



AJ Aviation Services - 811 Nolan Ryan Dr - Midland, TX 79706 - 4326646438

N758QV**CESSNA, R172K, S/N: R1723284****April 03, 2025**

Tach: 324.7

AFTT: 2316.0

1. **Annual Inspection** – Performed Annual Inspection (ref checklist) per FAR 43 appendix D using Cessna 100 series service manual. ADs researched and verified with Vervon Revision 4/3/25
2. **ELT test FAR 91.207 (d)** – C/W inspection and test of ELT with no defects per FAR 91.207(d).
3. **OIL CHANGE** – Changed oil and filter Tempest AA48108-2. Filled to required level with Aeroshell 15W-50. Cut filter and examined. No metal found. Installed P/N AA48108-2
4. **AD 96-09-06 Air Filter** – Installed air filter PN BA-24. Installed P/N BA-24 - Air Filter.
5. **AD 2011-10-09 Seat Track** – C/W by inspection per AD para (g) items 1 through 10 No Defects Noted .
6. **AD 2001-23-03 - map light switch** – C/W by inspection (insulator) per SEB00-1 with no defects noted.
7. **Oil Pressure at 44 psi in cruise** – Adjusted pressure relief valve - Ref Continental M-0
8. **Pedestal missing screws** – Replaced missing screws Installed (15) P/N -6 screw
9. **Cowl Flap Control cable housing separated at cable end (engine side)** – Crimped end back on cable housing ref AC 43.13
10. **Oil Sump threads are damaged - Only 1 thread securing drain.** – Installed heli coil into oil pan drain hole. Installed P/N 82130H - 5/8-18 Complete Helical Thread Repair Kit (1.5xD), Installed P/N 5402-10 - HELI-COIL INDIVIDUAL REPAIR PACK. Per Manufactures install instructions.
11. **Chafe Tape on Cowling** – Installed chafe/erosion tape on cowl mating surfaces as needed. Installed (11 ft) P/N Erosion Tape - Erosion Tape.
12. **Air Oil separator - baffle cutting into oil return line** – Trim baffle to provide clearance around oil line. Sealed around line with rtv.
13. **AFT right engine mount has cut in rubber – marked cut on both ends with paint pen - White** check at next inspection.
14. **throttle cable chafing into baffle** – Installed rubber grommet in baffle around cable. Installed P/N AN931-8-13 - GROMMET.
15. **Throttle switch sticks** – Cleaned and adjusted micro switch. Ops check good.
16. **Lower Right Engine cowling mount is broken** – Replaced cowling mount receptacle PN SK2003-51ADJ.
17. **Corrosion on frame just FWD of right main gear attach point** – Removed all traces of corrosion and treated area with ACF 50 as needed. Ref. AC43.13
18. **Aileron inner connect cable is very loose** – Tightened aileron interconnect cable to 172 manual specs and safety wired turnbuckle.
19. **Misc. hardware and loose debris under floor panels - Flush, scrub and vacuum** – Removed all debris and cleaned areas under floor panels as needed. Ref AC 43.13. All checks good.
20. **Minor surface corrosion under floor panels in baggage area** – Removed all traces of corrosion and treated area with ACF 50 as needed. Ref. AC43.13.
21. **Lube all control pivot points and pulleys (fuselage)** – Lubed all controls and pulleys as needed. Ref. Cessna Service Manual.
22. **Right Fuel probe is leaking - Slow** – Secured fuel probe mounting bolts no leaks noted at this time.
23. **Multiple flap chafe buttons missing - Chafe tape over top** – Replace chafe button and chafe tape over top. Ref AC 43.13. Installed (10) P/N S1093-1 - Cessna Flap Button, Installed (10 ft) P/N Erosion Tape - Erosion Tape.
24. **Excessive play in elevator trim tab - Replace hardware** – Replaced elevator linkage bolt. Installed P/N AN3-XX bolt - Bolt.
25. **Minor fuel leak from left vent line bulkhead connector** – Cleaned and tightened bulkhead fitting.
26. **Corrosion on master battery relay** – Cleaned corrosion and applied ACF50.
27. **Left landing gear to fuselage fairing chafed LMG fairing** – Installed chafe tape. Installed (2 ft) P/N Erosion Tape - Erosion Tape.
28. **Nose Tq ling has play in knee** – Installed shims to remove play in nose gear drag brace. Installed P/N McFarlane Cessna Torque Link Shim Kit - TL-SHIM-KT-1.
29. **Nose gear drag link upper bolt partially sheared** – Extracted bolt. Reamed drag link bushing and installed proper bolt per the 172 manual.
30. **Manual primer inop** – Replaced o-rings. Ops check good. Installed (2) P/N -115 O-Ring - -115 O-Ring.

Operational, security, and leak checks have been performed as needed with respect to the work listed above with no defects or discrepancies noted.

I Certify that this Aircraft has been inspected IAW FAR 43 Appendix D and was determined to be in an airworthy condition.

Adam James A&P IA 3711763



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N758QV

Tach: 324.7

Hartzell, HC-C3YF-1RF, S/N: PY999B

SINCE NEW (Tach): 3.8

SINCE OVERHAUL (Tach): 3.8

AFTT: 2316.0

April 03, 2025

1. **Annual Inspection** – Performed Annual/100hr Inspection (ref checklist) per FAR 43 appendix D ADs researched and verified with Verson Revision 4/3/25

I Certify that this Propeller has been inspected IAW FAR 43 Appendix D and was determined to be in an airworthy condition.

Adam James A&P IA 3711763

A handwritten signature in blue ink, appearing to read "Adam James", is written over the printed name.



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N758QV

Tach: 324.7

Continental, IO-360-KB, S/N: 356426SINCE NEW (Tach):
2315.0SINCE OVERHAUL (Tach):
324.7

AFTT: 2316.0

April 03, 2025

1. **Annual Inspection** – Performed Annual/100Hr Inspection (ref checklist) per FAR 43 appendix D. ADs researched and verified with Vervon Revision 4/3/25
2. **Compression Results: #1: 71, #2: 65, #3: 76, #4: 66, #5: 65, #6: 68**
3. **OIL CHANGE** – Changed oil and filter Tempest AA48108-2. Filled to required level with Aeroshell 15W-50. Cut filter and examined. No metal found. Installed P/N AA48108-2
4. **AD 96-09-06 Air Filter** – Installed air filter PN BA-24. Installed P/N BA-24 - Air Filter.
5. **Oil Pressure at 44 psi in cruise** – Adjusted pressure relief valve - Ref Continental M-0
6. **Oil Sump threads are damaged - Only 1 thread securing drain.** – Installed heli coil into oil pan drain hole. Installed P/N 82130H - 5/8-18 Complete Helical Thread Repair Kit (1.5xD), Installed P/N 5402-10 - HELI-COIL INDIVIDUAL REPAIR PACK. Per Manufactures install instructions.

Operational, security, and leak checks have been performed as needed with respect to the work listed above with no defects or discrepancies noted.

I Certify that this Engine has been inspected IAW FAR 43 Appendix D and was determined to be in an airworthy condition.

Adam James A&P IA 3711763

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