



P.O. NUMBER CC: Visa (Prepaid)  
CODE: 41/23123/284

UNIT NUMBER N3212T  
REPORT DATE: 6/13/07  
LAB NUMBER: D07930

## OIL REPORT

<b>CLIENT</b>	CONTACT:	PHONE: (904) 813-0636
	NAME: CHARLES MOUNT	FAX:
	ADDRESS: 1621 HAMPTON PLACE	E-MAIL: chuck@mountpoint.org
	ORANGE PARK, FL 32003	

<b>UNIT</b>	EQUIPMENT MAKE: Lycoming	OIL USE INTERVAL: 27 Hours
	EQUIPMENT MODEL: O-320-E2D	OIL TYPE & GRADE: Aeroshell 100 Mineral
	FUEL TYPE: Gasoline (Leaded)	MAKE-UP OIL ADDED: 1 qt
	ADDITIONAL INFO: Cessna 177; Eng S/N L-26623-27A	

<b>COMMENTS</b>	CHARLES: Thanks for the note. The four new cylinders are hopefully the reason we found higher wear in this sample. Chrome is typically from wear-in at the rings, while iron is from the steel cylinders themselves. Copper typically comes from a bronze part, or in conjunction with zinc can show brass, like at the oil cooler. Silicon is from silicone-based sealers used during the overhaul. Look for everything to drop next sample, if you're flying often enough to keep corrosion at bay. We suggest keeping the oil changes short until metals improve.
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<b>ELEMENTS IN PARTS PER MILLION</b>	MI/HR ON OIL	27	<b>UNIT / LOCATION AVERAGES</b>	42	30					
	MI/HR ON UNIT	148		72	79					
	SAMPLE DATE	06/04/07		02/02/07	06/29/06					
	ALUMINUM	8	9	9	9					5
	CHROMIUM	18	42	40	69					6
	IRON	69	50	40	40					23
	COPPER	19	14	13	11					4
	LEAD	1719	2206	2885	2014					2484
	TIN	4	3	2	2					1
	MOLYBDENUM	0	0	0	0					0
	NICKEL	2	5	7	6					2
	MANGANESE	1	1	0	1					0
	SILVER	0	0	0	0					0
	TITANIUM	0	0	0	0					0
	POTASSIUM	3	1	0	0					0
	BORON	0	0	0	0					0
	SILICON	26	11	4	4					5
	SODIUM	2	1	0	0					0
	CALCIUM	9	4	1	2					3
	MAGNESIUM	1	1	1	0					0
	PHOSPHORUS	58	185	498	0					440
	ZINC	17	7	2	1					4
	BARIIUM	0	0	0	0					0

<b>PROPERTIES</b>	TEST	cST VISCOSITY @ 40 °C	SUS VISCOSITY @ 100 °F	VISCOSITY INDEX	cST VISCOSITY @ 100 °C	SUS VISCOSITY @ 210 °F	FLASHPOINT IN °F	FUEL %	ANTIFREEZE %	WATER %	INSOLUBLES %
	VALUES SHOULD BE					82-105	>440	<1.0		0.0	<0.6
	TESTED VALUES WERE					97.5	515	<0.5	-	0.0	0.4