

October 04, 2023  
Compass Aviation  
1651 New Hutchinson Mill Road  
LaGrange, Georgia 30241

Companies Estate Sales  
Peachtree & Bennett Auction Sales  
Atlanta Georgia

To Whom It May Concern:

Condition Report  
Glassair III  
N191SS

#### Engine

The engine is a Lycoming IO-540 fitted with a McCauley three blade propeller, Model Number B3D32C412-C. The engine fabrication is immaculate and the workmanship is highly detailed. A cylinder compression test was performed utilizing 80 psi dynamic air pressure technique and the findings were as follows: #1 74/80; #2 77/80; #3 72/80; #4 72/80; #5 75/80; #6 74/80. Additionally, a bore scope scan was made of each cylinder interior. The bore scope observation revealed that there was evidence of adequate honing (swirl markings) indicating that the cylinder walls had no significant amount of wear, also a slight frosting of rust on the cylinder walls was noted. The piston heads were noted to have a layer of carbon accumulation which may have been the result of a highly rich mixture during engine operation. Moreover, an inspection of the spark plugs showed an accumulation of dry, black residue on the ignition end of the plugs. The oil on the dip stick is clean and slightly yellow tinted and the quantity shows to be approximately 10 quarts. The engine is clean and shows no sign of leaks. The engine visually exhibits little wear and tear. The log books were not available for review at the time of this inspection.

#### Airframe

The airframe is fiberglass. The exterior paint is moderately faded and is peeling and cracking underneath at the belly area and a minor amount on the underside of the wings. There is surface cracking around the cockpit exterior on all quadrants. The surface cracking may not pose any structural damage but should be a consideration for further investigation. The airframe contains five fuel tanks and carries a total of 50 gallons of fuel. The left and right hand cabin door shock absorbers do not hold the doors open. The cabin glass is serviceable and no cracks or deep scratches were noted. The interior construction is pristine, clean and has no rips or tears. The Airframe Log Books were not available for review at the time of this inspection.

### Tires and Brakes

The tires are in good condition and appear to be serviceable. The brake pads and rotors are like new and are within Cleveland Brake specifications there was no indication of brake cylinder leakage. However, the nose gear and the right main gear wheel wells have indications of hydraulic fluid leakage but is suspected to be the landing gear hydraulic cylinders that are at fault. The landing gear hydraulic pump continues to run and it suspected that the hydraulic fluid level is low. A hydraulic reservoir could not be located during this inspection.

### Electrical, Lights and Avionics

There are two batteries (Main and Backup) one battery has white corrosive powder build up at the negative terminal. Neither of the batteries were charged at the time of this inspection. All lights and strobes are operational and function as designed. The Terra 340D audio panel checked normal. The Terra 250D Transponder came on but could not be adequately tested in the hangar. The Terra TX-760D Com Radios were checked in the receive mode and functioned as designed. The Terra TN-200D Navigation radios and Terra digital Omni Bearing Indicators (dual) could not be tested inside the hangar but appeared to power up normally. The Terra TDF-100 ADF Receiver powered up normally but could not be tested in the hangar. The King KLN 89 GPS receiver functions normally as much as can be checked out inside the hangar. The autopilot manipulated the controls in proper order but could not be adequately tested in the hangar. The Ameri-King 450 series Emergency Locator Transmitter functioned normally in the hangar but the batteries will need replacing. A vertical card compass is installed.

This aircraft will require an FAA mandated Condition Inspection log book endorsement by a licensed A&P Mechanic prior to flight.

Donald H. Smith

A&P

Managing Partner Compass Aviation