N8789X – 1961 Cessna 182D S/N 18253189

02A – Chilton County Airport

702 Airport Rd, Clanton, AL 35045

AFTT: 5447.9
Useful Load: 796 lbs
Fuel Capacity: Wing Tanks 65 Gallon Total Capacity
Aux Tank 18 Gallon Capacity

Avionics:

Dual Bendix/King KX-155 Nav/Com

Bendix/King KR-86 ADF

PS Engineering PMA 8000B Audio Panel

Bendix/King KI-208 VOR/LOC Indicator

Garmin GTX 335 ADS-B Transponder

Kenwood TK-7180H VHF FM Transceiver

Additional Equipment:

Horton Stol Kit

Javelin Aircraft Company, Inc. Auxiliary Fuel Tank

3 Blade Prop

Precise Flight Standby Vacuum System

Knisely Exhaust System STC SA01293LA

Cleveland Wheel and Brakes STC SA13GL

Aero Fabricators Shoulder Harness System STC SA1474GL

Rosen Sun Visors

Engine: Continental O-470-L S/N 81546-0-L-4 (1500 TBO)
Overhauled 1/10/2013 by B&G Flying Service, Inc.
SMOH: 523.9

Propeller: Hartzell 3-Bladed Constant Speed Propeller PHC-G3YF-1RF S/N NT221B (2400 TBO)
Installed New 11/18/15. Overhauled and installed 12/2/24 with 322 total time
SMOH: 17.1

Paint: Painted January 2016 by New Beginnings Aircraft. Base Matterhorn White Jetglo, Light Burgundy Metallic, Charcoal Grey Metallic.

Interior: Interior refurbished 5/19/16. Burgundy Leather seats and sidewalls with Brown Carpeting and Cream Headliner.

Maintenance:
01/18/26 – 100 Hour/Annual accomplished
03/22/25 – Transponder check accomplished.
05/05/97 – Replaced tach.
08/11/67 – Replaced tach.

Damage History: 5/6/2001 - Mishap pilot was flying fire line between ridges on Chandler Mountain. The aircraft had been operated approximately 90 minutes before the incident. The pilot stated that the engine began to run rough and then quit. Several attempts were made to restart the engine. The pilot was unable to restart and landed the aircraft in a field. Minor damage to the left wing tip and tail drag strip occurred when the pilot hard landed the aircraft. Pilot stated that he attempted to restart the engine after emergency landing, the engine would not start. The fuel tanks were left 3/4 full, right 1/4 full and the auxiliary tank was 3/4 full. At the time of the incident fuel transfer was in-progress, from auxiliary to right main, and the fuel selector valve was selected to left tank. The fuel tanks, sumps, and filters were inspected for contamination, small traces of fuel bladder shavings in the filter screen. Trace amounts in carburetor filter. Engine was run and had excessive vibration 800-1200 RPM. The engine had been operated for approximately 20 hours since complete overhaul. Owner is shipping engine to repair station for warranty exchange. The FAA will follow-up with repair station to explore the possibility of external or internal damage.

Summary Of Events (337's)

02/12/24	Repaired lower left side of engine cowling. Replaced right horizontal stab panels.
07/12/16	Installed Garmin GTX-335 Transponder.
11/18/15	Installed Hartzell Top Prop STC SA02821CH.
09/30/13	Inspect previously installed dual KX155 with KI-208 that were installed 8/9/97.
01/12/13	Installed Knisley Exhaust System STC SA01293LA.
02/28/12	Removed STC SA694GL Use of Unleaded Automative Fuel.
01/17/06	Removed ARC 514B VOR Indicator, Narco MKR-101R Marker Beacon Receiver, Ocean Cassette Player, Dorne Margolin DMNI 70 Antenna, Narco CP 126 Audio Panel. Installed PS Engineering PMA 8000B Audio Panel.
02/17/05	Installed (2) Each Commant CI-177-3 Communication Antennas.
09/10/02	Installed STC SA1474GL Aero Fabricators Shoulder Harness System.
06/22/01	Aircraft Propellers dynamically balanced.
06/12/89	Installed STC SA694GL – use of Automobile Automotive Gasoline.
08/29/87	Removed Narco Comm 11B. Installed King KX-155, King KI-208, Apollo 604 Loran C Receiver, Apollo A-16 Loran C antenna, Avionics Radio Master Switch, ARC 514B CDI, Static wicks on ailerons, flaps elevator, and rudder.
08/19/84	Removed Narco ADF 140 system. Installed King KR-86 ADF receiver and KA-42B antenna.
01/25/74	Installed Horton Stol Kit STC SA95CE, Javelin Aircraft Company, Inc. Auxiliary Fuel Tank System in Baggage Compartment.
11/23/64	Installed KX-150A.