



Cessna

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ENGINE MAINTENANCE RECORD

AIRCRAFT SERIAL AND REGISTRATION T18208293 N912VM

ENGINE MODEL AND SERIAL TIO540-AK1A L-11630-61A

D5518-3-13

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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Registration: **N912VM** Date: **5/8/2014** Tach: **2051.3** TTIS: **2051.3** **ENGINE**

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. Complied 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. Complied 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		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10THS		

Registration: **N912VM** Date: **4/1/2015** Tach: **2133.1** TTIS: **2133.1** **ENGINE**

Performed a 100 Hour Inspection in accordance with Cessna Service Manual, Chapter 5, Section 5-10. Recorded cylinder compression: 1-74/80, 2-74/80, 3-77/80, 4-71/80, 5-71/80, 6-75/80. Drained oil from warm engine. Removed oil filter. Submitted oil sample for SOAP. Inspected oil screen, re-installed with new AN900-16 gasket, torqued and lock-wired. Installed new oil filter, Tempest P/N A48110-2. Serviced engine with 7 quarts Phillips 66X/C SAE 20-50 oil and 12 oz. Camguard. Inspected all twelve spark plugs, cleaned, gapped, tested and reinstalled with new spark plug gaskets. Replaced broken No. 5 Lower spark plug connector cap with new hardware. Removed, cleaned, inspected and re-installed all fuel injectors with new O-rings. Replaced all upper deck Pressure coupling hoses with new P/N STD2048 (2 ea.) and P/N LW18737 (6 ea.). Removed, inspected Fuel Control inlet screen, re-installed with new O-rings, P/N's 951789 and 953541-10. No debris found. Checked timing for both magnetos to 23° BTDC. Complied with AD 2011-26-04, paragraph (h) and (i). Inspected fuel injector lines and clamps. No defects noted. Next due at 2233.1 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
J. Hart Van Meter, A&P 2162239

MAINTENANCE RECORD

Registration: **N912VM** Date: **1/15/2016** Tach: **2137.5** TTIS: **2137.5** **ENGINE**

Performed a 100 Hour Inspection in accordance with Cessna Service Manual, Chapter 5, Section 5-10. Recorded cylinder compression: 1-77/80, 2-78/80, 3-76/80, 4-75/80, 5-76/80, 6-76/80. Drained oil from warm engine. Removed oil filter. Inspected oil screen, re-installed with new AN900-16 gasket, torqued and lock-wired. Installed new oil filter, Tempest P/N A48110-2. Serviced engine with 7 quarts Phillips 66X/C SAE 20-50 oil and 13 oz. Camguard. Inspected all twelve spark plugs, cleaned, gapped, tested and reinstalled with new spark plug gaskets. 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. Next due at 2237.5 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
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 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.

Benjamin H. Van Meter
Benjamin H. Van Meter, PP 3234647

MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10THS		

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. Installed 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 and leak 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
J. Hart Van Meter, A&P 2162239

Registration: **N912VM** Date: **4/15/2017** Tach: **2253.2** TTIS: **2253.2** **ENGINE**

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 (e) and (f), inspected fuel injector lines and clamps. No defects noted. Next 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
J. Hart Van Meter, A&P 2162239

MAINTENANCE RECORD

Registration: **N912VM** Date: **3/20/2018** Tach: **2286.8** TTIS: **2286.8** **ENGINE**

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
J. Hart Van Meter, A&P 2162239

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

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. Next due at 2394.9 Hours TTIS. Removed Exhaust/Tailpipe assembly for weld repair. END.

J. Hart Van Meter
J. Hart Van Meter, A&P 2162239

MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10THS		

Registration: **N912VM** Date: **8/1/2018** Tach: **2294.9** TTIS: **2294.9** **ENGINE**

Installed Exhaust/Tailpipe Assembly, P/N 0750644-1, repaired per Acorn Welding Ltd. W/O 42857. Cleaned coupling grooves 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
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
J. Hart Van Meter, A&P 2162239

MAINTENANCE RECORD

Registration: **N912VM** Date: **4/1/2020** Tach: **2358.7** TTIS: **2358.7** **ENGINE**

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
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, 6-77/80. 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
J. Hart Van Meter, A&P 2162239

MAINTENANCE RECORD

Registration: **N912VM** Date: **10/24/2021** Tach: **2434.9** TTIS: **2434.9** **ENGINE**

RE.

Drained warm oil, removed oil filter. Sample submitted for SOAP analysis. Installed new Tempest P/N AA48110-2 Oil Filter, torqued and lockwired, serviced engine with 7 1/2 Qts. Phillips XC 20-50 oil mixed with 13 oz. Camguard additive. Complied with AD 2015-19-07, paragraph (e) and (f), inspection of fuel injector lines and clamps. No defects noted. Next due at 2534.9 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
J. Hart Van Meter, A&P 2162239

N912VM Cessna T182T S/N: T18208293
Date: 9/16/2022 Tach: 2450.6 Hobbs: 2782.0 TTAF: 2450.6 TTE: 2450.6 SMOH: 2450.6

Performed ANNUAL powerplant inspection IAW FAR 43 Appendix D checklist. Compressions #1 76/80 #2 76/80 #3 78/80 #4 74/80 #5 76/80 #6 78/80. Drained oil and replaced oil filter with new P/N AA48110-2. Cut open old filter, no abnormal particles present. Serviced engine with 9 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. Replaced alternator belt with new P/N 390K4. 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: 2560.6 or engine overhaul, whichever comes first. Performed leak and ops check, no leaks. Ops check good. All work performed IAW Lycoming IO-360-L2A overhaul manual, and Cessna 182S maintenance manual.

I certify that this POWERPLANT has been inspected IAW an ANNUAL inspection and was determined to be in an airworthy condition. Aircraft is approved for return to service.

Octavio Valdovinos A&P, IA #3354239 X
Bay Area Flying Club, 550 Airway Blvd, Livermore, CA 94552
Phone: 925-449-5025

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

Rickey Johnson A&P, IA #3797932 X
Bay Area Flying Club, 550 Airway Blvd, Livermore, CA 94552
Phone: 925-449-5025

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 engine run up. Both magnetos drop are within 75 of each other. Work performed IAW Cessna T182T maintenance manual, and Lycoming TIO-540 overhaul manual. Aircraft is approved for return to service.

Vasilios Karapanos A&P, # 4197889 X
Bay Area Flying Club, 550 Airway Blvd, Livermore, CA 94552
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 SMOH: 2,511.2

Right magneto excessive 200 plus rpm drop, removed all spark plugs and cleaned, checked gap and re-installed with new spark plug gaskets. Conducted engine run up. Both magnetos drop are within 75 of each other. Work performed IAW Cessna T182T maintenance manual, and Lycoming TIO-540 overhaul manual. Aircraft is approved for return to service.

Vasilios Karapanos A&P, # 4197889 X
Bay Area Flying Club, 550 Airway Blvd, Livermore, CA 94552
Phone: 925-449-5025

N912VM Cessna T182T S/N: T18208293
Date: 12/17/2022 Tach: 2,536.4 Hobbs: 2,887.2 TTAF: 2,536.4 TTE: 2,536.4 SMOH: 2,536.4

Replaced inop TIT probe with new, P/N TE-12525-01. Ops check good. Work performed IAW Cessna T182T maintenance manual and Lycoming TIO-540 AK1A overhaul manual. Aircraft is approved for return to service.

Rickey Johnson A&P, IA #3797932 X
Bay Area Flying Club, 550 Airway Blvd, Livermore, CA 94552
Phone: 925-449-5025

N912VM Cessna T182T S/N T18208293
Date: 1/17/2023 Tach: 2,645.5 Hobbs: 3,014.0 TTAF: 2,645.5 TTE: 2,645.5 SMOH: 2,645.5

Performed 100-hour powerplant 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 abnormal particles present. 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. Adjusted alternator 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. Performed leak and ops check, no leaks, ops check good. All work performed IAW Lycoming TIO-540 overhaul manual, 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 approved for return to service.

Vasili Karapanos A&P, IA #3254209 X
Bay Area Flying Club, 550 Airway Blvd., Livermore, CA 94551
Phone: 925-449-5025

N912VM Cessna T182T S/N T18208293
Date: 6/1/2023 Tach: 2,645.5 Hobbs: 3,019.6 TTAF: 2,645.5 TTE: 2,645.5 SMOH: 2,645.5

Removed LH magneto to gain access to engine driven fuel pump. Replaced engine driven fuel pump with new, P/N: 62D26037, S/N: H-YHN003FP. Reinstalled LH magneto with new gasket, P/N LW-12681. Performed leak and ops check, no leaks, ops check good. Work performed IAW Cessna T182T maintenance manual, TIO-540 overhaul manual, and Slick 6300 series overhaul manual. Aircraft is approved for return to service.

Vasili Karapanos A&P #4197889 X
Bay Area Flying Club, 550 Airway Blvd., Livermore, CA 94551
Phone: 925-449-5025

IC

N912VM 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

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 check, no leaks, ops check good. Work performed IAW Cessna T182T maintenance manual, and Lycoming TIO-540 overhaul manual. Aircraft is approved for return to service.

Vasili Karapanos A&P #4197889 X
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Phone: 925-449-5025

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
Lycoming 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 replaced oil filter with new, P/N AA48110-2. Cut open old filter, no abnormal particles present. 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 23 degrees BTDC per engine data plate. Adjusted alternator 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. Performed leak and ops check, no leaks, ops check good. All work performed IAW Lycoming TIO-540 overhaul manual, 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 approved for return to service.

Rickey Johnson A&P, IA #3797932 X
Bay Area Flying Club, 550 Airway Blvd., Livermore, CA 94551
Phone: 925-449-5025

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
Lycoming 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 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. Checked magneto timing. Timed both magnetos to 23 degrees BTDC per engine data plate. Adjusted alternator 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 segmented 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 overhaul manual, 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 approved for return to service.

Rickey Johnson A&P, IA #3797932 X
Bay Area Flying Club, 550 Airway Blvd., Livermore, CA 94551
Phone: 925-449-5025

Above entry entered
in error. See entry
below.

Rickey Johnson
#3797932 A&P, IA

WENCE RECORD

THE WORK PERFORMED

AUTHORIZED SIGNATURE,
CERTIFICATE TYPE
& NUMBER
