

Meeting History



LATEST INFO FROM THE AUG MEETING

Norb talked about the annual inspection. The total cost of the annual was about \$3,600. Here are the highlights: An aux power outlet for a handheld GPS was installed, induction tubes were re-suaged, some oil leaks were found and eliminated, one magneto was overhauled, incorrectly installed vacuum pump covers were fixed, a few fiberglass cracks were stop drilled, missing static wicks were replaced, the air filter was replaced, and a support was fabricated for the right fuel step to comply with an AD after a crack was found. Results from the latest compression check continue to be encouraging, with all cylinders between 71/80 and 76/80. Since no metal was found in the oil filter and we have excellent compression, it still looks like we'll be able to safely take the engine at least somewhat beyond its rated TBO of 2,200 hours.

The EGT gauge hasn't worked since the annual, and it will be repaired during the plane's next oil change in a week or two. There's also a new crack propagating on the nosewheel fairing that will be stop-drilled at the same time. We're deferring some cosmetic damage to the left main gear strut until the overhaul. We're also in the midst of some radio work. We have a service bulletin on the audio panel and NavCom #2 is giving us trouble again. The work on the NavCom is under warranty, so we aren't incurring any costs for this repair work.

Posted at 10:59 PM