

ENGINE MAINTENANCE RECORD

AIRCRAFT SERIAL AND REGISTRATION

ENGINE MODEL AND SERIAL

D5518-3-13

T18208293 N912VM

TIO540-AK1A L-11630-61A

RECORD NUMBER 2

INSTRUCTIONS

This record should be completed and maintained in accordance with FAA Federal Aviation Regulations 43.9, 43.11 and 91.173 and/or other prevailing government regulations.

NOTE: Record Service Bulletins and Airworthiness Directives in the back of this record as well as the Airframe Maintenance Record.

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Performed a 100 Hour Inspection in accordance with Cessna Service Manual, Chapter 5, Section 5-10. Recorded cylinder compression: 1-76/80, 2-77/80, 3-78/80, 4-76/80, 5-76/80, 6-78/80. Drained oil from warm engine. Removed oil filter. Submitted oil sample for SOAP. Inspected oil screen, re-installed with new gasket, P/N 06E19769-1.00, torqued and lock-wired. Installed new oil filter, Tempest P/N A48110-2. Serviced engine with 8 quarts Phillips 66X/C SAE 20-50 oil and 13 oz. Camguard. Inspected all twelve spark plugs, cleaned, gapped, tested and reinstalled eleven used plugs and one new plug with new spark plug gaskets. Removed, inspected Fuel Control inlet screen, re-installed with new O-rings, P/N's 951789 and 953541-10. No debris found. Adjusted timing for both magnetos to 23* BTDC. Replaced seals on oil pressure and return fittings at waste gate with new O-rings, P/N's MS29512-04 and -06. Compled with AD 2011-26-04, paragraph (h) and (i),Inspected fuel injector lines and clamps. No defects noted. Next due at 2151.3 hours TTIS. Performed engine static run-up and leak check. No defects noted. This engine was serviced IAW current Cessna Service manuals and is approved for return to service. END.

J. Hart Van Meter, A&P 2162239

Registration: N912VM Date: 10/1/2014 Tach: 2085.4 TTIS: 2085.4 ENGINE

Drained oil from warm engine. Removed oil filter. Submitted oil sample and filter for SOAP. Installed new oil filter, Tempest P/N A48110-2. Serviced engine with 8 quarts Phillips 66 X/C SAE 20-50 oil and 13 oz. Camguard. Comlied with AD 2011-26-04, paragraph (h) and (i), inspected fuel injector lines and clamps. No defects noted. Next due at 2185.4 hours TTIS. Performed engine static run-up and leak check. No defects noted. This engine was serviced IAW current Cessna Service Manuals and FAA regulations and is approved for return to service. END.

J. Hart Van Meter, A&P 2162239

		MAINTENANCE RECORD	
DATE	TOTAL TIME IN SERVICE HOURS 10TH	DESCRIPTION OF THE WORK PERFORMED S	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
-	Registratio	on: N912VM Date: 4/1/2015 Tach: 2133.1 TTIS: 2133.1 ENGINE	
	2-74/80, 3-77/ screen, re-inst quarts Phillips spark plug gasi all fuel injectoo Removed, insp both magnetos Next due at 22 Service manual	On Hour Inspection in accordance with Cessna Service Manual, Chapter 5, Section 5-10. Recorded cylinder compre 80, 4-71/80, 5-71/80, 6-75/80. Drained oil from warm engine. Removed oil filter. Submitted oil sample for SOAP. alled with new AN900-16 gasket, torqued and lock-wired. Installed new oil filter, Tempest P/N A48110-2. Serviced 66X/C SAE 20-50 oil and 12 oz. Camguard. Inspected all twelve spark plugs, cleaned, gapped, tested and reinstalle tests. Replaced broken No. 5 Lower spark plug connector cap with new hardware. Removed, cleaned, inspected as swith new O-rings. Replaced all upper deck Pressure coupling hoses with new P/N STD2048 (2 ea.) and P/N LW1 ected Fuel Control inlet screen, re-installed with new O-rings, P/N's 951789 and 953541-10. No debris found. Che to 23° BTDC. Complied with AD 2011-26-04, paragraph (h) and (i), Inspected fuel injector lines and clamps. No de 33.1 hours TTIS. Performed engine static run-up and leak check. No defects noted. This engine was serviced IAW is and is approved for return to service. END.	Inspected oil Lengine with 7 and with new And re-installed B737 (6 ea.). Ecked timing for Efects noted.
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		MAINTENANCE RECORD	
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	Registratio	n: N912VM Date: 1/15/2016 Tach: 2137.5 TTIS: 2137.5 ENGINE	
	2-78/80, 3-76/ AN900-16 gash 50 oil and 13 o	OO Hour Inspection in accordance with Cessna Service Manual, Chapter 5, Section 5-10. Recorded cylinder compres 80, 4-75/80, 5-76/80, 6-76/80. Drained oil from warm engine. Removed oil filter. Inspected oil screen, re-installed set, torqued and lock-wired. Installed new oil filter, Tempest P/N A48110-2. Serviced engine with 7 quarts Phillips 6 c. Camguard. Inspected all twelve spark plugs, cleaned, gapped, tested and reinstalled with new spark plug gasket is magnetos to 23° BTDC. Complied with AD 2015-19-07, paragraph (e) and (f), Inspected fuel injector lines and clar	with new 56X/C SAE 20- s. Checked ops. No defects

noted. Next due at 2237.5 hours TTIS. Performed engine static run-up and leak check. No defects noted. This engi Cessna Service manuals and is approved for return to service. END.

J. Hart Van Meter, A&P 2162239

Registration: N912VM Date: 7/17/2016 Tach: 2190.8 TTIS: 2190.8 **ENGINE**

Drained oil from warm engine. Removed oil filter. Submitted oil sample for SOAP. Installed new oil filter, Tempest P/N A48110-2. Serviced engine with 7 quarts Phillips 66 X/C SAE 20-50 oil and 13 oz. Camguard. Performed engine static run-up and leack check. No defects noted. This aircraft was serviced IAW current Cessna Service Manuals and FAA regulations and is approved for return to service. END.

Berjamin H.) Van Meter, PP 3234647

MAINTENANCE RECORD TOTAL TIME DATE AUTHORIZED SIGNATURE. IN SERVICE DESCRIPTION OF THE WORK PERFORMED CERTIFICATE TYPE & NUMBER 10THS HOURS Registration: N912VM Date: 10/30/2016 Tach: 2235.0 TTIS: 2235.0 **ENGINE** Drained oil from warm engine. Removed oil Filter. Submitted oil sample for SOAP. INstallled new oil filter, Tempest P/N A48110-2. Serviced engine with 7 quarts Phillips 66 X/C SAE 20-50 oil and 13.2 oz Camguard. Replaced oil pressure supply hose, Lycoming P/N LW-12798-45274, between engine accessory pressure oil outlet and turbocharger wastegate. Replaced air induction plenum drain ("Sniffle") valve, Lycoming P/N LW-13807. Performed engine static run-up an dleak check. No defects noted. Complied with AD 2015-19-07, paragraph (e) and (f), inspected fuel injector lines and clamps. No defects noted. Next due at 2335.0 hours TTIS. This aircraft was serviced IAW current Cessna Service Manuals and FAA regulations and is approved for return to service. END. J. Hart Van Meter, A&P 2162239 **ENGINE** Registration: N912VM Date: 4/15/2017 Tach: 2253.2 TTIS: 2253.2 Performed a 100 Hour Inspection in accordance with Cessna Service Manual, Chapter 5, Section 5-10. Recorded cylinder compression: 1-77/80, 2-76/80, 3-76/80, 4-72/80, 5-78/80, 6-76/80. Replaced all spark plugs with new Tempest URHB37E plugs and gaskets. Checked timing for both magnetos to 23° BTDC. Complied with AD 2015-19-07, paragraph € and (f), inspected fuel injector lines and clamps. No defects noted. Nest due at 2353.2 Hours TTIS. Installed Reiff engine heater system consisting of oil sump heater and cylinder base heater bands, one for each cylinder. Installed per Reiff Preheat Systems Instructions. Tested system and no defects noted. Aircraft Empty Weight increased by 1.0 lbs. Weight and Balance updated. Performed engine static run-up and leak check. No defects noted. This aircraft was serviced IAW current Cessna Service Manuals and FAA regulations and is approved for return to service. END. J. Hart Van Meter, A&P 2162239 MAINTENANCE RECORD Registration: | N912VM | Date: | 3/20/2018 | Tach: | 2286.8 | **ENGINE** TTIS: **2286.8** Drained oil from warm engine. Removed oil Filter. Submitted oil sample for SOAP. Installed new filter, Tempest P/N A48110-2. Serviced engine with 7 quarts Phillips 66 X/C SAE 20-50 oil and 13.2 oz. Camguard. Performed engine static run-up and leak check. No defects noted. Complied with AD 2015-19-07, paragraph (e) and (f), inspected fuel lines and clamps. No defects noted. Next due at 2386.8 hours TTIS. This aircraft was serviced IAW current Cessna Service Manuals and FAA regulations and is approved for return to service. END.

J. Hart Van Meter, A&P 2162239

ENGINE Registration: N912VM Date: 7/1/2018 Tach: 2294.9 TTIS: 2294.9

Performed a 100 Hour Inspection in accordance with Cessna Service Manual, Chapter 5, Section 5-10. Recorded cylinder compression: 1-76/80, 2-77/80, 3-78/80, 4-75/80, 5-77/80, 6-78/80. Removed, cleaned, re-gapped, tested and reinstalled all spark plugs with new gaskets. Inspected cylinder interior and intake/exhaust valves by borescope for condition. No defects noted. Checked timing for both magnetos to 23° BTDC. Complied with AD 2015-19-07, paragraph (e) and (f), inspected fuel injector lines and clamps. No defects noted. Nest due at 2394.9 Hours TTIS. Removed Exhaust/Tailpipe assembly for weld repair. END.

Aart Van Meter, A&P 2162239

MAINTENANCE RECORD TOTAL TIME AUTHORIZED SIGNATURE DATE IN SERVICE DESCRIPTION OF THE WORK PERFORMED CERTIFICATE TYPE & NUMBER 10THS HOURS **ENGINE** Registration: N912VM Date: 8/1/2018 Tach: 2294.9 TTIS: 2294.9 Installed Exhaust/Tailpipe Assembly, P/N 0750644-1, repaired per Acorn Welding Ltd. W/O 42857. Cleaned coupling groves on Wastegate and replaced both nickel gaskets, P/N 24096-225-N on inlet and outlet Wastegate couplings. Replaced V-band clamp on turbocharger outlet coupling, P/N S1921-2 . Performed static engine runup. No defects noted. This aircraft was serviced IAW current Cessna Service Manuals and FAA regulations and is approved for return to service. END. J. Hart Van Meter, A&P 2162239 Registration: N912VM Date: 6/1/2019 Tach: 2322.5 TTIS: 2322.5 **ENGINE** Performed a 100 Hour Inspection in accordance with Cessna Service Manual, Chapter 5, Section 5-10. Recorded cylinder compression: 1-75/80, 2-76/80, 3-76/80, 4-74/80, 5-77/80, 6-74/80. Drained warm oil from engine, removed oil filter, inspected oil screen. Reinstalled oil screen with new crush gasket, P/N 06E19769-1.00, torqued and lockwired, installed new oil filter, Tempest P/N AA48110-2, torqued and lockwired, serviced engine with 7 quarts of Phillips XC 20-50 oil and 13 oz. Camguard. Removed, cleaned, re-gapped, tested and reinstalled all spark plugs with new gaskets. Inspected cylinder interior and intake/exhaust valves by borescope for condition. No defects noted. Removed both magnetos for 500 hour inspection. Reinstalled magnetos with new gaskets and torqued attachment bolts to specification. Magneto inspection next due at 2822.5 hours TTIS. Set timing for both magnetos to 23° BTDC. Complied with AD 2015-19-07, paragraph (e) and (f), inspected fuel injector lines and clamps. No defects noted. Nest due at 2422.5 Hours TTIS. END. J. Hart Van Meter, A&P 216223 MAINTENANCE RECORD ATURE. C **YPE ENGINE** Registration: N912VM Date: 4/1/2020 Tach: 2358.7 TTIS: 2358.7 Performed a 100 Hour Inspection in accordance with Cessna Service Manual, Chapter 5, Section 5-10. Recorded cylinder compression: 1-75/80, 2-74/80, 3-76/80, 4-70/80, 5-77/80, 6-76/80. Drained warm oil from engine, removed oil filter, inspected oil screen. Reinstalled oil screen with

Performed a 100 Hour Inspection in accordance with Cessna Service Manual, Chapter 5, Section 5-10. Recorded cylinder compression: 1-75/80, 2-74/80, 3-76/80, 4-70/80, 5-77/80, 6-76/80. Drained warm oil from engine, removed oil filter, inspected oil screen. Reinstalled oil screen with new crush gasket, P/N 06E19769-1.00, torqued and lockwired, installed new oil filter, Tempest P/N AA48110-2, torqued and lockwired, serviced engine with 7 quarts of Phillips XC 20-50 oil and 13 oz. Camguard. Removed, cleaned, re-gapped, tested and reinstalled all spark plugs with new gaskets. Inspected cylinder interior and intake/exhaust valves by borescope for condition. No defects noted. Magneto inspection next due at 2822.5 hours TTIS. Checked timing for both magnetos to 23° BTDC. Complied with AD 2015-19-07, paragraph (e) and (f), inspected fuel injector lines and clamps. No defects noted. Nest due at 2458.7Hours TTIS. END.

J. Hart Van Meter, A&P 2162239

Registration: N912VM Date: 4/20/2021 Tach: 2408.8 TTIS: 2408.8 ENGINE

Performed a 100 Hour Inspection in accordance with Cessna Service Manual, Chapter 5, Section 5-10. Recorded cylinder compression: 1-76/80, 2-74/80, 3-78/80, 4-72/80, 5-77/80. Drained warm oil from engine, removed oil filter, inspected oil screen. Reinstalled oil screen with new crush gasket, P/N 06E19769-1.00, torqued and lockwired, installed new oil filter, Tempest P/N AA48110-2, torqued and lockwired, serviced engine with 7 1/2 quarts of Phillips XC 20-50 oil and 13 oz. Camguard. Removed, cleaned, re-gapped, tested and reinstalled all spark plugs with new gaskets. Inspected cylinder interior and intake/exhaust valves by borescope for condition. No defects noted. Magneto inspection next due at 2822.5 hours TTIS. Checked timing for both magnetos to 23° BTDC. Complied with AD 2015-19-07, paragraph (e) and (f), inspected fuel injector lines and clamps. No defects noted. Nest due at 2508.8Hours TTIS. END.

J. Hart Van Meter, A&P 2162239

MAINTENANCE RECORD

	Registration: N912VM Date: 10/24/2021 Tach: 2	
	Drained warm oil, removed oil filter. Sample submitted for SOAP analysis. In lockwired, serviced engine with 7 ½ Qts. Phillips XC 20-50 oil mixed with 13 and (f), inspection of fuel injector lines and clamps. No defects noted. Next of Cessna Service Manuals and FAA regulations and is approved for return to see the control of the contr	oz. Camguard additive. Comlied with AD 2015-19-07, paragraph (e) due at 2534.9 hours TTIS. This aircraft was serviced IAW current
	g Harlandone to	
	J. Halft Van Meter, A&P 2162239	1
	N912VM Cessna T182T S/N - T18208293 Date 3/16/2022 Tach - 2 450 6 Hobbs - 2 782 0 TTAF - 2 450 6 TTE - 2 450 6 SMOH - 2 450 6	
	Performed ANNUAL powerplant inspection IAW FAR 43 Appendix D checklist. Compressions 16/80 #2 16/80 #3 79/80 #4 74/80 #5 16/80 #6 78/80 Prained oil and replaced oil filter new F/N AA48110 2 ut open old filter no abnormal particles present. Serviced engine will quarts in Aeroshell W100 Plus engine oil cleaned, inspected tested gapped, and rotated spark blugs. Cleaned and inspected oil pickup screen. Cleaned and inspected gapped, and rotated spark blugs. Cleaned and inspected oil pickup screen. Cleaned and inspected gapped, and rotated spark blugs. Cleaned and inspected oil pickup screen. Cleaned and inspected gapped, and rotated spark blugs. Cleaned and inspected gapped, and rotated spark blugs. Cleaned and inspected gapped, and rotated spark performed inspection pickup inspection process. Spark Process of the service of the spark performed inspection and spark performed to be in an airworthy condition. Aprilar is approved for return to service. Octavio Valdiosera A&P. IA #3354239-X	with th 9 th at the second of
_	N912VM Cessna T182T S/N·T18208293 Date 11/3/2022 Tach. 2,500 7 Hobbs: 2,843 3 TTAF 2,500 7 TTE. 2,500 7 SMOH 2,500 7 Performed 50 hour oil change. Drained old oil and replaced oil filter with new. P/N· CH48110-2. Cut open old filter, no abnormal particles found. Serviced engine with 8 quarts of Aeroshell W100 Plus engine oil. Performed leak and ops check, no leaks, ops check good. Work performed IAW Cessna T182T maintenance manual, and Lycoming T10-540 overhaul manual Aircraft is approved for return to service. Rickey Johnson A&P. IA #3797932/X. Bay Area Flying Club, 550 Airway Rivd, Livermore, eA 94559. Phone 925-449-5025	N912VM Cessna T182T S/N: T18208293 Date: 11/18/2022 Tach: 2,511.2 Hobbs: 2,856.8 TTAF: 2,500.9 TTE: 2,511.2 SMOR2,511.2 Right magneto excessive 200 plus rpm drop, removed all spark plugs and cleaner checked gap and re-installed with new spark plug gaskets. Conducted engine run up Both magnetos drop are withing 75 of each other. Work performed IAW Cessn T182T maintenance manual, and Lycoming TIO-540 overhaul manual. Aircraft approved for return to service. Vasilios Karapanos A&P, # 4197889 X Bay Area Flying Club, 550 Airway Blvd, Livermore, CA 94852 Phone: 925-449-5025
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_	N912VM Cessna T182T S/N: T18208293 Date: 11/9/2022 Tach. 2,500.9 Hobbs: 2,843.8 TTAF: 2,500.9 TTE: 2,500.9 SMOH: 2,500.9 Right magneto excessive 200 plus rpm drop, removed all spark plugs and cleaned, checked gap and re-installed with new spark plug gaskets. Conducted	N912VM Cessna T182T S/N: T18208293 Date 12/12/2022 Tach: 2,536.4 Hobbs 2,887.2 TTAF 2,536.4 TTE 2,536.4 SMOH 2,536.4
	cleaned, checked gap and re-installed with new spark plug gaskets. Conducted engine run up. Both magnetos drop are withing 75 of each other. Work performed IAW Cessna T182T maintenance manual, and Lycoming TIO-540.	Replaced inop TIT probe with new, P/N TE-12525-01 Ops check good

overhaul manual Aircraft is approved for return to service

Vasilios Karapanos A&P # 419/889 X Bay Area Flying Club, 550 Airway Blvd, Livermore, CA 94552 Phone 925-449-5025

work performed IAW Cessna [182] maintenance manual and Lycoming

TIO 540 AK1A overhaul manual. Aircraft is approved for return to service

Bay Frea Hying Club 550 Ailway Blvd Tivermore CA 94552 Phone 925 449-5025

Rickey Johnson A&P IA #3797932 X/

1912VM (essina) 1801 S/N 118,708288	<u>ic</u>
Partie 127 (2001 Lich 1549 5 Hobbs 13904 101AE 1549 5 TTE 1549 5 SMOH 2549 5 Performed 130 hour powerbant inspection IAW EAR 43 Appendix D checklist. Compressions at 1580 at 1980 at 1980 at 1580 at	N912 /M Cessna T182T S/N T18208293 W Date: 3/31/2023 Tach 2 601.0 Hobbs 2 966.4 TTAF 2 601.0 TTE 2 601.0 SMOH 2 601.0
Aeroshell W100 Files crigine oil Cisained inspected Tested gapped and obtated in spirit pulps leaned and inspected oil pockup acreen Ceaned on imspected glascolator screen Checked ragneti immin 3 Agusteri die to n50 RFM CAW AL V015-19-07 by visually inspecting the fuel injector to the property of t	Performed 50-hour oil change. Drained old oil, and replaced oil filter with new. P/N AA48110-2. Cut open old filter, no abnormal particles found. Serviced engine with 8 quarts of Aeroshell W100 Plus engine oil. Performed leak and ops.
whichever comes hist. Ferformed leak and ook check fro leaks class these styles and was also shall be adverted and the same and the same applicable an	check no leaks, ops check good. Work performed IAW Cesona [182] maintenance manual, and Lycoming [10-540 overhaul manual Aircraft is approved for return to service
Certify that in survivithy condition. Aircraft is appropriate return to certify the Condition of the Conditi	Vasili Karapanos A&P #4197889 X Bay Area Flying Club, 550 Airway Blvd, Dermore, CA 94551
Phone (*** dd***) (6.75)	Phono 925-449-5025
N912VM Cessna T182T S/N: T18208293	N912VM Cessna T182T S/N, T18208293 Date 8/3/2023 Tach 2,648 7 Hobbs 3 023 6 TTAF 2,648 7 TTF 2 648 7 SMOH 2 648 7 Lycoming TIO-540-AK1A S/N L 11630-61A
Date 6/1/2023 Tach 2,645.5 Hobbs: 3,019.6 TTAF 2,645.5 TTE: 2,645.5 SMOH 2,645.5	Performed Annual/100-Hour Power Plant inspection IAW FAR 43 Appendix D checklist Compressions #1 76/80 #2 76/80 #3 76/80 #4 74/80 #5 74/80 #6 72/80 Orained oil and replaced oil filter with new P/N AA48110-2 Cut open old filter no abnormal particles present
Removed UH magneto to gain access to engine driven fuel pump. Replaced engine driven fuel pump with new, P/N: 62D26037, S/N: H-YHN003FP. Reinstalled UH magneto with new gasket, P/N: LW-12681. Performed leak and opsicheck, no leaks opsicheck good. Work performed IAW Cessna T182T maintenance manual, TIO-	Serviced engine with 8 quarts of Aeroshell W100 Plus engine oil Cleaned inspected tested gapped and rotated all spark plugs. Cleaned and inspected oil pickup screen. Cleaned and inspected gascolator screen. Checked magneto timing. Timed both magnetos to 20 degrees of ECC.
540 overhaul manual, and Slick 6300 series overhaul manual. Aircraft is approved for return to service	defects noted at this time. Next due at Tach. 2.758.7 or engine overhaul, whichever comes first. Performed leak and opsicheck, no leaks, opsicheck good. All work performed IAW Eycoming. ITO-
Vasili Karapanos A&P #4197889 X Bay Area Flying Club. 550 Airway Blvd. Livernore, CA 94551 Phone. 925-449-5025	540 overhaul manual, and Cessna i 182T maintenance manual Leertify that this POWERPI ANT has been inspected IAW an Annual/100 or un respection and was determined to be in an airworthy condition. Artifaft is approved for return to condition.
	Rickey Johnson A&P IA #379793 X Bay Area Flying Club 550 Airway Blvd, Livermore UA 94551 Phone 925-449-5025
	Above entry entered
	Above entry entered in ervoir. See entry
N912VM Cessna T182T S/N T18208293 Date 8/3/2023 Tach 2,648 7 Hobbs 3,023 6 TTAF 2,648 7 TTE 2,648 7 SMOH 2,648 7 Lycorring TIO-540-AK1A S/N L-11630-61A	halar (
Date 8/3/2023 Tach 2,648 7 Hobbs 3,023 6 TTAF 2,648.7 TTE. 2,648.7 SMOH. 2,648.7 Lycoming TiO-540-AKTA S/N L-11630-61A Performed Annual/100-Hour Power Plant inspection IAW FAR 43 Appendix D checklist Compressions: #1 76/80 #2 76/80 #3 76/80 #4 74/80 #5 74/80 #6 72/80 Drained oil and replace oil filter with new PN AA48110-2 Cut open old filter, no defects noted Serviced engine with 8 quarts	INCE RECORD #3797932 Stp, DA
Date 8/3/2023 Tach 2,648 7 Hobbs 3,023 6 TTAF 2,648.7 TTE. 2,648.7 SMOH. 2,648.7 Lycorning TiO-540-AK1A S/N L-11630-61A Performed Annual/100-Hour Power Plant inspection IAW FAR 43 Appendix D checklist Compressions #1 76/80 #2 76/80 #3 76/80 #4 74/80 #5 74/80 #6 72/80 Drained oil and replace oil filter with new, P/N AA48110-2. Cut open old filter, no defects noted Serviced engine with 8 quarts of Aeroshell W100 Plus engine oil Cleaned, inspected, tested, gapped, and rotated all spark plugs Cleaned and inspected oil pickup screen Cleaned and inspected gascolator screen Checker magneto timing. Timed both magnetos to 23 degrees BTDC per engine data plate. Adjusted alternators and the screen Realegated buth oil control rasket with new P/N 7/813. C/M AD 2015-90-7 by visuality.	INCE RECORD THE WORK PERFORMED AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
Date 8/3/2023 Tach 2,648 7 Hobbs 3,023 6 TTAF 2,648.7 TTE. 2,648.7 SMOH. 2,648.7 Lycoming TiO-540-AKTA S/N L-11630-61A Performed Annual/100-Hour Power Plant inspection IAW FAR 43 Appendix D checklist Compressions #1 76/80 #2 76/80 #3 76/80 #4 74/80 #5 74/80 #6 72/80 Drained oil and replaced oil filter with new, P/N AA48110-2. Cut open old filter, no defects noted. Serviced engine with 8 quarts of Aeroshell W100 Plus engine oil Cleaned, inspected, tested, gapped, and rotated all spark plugs Cleaned and inspected oil pickup screen. Cleaned and inspected gascolator screen. Checket magneto timing. Timed both magnetos to 23 degrees BTDC per engine data plate. Adjusted alternato bett tension. Replaced turbo oil control gasket with new, P/N 77813. C/W AD 2015-19-07 by visually inspecting the fuel injector lines and clamps, no defects noted at this time. Next due at Tach. 2,758.7 or engine overhaul, whichever comes first. C/W AD 2023-09-09 by visually inspecting the segmente v-band clamp at the turbo to exhausit flange. No defects noted. Next due at Tach. 2,748.7 Performer leak and oos check, no leaks, ops check good. All work performed IAW Lycoming TiO-540 overhau.	INCE RECORD THE WORK PERFORMED AUTHORIZED SIGNATURE. CERTIFICATE TYPE & NUMBER
Date 8/3/2023 Tach 2,648 7 Hobbs 3,023 6 TTAF 2,648.7 TTE. 2,648.7 SMOH. 2,648.7 Lycoming TiO-54D-AKTA S/N L-11630-61A Performed Annual/100-Hour Power Plant inspection IAW FAR 43 Appendix D checklist Compressions #1 76/80 #2 76/80 #3 76/80 #4 74/80 #5 74/80 #6 72/80 Drained oil and replace oil filter with new, P/N AA48110-2. Cut open old filter, no defects noted Serviced engine with 8 quarts of Aeroshell W100 Plus engine oil Cleaned, inspected, tested, gapped, and rotated all spark plugs Cleaned and inspected oil pickup screen Cleaned and inspected gascolator screen Checker magneto timing Timed both magnetos to 23 degrees BTDC per engine data plate. Adjusted alternato bett tension Replaced turbo oil control gasket with new, P/N 77813. C/W AD 2015-19-07 by visually inspecting the fuel injector lines and clamps, no defects noted at this time Next due at Tach. 2,758 7 or engine overhaul, whichever comes first. C/W AD 2023-09-09 by visually inspecting the segmente v-band clamp at the turbo to exhaust flange. No defects noted Next due at Tach. 2,748.7 Performed leak and ops check, no leaks, ops check good. All work performed IAW Lycoming TIO-540 overhau manual, and Cessna T182T maintenance manual.	INCE RECORD THE WORK PERFORMED AUTHORIZED SIGNATURE. CERTIFICATE TYPE & NUMBER
Date 8/3/2023 Tach 2,648 7 Hobbs 3,023 6 TTAF 2,648.7 TTE. 2,648.7 SMOH. 2,648.7 Lycoming TiO-54D-AKTA SN L-11630-61A Performed Annual/100-Hour Power Plant inspection IAW FAR 43 Appendix D checklist Compressions #1 76/80 #2 76/80 #3 76/80 #3 76/80 #5 74/80 #6 72/80 Drained oil and replace oil filter with new, P/N AA48110-2. Cut open old filter, no defects noted Serviced engine with 8 quarts of Aeroshell W100 Plus engine oil Cleaned, inspected, tested, gapped, and rotated all spark plugs Cleaned and inspected oil pickup screen. Cleaned and inspected gascolator screen. Checker magneto timing Timed both magnetos to 23 degrees BTDC per engine data plate. Adjusted alternato belt tension. Replaced turbo oil control gasket with new, P/N 77813. C/W AD 2015-19-07 by visually inspecting the fuel injector lines and clamps, no defects noted at this time. Next due at Tach. 2,758.7 or engine overhaul, whichever comes first. C/W AD 2023-09-09 by visually inspecting the segmente v-band clamp at the turbo to exhaust flange. No defects noted. Next due at Tach. 2,748.7 Performe leak and ops check, no leaks, ops check good. All work performed IAW Lycoming TiO-540 overhaumanual, and Cessna T182T maintenance manual. I certify that this POWERPLANT has been inspected IAW an Annual/100-Hour inspection and was determined to be in an airworthy condition. Aircraft is appreved for return to service. Rickey Johnson A&P, IA #3797932 X. Bay Area Flying Club, 550 Airway Blvd, (ivermore, CA 94551).	INCE RECORD THE WORK PERFORMED AUTHORIZED SIGNATURE. CERTIFICATE TYPE & NUMBER
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