BLACKSTON	
LABORATORIES	

ADDITIONAL INFO:

OIL REPORT

Flight Design CTSW, S/N 5-647-614

 LAB NUMBER:
 P94523

 REPORT DATE:
 7/8/2022

 CODE:
 63/68

UNIT ID: N542LL CLIENT ID: 123990 PAYMENT: CC Online

UNIT

MAKE/MODEL: Rotax 912 UL FUEL TYPE: Gasoline (Unleaded) OIL TYPE & GRADE: Mol OIL USE INTERVAL: 58 H

Mobil 1 Racing 4T 10W/40 58 Hours

CLIENT

COMMENTS

ANTHONY CUTTER CUTTERBILT AERO SERVICES 7847 EVERGREEN DR KELSEYVILLE, CA 95451

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ANTHONY: There are a couple points of interest in this report for N542LL. Copper is on the higher side, showing more brass or bronze wear than the average 912UL. That's the only wear metal out of line, though, and high copper by itself usually isn't a problem. Leftover wear-in from past repairs, for example, can have it reading high for a number of oil changes. There's also fuel dilution, present 1.5%. Fuel likely thinned the viscosity below grade, and this is enough of it to be worth checking back on. Hopefully it's just from cold sampling or something similarly benign.

	MI/HR on Oil	58	· · · · · ·			
	MI/HR on Unit	1,462				UNIVERSAL
	Sample Date	6/25/2022	AVERAGES			AVERAGES
	Make Up Oil Added					
ξ.	ALUMINUM	4	4			3
í	CHROMIUM	0	0			1
	IRON	21	21			29
2	COPPER	23	23			6
Ý U	LEAD	7	7			19
J.	TIN	3	3			1
2	MOLYBDENUM	48	48			27
¥	NICKEL	2	2			1
	MANGANESE	0	0			1
z	SILVER	0	0			0
	TITANIUM	0	0			0
	POTASSIUM	3	3			1
Í.	BORON	162	162			94
2	SILICON	7	7			8
	SODIUM	8	8			5
	CALCIUM	1992	1992			2034
	MAGNESIUM	15	15			463
	PHOSPHORUS	893	893			1132
	ZINC	1087	1087			1309
	BARIUM	1	1			1

## Values Should Be

			Should Be*		 	
	SUS Viscosity @ 210°F	63.1	65-76			
	cSt Viscosity @ 100°C	11.10	11.6-14.8			
S	Flashpoint in °F	355	>385			
<u>–</u>	Fuel %	1.5	<1.0			
ĸ	Antifreeze %	0.0	0.0			
	Water %	0.0	<0.1			
8	Insolubles %	0.1	<0.6			
۵.	TBN					
	TAN					
	ISO Code					

\* THIS COLUMN APPLIES ONLY TO THE CURRENT SAMPLE

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