

Pre-Buy Inspection Report N [REDACTED]

CESSNA 172H SN: [REDACTED] Tach: 3139.3 ATT: 4536.6*
ENGINE: TCM O-300-D SN: [REDACTED] TTSN: UKN SMOH: 606.6* / 23 Years
PROPELLER: McCauley 1C172/EM7651 SN: [REDACTED] TTSN: UKN TSMOH: 588.2



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This report represents the findings of a pre-buy inspection performed at KAJO on 12/22/2020. Information was obtained through a physical inspection of the aircraft and logbooks provided by the owner.

- Annual Inspection due 7/2021
- Compression Test results: 1/76 2/60 3/66 4/60 5/60 6/78
- Magneto 500hr Overhaul due in 402.5 Hours
- Transponder check due 2022
- Pitot Stat check due 8/2022
- Last engine OH performed in January of 1997. Manufacturers recommended calendar TBO has been exceeded by 11 years per TCM SIL98-9C
- Unable to locate 337 form for F&M oil spin-on filter adapter installation (logbook indicates it was filed)
- Unable to locate 337 form for three point Torso Restraint system installation (logbook indicates it was filed)
- Unable to locate 337 form for Rosen Visor installation

- Logbook entry dated 12-22-2017 indicates right fuel tank was removed and repaired by welding. Repairing fuel tanks is considered a major repair per Appendix A to Part 43, (b)(1)(xxviii). The A&P that approved the repair did not indicate they possess an IA endorsement and no 337 form was located in the aircraft paperwork or logbooks
- Established surface corrosion in left and right wings. Light surface corrosion noted in empennage. The existing corrosion is typical of this vintage aircraft and is not currently an airworthy item. Recommend corrosion treatment going forward.
- Left, upper inboard and upper outboard flap rollers are worn beyond limits
- Left aileron cable rubbing on top of rod end of flap push rod
- Cargo door misaligned with airframe
- AD compliance documentation does not fulfill requirements described in 14 CFR 94.417. Specifically, a detailed record of method of compliance for AD's, certificate and name of individual approving the compliance, and the time and date of when the next action is required for recurring AD's is typically missing for most AD's
- Airframe logbook entry dated 1/24/2018 is illegible
- Garter filter excessively dirty. This annual item has not been replaced in several years
- Instrument filter dated "3-24." An annual was performed on 3-24-2011. These filters have a 500 hour or five year service interval, whichever occurs first
- The current propeller was repitched from 53" to 51" on 10-8-2008 and then reinstalled after overhaul on 12-3-2008 at TT 2551.06. Repitching a propeller is a major alteration and requires a 337 form. Unable to locate this record in the documentation provided
- Unable to locate logbook entry or documentation for the original installation of the current propeller (SN [REDACTED]). The propeller is a model 1C172/EM7651. The EM7651 model is not listed on the Type Certificate Data Sheet (3A12, Rev. 85) as an approved propeller for the 172H model. I consulted with McCauley propeller and they confirmed the EM7651 is not approved for the 172H model, and they were unaware of an existing STC that allows for this propeller to be installed on this aircraft. Unable to locate a 337 form for this alteration
- Beginning in 2003 there are several errors by multiple individuals with regards to calculating both total aircraft time and engine TSMOH time. These errors go in both directions (adding too many hours, too few hours, or even subtracting hours in some cases) and vary from 0.5 hours to as many as 50 hours. The times noted above with (*) were calculated using the stated tach time as a constant for determining both total time and SMOH times. These figures may not be accurate and recommend addressing this issue.

SEE PICTURES BELOW

Aileron Cable Rubbing on Flap Push Rod



Established Corrosion in Left Wing (Right Wing Similar)



Flap Roller Worn



Cargo Door Misaligned



Garter Filter (Should be changed annually)



Various dents and damage noted throughout ("hangar rash")







END OF REPORT