:	12971.9
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8648.1
LT Prop T.T.:	12971.9

Technician Release	
Buy Back <input type="checkbox"/>	Test FLT <input type="checkbox"/>
Tech Signature: _____ Tech#: _____	

Work Order Totals	
Labor	992.27
Parts	627.23
TOTAL:	1,619.50

Maintenance Release
<p>I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.</p> <p>My signature constitutes that the aircraft is Airworthy and approved for return to service.</p> <p>Date: <u>07-17-2019</u> Signed: <u>[Signature]</u></p> <p>123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set <u>AP3746538</u></p>

Resource Maintenance System

Work Order

Talon Systems

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2446.1

A/C Total Time:	12971.9
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8648.1
LT Prop T.T.:	12971.9

Airframe:

Replaced right elevator bonding strap. William Flynn AP 3746538

14) Landing gear right main- Replace brake linings.

Airframe:

Removed and replaced right main landing gear brake linings. William Flynn AP3746538

15) Propeller: Forward spinner bulkhead cracked.

Propeller 1:

Removed forward spinner bulkhead P/N 0552231-1 and installed new bulkhead P/N 0552231-1. Operational checks ok. All work done I/A/W Cessna 172 M.M. 61-10-00. Nathan Lober AP3374825

16) SERVICE: Clean and grease nose gear strut.

Propeller 1:

Cleaned and lubricated nose landing gear. William Flynn AP3746538

17) SERVICE: Clean and lubricate all control surface pulleys, chains, and hinges.

Propeller 1:

Lubricated flight controls as required. William Flynn AP 3746538

18) SERVICE: Clean induction air filter.

Propeller 1:

Cleaned and inspected induction air filter. William Flynn AP3746538

19) SERVICE: Leak check fuel caps and wing panels.

Propeller 1:

Leak checked fuel caps and wing panels and checked operation of fuel vent. William Flynn AP3746538

20) SERVICE: Remove and replace vacuum regulator filter.

Propeller 1:

Removed and replaced vacuum regulator filter. William Flynn AP3746538

Labor

Will	7.8	007:48	Austin	8.5	008:29	Nathan	3.7	003:40
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Total Labor Hours: 20.0 19:57

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	0501136-2	BEZEL		220.24	220.24
1	72059	GASKET OIL FILL TUBE		1.64	1.64
1	S237-2	DOUBLER, WING		62.19	62.19
1	REM38E	SPARK PLUG		23.10	23.10
2	066-10500	LINING, BRAKE		10.76	21.52
4	105-00200	RIVET, BRAKE		0.47	1.88
2	S3312-1	LIGHT TRAY		128.81	257.62
1	0517019-12	PIN, HINGE		16.24	16.24
1	172	100 Hour Service Kit, 172		22.80	22.80

Talon Systems

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2446.1

A/C Total Time:	12971.9
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8648.1
LT Prop T.T.:	12971.9

Airframe:

Complied with Fuel Injection Line AD 2015-19-07 by visual inspection of lines, clamps and hardware. No defects found at this time. All work done I/A/W Lycoming SI 342G. AD due again at AFTT: 13071.9. Nathan Lober AP3374825

- 4) Cabin instrument panel- Broken wire bundle for the circuit breaker panel disconnect on pilot's side near the disconnect.

Airframe:

Found that broken wire was for Auto pilot that was previously deactivated and removed. Terminated end of wire from auto pilot circuit breaker and end of broken wire from pin 9 on the avionics circuit breaker panel disconnect, with heat shrink and secured wiring bundle with zip ties. William Flynn AP3746538

- 5) Cabin lights instruments- DG and turn coordinator lights INOP.

Airframe:

Removed and replaced DG and turn coordinator light tray P/N S3312-1. OPS check okay. William Flynn AP3746538

- 6) Cabin- pilot's side kick panel vent cover is not installed.

Airframe:

Installed Bezel on pilot's side kick panel vent. William Flynn AP3746538

- 7) Cabin- Shielding damaged on yellow wire on pilot's control yoke below pilot's push to talk.

Airframe:

Repaired shielding on yellow wire for auto pilot disconnect on pilot's control yoke. William Flynn AP3746538

- 8) Door pilot's- Lower door hinge bin is broke and requires replacement.

Airframe:

Removed and replaced pilot's lower door hinge pin P/N 0517019-12. William Flynn AP3746538

- 9) ENGINE: Alternator RF Filter loose.

Engine 1:

Tightened alternator RFT Filter. Tensioned alternator belt to 84-108 in.lbs. Safetied alternator tension bolt. Austin Wilkinson AP3855594

- 10) ENGINE: Oil filler tube loose.

Engine 1:

Tightened oil fill tube. Austin Wilkinson AP3855594

- 11) ENGINE: Remove and install new cotter pins for fuel mixture and throttle control rod ends. Cotter pins need to be installed CORRECTLY.

Engine 1:

Removed and correctly installed new cotter pins for the mixture and throttle control rod ends. William Flynn AP 3746538

- 12) ENGINE: Top cowl oil service door contact strip has smoking rivet.

Engine 1:

Removed rivet and installed new rivet. Nathan Lober AP3374825

- 13) Flight controls elevator- Replace right elevator bonding strap.

Airframe:

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2446.1

Resource Maintenance System

Work Order

Talon Systems

A/C Total Time:	12971.9
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8648.1
LT Prop T.T.:	12971.9

Description of Work to be Performed

- 1) * Wing right- Upper wing skin is cracked at rib wing station 118 aft of forward spar.
- 2) 100 Hour Inspection
- 3) AD 2015-19-07 Fuel Inj. Line
- 4) Cabin instrument panel- Broken wire bundle for the circuit breaker panel disconnect on pilot's side near the disconnect.
- 5) Cabin lights instruments- DG and turn coordinator lights INOP.
- 6) Cabin- pilot's side kick panel vent cover is not installed.
- 7) Cabin- Shielding damaged on yellow wire on pilot's control yoke below pilot's push to talk.
- 8) Door pilot's- Lower door hinge bin is broke and requires replacement.
- 9) ENGINE: Alternator RF Filter loose.
- 10) ENGINE: Oil filler tube loose.
- 11) ENGINE: Remove and install new cotter pins for fuel mixture and throttle control rod ends. Cotter pins need to be installed CORRECTLY.
- 12) ENGINE: Top cowl oil service door contact strip has smoking rivet.
- 13) Flight controls elevator- Replace right elevator bonding strap.
- 14) Landing gear right main- Replace brake linings.
- 15) Propeller: Forward spinner bulkhead cracked.
- 16) SERVICE: Clean and grease nose gear strut.
- 17) SERVICE: Clean and lubricate all control surface pulleys, chains, and hinges.
- 18) SERVICE: Clean induction air filter.
- 19) SERVICE: Leak check fuel caps and wing panels.
- 20) SERVICE: Remove and replace vacuum regulator filter.

Maintenance/Repairs Performed

- 1) * Wing right- Upper wing skin is cracked at rib wing station 118 aft of forward spar.

Airframe:

Removed crack by drilling hole a 5/8" hole in the wing skin centered on the rivet the crack was located at. Cut a 5" access panel into lower wing skin outboard of rib at STA 118.00. Installed access panel doubler P/N S1443-1. Fabricated patch and filler using 0.025" 2024T3 Alclad. Installed doubler and filler. Fabricated and installed access panel cover using 0.025" 2024T3 Alclad. No change in weight and balance. All work performed IAW Cessna 172 Structural Repair Manual and AC43.13-1B. Austin Wilkinson AP3855594

- 2) 100 Hour Inspection

Airframe:

I certify that this airframe has been inspected in accordance with a 100hr inspection and was found to be in airworthy condition. William Flynn AP 3746538

Engine 1:

Engine inspection completed I/A/W FAR Part 43 App. D with discrepancies given on 07/10/2019. Nathan Lober AP3374825

Propeller 1:

Propeller inspection completed I/A/W FAR Part 43 App. D with discrepancies given on 07/10/2019. Nathan Lober AP3374825

- 3) AD 2015-19-07 Fuel Inj. Line

Airframe:

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2452.3

A/C Total Time:	12978.1
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8654.3
LT Prop T.T.:	12978.1

Description of Work to be Performed

1) landing light inop

Maintenance/Repairs Performed

1) landing light inop

Airframe:

Removed and replaced landing light bulb. Ops checks good. m. Campbell AP 3983583.

Labor

mcampbell 0.3 000:16

Total Labor Hours: 0.3 0:16

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	4596	LIGHT, LANDING		10.15	10.15

Parts Removed

Part #	Description	Serial #
4596	LIGHT, LANDING	

Technician Release


Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	26.29
Parts	10.15
TOTAL:	36.44

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 7/21/2019 Signed: 
123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2457.3

A/C Total Time:	12983.1
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8659.3
LT Prop T.T.:	12983.1

Description of Work to be Performed

1) GPS and Nav button inop

Maintenance/Repairs Performed

1) GPS and Nav button inop
Airframe:
 Removed annunciator control unit (M/N: MD41-228; S/N; 8110), installed annunciator control unit (M/N: MD41-228; S/N: 4918) which was removed from aircraft N1998F in a serviceable condition. Ops checks good. Aircraft is ok for RTS M. Campbell AP 3983583.

Labor

mcampbell 1.1 001:03

Total Labor Hours: 1.1 1:03

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals	
Labor	103.53
Parts	
TOTAL:	103.53

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
 My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 7/24/2019 Signed: *Michael J. Campbell*
 123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

3983583

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2461.1

Resource Maintenance System

Work Order

Talon Systems

A/C Total Time:	12986.9
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8663.1
LT Prop T.T.:	12986.9

Description of Work to be Performed

1) gps INOP

Maintenance/Repairs Performed

1) gps INOP
Airframe:
 Removed KA 92 GPS antenna (P/N: 071-01553-0200; S/N: 60863); and installed KA 92 GPS antenna (P/N: 071-01553-0200; S/N: 21335) which was removed from aircraft N2369P in an airworthy condition.
 Performed ops check, ops checked good. Aircraft is ok for RTS, M. Campbell AP 3983583.

Labor

mcampbell	0.10	000:57	Will	0.2	000:11
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Total Labor Hours: 1.2 1:08

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	111.78
Parts	
TOTAL:	111.78

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
 My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 7/27/2019 Signed: *M. Campbell*
 123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

3983583

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2461.4

Resource Maintenance System

Work Order

Talon Systems

A/C Total Time:	12987.2
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8663.4
LT Prop T.T.:	12987.2

Description of Work to be Performed

1) ETA squawk: Engine sputter during climb out. Runup had no issue.

Maintenance/Repairs Performed

1) ETA squawk: Engine sputter during climb out. Runup had no issue.

Airframe:

Performed run-up, results are as follows: Static 2,100 RPM; Left mag drop 50 RPM; right mag drop 50 RPM; idle speed 700 RPM; idle cut-off rise 50 RPM. Engine did not show any signs of sputtering and was unable to duplicate the fault. Fly to verify, M. Campbell AP 3983583.

Labor

mcampbell	0.4	000:21
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Total Labor Hours: 0.4 0:21

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	34.51
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Parts	
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TOTAL:	34.51
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Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 7/28/19

Signed: _____

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2468.0

A/C Total Time:	12993.8
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8670.0
LT Prop T.T.:	12993.8

Description of Work to be Performed

1) ETA squawk: The Flaps were not working properly. After landing, they stayed at 10 degrees and eventually came up. I tested them again in parking space, and they only went to 20 then stuck there - wouldn't go up.

Maintenance/Repairs Performed

1) ETA squawk: The Flaps were not working properly. After landing, they stayed at 10 degrees and eventually came up. I tested them again in parking space, and they only went to 20 then stuck there - wouldn't go up.
 Airframe:
 Ops checked flaps, flaps were stuck. Cleaned both micro-switches on flap motor. Ops checked again. ops check good. Flaps operated from all positions with no issues. Luke Carley AP 4075240

Labor

lcarley	0.6	000:31
Total Labor Hours: 0.6 0:31		

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	8.78
Parts	
TOTAL:	8.78

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
 My signature constitutes that the aircraft is Airworthy and approved for return to service.
 Date: 7/30/19 Signed: Luke Carley AP
 123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set 4075240

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2468.0

A/C Total Time:	12993.8
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8670.0
LT Prop T.T.:	12993.8

Description of Work to be Performed

- 1) engine idles at 500 RPM.
- 2) oil pressure fail to come alive

Maintenance/Repairs Performed

1) engine idles at 500 RPM.
Engine 1:
 Ran aircraft found idle speed to be 500 RPM adjusted idle speed to 650 with 50 RPM mixture rise.
 Michael Galutza AP3871967

2) oil pressure fail to come alive
Airframe:
 Checked continuity of wires going into Oil Pressure sending unit. All checked good remove3d sensor and cleaned. Installed and ran up aircraft. Oil pressure registers normal.
 - Aldo Ferrari AP3700919

Labor

Aldo	0.10	000:59	
			Total Labor Hours: 1.0 0:59

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals	
Labor	20.65
Parts	
TOTAL:	20.65

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
 My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 07/31/19 Signed: Michael Galutza AP3871967
 123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2468.0

A/C Total Time:	12993.8
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8670.0
LT Prop T.T.:	12993.8

Description of Work to be Performed

1) flaps still wont come down

Maintenance/Repairs Performed

1) flaps still wont come down

Airframe:

Checked voltage and flap motor electrical disconnect voltage was 28 volts when flaps were lowered. Removed flap motor P/N C301002-0110 S/N 6293. Installed new flap motor P/N C301002-0121 S/N NA. Ops check completed aircraft is approved for RTS. William Flynn AP 3746538

Labor

Will	0.5	000:30
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0:30

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	C301002-0121	MOTOR, FLAP		361.11	361.11

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals	
Labor	49.40
Parts	361.11
TOTAL:	410.51

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 07-30-2019 Signed: [Signature]

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set AP 3746538

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2483.1

A/C Total Time:	13008.9
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8686.2
LT Prop T.T.:	13010.0

Description of Work to be Performed

1) Pitot tube needs cleaning.

Maintenance/Repairs Performed

1) Pitot tube needs cleaning.
Airframe:
 Removed pitot tube and cleaned FOD from pitot tube with shop air. Reinstalled pitot tube and leak checked pitot system in accordance with Cessna 172 maintenance manual. OPS check completed aircraft is approved for RTS. William Flynn AP3746538

Labor

Will	0.5	000:28
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Total Labor Hours: 0.5 0:28

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals	
Labor	46.11
Parts	
TOTAL:	46.11

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
 My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 08-06-2019 Signed: William Flynn
 123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set AP3746538

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2489.6

A/C Total Time:	13015.4
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8691.6
LT Prop T.T.:	13015.4

Description of Work to be Performed

1) Nose wheel blow out on 19R. Towed by maintenance back to the hanger.

Maintenance/Repairs Performed

1) Nose wheel blow out on 19R. Towed by maintenance back to the hanger.

Airframe:

Removed nose wheel and installed shop spare nose wheel assembly. Aircraft is approved for RTS.
William Flynn AP3746538

Labor

Will 0.5 000:30

0:30

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	500-5 6 PLY, CESSNA	TIRE		61.75	61.75
1	500-5	TUBE, TIRE		57.26	57.26

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	49.40
Parts	119.01
TOTAL:	168.41

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 08-09-19 Signed: [Signature]

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set AP3746538

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2497.8

A/C Total Time:	13023.6
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8699.8
LT Prop T.T.:	13023.6

Description of Work to be Performed

1) ETA squawk: pilot communication quit working

Maintenance/Repairs Performed

1) ETA squawk: pilot communication quit working
Airframe:
 Performed ops check, ops checked good, fly to verify. M. Campbell AP 3983583.

Labor

mcampbell	0.1	000:05
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Total Labor Hours: 0.1 0:05

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals	
Labor	8.22
Parts	
TOTAL:	8.22

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
 My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 8/11/2019 Signed: 
 123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#: N4118A
AC S/N: 17280629
MFG: Cessna
Model: 172
A/C Tach Time: 2503.4

A/C Total Time: 13029.2
RT Eng. T.T.:
RT Prop. T.T.:
LT Eng T.T.: 8705.4
LT Prop T.T.: 13029.2

Description of Work to be Performed

1) landing light inop

Maintenance/Repairs Performed

1) landing light inop

Airframe:

Removed and replaced landing light bulb P/N 4596. OPS check completed aircraft is approved for RTS.
William Flynn AP3746538

Labor

Will 0.4 000:21

Total Labor Hours: 0.4 0:21

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	4596	LIGHT, LANDING		13.83	13.83

Parts Removed

Part #	Description	Serial #
4596	LIGHT, LANDING	

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	34.58
Parts	13.83
TOTAL:	48.41

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 08-13-19 Signed: [Signature]
123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set AP3746538

Reg#: N4118A
AC S/N: 17280629
MFG: Cessna
Model: 172
A/C Tach Time: 2524.0

A/C Total Time: 13049.8
RT Eng. T.T.:
RT Prop. T.T.:
LT Eng T.T.: 8726.0
LT Prop T.T.: 13049.8

Talon Systems

Description of Work to be Performed

1) Alternator is out on plane.

Maintenance/Repairs Performed

1) Alternator is out on plane.

Propeller 1:

Found terminal ring for battery wire from alternator was damaged. Replaced terminal ring and reinstalled alternator and set belt tension. OPS check Completed aircraft is approved for RTS.
William Flynn AP 3746538

Labor

0:00

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	SK2003-42A	MOUNT, COWL		28.48	28.48

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	0.00
Parts	28.48
TOTAL:	28.48

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 08-20-19 Signed: [Signature]

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Resource Maintenance System

Work Order

Talon Systems

Reg#: N4118A
 AC S/N: 17280629
 MFG: Cessna
 Model: 172
 A/C Tach Time: 2526.7

A/C Total Time: 13052.5
 RT Eng. T.T.:
 RT Prop. T.T.:
 LT Eng T.T.: 8728.7
 LT Prop T.T.: 13052.5

Description of Work to be Performed

1) ETA squawk: Shimmy in the nose gear at 45-50 knots on takeoff and landing if not holding all pressure off wheel.

Maintenance/Repairs Performed

1) ETA squawk: Shimmy in the nose gear at 45-50 knots on takeoff and landing if not holding all pressure off wheel.

Airframe:

Noticed hydraulic fluid leaking from shimmy damper. Remove shimmy damper. Disassembled shimmy damper and replaced O-rings. Reassembled shimmy damper. Installed back on the aircraft. Cameron Falls AP4215286

Labor

cfalls 0.6 000:34

Total Labor Hours: 0.6 0:34

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
2	MS28775-011	ORING		0.27	0.54
1	MS28775-213	ORING		0.35	0.35

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	55.87
Parts	0.89
TOTAL:	56.76

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 8/22/19 Signed: Cameron Falls AP4215286
 123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#: N4118A
 AC S/N: 17280629
 MFG: Cessna
 Model: 172
 A/C Tach Time: 2537.4

A/C Total Time: 13063.2
 RT Eng. T.T.:
 RT Prop. T.T.:
 LT Eng T.T.: 8739.4
 LT Prop T.T.: 13063.2

Description of Work to be Performed

1) landing light inop

Maintenance/Repairs Performed

1) landing light inop

Airframe:

Removed landing light P/N; 4596 and installed a Whelen LED landing light (P/N; 01-0771833-20; S/N: 09297) in accordance with STC number of SA00344B0 at Tach time: 2537.4 Airframe time: 13063.2. Performed ops check, ops checks good. Aircraft is ok for RTS, M. Campbell AP 3983583.

Labor

mcampbell 1.2 001:10

Total Labor Hours: 1.2 1:10

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	01-0771833-20	LIGHT, LANDING, LED, P36P2L	09297	205.14	205.14

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	115.03
Parts	205.14
TOTAL:	320.17

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 8/27/2019 Signed: *[Signature]*
 123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

3983583

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2544.7

A/C Total Time:	13070.5
RT Eng. T.T.:	
RT Prop. T.T.	
LT Eng T.T.:	8746.7
LT Prop T.T.:	13070.5

Engine 1:

Replaced gasket. Yebin Han AP# 4209171

QC: Preston Welch AP3665724

13) Fuel Inj. Nozzle Clean**Airframe:**

Removed fuel injection nozzles. Installed in ultrasonic cleaner with Hoppes #9. Cleaned excess. Installed in cylinder heads, torqued to 60 IN/LBS, and installed fuel injection lines. All work per Lycoming SSP-1776 Section V.
Preston Welch AP3665724

14) Landing Gear - NLG lower support bracket. LH bolt loose**Airframe:**

Found the LH bolt on NLG support bracket to be tight, the RH bolt was loose, tightened bolt.
Michael Galutza AP3871967

15) Landing Gear - Replace LH brake pads**Airframe:**

Removed and replaced worn brake pads. Torqued brake caliper to 90in lbs. Cameron Falls AP 4215286

16) Landing gear - Stop drill cracks in RH MLG strut fairing**Airframe:**

Stop drilled cracks. Cameron Falls AP4215286

17) Magneto Inspection**Airframe:**

Removed LH Magneto P/N 4371 S/N 15110898 and RH Magneto P/N 4371 S/N 15120945. Disassembled, cleaned, and performed 500HR Inspection on both magnetos. Replaced RH Distributer Gear with New P/N K3008. Installed LH and RH magnetos with new lock washers. Timed magnetos to 25* BTC. All work per Unison Master Service Manual F-1100 Section L-1363C and Cessna 172R MM CH 74-10-00.
Preston Welch AP3665724

18) Tires - Service all tires with air**Airframe:**

Inflated NLG tire to 34psi and MLG tires to 28psi. Cameron Falls AP4215286

19) Vacuum, Instrument air filter replacement**Airframe:**

Replaced both vacuum and instrument air filters. Cameron Falls AP4215286

20) Wings - Replace loose RH inboard aft rivets (Marked)**Airframe:**

Removed and replaced loose rivets. Cameron Falls AP4215286

21) Wiring - Secure loose wiring forward of horizontal stabilizer**Airframe:**

Secured loose wires. Cameron Falls AP4215286

Reg#:	N4118A
S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2544.7

A/C Total Time:	13070.5
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8746.7
LT Prop T.T.:	13070.5

Labor					
mgalutza	3.0	003:00	pwelch	22.4	022:20
			cfalls	18.1	018:01
Total Labor Hours: 43.4 43:21					

Parts Used					
Qty	Part#	Description	Serial#	Cost	Sub Total
1	REM38E	SPARK PLUG		21.40	21.40
2	LW12681	GASKET, MAGNETO		1.24	2.48
1	06E19769-1.25	GASKET, METAL		1.72	1.72
1	4596	LIGHT, LANDING		13.83	13.83
1	72059	GASKET OIL FILL TUBE		1.43	1.43
1	C23-807	CARD, COMPASS DEVIATION		0.56	0.56
4	105-00200	RIVET, BRAKE		0.47	1.88
2	066-10500	LINING, BRAKE		10.76	21.52
2	REM38E	SPARK PLUG		21.40	42.80
1	K3008	GEAR		87.05	87.05
1	MS21256-1	CLIP		0.25	0.25
1	S378-1	PULLEY, ELEVATOR		26.19	26.19
1	D9-18-1	FILTER, AIR, INSTRUMENT		18.00	18.00
1	172	100 Hour Service Kit, 172		22.80	22.80

Parts Removed		
Part #	Description	Serial #
4596	LIGHT, LANDING	

Technician Release	
Buy Back <input type="checkbox"/>	Test FLT <input type="checkbox"/>
Tech Signature: _____	Tech#: _____

Work Order Totals	
Labor	2,315.78
Parts	261.91
TOTAL:	2,577.69

Maintenance Release	
I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.	
My signature constitutes that the aircraft is Airworthy and approved for return to service.	
Date: <u>9/5/19</u>	Signed: <u>[Signature]</u>
123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set	

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2544.7

A/C Total Time:	13070.5
RT Eng. T.T.:	
RT Prop. T.T.	
LT Eng T.T.:	8746.7
LT Prop T.T.:	13070.5

Talon Systems**Engine 1:**

Replaced gasket. Yebin Han AP# 4209171

QC: Preston Welch AP3665724

13) Fuel Inj. Nozzle Clean**Airframe:**

Removed fuel injection nozzles. Installed in ultrasonic cleaner with Hoppes #9. Cleaned excess. Installed in cylinder heads, torqued to 60 IN/LBS, and installed fuel injection lines. All work per Lycoming SSP-1776 Section V.
Preston Welch AP3665724

14) Landing Gear - NLG lower support bracket. LH bolt loose**Airframe:**

Found the LH bolt on NLG support bracket to be tight, the RH bolt was loose, tightened bolt.
Michael Galutza AP3871967

15) Landing Gear - Replace LH brake pads**Airframe:**

Removed and replaced worn brake pads. Torqued brake caliper to 90in lbs. Cameron Falls AP 4215286

16) Landing gear - Stop drill cracks in RH MLG strut fairing**Airframe:**

Stop drilled cracks. Cameron Falls AP4215286

17) Magneto Inspection**Airframe:**

Removed LH Magneto P/N 4371 S/N 15110898 and RH Magneto P/N 4371 S/N 15120945. Disassembled, cleaned, and performed 500HR Inspection on both magnetos. Replaced RH Distributer Gear with New P/N K3008. Installed LH and RH magnetos with new lock washers. Timed magnetos to 25* BTC. All work per Unison Master Service Manual F-1100 Section L-1363C and Cessna 172R MM CH 74-10-00.
Preston Welch AP3665724

18) Tires - Service all tires with air**Airframe:**

Inflated NLG tire to 34psi and MLG tires to 28psi. Cameron Falls AP4215286

19) Vacuum, Instrument air filter replacement**Airframe:**

Replaced both vacuum and instrument air filters. Cameron Falls AP4215286

20) Wings - Replace loose RH inboard aft rivets(Marked)**Airframe:**

Removed and replaced loose rivets. Cameron Falls AP4215286

21) Wiring - Secure loose wiring forward of horizontal stabilizer**Airframe:**

Secured loose wires. Cameron Falls AP4215286

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2544.7

Talon Systems

A/C Total Time:	13070.5
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8746.7
LT Prop T.T.:	13070.5

Description of Work to be Performed

- 1) 100 Hour Inspection
- 2) AD 2015-19-07 Fuel Inj. Line
- 3) Aileron - LH aileron bell crank cable pinched
- 4) Compass - Compass correction card is unreadable
- 5) Doors - Both door stops inop
- 6) Doors - LH door attachment screws are loose
- 7) Elevator - Replace upper elevator cable pulley aft of baggage compartment
- 8) ENGINE: #2 CYLINDER: Intake gasket leaking. Clean all fuel staining from flange and cylinder head.
- 9) ENGINE: Evidence of bird strike at RH FWD baffle top area. Pay particular attention at engine wash per 100HR inspection
- 10) ENGINE: OIL FILL TUBE: Loose. Replace gasket, clean area, tighten and safety.
- 11) ENGINE: OIL PRESSURE RELIEF VALVE: Leaking at crush washer attach
- 12) ENGINE: ROCKER: #2 CYLINDER: Gasket leaking
- 13) Fuel Inj. Nozzle Clean
- 14) Landing Gear - NLG lower support bracket. LH bolt loose
- 15) Landing Gear - Replace LH brake pads
- 16) Landing gear - Stop drill cracks in RH MLG strut fairing
- 17) Magneto Inspection
- 18) Tires - Service all tires with air
- 19) Vacuum, Instrument air filter replacement
- 20) Wings - Replace loose RH inboard aft rivets (Marked)
- 21) Wiring - Secure loose wiring forward of horizontal stabilizer

Maintenance/Repairs Performed

1) 100 Hour Inspection

Airframe:

I certify that this AIRFRAME has been inspected per a 100HR inspection I/A/W FAR 43 Appendix D, Cessna 172R MM CH 5-20-00, and was determined to be in an AIRWORTHY condition. Cameron Falls AP4215286

Engine 1:

I certify that this ENGINE has been inspected per a 100HR inspection I/A/W FAR 43 Appendix D, Cessna 172R MM CH 5-20-00, and was determined to be in an AIRWORTHY condition. Preston Welch AP3665724

Propeller 1:

I certify that this PROPELLER has been inspected per a 100HR inspection I/A/W FAR 43 Appendix D, Cessna 172R MM CH 5-20-00, and was determined to be in an AIRWORTHY condition. Preston Welch AP3665724

2) AD 2015-19-07 Fuel Inj. Line

Airframe:

Complied with AD 2015-19-07 by visual inspection of fuel injection lines and clamp hardware I/A/W Lycoming SB 342G. No defects found. Due again at Tach: 2644.7. Preston Welch AP3665724

3) Aileron - LH aileron bell crank cable pinched

Airframe:

Reg#:	N4118A
S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2544.7

A/C Total Time:	13070.5
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8746.7
LT Prop T.T.:	13070.5

Airframe:

Freed pinched aileron and inspected for damage. No damage found. Rigged aileron cables.
Left aileron is 20.0 up travel and 15.2 down travel
Right aileron is 20.9 up travel and 14.3 down travel
Aileron tension is at 38
Cameron Falls AP4215286

4) Compass - Compass correction card is unreadable**Airframe:**

Installed New deviation card P/N C23-807 with existing values.
Preston Welch AP3665724

5) Doors - Both door stops inop**Airframe:**

Removed and replaced inner door pins on LH and RH side doors. Ops check on door stops are good.
Cameron Falls AP4215286

6) Doors - LH door attachment screws are loose**Airframe:**

Put washers under the nuts tightened hardware. Michael Galutza AP3871967

7) Elevator - Replace upper elevator cable pulley aft of baggage compartment**Airframe:**

Removed and replaced worn elevator pulley. Cameron Falls AP4215286

8) ENGINE: #2 CYLINDER: Intake gasket leaking. Clean all fuel staining from flange and cylinder head.**Engine 1:**

Replaced gasket. Yebin Han AP# 4209171

QC: Preston Welch AP3665724

9) ENGINE: Evidence of bird strike at RH FWD baffle top area. Pay particular attention at engine wash per 100HR inspection**Engine 1:**

Cleaned residue from engine and cowling as needed. Washed engine and cowling per 100HR checklist.
Preston Welch AP3665724

10) ENGINE: OIL FILL TUBE: Loose. Replace gasket, clean area, tighten and safety.**Engine 1:**

Removed tube. Cleaned area. Replaced gasket with New P/N 72059. Reinstalled tube, tightened, and safetied.

Preston Welch AP3665724

11) ENGINE: OIL PRESSURE RELIEF VALVE: Leaking at crush washer attach**Engine 1:**

Removed oil pressure relief valve. Cleaned valve body and attach area. Installed New P/N 06E19769-1.25 Crush Washer. Installed valve, torqued to 300 IN/LBS (25 FT/LBS), and safetied. All work per Lycoming SSP-1776 Section V.

Preston Welch AP3665724

12) ENGINE: ROCKER: #2 CYLINDER: Gasket leaking**Engine 1:**

Resource Maintenance System
Work Order

Talon Systems

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2544.7

A/C Total Time:	13070.5
RT Eng. T.T.:	
RT Prop. T.T.	
LT Eng T.T.:	8746.7
LT Prop T.T.:	13070.5

Description of Work to be Performed

- 1) 100 Hour Inspection
- 2) AD 2015-19-07 Fuel Inj. Line
- 3) Aileron - LH aileron bell crank cable pinched
- 4) Compass - Compass correction card is unreadable
- 5) Doors - Both door stops inop
- 6) Doors - LH door attachment screws are loose
- 7) Elevator - Replace upper elevator cable pulley aft of baggage compartment
- 8) ENGINE: #2 CYLINDER: Intake gasket leaking. Clean all fuel staining from flange and cylinder head.
- 9) ENGINE: Evidence of bird strike at RH FWD baffle top area. Pay particular attention at engine wash per 100HR inspection
- 10) ENGINE: OIL FILL TUBE: Loose. Replace gasket, clean area, tighten and safety.
- 11) ENGINE: OIL PRESSURE RELIEF VALVE: Leaking at crush washer attach
- 12) ENGINE: ROCKER: #2 CYLINDER: Gasket leaking
- 13) Fuel Inj. Nozzle Clean
- 14) Landing Gear - NLG lower support bracket. LH bolt loose
- 15) Landing Gear - Replace LH brake pads
- 16) Landing gear - Stop drill cracks in RH MLG strut fairing
- 17) Magneto Inspection
- 18) Tires - Service all tires with air
- 19) Vacuum, Instrument air filter replacement
- 20) Wings - Replace loose RH inboard aft rivets(Marked)
- 21) Wiring - Secure loose wiring forward of horizontal stabilizer

Maintenance/Repairs Performed

- 1) 100 Hour Inspection

Airframe:

I certify that this AIRFRAME has been inspected per a 100HR inspection I/A/W FAR 43 Appendix D, Cessna 172R MM CH 5-20-00, and was determined to be in an AIRWORTHY condition. Cameron Falls AP4215286

Engine 1:

I certify that this ENGINE has been inspected per a 100HR inspection I/A/W FAR 43 Appendix D, Cessna 172R MM CH 5-20-00, and was determined to be in an AIRWORTHY condition. Preston Welch AP3665724

Propeller 1:

I certify that this PROPELLER has been inspected per a 100HR inspection I/A/W FAR 43 Appendix D, Cessna 172R MM CH 5-20-00, and was determined to be in an AIRWORTHY condition. Preston Welch AP3665724

- 2) AD 2015-19-07 Fuel Inj. Line

Airframe:

Complied with AD 2015-19-07 by visual inspection of fuel injection lines and clamp hardware I/A/W Lycoming SB 342G. No defects found. Due again at Tach: 2644.7. Preston Welch AP3665724

- 3) Aileron - LH aileron bell crank cable pinched

Airframe:

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2579.0

A/C Total Time:	13104.8
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8781.0
LT Prop T.T.:	13104.8

Description of Work to be Performed

1) Cowl fastener

Maintenance/Repairs Performed

1) Cowl fastener
 Airframe:
 Made repair patch to top cowling where fastener worn through. Michael Galutza AP3871967

Labor

mgalutza	1.0	001:00		
				1:00

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	S2319C6	FASTENER		13.86	13.86

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	16.00
Parts	13.86
TOTAL:	29.86

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
 My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 9/18/19 Signed: Michael Galutza AP3871967
 123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#: N4118A
 AC S/N: 17280629
 MFG: Cessna
 Model: 172
 A/C Tach Time: 2581.5

A/C Total Time: 13107.3
 RT Eng. T.T.:
 RT Prop. T.T.:
 LT Eng T.T.: 8783.5
 LT Prop T.T.: 13107.3

Description of Work to be Performed

1) oil pressure not coming up

Maintenance/Repairs Performed

1) oil pressure not coming up
 Engine 1:
 Run up verified problem. Cleaned oil pressure sending unit and line. Run up to check operation- Satisfactory. Kenneth T. Lamp A&P 2796043

Labor

_____ 0:00

Technician Release
 Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals	
Labor	0.00
Parts	
TOTAL:	0.00

Maintenance Release
 I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
 My signature constitutes that the aircraft is Airworthy and approved for return to service.
 Date: 9/19/19 Signed: [Signature]
 123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Resource Maintenance System

Work Order

Talon Systems

Reg#: N4118A
 AC S/N: 17280629
 MFG: Cessna
 Model: 172
 A/C Tach Time: 2585.7

A/C Total Time: 13111.5
 RT Eng. T.T.:
 RT Prop. T.T.:
 LT Eng T.T.: 8787.7
 LT Prop T.T.: 13111.5

Description of Work to be Performed

1) ETA squawk: Engine shaking violently, oil on cowling, screw missing from cowling, another loose.

Maintenance/Repairs Performed

1) ETA squawk: Engine shaking violently, oil on cowling, screw missing from cowling, another loose.

Airframe:

Removed exhaust valve from guide. Found valve to be damaged. Removed #1 cylinder and piston. Cleaned all related areas. Installed new Lycoming cylinder kit P/N 05K21104. Checked ring gaps and installed rings on piston. Installed piston on connecting rod. Installed cylinder and torqued hold down nuts IAW Lycoming SSI-1776-4. Installed 2 new push rods P/N 15F19957-34 and checked dry tappet clearance. Found intake tube at sump to be loose in sump. Re-swaged tube to sump. Kenneth T. Lamp A&P 2796043

Replaced #1 cylinder intake hose. Replaced #1&3 drain back tubes. Repaired rear baffle on LH side. Repaired BATT wire to alternator. Installed alternator. Installed all baffles. Installed exhaust with new hardware. Cleaned, gapped and tested sparkplugs. Replaced 2 plugs. Tighten oil fill tube and safety. Kenneth T. Lamp A&P 2796043

Run up to break in cylinder and check for leaks- good. Replaced cowl fastener. Kenneth T. Lamp A&P 2796043

Labor

klamp	15.4	015:22	pwelch	2.2	002:09
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Total Labor Hours: 17.6 17:31

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	REM38E	SPARK PLUG		23.10	23.10
1	0450277-215	FASTENER		23.63	23.63
1	69603	HOSE CONNECT		6.42	6.42
1	68761	TUBE, OIL		19.28	19.28
1	68759	TUBE, OIL		22.45	22.45
2	15F19957-34	PUSHROD, ENG		39.24	78.48
1	LW11485	TUBE, PUSH ROD		25.43	25.43
1	05K21104	KIT, CYLINDER ASSY		1,316.28	1,316.28

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	1,562.45
Parts	1,515.07
TOTAL:	3,077.52

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 9/24/19 Signed: [Signature] A&P 2796043
 123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#: N4118A
 AC S/N: 17280629
 MFG: Cessna
 Model: 172
 A/C Tach Time: 2587.1

Resource Maintenance System

Work Order

Talon Systems

A/C Total Time: 13112.9
 RT Eng. T.T.:
 RT Prop. T.T.:
 LT Eng T.T.: 8789.1
 LT Prop T.T.: 13112.9

Description of Work to be Performed

1) Two cowling fasteners missing

Maintenance/Repairs Performed

1) Two cowling fasteners missing

Airframe:

Removed cowling found 2 receptacles worn, removed old receptacles and replaced with new. installed new 2 camlock fasteners, installed cowling. Michael Galutza AP3871967

Labor

mgalutza 1.0 001:00

1:00

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1/2	S2319-7	CAMLOCK		4.56	4.56
1/2	S2319-7	CAMLOCK		4.64	4.64
2	CM2791-1	RING, SNAP		0.00	0.00
2	463-416	GROMMET		4.33	8.66
2	S2319-50	RECEPTACIE		6.73	13.46

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	16.00
Parts	31.32
TOTAL:	47.32

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 09/24/19 Signed: Michael Galutza AP3871967

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2605.3

A/C Total Time:	13131.1
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8807.3
LT Prop T.T.:	13131.1

Description of Work to be Performed

1) ETA squawk: Started the flight with 6.75 qts, ended with a little under 6. Almost 1 QT lost. Leak? Excessive Burn?

Maintenance/Repairs Performed

1) ETA squawk: Started the flight with 6.75 qts, ended with a little under 6. Almost 1 QT lost. Leak? Excessive Burn?
 Airframe:
 Checked oil level- 6.25 Qts. Performed run up. Checked compressions: #1 72/80 #2 70/80 #3 70/80 #4 75/80. No obvious leaks found. Cleaned cowl and reinstalled. Kenneth T. Lamp A&P 2796043

Labor

0:00

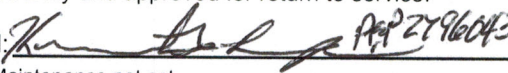
Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals	
Labor	0.00
Parts	
TOTAL:	0.00

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
 My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 09/30/19 Signed:  A&P 2796043
 123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2609.4

A/C Total Time:	13135.2
RT Eng. T.T.:	
RT Prop. T.T.	
LT Eng T.T.:	8811.4
LT Prop T.T.:	13135.2

Engine 1:

Removed #3 cylinder and related baffles, intake, exhaust, etc. Cleaned piston and installed new rings after checking and adjusting ring end gaps. Honed cylinder. Reinstalled piston and cylinder on engine with all new gaskets and seals. Torqued cylinder base nuts IAW Lycoming SSI 1776-4. Checked dry tappet clearance. Installed all related baffles and hardware. Kenneth T. Lamp A&P 2796043IA

14) Flight controls- LH aft flap roller bolt hardware improperly installed (missing washer under nut)**Airframe:**

Installed washer under nut. Cameron Falls AP4215286

15) Flight controls- LH rudder cable blended in tail cone at pulley**Airframe:**

Replaced worn rudder cable. Rigged rudder cables to accommodate new cable installation IAW 172 MM Chapter 27-20-00. Cameron Falls AP4215286

16) Flight controls- RH aft flap roller bolt hardware improperly installed (missing washer under nut)**Airframe:**

Installed washer under nut. Cameron Falls AP4215286

17) Flight controls- RH aileron bell crank primary cable blended at pulley.**Airframe:**

Removed RH aileron direct cable installed new cable adjusted cable tension and travels. Michael Galutza AP3871967

18) Flight controls- RH aileron push rod ends worn**Airframe:**

Removed right hand side aileron push rod, replaced both rod ends, reinstalled on aircraft, and checked travels, found travels within limits. Michael Galutza AP3871967

19) Fuel Strainer, Service**Airframe:**

Clean and inspect fuel strainer IAW Cessna MM ATA 28-20-13. Torque to 30 in. lbs. and safety. Kenneth T. Lamp A&P 2796043

20) Landing gear- Repack bearings on nose gear and LH main**Airframe:**

Repacked bearings on the left MLG wheel. Installed left MLG wheel assembly. Torqued brake caliper to 90 in lbs. Cameron Falls AP4215286

Repacked bearings on the NLG wheel. Installed NLG wheel assembly. Cameron Falls AP4215286

21) Landing gear- RH main tire flat spot**Airframe:**

Removed wheel assembly. Replaced tire and tube. Assembled wheel assembly. Installed wheel assembly back on aircraft. Inflated tire to 28 psi and torqued brake caliper to 90 in lbs. Cameron Falls AP4215286

22) Placards- Replace Operating Limits placard on instrument panel**Airframe:**

Removed and replaced operating limits placard on instrument panel. Michael Galutza AP3871967

WO#: 2019 01926

RMS

Resource Maintenance System

Work Order

Talon Systems

Date Started: 10/01/19

Date Completed: 10/10/19

Reg#: N4118A
 A/C S/N: 17280629
 MFG: Cessna
 Model: 172
 A/C Tach Time: 2609.4

A/C Total Time: 13135.2
 RT Eng. T.T.:
 RT Prop. T.T.:
 LT Eng T.T.: 8811.4
 LT Prop T.T.: 13135.2

23) Remove and inspect oil screen

Airframe:

Removed suction screen and inspected for contaminates- none found. Re-installed with new gasket.
 Due again at next annual, 10/2020. Kenneth T. Lamp A&P 2796043IA

Labor

klamp	56.9	056:50	cfalls	7.8	007:46	mgalutza	14.5	014:27
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Total Labor Hours: 79.1 79:03

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	SK2003-42A	MOUNT, COWL		28.48	28.48
1	MC0510105-239	CABLE, RUDDER, LH		108.23	108.23
4	LW18661	SEAL, PUSHROD		2.05	8.20
2	71481	SEAL		3.16	6.32
2	SL3601-SC	PISTON RING SET		60.06	120.12
1	0505087-23	PLACARD, OPERATING LIMITS		83.80	83.80
2	71973	GASKET, INTAKE		0.94	1.88
2	SL12272	LOCKPLATE		0.85	1.70
4	70310	SEAL, SHROUD		1.04	4.16
8	MS21256-1	CLIP		0.24	1.92
2	S1819-3	END, ROD		31.65	63.30
1	600-6	TUBE, TIRE		50.11	50.11
1	600-6 6 PLY, CESSNA	TIRE		66.25	66.25
1	72059	GASKET OIL FILL TUBE		1.43	1.43
1	C17312-1	LAMP, FLASHING, BEACON		18.07	18.07
2	SCAT-12	DUCT, SCAT, 3 INCH		5.51	11.02
1	06E19769-1.25	GASKET, METAL		1.72	1.72
1	AN931-3-5	GROMMET		0.15	0.15
1	9910591-11	ALTERNATOR	A-181848	495.00	495.00
1	152, 172 Strainer Kit	Fuel Strainer Kit for 152, 172		1.22	1.22
0/1	172 Annual	Annual Service Kit, 172		0.00	0.00

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	6,600.76
Parts	1,073.08
TOTAL:	7,673.84

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
 My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 10/10/2019 Signed: [Signature] AIP 2796043
 123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2609.4

A/C Total Time:	13135.2
RT Eng. T.T.:	
RT Prop. T.T.	
LT Eng T.T.:	8811.4
LT Prop T.T.:	13135.2

Engine 1:

Removed #3 cylinder and related baffles, intake, exhaust, etc. Cleaned piston and installed new rings after checking and adjusting ring end gaps. Honed cylinder. Reinstalled piston and cylinder on engine with all new gaskets and seals. Torqued cylinder base nuts IAW Lycoming SSI 1776-4. Checked dry tappet clearance. Installed all related baffles and hardware. Kenneth T. Lamp A&P 2796043IA

14) Flight controls- LH aft flap roller bolt hardware improperly installed (missing washer under nut)
Airframe:

Installed washer under nut. Cameron Falls AP4215286

15) Flight controls- LH rudder cable blended in tail cone at pulley

Airframe:

Replaced worn rudder cable. Rigged rudder cables to accommodate new cable installation IAW 172 MM Chapter 27-20-00. Cameron Falls AP4215286

16) Flight controls- RH aft flap roller bolt hardware improperly installed (missing washer under nut)

Airframe:

Installed washer under nut. Cameron Falls AP4215286

17) Flight controls- RH aileron bell crank primary cable blended at pulley.

Airframe:

Removed RH aileron direct cable installed new cable adjusted cable tension and travels. Michael Galutza AP3871967

18) Flight controls- RH aileron push rod ends worn

Airframe:

Removed right hand side aileron push rod, replaced both rod ends, reinstalled on aircraft, and checked travels, found travels within limits. Michael Galutza AP3871967

19) Fuel Strainer, Service

Airframe:

Clean and inspect fuel strainer IAW Cessna MM ATA 28-20-13. Torque to 30 in. lbs. and safety. Kenneth T. Lamp A&P 2796043

20) Landing gear- Repack bearings on nose gear and LH main

Airframe:

Repacked bearings on the left MLG wheel. Installed left MLG wheel assembly. Torqued brake caliper to 90 in lbs. Cameron Falls AP4215286

Repacked bearings on the NLG wheel. Installed NLG wheel assembly. Cameron Falls AP4215286

21) Landing gear- RH main tire flat spot

Airframe:

Removed wheel assembly. Replaced tire and tube. Assembled wheel assembly. Installed wheel assembly back on aircraft. Inflated tire to 28 psi and torqued brake caliper to 90 in lbs. Cameron Falls AP4215286

22) Placards- Replace Operating Limits placard on instrument panel

Airframe:

Removed and replaced operating limits placard on instrument panel. Michael Galutza AP3871967

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2609.4

A/C Total Time:	13135.2
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8811.4
LT Prop T.T.:	13135.2

Description of Work to be Performed

- 1) 100 Hour Inspection
- 2) AD 2015-19-07 Fuel Inj. Line
- 3) Annual Inspection
- 4) Baffle- RH front baffle cracked at muffler
- 5) Battery Capacity Check
- 6) Communication- RH OB elevator bonding strap broken
- 7) Cowl- LH lower cowl top mount rubber damaged
- 8) Cowl- Upper cowl fastener missing (3rd time) replace repair patch with correct size hole
- 9) Doors- RH cabin door latch pin bent
- 10) Electrical- Alternator Bat post worn through
- 11) ELT Inspection 91.207
- 12) Engine- #2 cylinder leaking oil at base- remove cylinder
- 13) Engine- #3 cylinder has excessive blow by
- 14) Flight controls- LH aft flap roller bolt hardware improperly installed (missing washer under nut)
- 15) Flight controls- LH rudder cable blended in tail cone at pulley
- 16) Flight controls- RH aft flap roller bolt hardware improperly installed (missing washer under nut)
- 17) Flight controls- RH aileron bell crank primary cable blended at pulley.
- 18) Flight controls- RH aileron push rod ends worn
- 19) Fuel Strainer, Service
- 20) Landing gear- Repack bearings on nose gear and LH main
- 21) Landing gear- RH main tire flat spot
- 22) Placards- Replace Operating Limits placard on instrument panel
- 23) Remove and inspect oil screen

Maintenance/Repairs Performed

1) 100 Hour Inspection

Airframe:

I certify this Aircraft has been inspected in accordance with an Annual inspection and was determined to be in an airworthy condition. Kenneth T. Lamp 2796043IA

Engine 1:

I certify this Engine has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition. Kenneth T. Lamp 2796043IA

Propeller 1:

I certify this Propeller has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition. Kenneth T. Lamp 2796043IA

2) AD 2015-19-07 Fuel Inj. Line

Airframe:

Complied with AD 2015-19-07 IAW Lycoming SB 342G by visual inspection using a 10X magnifier and light. Inspected lines, fittings and clamps. Next inspection due at Tach Time 2709.4. Kenneth T. Lamp A&P 2796043IA

3) Annual Inspection

Airframe:

Resource Maintenance System

Work Order

Talon Systems

Reg#:	N4118A
C S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2609.4

A/C Total Time:	13135.2
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8811.4
LT Prop T.T.:	13135.2

Airframe:

I certify this Aircraft has been inspected in accordance with an Annual inspection and was determined to be in an airworthy condition. Kenneth T. Lamp 2796043IA

4) Baffle- RH front baffle cracked at muffler**Engine 1:**

Fabricated repair piece. Riveted repair onto front baffle. Cameron Falls AP4215286

5) Battery Capacity Check**Airframe:**

Battery passed cap test with 91%. Battery placed on charger. Cameron Falls AP4215286

6) Communication- RH OB elevator bonding strap broken**Airframe:**

Shop fabricated new bonding strap and installed on RH OB of elevator bolt. Kenneth T. Lamp A&P 2796043

7) Cowl- LH lower cowl top mount rubber damaged**Airframe:**

Removed and replaced cowl mount P/N SK2300-42A. Kenneth T. Lamp A&P 2796043IA

8) Cowl- Upper cowl fastener missing (3rd time) replace repair patch with correct size hole**Airframe:**

Fabricated new repair patch. Riveted to upper cowl. Cameron Falls AP4215286

9) Doors- RH cabin door latch pin bent**Airframe:**

Adjusted inside door handle forward. Kenneth T. Lamp A&P 2796043

10) Electrical- Alternator Bat post worn through**Airframe:**

Removed Alternator P/N 9910591-11. Installed Overhauled alternator P/N 9910591-11 S/N A-181848. Kenneth T. Lamp A&P 2796043IA

11) ELT Inspection 91.207**Airframe:**

Inspected ELT IAW FAR 91.207(d) for signal and output. Checked "G" switch operation. Battery due DEC 2021. Kenneth T. Lamp A&P 2796043IA

12) Engine- #2 cylinder leaking oil at base- remove cylinder**Engine 1:**

Removed #2 cylinder and related baffles, intake, exhaust, etc. Found cylinder base O-ring cut. Cleaned small burr from crankcase opening at the top of the cylinder bevel opening. Cleaned piston and installed new rings after checking and adjusting ring end gaps. Honed cylinder. Reinstalled piston and cylinder on engine with all new gaskets and seals. Torqued cylinder base nuts IAW Lycoming SSI 1776-4. Checked dry tappet clearance. Installed all related baffles and hardware. Kenneth T. Lamp A&P 2796043IA

13) Engine- #3 cylinder has excessive blow by**Engine 1:**

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2609.4

A/C Total Time:	13135.2
RT Eng. T.T.:	
RT Prop. T.T.	
LT Eng T.T.:	8811.4
LT Prop T.T.:	13135.2

Description of Work to be Performed

- 1) 100 Hour Inspection
- 2) AD 2015-19-07 Fuel Inj. Line
- 3) Annual Inspection
- 4) Baffle- RH front baffle cracked at muffler
- 5) Battery Capacity Check
- 6) Communication- RH OB elevator bonding strap broken
- 7) Cowl- LH lower cowl top mount rubber damaged
- 8) Cowl- Upper cowl fastener missing (3rd time) replace repair patch with correct size hole
- 9) Doors- RH cabin door latch pin bent
- 10) Electrical- Alternator Bat post worn through
- 11) ELT Inspection 91.207
- 12) Engine- #2 cylinder leaking oil at base- remove cylinder
- 13) Engine- #3 cylinder has excessive blow by
- 14) Flight controls- LH aft flap roller bolt hardware improperly installed (missing washer under nut)
- 15) Flight controls- LH rudder cable blended in tail cone at pulley
- 16) Flight controls- RH aft flap roller bolt hardware improperly installed (missing washer under nut)
- 17) Flight controls- RH aileron bell crank primary cable blended at pulley.
- 18) Flight controls- RH aileron push rod ends worn
- 19) Fuel Strainer, Service
- 20) Landing gear- Repack bearings on nose gear and LH main
- 21) Landing gear- RH main tire flat spot
- 22) Placards- Replace Operating Limits placard on instrument panel
- 23) Remove and inspect oil screen

Maintenance/Repairs Performed

1) 100 Hour Inspection

Airframe:

I certify this Aircraft has been inspected in accordance with an Annual inspection and was determined to be in an airworthy condition. Kenneth T. Lamp 2796043IA

Engine 1:

I certify this Engine has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition. Kenneth T. Lamp 2796043IA

Propeller 1:

I certify this Propeller has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition. Kenneth T. Lamp 2796043IA

2) AD 2015-19-07 Fuel Inj. Line

Airframe:

Complied with AD 2015-19-07 IAW Lycoming SB 342G by visual inspection using a 10X magnifier and light. Inspected lines, fittings and clamps. Next inspection due at Tach Time 2709.4. Kenneth T. Lamp A&P 2796043IA

3) Annual Inspection

Airframe:

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2640.7

A/C Total Time:	13166.5
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8842.7
LT Prop T.T.:	13166.5

Description of Work to be Performed

1) Nose Strut is Low needs repaired

Maintenance/Repairs Performed

1) Nose Strut is Low needs repaired

Airframe:

Removed lower nose strut from upper nose strut assembly. Clean inspected and replaced all O-rings and packings. Reinstalled lower nose strut assembly and serviced nose strut with 5606 hydric fluid and 45PSI of shop air. All work completed in accordance with Cessna 172 MM. Aircraft is approved for RTS. William Flynn AP3746538

Labor

0:00

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	152, 172 Nose Seal Kit	Nose Strut Seal Kit, 152, 172		12.89	12.89

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	0.00
Parts	12.89
TOTAL:	12.89

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 10-28-19 Signed: [Signature]

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set AP3746538

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2640.7

A/C Total Time:	13166.5
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8842.7
LT Prop T.T.:	13166.5

Description of Work to be Performed

- ETA squawk: Engine running very rough, Max pwer 1500 full Mixture, Lean Mixture mix power 1700
- Fuel Inj. Nozzle Clean

Maintenance/Repairs Performed

- ETA squawk: Engine running very rough, Max pwer 1500 full Mixture, Lean Mixture mix power 1700
Airframe:
 Performed run up. Checked compression and mag timing- both good. Removed fuel servo P/N 2576536-2 Mo. RSA-5AD1 S/N 72FU5601. Installed serviceable servo of the same P/N RSA-5AD1 S/N70219603. No change in performance. Removed all fuel injector nozzles due to high fuel flow pressures. #1 & #2 were clogged. Cleaned all injector in Hoppes #9 for 45 min. rinse in solvent and air dry. Installed on engine IAW Lycoming SSP 1776-4 torque to 60 in.lbs. and connect lines.Oil sump quick drain leaking. Installed new drain valve P/N S-1951-5 and safety. Refill engine with 8 qts Phillips XC 20W50. Run up check aircraft all normal. Kenneth T. Lamp A&P 2796043
- Fuel Inj. Nozzle Clean
Airframe:
 Cleaned all injector in Hoppes #9 for 45 min. rinse in solvent and air dry. Installed on engine IAW Lycoming SSP 1776-4 torque to 60 in.lbs. and connect lines. Kenneth T. Lamp A&P 2796043

Labor

klamp	10.10	010:55	
			Total Labor Hours: 11.0 10:55

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	S1951-5	VALVE, DRAIN, OIL		414.21	414.21
1	REM38E	SPARK PLUG		23.10	23.10

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	1,076.38
Parts	437.31
TOTAL:	1,513.69

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
 My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 11/01/2019 Signed: [Signature] A&P 2796043
 123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2646.6

A/C Total Time:	13172.4
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8848.6
LT Prop T.T.:	13172.4

Description of Work to be Performed

1) Plane did not shut down or drop rpm when turning off ignition switch

Maintenance/Repairs Performed

1) Plane did not shut down or drop rpm when turning off ignition switch
Airframe:
 Performed run-up and found right magneto not grounding when ignition is switch off. Found P-lead wire broken at magneto terminal ring. Installed new terminal and performed ops check and run-up. Both ops check and run-up checks good. M. Campbell AP 3983583.

Labor

mcampbell	1.3	001:18	1:18
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Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals	
Labor	128.18
Parts	
TOTAL:	128.18

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.
 My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 11/2/19 Signed: *M. Campbell* 3983583
 123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Resource Maintenance System

Work Order

Talon Systems

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2674.3

A/C Total Time:	13200.1
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8876.3
LT Prop T.T.:	13200.1

Description of Work to be Performed

1) ETA squawk: engine roughness and continually sputtering in flight

Maintenance/Repairs Performed

1) ETA squawk: engine roughness and continually sputtering in flight

Airframe:

***** See pass down *****

Completed engine run up and discovered miss on LH mag. Removed and tested spark plugs, discovered one failed plug, replaced with P/N REM38E. Noticed engine missing on following engine run. Found timing off and LH mag loose. Removed magneto. Adam Rotert AP3743008.

Disassembled left mag and replaced coil and points. Set magneto internal timing and reassembled magneto. Reinstalled left mag and timed to 25 degrees BTC. Performed engine run. Max static RPM 1950 Left mag drop 0 RPM Right mag drop 500+ RPM drop. Removed right mag and disassembled found that impulse coupling pawl retaining rivet and spring worn. William Flynn AP3746538

Replaced RH Mag PN: 4371 SN: 15120945 Installed serviceable mag from N9918F PN: 4371 SN: 15101409 Timed to engine at 25 degrees. Performed Run-up, Mag drops 50/50. Max static 2100 idle 600. Leaning operation and rise at ICO performing abnormally. Performed inspection of Mixture lever found lever installed incorrectly, Flipped Mixture lever and replaced rod end. Rigged and secured with cotter pin. Final run up showed no signs of engine roughness or sputtering. A/C ok for RTS.

-James McLaughlin AP3782442

Labor

arotert	3.7	003:41	James	3.1	003:02
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Total Labor Hours: 6.8 6:43

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	S1104-3	ROD, END, ENGINE		17.00	17.00
1	K3975	COIL, MAGNETO		307.20	307.20
1	LW12681	GASKET, MAGNETO		1.21	1.21
1	REM38E	SPARK PLUG		23.10	23.10
1	86341	EGT PROBE		456.62	456.62
1	M3081	POINTS, IGNITION		69.56	69.56

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	365.99
Parts	874.69
TOTAL:	1,240.68

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 11-11-19 Signed: [Signature] AP3782442

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2691.4

A/C Total Time:	13217.2
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8893.4
LT Prop T.T.:	13217.2

Description of Work to be Performed

1) left mag drop 800rpm on fun up, spark plugs miss fired

Maintenance/Repairs Performed

1) left mag drop 800rpm on fun up, spark plugs miss fired

Engine 1:

Ran up aircraft. LH Mag inop. Removed LH mag P/N 4371 S/N 15110898 and found impulse coupling had broken and come apart. Kenneth T. Lamp A&P 2796043
 Removed exhaust and sump to inspect and clean out sump. leaned sump and related parts. Installed sump with new gasket. Installed intake and exhaust. Repaired mag P/N 4371 S/N 15120945- replace impulse coupling P/N M3163K, ignition points P/N M3081, Mag adapter P/N LW-12706, set internal timing and installed mag to engine timed at 25BTC. Run up aircraft to check for leaks/performance. Mag drops 50rpm, static rpm 2100. Kenneth T. Lamp A&P 2796043

Labor

klamp	25.4	025:20	spatton	0.1	000:06
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Total Labor Hours: 25.5 25:26

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
2	66224	SEAL		0.90	1.80
1	LW12681	GASKET, MAGNETO		1.21	1.21
1	LW12706	ADAPTER, MAGNETO, COUPLING		65.81	65.81
1	62224	GASKET, MAGNETO ADAPTER		1.36	1.36
1	M2556-10	COTTER PIN		1.00	1.00
1	M3081	POINTS, IGNITION		61.84	61.84
1	M3163K	IMPULSE COUPLER		620.00	620.00
1	M2536	KEY, IGNITION		0.84	0.84
4	71973	GASKET, INTAKE		0.94	3.76
1	LW13353	GASKET, OIL SUMP		4.85	4.85

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	2,507.73
Parts	762.47
TOTAL:	3,270.20

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 11/20/19

Signed: [Signature]

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

WO#: 2019 02315

RMS

Resource Maintenance System

Work Order

Talon Systems

Date Started: 12/02/19

Date Completed: 12/10/19

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2709.0

A/C Total Time:	13234.8
RT Eng. T.T.:	
RT Prop. T.T.	
LT Eng T.T.:	8911.0
LT Prop T.T.:	13234.8

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	744.80
Parts	1,141.05
TOTAL:	1,885.85

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 12/10/19 Signed: *Abraham* AP3743000

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#: N4118A
AC S/N: 17280629
MFG: Cessna
Model: 172
A/C Tach Time: 2709.0

A/C Total Time: 13234.8
RT Eng. T.T.:
RT Prop. T.T.:
LT Eng T.T.: 8911.0
LT Prop T.T.: 13234.8

Talon Systems

15) PANEL: OVERHEAD: Secure speaker cover properly

Airframe:

Secured speaker cover with nuts. Yebin Han AP# 4209171

16) PLACARD: FLAP HANDLE: Steps missing: Replace placard.

Airframe:

Removed placard and installed New P/N 0560062-1 Placard. All work per Cessna 172R MM CH 11-30-00. Preston Welch AP3665724

17) Propeller: Crack in spinner bulkhead.

Propeller 1:

Removed and replaced spinner bulkhead P/N U0552231-1 and torqued prop bolts to 55' lbs. Adam Rotert AP3743008.

18) SEAT: COPILOT: IB FWD ROLLER: Damaged at IB and OB FWD roller housing. Replace seat foot

Airframe:

Filled out damage on IB FWD roller on copilot seat. Michael Galutza AP3871967

19) WEEMAC: AFT RH: SCAT hose not connected to elbow and loose in panel

Airframe:

reconnected weemac scat hose and tightened. Michael Galutza AP3871967

20) WEEMAC: FWD LH: Pulled through Side panel

Airframe:

Adjusted weemac in left side lower panel. Michael Galutza AP3871967

Labor

arotert	17.6	017:34	mgalutza	8.5	008:30	pwelch	13.3	013:18
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Total Labor Hours: 39.4 39:22

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	600-6 6 PLY, CESSNA	TIRE		73.10	73.10
1	MS20392-4C47	PIN, CLEVIS		1.57	1.57
1	MS20392-4C27	PIN, CLEVIS		1.00	1.00
1	0554011-2R	MUFFLER REPAIRED		100.00	100.00
1	A1754010-1	RISER, EXHAUST RF		161.00	161.00
1	72059	GASKET OIL FILL TUBE		1.43	1.43
1	0511042-3	STOP, DOOR		40.62	40.62
4	77611	GASKET, EXHAUST		6.43	25.72
1	0560062-1	COVER, ASSY		208.25	208.25
1	U0552231-1	BULKHEAD SPINNER		380.37	380.37
2	S3353-1	LAMP		51.11	102.22
1	S1674-1	BEARING		2.75	2.75
1	WLA7512-24	LAMP, NAV		16.36	16.36
12	AN3-4A	BOLT, AIRFRAME, 10-32		0.09	1.08
1	172	100 Hour Service Kit, 172		25.58	25.58

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2709.0

A/C Total Time:	13234.8
RT Eng. T.T.:	
RT Prop. T.T.	
LT Eng T.T.:	8911.0
LT Prop T.T.:	13234.8

Airframe:

cleaned back seat carpet. Michael Galutza AP3871967

- 4) CARPET: BAGGAGE: CORRODED and STAINED: Clean as needed

Airframe:

Cleaned baggage bay carpet. Michael Galutza AP3871967

- 5) CARPET: CABIN FLOOR: FLOOR was wet after carpet was removed for 100HR. Dry carpet and clean as needed.

Airframe:

cleaned and dried out carpet. Michael Galutza AP3871967

- 6) COVERS: RUDDER PEDALS: Secure with washers as needed after 100HR inspection

Airframe:

Secured rudder pedal covers with washers. Adam Rotert AP3743008.

- 7) DOOR: CABIN: LH: Will not hold open. Replace spring and all clevis pins

Airframe:

Removed and Replaced door spring and two clevis pins. Yebin Han AP# 4209171

- 8) DOOR: RH: Door seal: Secure as needed

Airframe:

Found door seal secured. Yebin Han AP# 4209171

- 9) Engine: Muffler cracked near exhaust riser entrance on right side.

Engine 1:

Removed and replaced cracked muffler P/N 0554011-2R. Drilled new hole in exhaust pipe for EGT probe. Installed risers with new exhaust gaskets P/N 77611 and torqued to 100" lbs. Adam Rotert AP3743008.

- 10) FLIGHT CONTROLS: RUDDER: RUDDER BAR: FWD: OB LH Bearing Cracked

Airframe:

Replaced FWD OB LH rudder bar bearing. Michael Galutza AP3871967

- 11) LANDING GEAR: LH: TIRE worn: Replace tire: Brake disc: .209"

Airframe:

Removed tire and installed new one IAW 172MM Chapter 32. Yebin Han AP# 4209171

- 12) LIGHTING: GLARESHIELD: Power supply missing hardware at outboard

Airframe:

Secured power supply for the glare shield on instrument panel. Michael Galutza AP3871967

- 13) LIGHTING: INSTRUMENT: Fuel QTY Indicator lighting INOP

Airframe:

Replaced lights on back of fuel quantity instrument. Michael Galutza AP3871967

- 14) Oil dipstick tube leaking

Engine 1:

Removed oil tube, replaced oil tube gasket, tighten it and safety. Yebin Han AP# 4209171

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2709.0

A/C Total Time:	13234.8
RT Eng. T.T.:	
RT Prop. T.T.	
LT Eng T.T.:	8911.0
LT Prop T.T.:	13234.8

Talon Systems**Description of Work to be Performed**

- 1) 100 Hour Inspection
- 2) AD 2015-19-07 Fuel Inj. Line
- 3) CARPET: AFT SEAT: CORRODED: Removed AFT Bench seat and clean and treat carpet and seat attach brackets
- 4) CARPET: BAGGAGE: CORRODED and STAINED: Clean as needed
- 5) CARPET: CABIN FLOOR: FLOOR was wet after carpet was removed for 100HR. Dry carpet and clean as needed.
- 6) COVERS: RUDDER PEDALS: Secure with washers as needed after 100HR inspection
- 7) DOOR: CABIN: LH: Will not hold open. Replace spring and all clevis pins
- 8) DOOR: RH: Door seal: Secure as needed
- 9) Engine: Muffler cracked near exhaust riser entrance on right side.
- 10) FLIGHT CONTROLS: RUDDER: RUDDER BAR: FWD: OB LH Bearing Cracked
- 11) LANDING GEAR: LH: TIRE worn: Replace tire: Brake disc: .209"
- 12) LIGHTING: GLARESHIELD: Power supply missing hardware at outboard
- 13) LIGHTING: INSTRUMENT: Fuel QTY Indicator lighting INOP
- 14) Oil dipstick tube leaking
- 15) PANEL: OVERHEAD: Secure speaker cover properly
- 16) PLACARD: FLAP HANDLE: Steps missing: Replace placard.
- 17) Propeller: Crack in spinner bulkhead.
- 18) SEAT: COPILOT: IB FWD ROLLER: Damaged at IB and OB FWD roller housing. Replace seat foot
- 19) WEEMAC: AFT RH: SCAT hose not connected to elbow and loose in panel
- 20) WEEMAC: FWD LH: Pulled through Side panel

Maintenance/Repairs Performed

1) 100 Hour Inspection

Airframe:

I certify that this AIRFRAME has been inspected per a 100HR inspection I/A/W FAR 43 Appendix D, Cessna 172R MM CH 05-20-00. A list of discrepancy and UNAIRWORTHY items on Spartan W/O 2019 02315 dated 12/2/19 have been supplied to the owner/ operator.
Preston Welch AP3665724

Complied with list of unairworthy items and discrepancy's and have determined this Airframe to be in an airworthy condition. Adam Rotert AP3743008.

Engine 1:

I certify that this ENGINE has been inspected per a 100HR inspection IAW FAR 43 Appendix D, Cessna 172R MM CH 05-20-00 and has been determined to be in an airworthy condition. Adam Rotert AP3743008.

Propeller 1:

I certify that this AIRFRAME has been inspected per a 100HR inspection I/A/W FAR 43 Appendix D, Cessna 172R MM CH 05-20-00, and was determined to be in an AIRWORTHY condition.
Adam Rotert AP3743008

2) AD 2015-19-07 Fuel Inj. Line

Airframe:

Complied with AD 2015-19-07 by visual inspection of fuel injection lines. Adam Rotert AP3743008.

3) CARPET: AFT SEAT: CORRODED: Removed AFT Bench seat and clean and treat carpet and seat attach brackets

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2720.8

A/C Total Time:	13246.6
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8922.8
LT Prop T.T.:	13246.6

Description of Work to be Performed

- 1) ETA squawk: Instructor push to talk button works intermittent/DG precision 40 degrees within 10 minutes

Maintenance/Repairs Performed

- 1) ETA squawk: Instructor push to talk button works intermittent/DG precision 40 degrees within 10 minutes

Airframe:

Checked Copilot PTT switch. Checked #1 and #2 comms. All operations checked OK. Could not duplicate discrepancy.

Preston Welch AP3665724

Removed D.G (P/N: S3330-2; S/N: T58554E) and installed D.G (P/N: S3330-2; S/N: T59116F) which was removed from 45M and ops checked. Ops checked failed D.G. recessed too much as well. Removed D.G (P/N: S3330-2; S/N: T59116F). M. Campbell AP 3983583.

Installed overhauled Directional Gyro PN: 1U262-042-2/S330-2 SN:T53551D and performed operational check in accordance with Cessna 172 MM 34-20-00. Ops check good. Sarah Patton A&P 3799858

Labor

mcampbell	5.5	005:26	spatton	5.10	005:58	pwelch	0.2	000:09
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Total Labor Hours: 11.6 11:33

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	S2502-3	CONNECTOR		1.24	1.24
1	S3484-6-14G1	SCREW		0.00	0.00
1	S3330-2	GYRO, DIRECTIONAL	T53551D	725.00	725.00

Parts Removed

Part #	Description	Serial #
1U262-042-2	GYRO, DIRECTIONAL	T50247C
S3330-2	GYRO, DIRECTIONAL	T58554E

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	1,127.34
Parts	726.24
TOTAL:	1,853.58

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 12/17/2019 Signed: S. Patton A&P 3799858

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	2738.9

A/C Total Time:	13264.7
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	8940.9
LT Prop T.T.:	13264.7

Description of Work to be Performed

1) ETA squawk: vac. annunciator and gauge inop

Maintenance/Repairs Performed

1) ETA squawk: vac. annunciator and gauge inop

Airframe:

RH vacuum pump inoperative. Removed RH Lower Vacuum Pump P/N 216CW NSN and installed Overhauled vacuum pump P/N 216CW S/N 05J517 from Aero Accessories, LLC on W/O 105J5-000 dated 2/12/19. Run-up check OK. Vacuum pressure: 4.8" at 1000 RPM. 5.0" at 1700 RPM. Leak check OK. All work per Cessna 172R MM CH 37-10-00.
Preston Welch AP3665724

*****SEE PASSDOWN*****

Labor

klamp	1.2	001:10	pwelch	0.8	000:47
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Total Labor Hours: 2.0 1:57

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	QS200-24H	CLAMP, HOSE		1.25	1.25

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	132.27
Parts	1.25
TOTAL:	133.52

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 12/23/19

Signed: [Signature]

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#: N4118A
AC S/N: 17280629
MFG: Cessna
Model: 172
A/C Tach Time: 3246.2

A/C Total Time: 13772.0
RT Eng. T.T.:
RT Prop. T.T.:
LT Eng T.T.: 9448.2
LT Prop T.T.: 13772.0

Talon Systems

Description of Work to be Performed

1) Oil Change, Filter Change, Mag to engine timing, Engine General Condition Inspection. Capacitor Change, Kick Panel R

Maintenance/Repairs Performed

1) Oil Change, Filter Change, Mag to engine timing, Engine General Condition Inspection. Capacitor Change, Kick Panel R

Airframe:

Changed oil and oil filter. Checked mag-to-engine timing; timing okay and mags drops good at 75 RPM each. Performed engine general condition inspection. Removed and replaced alternator capacitor P/N S1915-1. Charles Herr AP 4017211

Installed New RH Kick Panel and new Upper door post panels. Performed Run up, No defects noted. Aircraft ok for Service.

-James McLaughlin AP3782442

Labor

James	11.5	011:27	Charles	2.6	002:33
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14:00

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	CH48110-1	OIL FILTER		23.98	23.98
1	P0515026-20-LG	RH DOOR POST		125.00	125.00
1	P0515075-68-LG	RH FWD KICK PANEL		185.00	185.00
3	SK2003-42A	MOUNT, COWL		26.91	80.73
1	S1915-1	CAPACITOR		195.81	195.81
3	J7444-14	MOUNT, COWL		17.64	52.92
1	P0515075-69-LG	LH FWD KICK PANEL		185.00	185.00

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor 297.80
Parts 848.44

TOTAL: 1,146.24

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 6/21/21 Signed: [Signature] AP3782442

123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set

Reg#:	N4118A
AC S/N:	17280629
MFG:	Cessna
Model:	172
A/C Tach Time:	3246.7

A/C Total Time:	13772.5
RT Eng. T.T.:	
RT Prop. T.T.:	
LT Eng T.T.:	9448.7
LT Prop T.T.:	13772.5

Description of Work to be Performed

1) Engine Oil Temperature high 240 Degrees after climb out.

Maintenance/Repairs Performed

1) Engine Oil Temperature high 240 Degrees after climb out.

Engine 1:

Checked engine baffles for obvious signs of damage
 Verified oil level 6.75 qts, within limits
 Aircraft run-up to check mixture RPM Rise, within limits
 Replaced gauge with known good gauge, reading identical to installed gauge. Original gauge re-installed.
 Removed and replaced Left and Right side baffle seals. Aircraft requires a test flight.
 - Aldo Ferrari AP370091

Test flight showed no difference with oil temperature reaching 235* F, this is 10* below the maximum limit. Aircraft showed no signs of cooling at an indicated altitude of 3,000 feet with engine rpm at 2,100, temperature at that altitude read on the aircraft OAT as 80* F. Engine oil temperature stabilized at 225* F while in cruise at 3,000'. On the descent engine oil temperature cooled to 200*F, due to a 1,000 ft/min rate of descent from 3,000' indicated to 620' indicated. Upon landing I checked the wire resistance leading to the oil temp probe and found it to be within allowable limits. Changed the oil replacing the 100AW with 8 quarts of 20W-50 aviation ash less dispersant oil. Removed oil cooler and checked for signs of blockage, to which none were found. Second test flight recommended. Mark Campbell AP 3983583.

Removed and Replaced Oil temperature probe PN: S2335-1 and safetied. Leak checked good, Ok for Test flight. -James McLaughlin AP3782442

Test flew aircraft with pilot. Climbed to 3,300 ft and returned to KRVS; oil temp max reading during flight, at peak of climb, was 200 degrees: in-flight ops check good. Charles Herr AP 4017211

Labor

Charles	0.8	000:44	James	2.3	002:15
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Total Labor Hours: 3.0 2:59

Parts Used

Qty	Part#	Description	Serial#	Cost	Sub Total
1	S2335-1	TRANSMITTER, OIL, TEMP		126.92	126.92

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

Labor	62.70
Parts	126.92
TOTAL:	189.62

Maintenance Release

I Certify that the Aircraft, Airframe, Powerplant, Propeller or Appliance maintenance identified on this work order was performed in accordance with all applicable Federal Aviation Regulations (FARs), Manufacturers Maintenance Manuals, Service Information and, that all corrective action statements are in fact true and correct representations of work performed.

My signature constitutes that the aircraft is Airworthy and approved for return to service.

Date: 06-25-2021 Signed: Charles Herr AP4017211
 123 Cessna Drive, Tulsa OK, 74132 Spartan Maintenance not set Charles Herr