

MANUFACTURER CESSNA AIRCRAFT CO.

MODEL SKYHAWK 172M

SERIAL 17261330

REG. NUMBER N20487

DATE OF MAN. 1-13-73

ENGINE INSTALLED

MANUFACTURER LYCOMING MODEL O-320-E2D SERIAL L-25914-27A

PROPELLER INSTALLED

MANUFACTURER McCAULEY MODEL 1C160-CTM7553 SERIAL 722743

REGISTERED OWNER

METHOW AVIATION INC.

15400 Airport Dr. Suite A

Burlington, WA. 98233

27 MAR. 02 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 3432.7
ENGINE TSMO 397.7 PROPELLER TSMO 0.0

Complied with AD 99-27-02 Fuel selector valve in accordance with Para. 1 Sec. i. No fuel selector or valve cams have been replaced in stated time period. Complied with AD 2000-06-01 Fuel filter assy. in accordance with Para. C. No parts were replaced on fuel filter assy. during stated time period.

Walter Kingsley

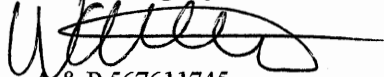


A & P 567611745

28 MAR. 02 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 3432.7
ENGINE TSMO 397.7 PROPELLER TSMO 0.0

Removed propeller S/N 710241 and installed an overhauled propeller S/N 722743. Tightened Alternator battery terminal nut. Routed oil pressure line so it would not chafe against engine mount. Removed and replace four cowling shock mounts. Installed one missing 1/4 turn fastener. Remove rear seat, seat belts and carpet. Removed all wheel pans. Installed cargo net tie down rings. Weight and balance has been updated.

Walter Kingsley

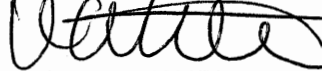


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30 APR. 02 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 3466.6
ENGINE TSMO 431.6 PROPELLER TSMO 33.9

Installed Stabilizer Abrasion Boots, P/N 1232040-5, in accordance with Cessna Service Manual, P/N D972-3-13, Section 4. Revised Weight and Balance.

Walter Kingsley

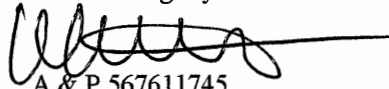


A & P 567611745

1 MAY 02 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 3468.6
ENGINE TSMO 433.6 PROPELLER TSMO 35.9

This aircraft has been inspected and serviced in accordance with a Cessna 172 50 hour inspection check list. All of the following work was performed in accordance with a Cessna Service Manual P/N D972-3-13 Rev. 3TR2 and a Lycoming Direct Drive Engine Overhaul Manual P/N 60294-7 Rev. 8. Removed and replaced number 3 exhaust stack with a serviceable one. Serviced battery with water. Serviced brake reservoirs with MIL-H-5606 Hydraulic Fluid. This aircraft was ground operated. All systems checked within limits. I certify this aircraft has been inspected in accordance with the requirement of a 50 hour inspection and was determined to be in airworthy condition.

Walter Kingsley

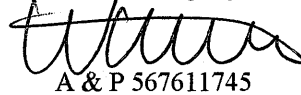


A & P 567611745

3 JUN. 02 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 3497.5
ENGINE TSMO 462.5 PROPELLER TSMO 64.8

Removed and replaced right Lifting Strut upper and lower fairings. Removed and replaced both right and left Main Landing Gear Tires and lubricated main wheel bearings.

Walter Kingsley

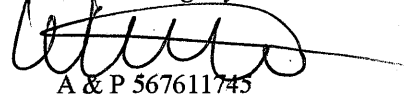


A & P 567611745

19 JUN. 02 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 3518.8
ENGINE TSMO 483.8 PROPELLER TSMO 86.1

This aircraft has been inspected and serviced in accordance with a Cessna 172 series Progressive Care Program Inspection guide. The following Inspection Operations has been complied with numbers 1, 2, 3 and 4. The following Airworthiness Directives were complied with. AD 76-07-12 Bendix Ignition Switches was complied with in accordance with Para. a, b and c. No defects found. AD next due at TT 3618.8. AD 87-20-03 R2 Cessna seat tracts was complied with in accordance with Part II sec. c, Para. a sec. 1, 2, 3, 4, 5, 6 and 7, and Cessna service letter SE83-6. No defects found. AD next due at TT 3618.8. AD 96-09-06 Brackett air filter gasket was complied with in accordance with Para. a and Brackett Doc. I-194. No defects found. Next due at TT 3618.8. All the following work was performed in accordance with Cessna Service Manual P/N D972-3-13 and Textron Lycoming Direct Drive Engine Overhaul Manual P/N 60294-7. Tightened left and right Aileron hinge attach screws (6 hinges total). Installed one roll pin in Pilot's seat up and down adjustment bellcrank. Installed two roll pins in Pilot's seat back adjustment bellcrank. Removed and replaced left and right brake linings. Removed and replaced pilot's side instrument panel shock mounts. This aircraft was ground operated. All systems checked within limits. I certify that in accordance with a progressive inspection program, a routine inspection of the aircraft and a detailed inspection of all components were performed and the aircraft is approved for return to service.

Walter Kingsley

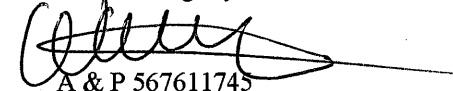


A & P 567611745

22 JUL. 02 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 3569.0
ENGINE TSMO 534.0 PROPELLER TSMO 136.3

This aircraft has been inspected and serviced in accordance with a Cessna 172 series Progressive Care Program Inspection guide. The following Inspection has been complied with Operation number 1. All the following work was performed in accordance with Cessna Service Manual P/N D972-3-13 and Textron Lycoming Direct Drive Engine Overhaul Manual P/N 60294-7. This aircraft was ground operated. All systems checked within limits. I certify that in accordance with a progressive inspection program, a routine inspection of the aircraft and a detailed inspection of Flight Controls and Engine were performed and the aircraft is approved for return to service.

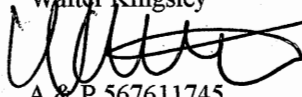
Walter Kingsley



A & P 567611745

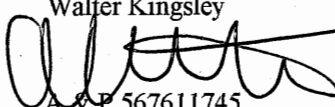
15 AUG. 02 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 3620.0
ENGINE TSMO 585.0 PROPELLER TSMO 187.3

Complied with AD 87-20-03 R2 Seat track insp. in accordance with part II sec. C para. A sec. 1, 2, 3, 4, 5, 6 and 7 and Cessna Service Letter SE83-6. No defects found. Next Due at TT 3718.8. Complied with AD 76-07-12 Bendix Ign. switch in accordance with para. A, B and C. No defects found. Next due at TT 3718.8. Complied with AD 96-09-06 Bracket air filters in accordance with para. A and Bracket Doc. I-194. No defects found. Next due at TT 3718.8.

Walter Kingsley

A & P 567611745

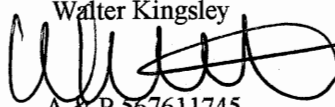
19 AUG. 02 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 3624.6
ENGINE TSMO 589.6 PROPELLER TSMO 191.9

This aircraft has been inspected and serviced in accordance with a Cessna 172 series Progressive Care Program Inspection guide. The following Inspection has been complied with Operation number 2. All the following work was performed in accordance with Cessna Service Manual P/N D972-3-13 and Textron Lycoming Direct Drive Engine Overhaul Manual P/N 60294-7. Replaced nose landing gear tire and lubricated nose wheel bearings. Replaced right and left brake linings. Tightened torque link bolts. Replaced landing light. Tightened Alternator belt. Tightened attacking screws to oil cooler. Replaced vacuum system relief filter. This aircraft was ground operated. All systems checked within limits. I certify that in accordance with a progressive inspection program, a routine inspection of the aircraft and a detailed inspection of Landing Gear System and Vacuum System were performed and the aircraft is approved for return to service.

Walter Kingsley

A & P 567611745

30 AUG. 02 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 3647.6

Removed and replaced alternator and alternator bracket. The proceeding work was performed in accordance with Cessna Service Manual P/N D972-3-13. This aircraft was ground operated. Alternator systems checked within limits.

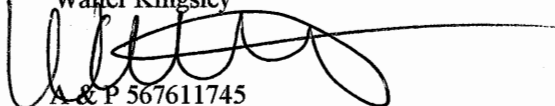
Walter Kingsley

A & P 567611745

12 SEP. 02 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 3667.8
ENGINE TSMO 632.8 PROPELLER TSMO 235.1

This aircraft has been inspected and serviced in accordance with a Cessna 172 series Progressive Care Program Inspection guide. The following Inspection has been complied with Operation number 3. All the following work was performed in accordance with Cessna Service Manual P/N D972-3-13 and Textron Lycoming Direct Drive Engine Overhaul Manual P/N 60294-7. Removed and replaced Left Lifting Strut Fairings. Removed and replaced left and right upper Landing Gear Strut Fairings. Removed and replaced Steering Rod Boots. Complied with AD 96-09-06 in accordance with para. A and Bracket doc. I-194. No defects found. This aircraft was ground operated. All systems checked within limits. I certify that in accordance with a progressive inspection program, a routine inspection of the
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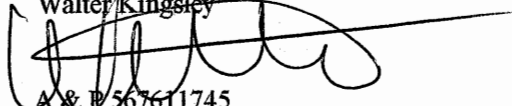
12 SEP. 02 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 3667.8
ENGINE TSMO 632.8 PROPELLER TSMO 235.1

Continued from previous page
Aircraft and a detailed inspection of Engine, Wing and Flight Control System were performed and the aircraft is approved for return to service.

Walter Kingsley

A & P 567611745

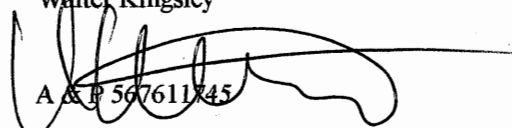
27 SEP. 02 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 3701.5
ENGINE TSMO 666.5 PROPELLER TSMO 268.8

Removed McCauley Wheels (P/N C163002-0101) and Brakes (P/N C163032-0101). Installed Cleveland Conversion Kit 199-84A in accordance with Cleveland Drawing Number 50-57C. Weight and Balance updated and FAA Form 337 filed (dated 27 SEP. 2002):

Walter Kingsley

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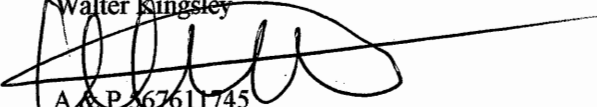
8 OCT. 02 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 3718.7
ENGINE TSMO 683.7 PROPELLER TSMO 286.0

Complied with AD 87-20-03 R2 Seat track insp. in accordance with part II sec. C para. A sec. 1, 2, 3, 4, 5, 6 and 7 and Cessna Service Letter SE83-6. No defects found. Next Due at TT 3818.7. Complied with AD 76-07-12 Bendix Ign. switch in accordance with para. A, B and C. No defects found. Next due at TT 3818.7.

Walter Kingsley

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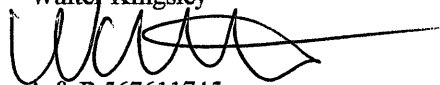
10 OCT. 02 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 3723.8
ENGINE TSMO 688.8 PROPELLER TSMO 291.1

This aircraft has been inspected and serviced in accordance with a Cessna 172 series Progressive Care Program Inspection guide. The following Inspection has been complied with Operation number 4. All the following work was performed in accordance with Cessna Service Manual P/N D972-3-13 and Textron Lycoming Direct Drive Engine Overhaul Manual P/N 60294-7. Serviced Nose Landing Strut with Hydraulic Fluid and Nitrogen. This aircraft was ground operated. All systems checked within limits. I certify that in accordance with a progressive inspection program, a routine inspection of the Aircraft and a detailed inspection of Landing Gear, Instruments, Avionics, and Vacuum System were performed and the aircraft is approved for return to service.

Walter Kingsley

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8 Nov. 02 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 3765.5
ENGINE TSMO 730.5 PROPELLER TSMO 332.8

Complied with AD 96-09-06, Bracket air filter gasket, in accordance with para. A and Bracket doc. I-194. No defects found.

Walter Kingsley

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14 Nov. 02 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 3770.5
ENGINE TSMO 735.5 PROPELLER TSMO 337.8

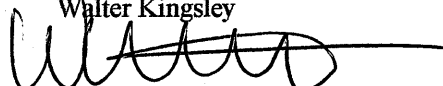
This aircraft has been inspected and serviced in accordance with a Cessna 172 series Progressive Care Program Inspection guide. The following Inspection has been complied with Operation number 1. All the following work was performed in accordance with Cessna Service Manual P/N D972-3-13 and Textron Lycoming Direct Drive Engine Overhaul Manual P/N 60294-7. Serviced battery with water. Replaced flap chafe buttons on the right and left sides. This aircraft was ground operated. All systems checked within limits. I certify that in accordance with a progressive inspection program, a routine inspection of the aircraft and a detailed inspection of Flight Controls and Engine were performed and the aircraft is approved for return to service.

Walter Kingsley

A & P 567611745

30 Dec. 02 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 3816.1
ENGINE TSMO 781.1 PROPELLER TSMO 383.4

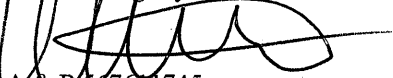
All the following work was performed in accordance with Cessna Service Manual P/N D972-3-13. Removed right Flap to facilitate other maintenance. Removed right Fuel Tank to facilitate other maintenance. Disconnected Flap and Aileron control cables to facilitate other maintenance. Cut right Auxiliary Spar at wing station 45.00 and removed to gain access to Rib-Flap Track at wing station 39.00. Removed Rib-Flap Track at wing station 39.00. Repaired Rear Spar at wing station 39.00 by stop drilling crack and Patching. (Note: type aluminum used for patch 2024-T3 .040 in thickness and MS20470AD4 rivets installed) in accordance with Section 18 of the Cessna Service Manual. Installed new Flap Track P/N 0523231-13 with rivets MS20470AD3, 4 and 5. Repaired Auxiliary Spar at wing station 39 by removing damaged area and installing a two flush patches and spliced at wing station 45 (Note: type aluminum used for patch 2024-T3 .025 in thickness and MS20470AD3 rivets installed) in accordance with Section 18 of the Cessna Service Manual. Connected and rigged Flap control cables in accordance with Section 7 of the Cessna Service Manual. Connected Aileron control cables in accordance with Section 6 of the Cessna Service Manual. Installed right fuel tank and replaced fuel breather line coupling in accordance with Section 12 of the Cessna Service Manual. Installed Flap in accordance with Section 7 of the Cessna Service Manual. Aircraft was flight tested and all systems checked with in limits. FAA form 337 filed with FAA.

Walter Kingsley

A & P 567611745 IA

31 Dec. 02 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 3816.9
ENGINE TSMO 782.0 PROPELLER TSMO 384.3

This aircraft has been inspected and serviced in accordance with a Cessna 172 series Progressive Care Program Inspection guide. The following Inspection has been complied with Operation number 2. All the following work was performed in accordance with Cessna Service Manual P/N D972-3-13 and Textron Lycoming Direct Drive Engine Overhaul Manual P/N 60294-7. Complied with AD 76-07-12 Bendix Ign. switch in accordance with para. A, B and C. No defects found. Next due at TT 3916.9. Complied with AD 87-20-03 R2 Seat track insp. in accordance with part II sec. C para. A sec. 1, 2, 3, 4, 5, 6 and 7 and Cessna Service Letter SE83-6. No defects found. Next Due at TT 3916.9. Serviced all tires. Serviced brake system with hydraulic fluid. Serviced Nose Landing Gear Strut with nitrogen. This aircraft was ground operated. All systems checked within limits. I certify that in accordance with a progressive inspection program, a routine inspection of the Aircraft and a detailed inspection of Engine, Wing and Flight Control System were performed and the aircraft is approved for return to service.

Walter Kingsley

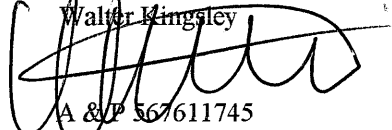


A & P 567611745

14 Feb. 03 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 3874.8
ENGINE TSMO 839.9 PROPELLER TSMO 442.2

This aircraft has been inspected and serviced in accordance with a Cessna 172 series Progressive Care Program Inspection guide. The following Inspection has been complied with Operation number 3. All the following work was performed in accordance with Cessna Service Manual P/N D972-3-13 and Textron Lycoming Direct Drive Engine Overhaul Manual P/N 60294-7. Removed and replaced Lt. and Rt. main landing gear tires. Removed and replaced Lt. and Rt. brake Linings. Complied with AD 96-09-06 in accordance with para. A and Bracket doc. I-194. No defects found. Next due at TT 3974.8. Complied with AD 76-07-12 R1 in accordance with para A, B and C. No defects found. Next due TT 3974.8. This aircraft was ground operated. All systems checked within limits. I certify that in accordance with a progressive inspection program, a routine inspection of the Aircraft and a detailed inspection of Engine, Wing and Flight Control System were performed and the aircraft is approved for return to service.

Walter Kingsley

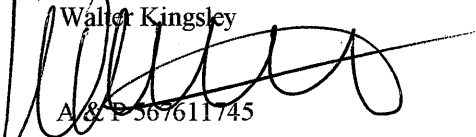


A & P 567611745

17 Feb. 03 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 3881.0
ENGINE TSMO 846.1 PROPELLER TSMO 448.4

All the following work was performed in accordance with Cessna Service Manual P/N D972-3-13. Removed and replaced rear bulkhead panel. Removed and replaced throttle control cable. Repaired broken wire on landing light. Tightened loose screws on wires of ignition switch.

Walter Kingsley

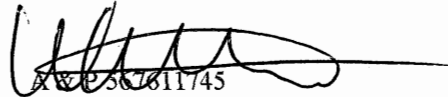


A & P 567611745

27 Feb. 03 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 3899.7
ENGINE TSMO 864.8 PROPELLER TSMO 467.1

All the following work was performed in accordance with Cessna Service Manual P/N D972-3-13.
Removed and replaced Starter with overhauled unit P/N MZ-4222 S/N C011018.

Walter Kingsley

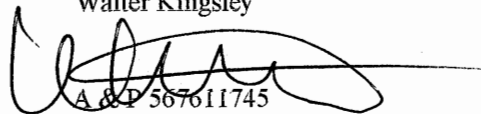


A & P 567611745

14 Mar. 03 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 3923.9 Tach Time 17.1
ENGINE TSMO 889.0 PROPELLER TSMO 491.3

This aircraft has been inspected and serviced in accordance with a Cessna 172 series Progressive Care Program Inspection guide. The following Inspection has been complied with Operation number 4. All the following work was performed in accordance with Cessna Service Manual P/N D972-3-13 and Textron Lycoming Direct Drive Engine Overhaul Manual P/N 60294-7. Removed and replaced propeller spinner screws. Removed and replaced two cowl fastener studs and receptacles. Tightened alternator drive belt. Removed foreign object from right fuel tank flush valve. Removed and replaced pilot's seat back trim. This aircraft was ground operated. All systems checked within limits. I certify that in accordance with a progressive inspection program, a routine inspection of the Aircraft and a detailed inspection of Landing Gear, Instruments, Avionics, and Vacuum System were performed and the aircraft is approved for return to service.

Walter Kingsley

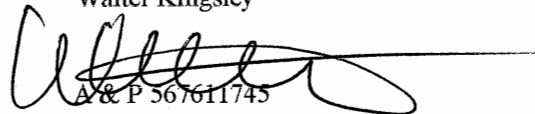


A & P 567611745

14 Apr. 03 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 3967.9 Tach Time 61.1
ENGINE TSMO 933.0 PROPELLER TSMO 535.3

Complied with AD 76-07-12 Bendix Ign. switch in accordance with para. A, B and C. No defects found. Next due at tt 161.1. Complied with AD 96-09-06, Bracket air filter gasket, in accordance with para. A and Bracket doc. I-194. No defects found. Next due at tt 161.1.

Walter Kingsley



A & P 567611745

18 Apr. 03 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 3970.3 Tach Time 63.5
ENGINE TSMO 934.8 PROPELLER TSMO 537.7

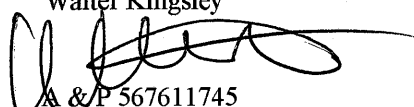
This aircraft has been inspected and serviced in accordance with a Cessna 172 series Progressive Care Program Inspection guide. The following Inspection has been complied with Operation number 1. All the following work was performed in accordance with Cessna Service Manual P/N D972-3-13 and Textron Lycoming Direct Drive Engine Overhaul Manual P/N 60294-7. Removed and replaced engine air filter element. Removed number 3 exhaust stack and the exhaust collector to be repaired. Installed repaired number 3 exhaust stack and exhaust collector. Removed and replaced rudder bushing. Removed and replaced right and left rudder rivets on upper and lower hinge brackets. Removed and replaced right flap roller spacer. Removed and replaced right aileron center hinge pin. Removed and replaced left aileron aft rod end. Installed rudder nav. light lens gasket. This aircraft was ground operated. All systems checked within limits. I certify that in accordance with a progressive inspection program, a routine inspection of the aircraft and a detailed inspection of Flight Controls and Engine were performed and the aircraft is approved for return to service.

Walter Kingsley

A & P 567611745

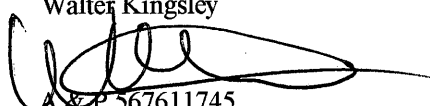
8 May 03 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 4003.6 Tach Time 96.8

Removed and replaced right nav. light lamp. Removed and replace tail tie down eyebolt. Removed and replaced lower rudder tip. All the work was performed in accordance with Cessna Service Manual P/N D972-3-13.

Walter Kingsley

A & P 567611745

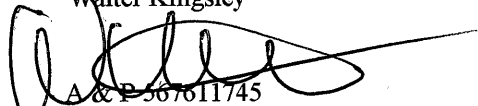
14 May 03 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 4010.4 Tach Time 103.6

Removed and replaced Ignition switch. Removed and replaced Starter with a with an overhauled unit by Lamar P/N PM1201 S/N 85002499. All the work was performed in accordance with Cessna Service Manual P/N D972-3-13.

Walter Kingsley

A & P 567611745

21 May 03 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 4022.9 Tach Time 116.1
ENGINE TSMO 988.0 PROPELLER TSMO 590.3

Complied with AD 87-20-03 R2 Seat track insp. in accordance with part II sec. C para. A sec. 1, 2, 3, 4, 5, 6 and 7 and Cessna Service Letter SE83-6. Replaced pilots side seat rollers and bushing. Next Due at tt 216.1.

Walter Kingsley

A & P 567611745



AVIATION OIL ANALYSIS

P.O. Box 29074
Phoenix, AZ 85038

Ph: 800-445-7930, email: aoa@ctclink.com

AVIATION OIL ANALYSIS
SINCE 1976

Division OF:
CTC Analytical Services Inc

CUSTOMER: METHOW AVIATION
15400 AIRPORT DRIVE SUITE A

BURLINGTON WA 98233

TAIL NUMBER: N20487
AIRCRAFT MODEL: CESSNA 172M
ENGINE MODEL: 0-320E2D
POSITION: S
POS DESCR: SINGLE
ENGINE S/N: L-25914-27A
OIL TYPE: A/S 15W50

CONTACT: WALTER KINGSLEY
PHONE: 360-757-6007 FAX: 360-757-6177

Sample Number	Taken Processed	Oil Hours Oil Added	TSN TSO	Aluminum	Iron	Copper	Nickel	Chrome	Lead	Silver	Silicon (ppm)	Magnesium	Recommendation Codes
815730	5/21/2003 6/ 5/2003	53 1	988 142	9	12.0	8.0	2	10	N/A	0	10	N/A	100 133

*** Values Abnormal

Wear Metals Reported In Parts Per Million

RESULT CODES

- 100 ALL VALUES APPEAR NORMAL
- 133 RESAMPLE NEXT OIL CHANGE TO ESTABLISH WEAR TREND

RESULTS:

OTHER TESTS:

Since Aviation Oil Analysis services are based on samples and information supplied by others, and since corrective action, if any, is necessarily taken by others, these services are rendered without any warranty or liability of any kind beyond the actual amount paid to CTC Analytical Services Inc for the services.

RECOMMENDATION CODES AND DESCRIPTIONS

CODE RECOMMENDATIONS	CODE RECOMMENDATIONS
100 All Values Appear Normal	154 Wear Metal(S) High Indicating Possible Piston Pin Plug Wear
101 Aluminum Appears Slightly High	155 Wear Metals Appear Stable For Oil Time
102 Aluminum Appears High	156 Wear Metals Increased For Oil Time
103 Copper Appears Slightly High	157 Wear Metals High But Stable For Oil Time
104 Copper Appears High	158 Resample 15 To 20 Hours To Monitor Wear Trend
105 Chrome Appears Slightly High	159 Resample 25 Hours To Check Dirt/Wear
106 Chrome Appears High	161 Oil Time Unknown
107 Chrome Normal If Engine Has Chrome Cylinders	162 Engine Time Unknown
108 Check Oil Filter For Chips	163 Silicon Normal Per Your Note Of Silicon Based Sealant
109 Check Oil Screen For Chips	164 Magnesium Appears Slightly High
110 Continue To Check For Chips	165 Magnesium Appears High
111 Engine Time Unknown - No Abnormal Wear Detected	166 Resample 50 To 100 Hours To Check Wear Trend
112 Engine / Oil Time Unknown	167 Overall Engine Wear Appears High
113 Engine / Oil Time Unknown - No Abnormal Wear Detected	168 No Abnormal Wear Detected For Recent Cylinder Repair Per Your Note
114 High Oil Consumption Masks True Wear Metal Concentration	169 Resample 10 Hours Max
115 High Silicon Causing Overall Engine Wear	170 Resample Next Oil Change To Check Wear Trend
116 Iron Appears Slightly High	171 Aluminum Improved For Oil Time
117 Iron Appears High	172 Aluminum Increased For Oil Time
118 No Abnormal Wear Detected For Engine/Oil Times	173 Check Mag Plug For Chips
119 No Abnormal Wear Detected For Oil/Overhaul Times	174 Chrome Improved For Oil Time
120 No Abnormal Wear Detected For New Engine	175 Chrome Increased For Oil Time
121 No Abnormal Wear Detected For Recent Overhaul	176 Continue To Check For Chips Per Your Note
122 Nickel Appears Slightly High	177 Copper Improved For Oil Time
123 Nickel Appears High	178 Copper Increased For Oil Time
124 Possible Corrosion If Aircraft Not Flown Regularly	179 Iron Improved For Oil Time
125 Possible Residual Break-In	180 Iron Increased For Oil Time
126 Possible Residual Carryover From Oil Change	181 Lead Appears High
127 Possible Piston / Piston Pin Plug Wear	183 Nickel Improved For Oil Time
128 Possible Oil Pump Wear	184 Nickel Increased For Oil Time
129 Possible Cam/Lifter Wear	185 No Abnormal Wear Detected For Oil Time And TSTOH
130 Possible Cylinder/ Ring/ Piston Wear	186 No Abnormal Wear Detected For Work Performed Per Your Note
131 Possible Bearing/ Bushing Wear	187 Possible Corrosion Per Your Note
132 Probable Initial Break-In	188 Silver Appears Slightly High
133 Resample Next Oil Change To Establish Wear Trend	189 Silver Appears High
134 Resample To Check Wear/ Dirt	190 Unit / Oil Times Unknown
135 Resample 25 Hours To Monitor Wear Trend	191 Wear Metals Appear High For Low Oil Time
136 Results Reported By Phone - Fax	192 Wear Metals Appear Slightly High For Low Oil Time
137 Silicon Appears Slightly High	193 Wear Metals Appear Slightly High For Oil Time
138 Silicon Appears High	194 Wear Metals Improved For Oil Time
139 Silicon High - Possible Sample Contamination	195 Engine Hours Do Not Agree With Previous Sample
140 Silicon High - Check Air Induction System For Source Of Dirt Entry	196 Wear Metals Appear High For Oil Time
141 Suggest Boroscope Cylinders	197 Lead Appears Slightly For Oil Time
142 Suggest Close Watch	198 Mobil AV-1 Program
143 Suggest Resample And Check Filter For Chips	199 Teledyne Continental Program
144 Wear Metal(S) High Indicating Possible Cylinder Wear	991 Note: Engine Has Cerminil Cylinders
145 Wear Metal(S) High Indicating Possible Piston Wear	992 Note: Engine Has Steel Cylinders
146 Wear Metal(S) High Indicating Possible Valve Guide Wear	993 Note: Engine Has Cermichrome Cylinders
147 Wear Metal(S) High Indicating Possible Piston/Cylinder Wear	994 Copper High Possible Due to Additive System in Shell 15/50
148 Wear Metal(S) High Indicating Possible Bearing/ Bushing Wear	995 See Comments Below
149 Wear Metal(S) High Indicating Possible Piston/Cylinder/Valve Guide Wear	996 Note: Engine Has Chrome Cylinders
150 Wear Metal(S) High Indicating Possible Cylinder Distress	997 Previous History Deleted - New / Reman Engine
151 Wear Metal(S) High Indicating Possible Piston/ Ring/ Cylinder Wear	998 Filter/Chip Evaluation
152 Wear Metal(S) High Indicating Possible Cylinder/ Ring Wear	999 Sample Not Yet Analyzed
153 Wear Metal(S) High Possible Normal Break-In	

SHIPPING TIPS

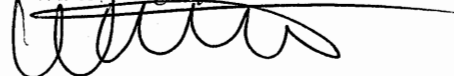
On twin engine aircraft, mark bottles and shipping forms and send in one shipping container. This way both samples will arrive in our lab at the same time. Overlap return mailing label on cylinder and cap to prevent cap from coming loose during shipment.

ADDITIONAL TESTS

- Microscopic examination of filter/screen debris available.
- Fuel testing services available.
- AOA kits are good for reciprocating, turbine and jet engines and all helicopter components.
- Services are available for cars, boats, trucks, and other equipment.
- Call 1-800-445-7930 for pricing and other information

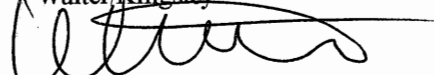
23 May 03 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 4025.3 Tach Time 118.5
ENGINE TSMO 990.4 PROPELLER TSMO 592.7

This aircraft has been inspected and serviced in accordance with a Cessna 172 series Progressive Care Program Inspection guide. The following Inspection has been complied with Operation number 2. All the following work was performed in accordance with Cessna Service Manual P/N D972-3-13 and Textron Lycoming Direct Drive Engine Overhaul Manual P/N 60294-7. Removed and replaced Carburetor air inlet baffle ring. Removed and replaced right and left main landing gear tires. Clean and packed main landing gear wheel bearings. Removed and replaced right and left brake linings. Removed and replaced #3 exhaust riser. This aircraft was ground operated. All systems checked within limits. I certify that in accordance with a progressive inspection program, a routine inspection of the Aircraft and a detailed inspection of Engine, Wing and Flight Control System were performed and the aircraft is approved for return to service.

Walter Kingsley

A & P 567611745

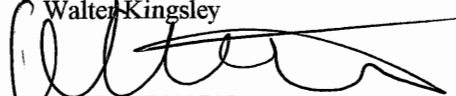
16 Jun. 03 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 4059.9 Tach Time 153.1
ENGINE TSMO 1025.0 PROPELLER TSMO 627.3

Removed and replaced upper Torque Link Bolt. Serviced Nose Landing Gear Strut with Nitrogen. All work was performed in accordance with Cessna Service Manual P/N D972-3-13.

Walter Kingsley

A & P 567611745

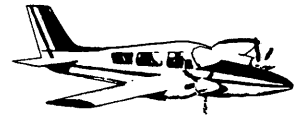
21 Jun. 03 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 4065.9 Tach Time 161.0
ENGINE TSMO 1031.0 PROPELLER TSMO 633.3

Complied with AD 96-09-06 in accordance with para. A and Bracket doc. I-194. No defects found. Next due at tt 261.0. Complied with AD 76-07-12 R1 in accordance with para A, B and C. No defects found. Next due tt 261.0.

Walter Kingsley

A & P 567611745

24 Jun. 03 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 4073.8 Tach Time 167.0
ENGINE TSMO 1038.9 PROPELLER TSMO 641.2

This aircraft has been inspected and serviced in accordance with a Cessna 172 series Progressive Care Program Inspection guide. The following Inspection has been complied with Operation number 3. All the following work was performed in accordance with Cessna Service Manual P/N D972-3-13 and Textron Lycoming Direct Drive Engine Overhaul Manual P/N 60294-7. Removed and replaced ELT battery. Performed ELT function test in accordance with FAR 91.207. On defects found with ELT next due 1 July 2004. Removed and replaced left Aileron forward rod end. Replaced one rivet in upper cowl. Replaced one rivet in lower cowl. Removed and replaced two Southco Fastener Receptacle. Tightened elevator trim actuator bolt. This aircraft was ground operated. All systems checked within limits. I certify that in accordance with a progressive inspection program, a routine inspection of the Aircraft and a
Continued on next page



AVIATION OIL ANALYSIS

P.O. Box 29074
Phoenix, AZ 85038

Ph: 800-445-7930, email: aoa@ctclink.com

AVIATION OIL ANALYSIS
SINCE 1976

SON OF:
Analytical Services Inc

CUSTOMER: METHOW AVIATION
15400 AIRPORT DRIVE SUITE A

BURLINGTON WA 98233

CONTACT: WALTER KINGSLEY
PHONE: 360-757-6007

FAX: 360-757-6177

TAIL NUMBER: N20487
AIRCRAFT MODEL: CESSNA 172M
ENGINE MODEL: O-320E2D
POSITION: S
POS DESCR: SINGLE
ENGINE S/N: L-25914-27A
OIL TYPE: A/S 15W50

Sample Number	Taken Processed	Oil Hours Oil Added	TSN TSO	Aluminum	Iron	Copper	Nickel	Chrome	Lead	Silver	Silicon	Magnesium	Recommendation Codes
815730	5/21/2003	53	988	9	12.0	8.0	2	10	N/A	0	10	N/A	100 133
	6/5/2003	1	142										
817729	6/19/2003	44	1,069	9	9.0	7.0	1	9	N/A	0	7	N/A	100
	6/29/2003		333										

*** Values Abnormal Wear Metals Reported In Parts Per Million

RESULT CODES

100 ALL VALUES APPEAR NORMAL

RESULTS:
OTHER TESTS:

Since Aviation Oil Analysis services are based on samples and information supplied by others, and since corrective action, if any, is necessarily taken by others, these services are rendered without any warranty or liability of any kind beyond the actual amount paid to **CTC Analytical Services Inc** for the services.

RECOMMENDATION CODES AND DESCRIPTIONS

CODE RECOMMENDATIONS	CODE RECOMMENDATIONS
100 All Values Appear Normal	154 Wear Metal(S) High Indicating Possible Piston Pin Plug Wear
101 Aluminum Appears Slightly High	155 Wear Metals Appear Stable For Oil Time
102 Aluminum Appears High	156 Wear Metals Increased For Oil Time
103 Copper Appears Slightly High	157 Wear Metals High But Stable For Oil Time
104 Copper Appears High	158 Resample 15 To 20 Hours To Monitor Wear Trend
105 Chrome Appears Slightly High	159 Resample 25 Hours To Check Dirt/Wear
106 Chrome Appears High	161 Oil Time Unknown
107 Chrome Normal If Engine Has Chrome Cylinders	162 Engine Time Unknown
108 Check Oil Filter For Chips	163 Silicon Normal Per Your Note Of Silicon Based Sealant
109 Check Oil Screen For Chips	164 Magnesium Appears Slightly High
110 Continue To Check For Chips	165 Magnesium Appears High
111 Engine Time Unknown - No Abnormal Wear Detected	166 Resample 50 To 100 Hours To Check Wear Trend
112 Engine / Oil Time Unknown	167 Overall Engine Wear Appears High
113 Engine / Oil Time Unknown - No Abnormal Wear Detected	168 No Abnormal Wear Detected For Recent Cylinder Repair Per Your Note
114 High Oil Consumption Masks True Wear Metal Concentration	169 Resample 10 Hours Max
115 High Silicon Causing Overall Engine Wear	170 Resample Next Oil Change To Check Wear Trend
116 Iron Appears Slightly High	171 Aluminum Improved For Oil Time
117 Iron Appears High	172 Aluminum Increased For Oil Time
118 No Abnormal Wear Detected For Engine/Oil Times	173 Check Mag Plug For Chips
119 No Abnormal Wear Detected For Oil/Overhaul Times	174 Chrome Improved For Oil Time
120 No Abnormal Wear Detected For New Engine	175 Chrome Increased For Oil Time
121 No Abnormal Wear Detected For Recent Overhaul	176 Continue To Check For Chips Per Your Note
122 Nickel Appears Slightly High	177 Copper Improved For Oil Time
123 Nickel Appears High	178 Copper Increased For Oil Time
124 Possible Corrosion If Aircraft Not Flown Regularly	179 Iron Improved For Oil Time
125 Possible Residual Break-In	180 Iron Increased For Oil Time
126 Possible Residual Carryover From Oil Change	181 Lead Appears High
127 Possible Piston / Piston Pin Plug Wear	183 Nickel Improved For Oil Time
128 Possible Oil Pump Wear	184 Nickel Increased For Oil Time
129 Possible Cam/Lifter Wear	185 No Abnormal Wear Detected For Oil Time And TSTOH
130 Possible Cylinder/ Ring/ Piston Wear	186 No Abnormal Wear Detected For Work Performed Per Your Note
131 Possible Bearing/ Bushing Wear	187 Possible Corrosion Per Your Note
132 Probable Initial Break-In	188 Silver Appears Slightly High
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134 Resample To Check Wear/ Dirt	190 Unit / Oil Times Unknown
135 Resample 25 Hours To Monitor Wear Trend	191 Wear Metals Appear High For Low Oil Time
136 Results Reported By Phone - Fax	192 Wear Metals Appear Slightly High For Low Oil Time
137 Silicon Appears Slightly High	193 Wear Metals Appear Slightly High For Oil Time
138 Silicon Appears High	194 Wear Metals Improved For Oil Time
139 Silicon High - Possible Sample Contamination	195 Engine Hours Do Not Agree With Previous Sample
140 Silicon High - Check Air Induction System For Source Of Dirt Entry	196 Wear Metals Appear High For Oil Time
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142 Suggest Close Watch	198 Mobil AV-1 Program
143 Suggest Resample And Check Filter For Chips	199 Teledyne Continental Program
144 Wear Metal(S) High Indicating Possible Cylinder Wear	991 Note: Engine Has Cerminil Cylinders
145 Wear Metal(S) High Indicating Possible Piston Wear	992 Note: Engine Has Steel Cylinders
146 Wear Metal(S) High Indicating Possible Valve Guide Wear	993 Note: Engine Has Cermichrome Cylinders
147 Wear Metal(S) High Indicating Possible Piston/Cylinder Wear	994 Copper High Possible Due to Additive System in Shell 15/50
148 Wear Metal(S) High Indicating Possible Bearing/ Bushing Wear	995 See Comments Below
149 Wear Metal(S) High Indicating Possible Piston/Cylinder/Valve Guide Wear	996 Note: Engine Has Chrome Cylinders
150 Wear Metal(S) High Indicating Possible Cylinder Distress	997 Previous History Deleted - New / Reman Engine
151 Wear Metal(S) High Indicating Possible Piston/ Ring/ Cylinder Wear	998 Filter/Chip Evaluation
152 Wear Metal(S) High Indicating Possible Cylinder/ Ring Wear	999 Sample Not Yet Analyzed
153 Wear Metal(S) High Possible Normal Break-In	

SHIPPING TIPS


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ADDITIONAL TESTS

- Microscopic examination of filter/screen debris available.
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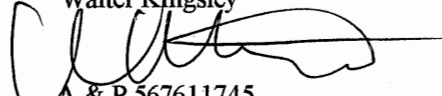
24 Jun. 03 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 4073.8 Tach Time 167.0
ENGINE TSMO 1038.9 PROPELLER TSMO 641.2

Continued from previous page
detailed inspection of Engine, Wing and Flight Control System were performed and the aircraft is approved for return to service.

Walter Kingsley

A & P 567611745

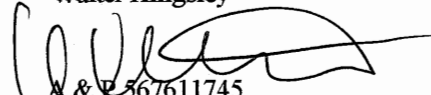
17 Jul. 03 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 4120.0 Tach Time 213.2
ENGINE TSMO 1085.1 PROPELLER TSMO 687.4

This aircraft has been inspected and serviced in accordance with a Cessna 172 series Progressive Care Program Inspection guide. The following Inspection has been complied with Operation number 4. All the following work was performed in accordance with Cessna Service Manual P/N D972-3-13 and Textron Lycoming Direct Drive Engine Overhaul Manual P/N 60294-7. Removed and replaced Vacuum Central Air Filter, next due for replacement tt 713.2 hrs. Removed and replaced Vacuum System Relief Valve Filter, next due for replacement tt 313.2 hrs. Removed and replaced Engine Air Filter, next due for replacement tt 313.2 hrs. Removed and replaced #3 Cylinder Exhaust Riser. This aircraft was ground operated. All systems checked within limits. I certify that in accordance with a progressive inspection program, a routine inspection of the Aircraft and a detailed inspection of Landing Gear, Instruments, Avionics, and Vacuum System were performed and the aircraft is approved for return to service.

Walter Kingsley

A & P 567611745

11 Aug. 03 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 4165.0 Tach Time 258.2
ENGINE TSMO 1130.1 PROPELLER TSMO 732.4

Complied with AD87-20-03 R2 Seat Tracks in accordance with part II sec. C para A sec. 1, 2, 3, 4, 5, 6 and 7 and Cessna SL # SE83-6. No defects found. Next due at tt 358.2. Complied with AD 76-07-12 R1 Bendix switches in accordance with para A, B and C. No defects found. Next due at tt 358.2. Complied with AD 96-09-06, Bracket air filter gasket, in accordance with para. A and Bracket doc. I-194. No defects found. Next due at tt 358.2. Removed and replaced engine air filter element.

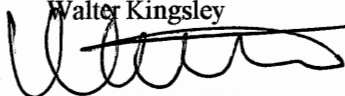
Walter Kingsley

A & P 567611745

13 Aug. 03 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 4168.1 Tach Time 261.3
ENGINE TSMO 1133.2 PROPELLER TSMO 735.5

This aircraft has been inspected and serviced in accordance with a Cessna 172 series Progressive Care Program Inspection guide. The following Inspection has been complied with Operation number 1. All the following work was performed in accordance with Cessna Service Manual P/N D972-3-13 and Textron Lycoming Direct Drive Engine Overhaul Manual P/N 60294-7. Removed and replaced Marker Beacon Antenna. Removed and replaced right Fuel Tank Flush Valve. Torqued upper engine mount
Continued on next page

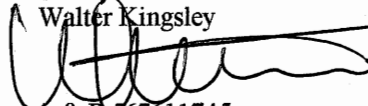
13 Aug. 03 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 4168.1 Tach Time 261.3
ENGINE TSMO 1133.2 PROPELLER TSMO 735.5

Continued from previous page
bolts. This aircraft was ground operated. All systems checked within limits. I certify that in accordance with a progressive inspection program, a routine inspection of the aircraft and a detailed inspection of Flight Controls and Engine were performed and the aircraft is approved for return to service.

Walter Kingsley

A & P 567611745

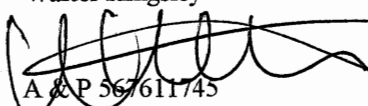
28 Aug. 03 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 4198.8 Tach Time 292.0
ENGINE TSMO 1163.9 PROPELLER TSMO 766.2

All the following work was performed in accordance with Cessna Service Manual P/N D972-3-13. Removed and replaced left Steering Rod Boot. Removed and replaced the upper half of the co-pilot's Door Seal. Removed and replaced co-pilot's Door Latch Control Rod. Removed and replaced pilot's outboard Seat Rail. Removed and replaced left Fuel Tank Filler Neck Gasket and Fuel Sending Unit Gasket. Removed and replaced Cabin Rear Bulkhead Attacking Hardware. Removed and replaced right Main Landing Gear Tire. Cleaned, Inspected and Lubricated right Main Wheel Bearings.

Walter Kingsley

A & P 567611745

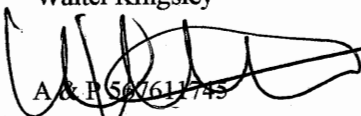
8 Sep. 03 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 4222.9 Tach Time 316.1
ENGINE TSMO 1188.0 PROPELLER TSMO 790.3

This aircraft has been inspected and serviced in accordance with a Cessna 172 series Progressive Care Program Inspection guide. The following Inspection has been complied with Operation number 2. All the following work was performed in accordance with Cessna Service Manual P/N D972-3-13 and Textron Lycoming Direct Drive Engine Overhaul Manual P/N 60294-7. Removed and replaced right and left brake linings. Removed and replaced #3 exhaust riser. Complied with AD87-20-03 R2 Seat Tracks in accordance with part II sec. C para A sec. 1, 2, 3, 4, 5, 6 and 7 and Cessna SL # SE83-6. No defects found. Next due at tt 416.1. This aircraft was ground operated. All systems checked within limits. I certify that in accordance with a progressive inspection program, a routine inspection of the Aircraft and a detailed inspection of Engine, Landing Gear and Fuselage were performed and the aircraft is approved for return to service.

Walter Kingsley

A & P 567611745

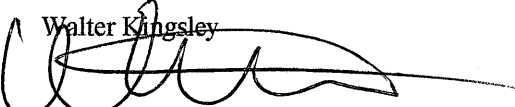
7 Oct. 03 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 4265.7 Tach Time 358.9

Complied with AD 76-07-12 R1 Bendix switches in accordance with para A, B and C. No defects found. Next due at tt 458.9. Complied with AD 96-09-06, Bracket air filter gasket, in accordance with para. A and Bracket doc. I-194. No defects found. Next due at tt 458.9.

Walter Kingsley

A & P 567611745

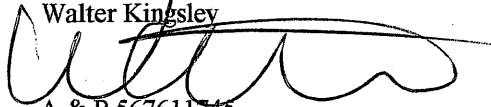
16 Oct. 03 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 4276.8 Tach Time 370.0
ENGINE TSMO 1241.9 PROPELLER TSMO 844.2

This aircraft has been inspected and serviced in accordance with a Cessna 172 series Progressive Care Program Inspection guide. The following Inspection has been complied with Operation number 3. All the following work was performed in accordance with Cessna Service Manual P/N D972-3-13 and Textron Lycoming Direct Drive Engine Overhaul Manual P/N 60294-7. Removed and replaced pilot's inboard Seat Track. Removed and replaced Nose landing gear tire and inspected and lubed wheel bearings. Repaired left forward engine baffle. Installed new baffle seal on left forward engine baffle. Removed and replaced air filter element. This aircraft was ground operated. All systems checked within limits. I certify that in accordance with a progressive inspection program, a routine inspection of the Aircraft and a detailed inspection of Engine, Wing and Flight Control System were performed and the aircraft is approved for return to service.

Walter Kingsley

A & P 567611745

18 Nov. 03 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 4319.8 Tach Time 413.0
ENGINE TSMO 1284.9 PROPELLER TSMO 887.2

This aircraft has been inspected and serviced in accordance with a Cessna 172 series Progressive Care Program Inspection guide. The following Inspection has been complied with Operation number 4. All the following work was performed in accordance with Cessna Service Manual P/N D972-3-13 and Textron Lycoming Direct Drive Engine Overhaul Manual P/N 60294-7. Repaired broken wire for the Marker Beacon. Installed Mic. Jack in pilot's lower outboard instrument panel. Removed and replaced right forward baffle seal, #1 cylinder baffle seal and #2 cylinder baffle seal. This aircraft was ground operated. All systems checked within limits. I certify that in accordance with a progressive inspection program, a routine inspection of the Aircraft and a detailed inspection of Landing Gear, Instruments, Avionics, and Vacuum System were performed and the aircraft is approved for return to service.

Walter Kingsley

A & P 567611745

24 Dec. 03 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 4361.9 Tach Time 455.1

Complied with AD 76-07-12 R1 Bendix switches in accordance with para A, B and C. No defects found. Next due at tt 555.1. Complied with AD 96-09-06, Bracket air filter gasket, in accordance with para. A and Bracket doc. I-194. No defects found. Next due at tt 555.1. Removed Delta strobe and power unit. Weight and balance revised and FAA from 337 filed.

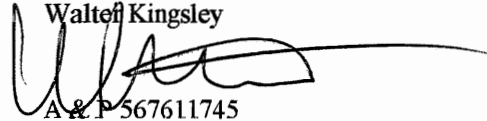
Walter Kingsley

A & P 567611745

30 Dec. 2003 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 4368.2 Tach Time 461.4
ENGINE TSMO 1333.3 PROPELLER TSMO 935.6

This aircraft has been inspected and serviced in accordance with a Cessna 172 series Progressive Care Program Inspection guide. The following Inspection has been complied with Operation number 1. All the following work was performed in accordance with Cessna Service Manual P/N D972-3-13 and Textron Lycoming Direct Drive Engine Overhaul Manual P/N 60294-7. Re-attached pilots side seat back. This aircraft was ground operated. All systems checked within limits. I certify that in accordance with a progressive inspection program, a routine inspection of the aircraft and a detailed inspection of Flight Controls and Engine were performed and the aircraft is approved for return to service.

Walter Kingsley

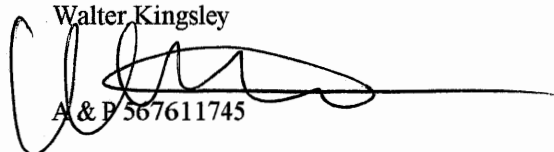


A & P 567611745

13 Feb. 04 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 4419.8 Tach Time 513.0
ENGINE TSMO 1384.9 PROPELLER TSMO 987.2

Complied with AD87-20-03 R2 Seat Tracks in accordance with part II sec. C para A sec. 1, 2, 3, 4, 5, 6 and 7 and Cessna SL # SE83-6. No defects found. Next due at tt 613.0.

Walter Kingsley

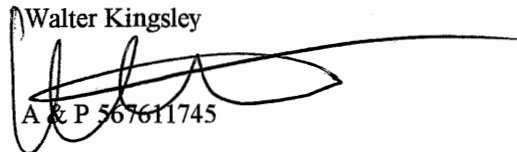


A & P 567611745

18 Feb. 04 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 4426.6 Tach Time 519.8
ENGINE TSMO 1394.8 PROPELLER TSMO 994.0

This aircraft has been inspected and serviced in accordance with a Cessna 172 series Progressive Care Program Inspection guide. The following Inspection has been complied with Operation number 2. All the following work was performed in accordance with Cessna Service Manual P/N D972-3-13 and Textron Lycoming Direct Drive Engine Overhaul Manual P/N 60294-7. Removed and replaced right and left brake linings. Removed and replaced engine air filter. Complied with AD 96-09-06, Bracket air filter gasket, in accordance with para. A and Bracket doc. I-194. No defects found. Next due at tt 619.8. This aircraft was ground operated. All systems checked within limits. I certify that in accordance with a progressive inspection program, a routine inspection of the Aircraft and a detailed inspection of Engine, Landing Gear and Fuselage were performed and the aircraft is approved for return to service.

Walter Kingsley



A & P 567611745



AVIATION OIL ANALYSIS
3319 W. Earll Dr. • P.O. Box 29074 (85038)
Phoenix, AZ 85017

AVIATION OIL ANALYSIS
SINCE 1976

A DIVISION OF:
CTC Analytical Services

Ph: 800-445-7930 • email: aoa@ctclink.com
 Web access: http://aoa.ctclink.com

CUSTOMER: METHOW AVIATION
 11674 HIGGINS AIRPORT WAY

BURLINGTON WA 98233

CONTACT: WALTER KINGSLEY
 PHONE: 360-757-6007

FAX: 360-757-6177

TAIL NUMBER: N20487
 AIRCRAFT MODEL: CESSNA 172M
 ENGINE MODEL: 0-320E2D
 POSITION: S
 POS DESCR: SINGLE
 ENGINE S/N: L-25914-27A
 OIL TYPE: A/S 15W50

Sample Number	Taken Processed	Oil Hours Oil Added	TSN TSO	Aluminum	Iron	Copper	Nickel	Chrome	Lead	Silver	Silicon (air)	Magnesium	Recommendation Codes
815730	5/21/03 6/5/03	53 1	988 142	9	12.0	8.0	2	10	N/A	0	10	N/A	100 133
817729	6/19/03 6/29/03	44	1,069 333	9	9.0	7.0	1	9	N/A	0	7	N/A	100
821957	7/17/03 8/18/03	52	1,085 350	8	11.0	7.0	1	9	N/A	0	7	N/A	100
822035	8/12/03 8/19/03	48	1,133 397	10	9.0	6.0	1	9	N/A	0	6	N/A	100
82214	9/8/03 9/15/03	55	1,188	6	8.0	5.0	1	7	N/A	0	9	N/A	100
827267	10/15/03 10/22/03	54	1,242 506	11	16.0	9.0	1	9	N/A	0	7	N/A	100
829559	11/18/03 11/24/03	43	1,285 549	6	10.0	7.0	3	4	N/A	0	5	N/A	100
835078	2/17/04 2/27/04	58	1,395	8	16.0	1.0	1	1	N/A	0	14	N/A	100
837777	3/22/04 4/6/04	49	1,444 709	6	14.0	5.7	3	7	N/A	0	7	N/A	100

*** Values Abnormal

Wear Metals Reported In Parts Per Million

RESULT CODES

100 ALL VALUES APPEAR NORMAL

SULTS:
OTHER TESTS:

Since Aviation Oil Analysis services are based on samples and information supplied by others, and since corrective action, if any, is necessarily taken by others, these services are rendered without any warranty or liability of any kind beyond the actual amount paid to **CTC Analytical Services** for the services.

RECOMMENDATION CODES AND DESCRIPTIONS

CODE RECOMMENDATIONS	CODE RECOMMENDATIONS
100 All Values Appear Normal	154 Wear Metal(S) High Indicating Possible Piston Pin Plug Wear
101 Aluminum Appears Slightly High	155 Wear Metals Appear Stable For Oil Time
102 Aluminum Appears High	156 Wear Metals Increased For Oil Time
103 Copper Appears Slightly High	157 Wear Metals High But Stable For Oil Time
104 Copper Appears High	158 Resample 15 To 20 Hours To Monitor Wear Trend
105 Chrome Appears Slightly High	159 Resample 25 Hours To Check Dirt/Wear
106 Chrome Appears High	161 Oil Time Unknown
107 Chrome Normal If Engine Has Chrome Cylinders	162 Engine Time Unknown
108 Check Oil Filter For Chips	163 Silicon Normal Per Your Note Of Silicon Based Sealant
109 Check Oil Screen For Chips	164 Magnesium Appears Slightly High
110 Continue To Check For Chips	165 Magnesium Appears High
111 Engine Time Unknown - No Abnormal Wear Detected	166 Resample 50 To 100 Hours To Check Wear Trend
112 Engine / Oil Time Unknown	167 Overall Engine Wear Appears High
113 Engine / Oil Time Unknown - No Abnormal Wear Detected	168 No Abnormal Wear Detected For Recent Cylinder Repair Per Your Note
114 High Oil Consumption Masks True Wear Metal Concentration	169 Resample 10 Hours Max
115 High Silicon Causing Overall Engine Wear	170 Resample Next Oil Change To Check Wear Trend
116 Iron Appears Slightly High	171 Aluminum Improved For Oil Time
117 Iron Appears High	172 Aluminum Increased For Oil Time
118 No Abnormal Wear Detected For Engine/Oil Times	173 Check Mag Plug For Chips
119 No Abnormal Wear Detected For Oil/Overhaul Times	174 Chrome Improved For Oil Time
120 No Abnormal Wear Detected For New Engine	175 Chrome Increased For Oil Time
121 No Abnormal Wear Detected For Recent Overhaul	176 Continue To Check For Chips Per Your Note
122 Nickel Appears Slightly High	177 Copper Improved For Oil Time
123 Nickel Appears High	178 Copper Increased For Oil Time
124 Possible Corrosion If Aircraft Not Flown Regularly	179 Iron Improved For Oil Time
125 Possible Residual Break-In	180 Iron Increased For Oil Time
126 Possible Residual Carryover From Oil Change	181 Lead Appears High
127 Possible Piston / Piston Pin Plug Wear	183 Nickel Improved For Oil Time
128 Possible Oil Pump Wear	184 Nickel Increased For Oil Time
129 Possible Cam/Lifter Wear	185 No Abnormal Wear Detected For Oil Time And TSTOH
130 Possible Cylinder/ Ring/ Piston Wear	186 No Abnormal Wear Detected For Work Performed Per Your Note
131 Possible Bearing/ Bushing Wear	187 Possible Corrosion Per Your Note
132 Probable Initial Break-In	188 Silver Appears Slightly High
133 Resample Next Oil Change To Establish Wear Trend	189 Silver Appears High
134 Resample To Check Wear/ Dirt	190 Unit / Oil Times Unknown
135 Resample 25 Hours To Monitor Wear Trend	191 Wear Metals Appear High For Low Oil Time
136 Results Reported By Phone - Fax	192 Wear Metals Appear Slightly High For Low Oil Time
137 Silicon Appears Slightly High	193 Wear Metals Appear Slightly High For Oil Time
138 Silicon Appears High	194 Wear Metals Improved For Oil Time
139 Silicon High - Possible Sample Contamination	195 Engine Hours Do Not Agree With Previous Sample
140 Silicon High - Check Air Induction System For Source Of Dirt Entry	196 Wear Metals Appear High For Oil Time
141 Suggest Boroscope Cylinders	197 Lead Appears Slightly For Oil Time
142 Suggest Close Watch	198 Mobil AV-1 Program
143 Suggest Resample And Check Filter For Chips	199 Teledyne Continental Program
144 Wear Metal(S) High Indicating Possible Cylinder Wear	991 Note: Engine Has Cerminil Cylinders
145 Wear Metal(S) High Indicating Possible Piston Wear	992 Note: Engine Has Steel Cylinders
146 Wear Metal(S) High Indicating Possible Valve Guide Wear	993 Note: Engine Has Cermichrome Cylinders
147 Wear Metal(S) High Indicating Possible Piston/Cylinder Wear	994 Copper High Possible Due to Additive System in Shell 15/50
148 Wear Metal(S) High Indicating Possible Bearing/ Bushing Wear	995 See Comments Below
149 Wear Metal(S) High Indicating Possible Piston/Cylinder/Valve Guide Wear	996 Note: Engine Has Chrome Cylinders
150 Wear Metal(S) High Indicating Possible Cylinder Distress	997 Previous History Deleted - New / Reman Engine
151 Wear Metal(S) High Indicating Possible Piston/ Ring/ Cylinder Wear	998 Filter/Chip Evaluation
152 Wear Metal(S) High Indicating Possible Cylinder/ Ring Wear	999 Sample Not Yet Analyzed
153 Wear Metal(S) High Possible Normal Break-In	

SHIPPING TIPS

On twin engine aircraft, mark bottles and shipping forms and send in one shipping container. This way both samples will arrive in our lab at the same time. Overlap return mailing label on cylinder and cap to prevent cap from coming loose during shipment.

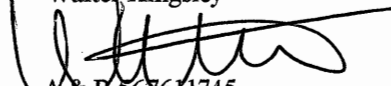
ADDITIONAL TESTS

- Microscopic examination of filter/screen debris available.
- Fuel testing services available.
- AOA kits are good for reciprocating, turbine and jet engines and all helicopter components.
- Services are available for cars, boats, trucks, and other equipment.
- Call 1-800-445-7930 for pricing and other information

22 Mar. 04 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 4475.9 Tach Time 569.1
ENGINE TSMO 1444.1 PROPELLER TSMO 1043.3

This aircraft has been inspected and serviced in accordance with a Cessna 172 series Progressive Care Program Inspection guide. The following inspection has been complied with Operation number 3. All the following work was performed in accordance with Cessna Service Manual P/N D972-3-13 and Textron Lycoming Direct Drive Engine Overhaul Manual P/N 60294-7. Removed and replaced Right Main Landing Gear Tire. Removed and replaced Right Brake Disc. Replaced two rivets in Co-Pilot's Door Upper Hinge. Serviced Nose Landing Gear Shock Strut with Nitrogen and Hydraulic fluid. Removed and replaced Engine Air Filter Element. Complied with AD 87-20-03 Seat Track Inspection in accordance with part II sec. C para A sec. 1, 2, 3, 4, 5, 6 and 7 and Cessna SL # SE83-6. No defects found. Next due at tt 669.1. Complied with AD 76-07-12 R1 Bendix switches in accordance with para A, B and C. No defects found. Next due at tt 669.1. This aircraft was ground operated. All systems checked within limits. I certify that in accordance with a progressive inspection program, a routine inspection of the Aircraft and a detailed inspection of Engine, Wing and Flight Control System were performed and the aircraft is approved for return to service.

Walter Kingsley

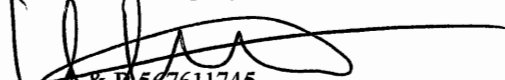


A & P 567611745

28 Apr. 2004 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 4524.8 Tach Time 618.0
ENGINE TSMO 1493.0 PROPELLER TSMO 1092.2

This aircraft has been inspected and serviced in accordance with a Cessna 172 series Progressive Care Program Inspection guide. The following inspection has been complied with Operation number 4. All the following work was performed in accordance with Cessna Service Manual P/N D972-3-13 and Textron Lycoming Direct Drive Engine Overhaul Manual P/N 60294-7. Complied with AD 96-09-06 Air Filter Gasket Inspection, in accordance with para A and Bracket doc. I-194. No defects found. Next due at tt 718.0 hrs. Removed and replace Vacuum Inlet Filter, next due for replacement tt 1118.0 hrs. Removed and replaced Vacuum Relief Filter, next due for replacement tt 718.0 hrs. Swapped Pilot's and Co-pilots rudder pedals. Removed and replaced Rivets in Left and Right Elevator Torque Tube Adapters. Serviced left and right Brake Reservoirs. This aircraft was ground operated. All systems checked within limits. I certify that in accordance with a progressive inspection program, a routine inspection of the Aircraft and a detailed inspection of Landing Gear, Instruments, Avionics, and Vacuum System were performed and the aircraft is approved for return to service.

Walter Kingsley



A & P 567611745

(LOG BOOK ENTRY)
MAINTENANCE RELEASE

MFG. Cessna TYPE OF UNIT Air Box
MODEL 172 P/N 0552113-13 S/N N/A

The component above was repaired/overhauled and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repairs are on file at:

MILLENNIUM MAGNETO & ACCESSORIES

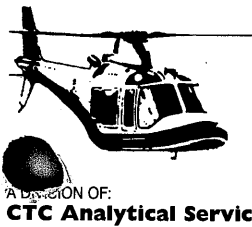
5140 WILBUR RD. • MARTINSVILLE, IN 46151 • PHONE: 765-349-5606

UNDER WO # 1264 DATE 2-23-04

500 HR. INSP. OVERHAUL REPAIR

SIGNED 

ALL WORK AND/OR INSPECTION PERFORMED UNDER A & P # 295683343

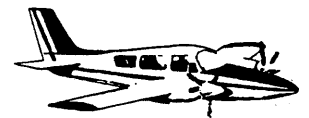


A DIVISION OF:
CTC Analytical Services



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Phoenix, AZ 85017

Ph: 800-445-7930 • email: aoa@ctclink.com
Web access: <http://aoa.ctclink.com>



AVIATION OIL ANALYSIS
SINCE 1976

CUSTOMER: METHOW AVIATION
11674 HIGGINS AIRPORT WAY

BURLINGTON WA 98233

CONTACT: WALTER KINGSLEY
PHONE: 360-757-6007

FAX: 360-757-6177

TAIL NUMBER: N20487
AIRCRAFT MODEL: CESSNA 172M
COMPONENT MODEL: 0-320E2D
POSITION: S
POS DESCR: SINGLE
COMPONENT S/N: L-25914-27A
OIL TYPE: A/S 15W50

Sample Number	Taken Processed	Oil Hours Oil Added	TSN TSO	Aluminum	Iron	Copper	Nickel	Chrome	Lead	Silver	Silicon (air)	Magnesium	Recommendation Codes
815730	5/21/03	53	988	9	12.0	8.0	2	10	N/A	0	10	N/A	100 133
	6/5/03	1	142										
817729	6/19/03	44	1,069	9	9.0	7.0	1	9	N/A	0	7	N/A	100
	6/29/03		333										
821957	7/17/03	52	1,085	8	11.0	7.0	1	9	N/A	0	7	N/A	100
	8/18/03		350										
822035	8/12/03	48	1,133	10	9.0	6.0	1	9	N/A	0	6	N/A	100
	8/19/03		397										
822214	9/8/03	55		6	8.0	5.0	1	7	N/A	0	9	N/A	100
	9/15/03		1,188										
827267	10/15/03	54	1,242	11	16.0	9.0	1	9	N/A	0	7	N/A	100
	10/22/03		506										
829559	11/18/03	43	1,285	6	10.0	7.0	3	4	N/A	0	5	N/A	100
	11/24/03		549										
835078	2/17/04	58		8	16.0	1.0	1	1	N/A	0	14	N/A	100
	2/27/04		1,395										
837777	3/22/04	49	1,444	6	14.0	5.7	3	7	N/A	0	7	N/A	100
	4/6/04		709										
840015	4/28/04	49	1,493	6	16.0	4.0	3	9	N/A	0	8	N/A	100
	5/5/04		758										

*** Values Abnormal

Wear Metals Reported In Parts Per Million

RESULT CODES

100 ALL VALUES APPEAR NORMAL

RESULTS:

OTHER TESTS:

Since Aviation Oil Analysis services are based on samples and information supplied by others, and since corrective action, if any, is necessarily taken by others, these services are rendered without any warranty or liability of any kind beyond the actual amount paid to **CTC Analytical Services** for the services.

RECOMMENDATION CODES AND DESCRIPTIONS

CODE RECOMMENDATIONS	CODE RECOMMENDATIONS
100 All Values Appear Normal	154 Wear Metal(S) High Indicating Possible Piston Pin Plug Wear
101 Aluminum Appears Slightly High	155 Wear Metals Appear Stable For Oil Time
102 Aluminum Appears High	156 Wear Metals Increased For Oil Time
103 Copper Appears Slightly High	157 Wear Metals High But Stable For Oil Time
104 Copper Appears High	158 Resample 15 To 20 Hours To Monitor Wear Trend
105 Chrome Appears Slightly High	159 Resample 25 Hours To Check Dirt/Wear
106 Chrome Appears High	161 Oil Time Unknown
107 Chrome Normal If Engine Has Chrome Cylinders	162 Engine Time Unknown
108 Check Oil Filter For Chips	163 Silicon Normal Per Your Note Of Silicon Based Sealant
109 Check Oil Screen For Chips	164 Magnesium Appears Slightly High
110 Continue To Check For Chips	165 Magnesium Appears High
111 Engine Time Unknown - No Abnormal Wear Detected	166 Resample 50 To 100 Hours To Check Wear Trend
112 Engine / Oil Time Unknown	167 Overall Engine Wear Appears High
113 Engine / Oil Time Unknown - No Abnormal Wear Detected	168 No Abnormal Wear Detected For Recent Cylinder Repair Per Your Note
114 High Oil Consumption Masks True Wear Metal Concentration	169 Resample 10 Hours Max
115 High Silicon Causing Overall Engine Wear	170 Resample Next Oil Change To Check Wear Trend
116 Iron Appears Slightly High	171 Aluminum Improved For Oil Time
117 Iron Appears High	172 Aluminum Increased For Oil Time
118 No Abnormal Wear Detected For Engine/Oil Times	173 Check Mag Plug For Chips
119 No Abnormal Wear Detected For Oil/Overhaul Times	174 Chrome Improved For Oil Time
120 No Abnormal Wear Detected For New Engine	175 Chrome Increased For Oil Time
121 No Abnormal Wear Detected For Recent Overhaul	176 Continue To Check For Chips Per Your Note
122 Nickel Appears Slightly High	177 Copper Improved For Oil Time
123 Nickel Appears High	178 Copper Increased For Oil Time
124 Possible Corrosion If Aircraft Not Flown Regularly	179 Iron Improved For Oil Time
125 Possible Residual Break-In	180 Iron Increased For Oil Time
126 Possible Residual Carryover From Oil Change	181 Lead Appears High
127 Possible Piston / Piston Pin Plug Wear	183 Nickel Improved For Oil Time
128 Possible Oil Pump Wear	184 Nickel Increased For Oil Time
129 Possible Cam/Lifter Wear	185 No Abnormal Wear Detected For Oil Time And TSTOH
130 Possible Cylinder/ Ring/ Piston Wear	186 No Abnormal Wear Detected For Work Performed Per Your Note
131 Possible Bearing/ Bushing Wear	187 Possible Corrosion Per Your Note
132 Probable Initial Break-In	188 Silver Appears Slightly High
133 Resample Next Oil Change To Establish Wear Trend	189 Silver Appears High
134 Resample To Check Wear/ Dirt	190 Unit / Oil Times Unknown
135 Resample 25 Hours To Monitor Wear Trend	191 Wear Metals Appear High For Low Oil Time
136 Results Reported By Phone - Fax	192 Wear Metals Appear Slightly High For Low Oil Time
137 Silicon Appears Slightly High	193 Wear Metals Appear Slightly High For Oil Time
138 Silicon Appears High	194 Wear Metals Improved For Oil Time
139 Silicon High - Possible Sample Contamination	195 Engine Hours Do Not Agree With Previous Sample
140 Silicon High - Check Air Induction System For Source Of Dirt Entry	196 Wear Metals Appear High For Oil Time
141 Suggest Boroscope Cylinders	197 Lead Appears Slightly For Oil Time
142 Suggest Close Watch	198 Mobil AV-1 Program
143 Suggest Resample And Check Filter For Chips	199 Teledyne Continental Program
144 Wear Metal(S) High Indicating Possible Cylinder Wear	991 Note: Engine Has Cerminil Cylinders
145 Wear Metal(S) High Indicating Possible Piston Wear	992 Note: Engine Has Steel Cylinders
146 Wear Metal(S) High Indicating Possible Valve Guide Wear	993 Note: Engine Has Cermichrome Cylinders
147 Wear Metal(S) High Indicating Possible Piston/Cylinder Wear	994 Copper High Possible Due to Additive System in Shell 15/50
148 Wear Metal(S) High Indicating Possible Bearing/ Bushing Wear	995 See Comments Below
149 Wear Metal(S) High Indicating Possible Piston/Cylinder/Valve Guide Wear	996 Note: Engine Has Chrome Cylinders
150 Wear Metal(S) High Indicating Possible Cylinder Distress	997 Previous History Deleted - New / Reman Engine
151 Wear Metal(S) High Indicating Possible Piston/ Ring/ Cylinder Wear	998 Filter/Chip Evaluation
152 Wear Metal(S) High Indicating Possible Cylinder/ Ring Wear	999 Sample Not Yet Analyzed
153 Wear Metal(S) High Possible Normal Break-In	

SHIPPING TIPS

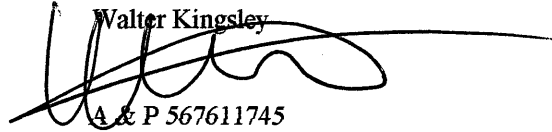
On twin engine aircraft, mark bottles and shipping forms and send in one shipping container. This way both samples will arrive in our lab at the same time. Overlap return mailing label on cylinder and cap to prevent cap from coming loose during shipment.

ADDITIONAL TESTS

- Microscopic examination of filter/screen debris available.
- Fuel testing services available.
- AOA kits are good for reciprocating, turbine and jet engines and all helicopter components.
- Services are available for cars, boats, trucks, and other equipment.
- Call 1-800-445-7930 for pricing and other information

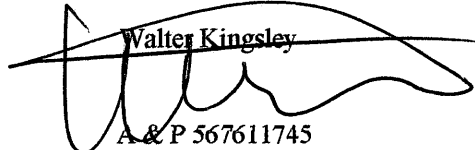
9 Jun. 04 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 4575.6 Tach Time 668.8
ENGINE TSMO 1543.8 PROPELLER TSMO 1143.1

Complied with AD87-20-03 R2 Seat Tracks in accordance with part II sec. C para A sec. 1, 2, 3, 4, 5, 6 and 7 and Cessna SL # SE83-6. No defects found. Next due at tt 768.8. Complied with AD 76-07-12 R1 Bendix switches in accordance with para A, B and C. No defects found. Next due at tt 768.8.

Walter Kingsley

A & P 567611745

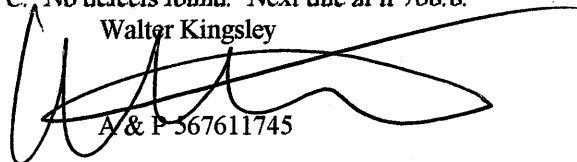
11 Jun. 2004 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 4577.8 Tach Time 671.0
ENGINE TSMO 1546.0 PROPELLER TSMO 1145.3

This aircraft has been inspected and serviced in accordance with a Cessna 172 series Progressive Care Program Inspection guide. The following Inspection has been complied with Operation number 1. All the following work was performed in accordance with Cessna Service Manual P/N D972-3-13 and Textron Lycoming Direct Drive Engine Overhaul Manual P/N 60294-7. Complied with AD 96-09-06, Bracket air filter gasket, in accordance with para. A and Bracket doc. I-194. No defects found. Next due at tt 771.0. Removed and replaced with serviceable unit the carburetor air box. Removed and replaced lower cowl air scoop with serviceable unit. Removed and replaced right Main Landing Gear Tire and repacked wheel bearings. This aircraft was ground operated. All systems checked within limits. I certify that in accordance with a progressive inspection program, a routine inspection of the aircraft and a detailed inspection of Flight Controls and Engine were performed and the aircraft is approved for return to service.

Walter Kingsley

A & P 567611745

9 Jul. 04 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 4625.3 Tach Time 718.5
ENGINE TSMO 1593.5 PROPELLER TSMO 1192.8

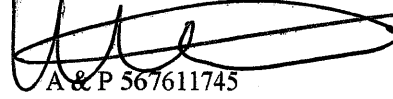
Complied with AD87-20-03 R2 Seat Tracks in accordance with part II sec. C para A sec. 1, 2, 3, 4, 5, 6 and 7 and Cessna SL # SE83-6. No defects found. Next due at tt 768.8. Complied with AD 76-07-12 R1 Bendix switches in accordance with para A, B and C. No defects found. Next due at tt 768.8.

Walter Kingsley

A & P 567611745

14 Jul. 04 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 4632.1 Tach Time 725.3
ENGINE TSMO 1600.3 PROPELLER TSMO 1199.6

This aircraft has been inspected and serviced in accordance with a Cessna 172 series Progressive Care Program Inspection guide. The following Inspection has been complied with Operation number 2. All the following work was performed in accordance with Cessna Service Manual P/N D972-3-13 and Textron Lycoming Direct Drive Engine Overhaul Manual P/N 60294-7. Removed and replaced right and left brake linings. Removed and replaced left main landing gear tire. left wheel bearings cleaned and greased. Removed and replaced left brake disc. Removed and replaced lower right cowl mount. Repaired wire connection to landing light. Removed and replaced lower clamp on carburetor heat exchanger. This aircraft was ground operated. All systems checked within limits. I certify that in accordance with a progressive inspection program, a routine inspection of the Aircraft and a detailed inspection of Engine, Landing Gear and Fuselage were performed and the aircraft is approved for return to service.

Walter Kingsley



A & P 567611745

12. August 2004 REG. NUMBER N20487 SERIAL NUMBER 17261330
TOTAL TIME A/C 4076.7 Tach Time 769.9
ENGINE TSMO 1644.9 PROPELLER TSMO 1244.2

This aircraft has been inspected and serviced in accordance with a Cessna 172 series Progressive Care Program Inspection guide, Operation #3 and manufacturer's service manuals. Lubed flight and engine controls. Changed oil and filter, oil sampled for analysis. Serviced with 80W Aeroshell oil. Serviced battery. Complied with Airworthiness Directive: 96-09-06 by inspection of gasket. 87-20-03 R2 by inspecting seat tracks and rollers. I certify that in accordance with a progressive inspection program, a routine inspection of the aircraft and a detailed inspection of Flight Controls and Engine were preformed and the aircraft is approved for return to service. Duane Pratt A&P 537760263

Dr. Z. Hollander
AP 1326642341A

D. Pratt

N20487 Cessna 172M

Serial Number: 17261330

Date: September 9, 2004 Tach Time: 819.8 TTAF: 4726.6

Engine TSMOH: 1694.8 Propeller TSPOH: 1294.1

Performed inspection in accordance with Cessna's Progressive Care program, **Operation 4**, and Cessna's Service manual P/N D972-3-13, Lycoming Direct Drive Engine Overhaul manual P/N 60294-7. See Form MA002 dated 9/9/2004, pages 1 thru 2. Complied with Airworthiness Directives: 87-20-03 R2 by inspection and dimensional check of seat tracks, repeat inspection every 100 hours. 76-07-12 R1 by function testing ignition switch past off, repeat every 100 hours. 96-09-06 by replacing Brackett Air filter assy. with new style BA-5110 rev. H, Terminating action. Performed run-up and operation checks.

I certify this aircraft has been inspected in accordance with Cessna's Progressive Care Program Operation 4 and determined to be in airworthy condition. Lin L. Holdeman II A&P 132664234 IA *Lin L. Holdeman II*

N20487 Cessna 172M

Serial Number: 17261330

Date: October 27, 2004 Tach Time: 870.6 TTAF: 4777.4

Engine TSMOH: 1745.6 Propeller TSPOH: 1344.9

Performed inspection in accordance with Cessna's Progressive Care program, **Operation 1**, and Cessna's Service manual P/N D972-3-13, Lycoming Direct Drive Engine Overhaul manual P/N 60294-7. Changed oil and filter, serviced with 8 quarts of 80W Aeroshell oil. Lubed flight and engine controls. Performed Airworthiness Directive compliance check. Performed run-up and operation checks. I certify this aircraft has been inspected in accordance with Cessna's Progressive Care Program Operation 1 and determined to be in airworthy condition. Lin L.

Holdeman II A&P 132664234 IA

Lin L. Holdeman II

N20487 Cessna 172M

Serial Number: 17261330

Date: December 21, 2004 Tach Time: 915.7 TTAF: 4822.5

Engine TSMOH: 1790.7 Propeller TSPOH: 1390.0

Performed inspection in accordance with Cessna's Progressive Care program, **Operation 2**, and Cessna's Service manual P/N D972-3-13, Lycoming Direct Drive Engine Overhaul manual P/N 60294-7. Changed oil and filter, serviced with 8 quarts of 80W Aeroshell oil. See Form MA002 dated 12/8/2004 thru 12/21/2004 pages 1 thru 11 for listing of repairs, alterations and parts installed. Complied with Airworthiness Directives: 87-20-03 R2 by inspection and dimensional check of seat tracks and replaced pilot's outboard track with new, repeat inspection every 100 hours. 76-07-12 R1 by function testing ignition switch past off, repeat every 100 hours. Complied with Cessna Service Bulletin SEB95-3 by inspecting both flaps and roller wear areas and installing McFarlane Aviation Products kit # MCSK100 and FLP-KT-2U on each flap. Updated equipment list and weight and balance. Performed run-up and operation checks. Aircraft test flown after work completion.

I certify this aircraft has been inspected in accordance with Cessna's Progressive Care Program Operation 2 and determined to be in airworthy condition. Lin L. Holdeman II A&P 2927433 IA *Lin L. Holdeman II*