| REPOR | ICKSTONF | OIL |
|-------|-----------------|--------|
| | BORATORIES | REPORT |

LAB NUMBER: E40534 **REPORT DATE:** 1/7/2011 **CODE:** 41/75

UNIT ID: N3212T **CLIENT ID: 23123** PAYMENT: CC: Discover

| UNIT | MAKE/MODEL: Lyco FUEL TYPE: Gasolin ADDITIONAL INFO: | ming O-320-E e (Leaded) Cessna 177; I | 2D Eng S/N L-266 | ((23-27A, Nick | OIL TYPE & G OIL USE INTE el Cylds | BRADE: Ae ERVAL: 22 | eroshell W100 Hours |) (AD) | | | |
|----------|---|---|----------------------|------------------------|--|------------------------|------------------------|----------|-----------|--|--|
| CLIENT | CHARLES MOUNT PHONE: (904) 813-0636 3504 Morningwood Ct NE FAX: SUWANEE, GA 30024 ALT PHONE: EMAIL: chuck@mountpoint.org | | | | | | | | | | |
| COMMENTS | CHARLES: The increase in iron caught our attention. Aluminum and nickel increased as well, but these levels really aren't anything to lose sleep over. Iron shows a steel part or parts that's not wearing like it should. We're not sure if the vacuum failure would result in the high iron. If there's a steel shaft that's part of that system, that might explain it. Since chrome has been reading higher than average, you might have a chrome cylinder or two. Looking back in the logbook might shed some light on that. Watch compressions and for oil filter metal, and check back in 15-20 hrs. | | | | | | | | | | |
| | MI/HR on Oil | 22 | | 24 | 29 | 19 | 19 | 8 | | | |
| | MI/HR on Unit | 463 | | 293 | 2,332 | 242 | 223 | 2,265 | UNIVERSAL | | |
| | Sample Date | 12/28/10 | AVERAGES | 11/08/09 | 06/17/09 | 01/22/09 | 09/03/08 | 03/18/08 | AVERAGES | | |
| | Make Up Oil Added | 2 qts | | 0 qts | | 1 qt | 0 qts | 0 qts | | | |
| Z | | 11 | 9 | 8 | 5 | 0 | 13 | 1 | 5 | | |
| 0 | | 33 | 30 | 38 | 30 | 52 | 13 | 17 | 6 | | |
| | | 120 | 51 | 42 | 39 | JZ | 49 | 13 | 24 | | |
| Ν | COPPER | 120 | | 42 | | 40 | 7 | 13 | 5 | | |
| R | | 2/16 | 19/0 | 2406 | 2622 | 1/186 | 1510 | 766 | 259/ | | |
| БЩ | TIN | 2410 | 1340 | 2400 | 2022 | 1-00 | 1010 | /00 | 2004 | | |
| S | | 1 | 0 | 0 | 0 | 0 | | 0 | 0 | | |
| ST. | NICKEI | 6 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | | |
| A | MANGANESE | 1 | | | 4 | 2 | <u> </u> | 0 | 0 | | |
| | SILVER | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 4 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| ΤS | POTASSIUM | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | | |
| .Z | BORON | 1 | 0 | 2 | 0 | 0 | . 0 | 0 | 0 | | |
| M | SILICON | 5 | 9 | 8 | 8 | 7 | 10 | 6 | 5 | | |
| - | SODIUM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | | |
| п | CALCIUM | 10 | 3 | 1 | 1 | 1 | 0 | 0 | 5 | | |
| | MAGNESIUM | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | | |
| | PHOSPHORUS | 0 | 108 | 1 | 338 | 14 | 169 | 0 | 444 | | |
| | ZINC | 6 | 4 | 2 | 5 | 2 | 2 | 0 | 4 | | |
| | BARIUM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | · · · · · | Values Should Be* | - | - | 1 | - | | | | |
| | SUS Viscositv @ 210°F | 90.3 | 86-105 | 88.5 | 92 9 | 88.3 | 90.3 | 86 9 | | | |
| | cSt Viscosity @ 100°C | 18.05 | 17 0-21 8 | 17 62 | 18 68 | 17 58 | 18.05 | 17 24 | | | |
| (0 | Flashpoint in °F | 480 | >460 | 490 | 470 | 520 | 485 | 495 | | | |
| Ш | Fuel % | <0.5 | <1.0 | <0.5 | <0.5 | <0.5 | <0.5 | <0.5 | | | |
| | | | | | | | | | | | |

Antifreeze % Water % 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Insolubles % 0.3 <0.6 0.3 0.4 0.2 0.4 0.3 TBN TAN ISO Code

* THIS COLUMN APPLIES ONLY TO THE CURRENT SAMPLE

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PROPER

LIABILITY LIMITED TO COST OF ANALYSIS