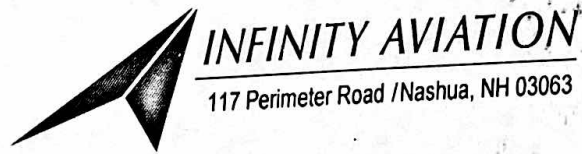


YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE
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Description of Inspections, Tests, Repairs and Alteration
 Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

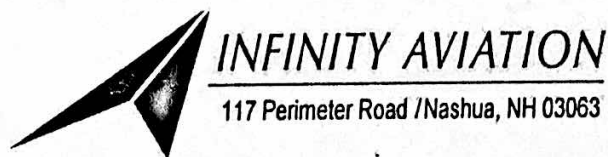


1425.0

Date: 4/29/2021; Aircraft: N4248C; Type: R182; S/N: R18200345; Hobbs: 3059.10; Tach: ~~1450.00~~; Total Time: 4931.00
 Performed a 100 Hour/Annual Inspection of the Engine in accordance with the inspection checklist contained in the R182 Maintenance Manual.
 *Performed a Differential Compression Check with the following results: Cylinder #1 78/80, Cylinder #2 79/80, Cylinder #3 79/80, Cylinder #4 79/80, Cylinder #5 78/80, Cylinder #6 75/80.
 *Checked the Magneto Timing.
 *Cleaned, gapped, and tested the spark plugs.
 *Lubricated the engine controls and slip joints after cleaning.
 *Drained and screened the oil for particles with none noted. Removed, cut open and inspected the oil filter for particles with none noted. Removed the suction screen and inspected, cleaned, and reinstalled with a new gasket. Installed a new oil filter CH48103-1, torqued and safetied both. Added 8 quarts of Phillips X/C 20W-50 oil. Washed the engine with varsol and dried with compressed air. Ground ran engine and checked for oil leaks with no leaks noted.
 *Installed new Tanis oil screen plug heater p/n TT02634-115/50. Installed all new connectors. Operationally checked good.
 *Removed and replaced the #2 cylinder Tanis probe p/n TT02628-115/50 and new style connectors. Operationally checked good.
 *Removed the carburator inlet screen and cleaned. Reinstalled the screen with new gasket p/n 16A-108. Drained the fuel bowl and inspected for contaminants with none noted. Reinstalled plug and safetied.
 *Repositioned the #6 cylinder Tanis element connector to prevent further damage from exhaust pipe.
 *Repositioned the magneto harness and tywrapped to prevent further chafing.

PAGE 1 OF 2

YEAR 20 _____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations: Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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Date: 5/02/2022; Aircraft: N4248C; Type: R182; S/N: R18200345; Hobbs: 3078.30; Tach: 1437.40; Total Time: 4918.40

Performed a 100 Hour/Annual Inspection of the Engine in accordance with the inspection checklist contained in the C182 Maintenance Manual.

*Performed a Differential Compression Check with the following results: Cylinder #1 77/80, Cylinder #2 76/80, Cylinder #3 77/80, Cylinder #4 78/80, Cylinder #5 77/80, Cylinder #6 78/80.

*Checked the Magneto Timing.

*Cleaned, gapped, and tested the spark plugs.

*Lubricated the engine controls and slip joints after cleaning.

*Drained and screened the oil for particles with none noted. Obtained AVLAB oil sample. Removed, cut open and inspected the oil filter for particles with none noted. Installed a new oil filter CH48103-1, torqued and safetied. Added 8 quarts of Phillips X/C 20W-50 oil with camguard. Washed the engine with varsol and dried with compressed air. Ground ran the engine and checked for oil leaks with no leaks noted.

*Removed the carburetor fuel inlet screen and inspected, cleaned. Reinstalled inlet screen with new cooper washer p/n 16A108. Checked for leaks with none noted.

*Stop drilled crack on the engine cooling baffle in front of #2 cylinder.

*Retorqued all clamps for the oil return line rubber hoses.

*Cleaned grease from the breather tube and firwall support brace. Installed tywrap to the breather tube to pull it away from the support brace. Applied RTV102 to the chafed areas as required to prevent further chafing.



Date: 6/14/2023; Aircraft: N4248C; Type: R182; S/N: R18200345; Hobbs: 3091.70; Tach: 1445.60; Total Time: 4926.60
Performed a 100 Hour/Annual Inspection of the Engine in accordance with the inspection checklist contained in the R182 Maintenance Manual.

*Performed a Differential Compression Check with the following results: Cylinder #1 78/80, Cylinder #2 78/80, Cylinder #3 78/80, Cylinder #4 79/80, Cylinder #5 76/80, Cylinder #6 78/80.

*Checked the Magneto Timing.

*Cleaned, gapped, and tested the spark plugs.

*Lubricated the engine controls and slip joints after cleaning.

*Performed boroscope of all the cylinders with pictures taken and provided to the customer.

*Removed the carburetor inlet filter and cleaned and inspected for debris with none noted. Reinstalled the fuel screen with a new washer p/n 16-A108. Performed leak check with none noted.

*Installed a new grommet at the right rear baffle where the CHT harness wires pass through to prevent further chafing of the wires.

I certify that this engine has been inspected in accordance with an Annual/100 hour inspection and was determined to be in airworthy condition and is approved for return to service. Pertinent details of this inspection are on file at Infinity Aviation Services LLC under the work order listed.

Signature: Glenn Ducharme 

Date: 06/14/2023, W/O: 118242

Infinity Aviation Services LLC

FAA Certified Repair Station

#16FR992Y