

N262M Pre-Sales Information
1977 Cessna 172, Serial # 17268356
by Bruce Gordon, Owner

The booklet provides detailed descriptions of this plane in the sections listed below. Its purpose is to provide advance information to facilitate evaluation and save time for potential owners.

A longer .pdf version of this booklet including all pictures is available via email from Chris Siderwicz, (csiderwicz@yahoo.com) who is managing '62M's sale.

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N262M Listing Information

1977 Cessna 172N TT Aircraft 4,321 Engine & Prop TSMOH 1,166

Engine is Lycoming O-320-H2AD with T-mod (Larger camshaft lobes & lifters)

Recent Maintenance:

IFR certification 8/26

New carpets 7/26

New COM Antennas 7/26

Annual inspection 6/26

Airframe Corrosion-X treatment 6/26

New Fairings & Paint 9/24

(Complete logs since new available)

Avionics:

Garmin GPS 175 with GI-106 glide scope

Garmin GTX 335 transponder (1090 Mhz ADS-B Out)

Dual TKMichel MX300 Nav/Coms with glidescope & VOR/localizer CDI

Emergency Lifesaving Technologies 406 Mhz ELT

Audio panel & 4 place intercom

JPI EDM-700 engine monitor

Stratux ADS-B In (wifi traffic & weather)

Accessories:

Tanis engine oil & cylinder pre-heaters

Quick connect engine dehydrator

Newly painted, still wrapped wheel fairings

Cessna Parts & Service Manuals

Cabin cover

Wing covers

Tail covers

Cowl Plugs

Gust lock set

Parts Kit

Imperfections:

Elevator patches

Stop Drills on Right Wing

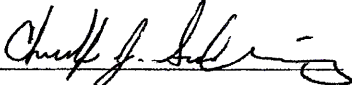
Lower panel crack (right of glove box)

Window trim gap in baggage compartment

JPI Engine Monitor: Voltmeter erroneously show low voltage error (intermittent), and
3 of 56 number segments are inop.

YEAR 20____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				Airframe - page 1 of 1
				wo: WO_9685
				NEXAIR AVIONICS
				NexAir Avionics LLC · 246 S. Meadow Road Gate 6, Hangar SW-1 · Plymouth, MA 02360 · 508-339-7077 · CRS#: N4OR087B
				N262M CESSNA, 172N, S/N: 17268356 August 10, 2026 HOBBS: 2740.0 TACH: 1780.0
				THE ALT (PN:5934-1 SN:15689), PITOT, STATIC AND ALTITUDE REPORTING SYSTEMS HAVE BEEN TESTED AND FOUND TO BE IN COMPLIANCE WITH FAR43, APPENDIX E AND F, AS REQUIRED BY FAR 91.411. TESTED TO 20,000 FT.
				THE ATC TRANSPONDER (PN:011-03300-40 SN:3EE421750) HAS BEEN TESTED AND FOUND TO BE IN COMPLIANCE WITH FAR43, APPENDIX F, AS REQUIRED BY FAR 91.413.
				UPDATED GPS 175 (SN:5GH002036) TO LATEST SOFTWARE VERSION 3.30 IAW GARMIN SERVICE BULLETIN 26110 REV A DATED JULY 31, 2026. OPS CHECK SATISFACTORY.
				NOTE WORK ORDER #9685 ON FILE.
				THE ABOVE WORK WAS COMPLETED IN ACCORDANCE WITH THE CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND IS APPROVED FOR RETURN TO SERVICE FOR THE WORK ACCOMPLISHED.
				Andrew O'Shea Repair Station N4OR087B

23

RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
Date: June 22, 2026 Tach Time: 1774.5 Hobbs Time: 2733.8 Total Time Aircraft: 4317.2 Open all panels, inspect & lube all controls. Applied Corrosion-X to the interior surfaces of wings, tailcone, and all surfaces below baggage area and cabin floor. Remove, clean and repack wheel bearings. Inspect brakes. Inspect door post lamp switch IAW A/D 2011-10-09. OK. Due next annual. Inspect seat tracks IAW A/D 2011-10-09, OK Due next annual or 4417.2. Lube seat rollers. Replaced taxi light. Operation of landing, taxi, nav, strobe & beacon all OK. Executed ELT self test IAW manufacturer instruction and IAW 91.207 - normal. ELT battery change required 6/25/2027. I certify that this <u>Aircraft</u> has been inspected IAW an Annual inspection and was determined to be airworthy. Christopher J. Siderwicz  A&P 25506682 IA			

YEAR 20 <u>26</u> DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
1/29/26	1762.1		4302.5	Replaced BATTERY with NEW G-11 7000 Series GAS BATTERY, SN G03242576. Bryan A. York #4212225 #2723298

RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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Date: October 24, 2025

Tach Time: 1754.8

Hobbs Time: 2711.8

Total Time Aircraft: 4295.2

Open all panels, inspect & lube all controls. Inspect brakes. Inspect door post lamp switch IAW A/D 2011-10-09. OK. Due next annual. Inspect seat tracks IAW A/D 2011-10-09, OK, due next annual or 1806.0. Lube seat rollers. Operation of landing, taxi, nav, strobe & beacon all OK. Executed ELT self test IAW manufacturer instruction and IAW 91.207 – normal. ELT battery change required 6/25/2027. Cleaned, repacked and reinstalled wheel bearings.

I certify that this Aircraft has been inspected IAW an Annual inspection and was determined to be airworthy.

Christopher J. Siderwicz

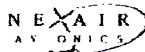
Christopher J. Siderwicz

A&P 25506682 IA

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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wo: WO_8766

Airframe - page 1 of 1



NexAir Avionics LLC - 246 S. Meadow Road Gate 6, Hangar SW 1 - Plymouth, MA 02360 - 508-339-7077 - CRS#: N4OR087B

N262M

CESSNA, 172N, S/N: 17268356

December 13, 2024

HOBBS: 2668.5

TACH: 1715.6

THE ATC TRANSPONDER (PN:011-03300-40 sn:3EE421750) HAS BEEN TESTED AND FOUND TO BE IN COMPLIANCE WITH FAR43, APPENDIX F, AS REQUIRED BY FAR 91.413.

NOTE WORK ORDER 8766 ON FILE.

THE ABOVE WORK WAS COMPLETED IN ACCORDANCE WITH THE CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND IS APPROVED FOR RETURN TO SERVICE FOR THE WORK ACCOMPLISHED

Benjamin Schultz Repair Station N4OR087B

Benjamin Schultz

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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September 10th, 2024

N262M

Tach Time 1697.19 Hrs

Aircraft was disassembled, degreased, stripped of paint using an aircraft grade chemical stripper, pressure washed, acid etched, alodined and primed with a epoxy chromate primer, and top coated with Axalta Aviation paint. Flight controls were removed, prepared the same as the aircraft, painted and checked for balance and reinstalled and lubed IAW the Cessna manual. Applied appropriate trim colors, logo's and placards as per customer paint scheme. Paint codes used- Axalta Matterhorn White AF404, Sovereign Blue L0347, Dark Continental Blue L0229. Both trim colors were clear coated. All exterior lighting checked good. Exterior of windows sealed. Cleaned windows. Tire pressure serviced. Lubed all rod end bearing on flight control after painting. Installed new stainless- steel screws in all inspection panel covers and fairings. Aircraft battery replaced with RG-25 Ser # A1405876. Installed new customer supplied landing light bracket IAW the Cessna service manual. Installed customer supplied main gear metal fairing's. Installed customer supplied fuel tank cap seals. Installed customer supplied Rudder top, Vertical fin top, Rudder butt, Rudder cable fairing's, Forward and aft dorsal fin's, Main gear to fuselage fairing's, 4 Strut cuffs, Stab tips, Elevator tips. Wheel pants not installed. Serviced nose strut with nitrogen. Lubed nose strut scissor link. Installed customer supplied cowd fasteners. Negligible change to weight and balance as old paint removed and new paint applied.

Aircraft is returned to service for the above work described.

Walter Federishen A&P1775480171A
Prestige Aircraft Inc..
Swanton, VT 05488

RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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September 25, 2024

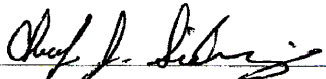
N262M

Tach Time 1700.0 Hours

The list of parts/fairings referenced in the paint job log entry, with lot number where applicable, along with Certificates of Conformance are detailed in invoices stored in the Work Orders tab of the aircraft's permanent records including:

- McFarlane invoices numbers 0544139-IN, 0520060, 0543677-IN, 544139-IN, & 0520060-IN and order number COM0001713 &
- Textron Aviation Sales Order number WB0001919410.

Bruce A. Gordon License # 2723298
Bruce A. Gordon

YEAR	RECORDING	TODAY'S	TOTAL	Description of Inspection	Test Results	Remarks
				Date: October 8, 2022		n or
				Tach Time: 1626.1	Hobbs Time: 2571.8	Total Time Aircraft: 4155.2
				Open all panels, inspect & lube all controls. Inspect brakes, clean & repack nose & main gear bearings. Inspect door post lamp switch IAW A/D 2011-10-09. OK. Inspect door post lamp switch insulator & gas line IAW A/D#2001-10-09. OK. Due Next Annual. Inspect seat tracks IAW A/D 2011-10-09. OK. Due next annual or 1726.1. Operation of landing, taxi, nav, strobe & beacon all OK. Checked A/D 2020-18-01, door post bulkhead. A/D is not applicable to this aircraft due serial number – A/D starts at SN 17275869). Replace ELT battery with Emergency Lifesaving Technologies PN 217-406-001. Executed manufacturer procedure to reset GNSS/counter & battery odometer. Run ELT self test per manufacturer's instruction and IAW 91.207 – normal. ELT battery change required 6/25/2027. Tightened loose cowl mounts. Cleaned aircraft.		
				I certify that this Aircraft has been inspected IAW an Annual inspection and was determined to be airworthy.		
				Christopher J. Siderwicz 	A&P 25506682 IA	

h or rding Time	(ENGINE LOG)	Description of Work Performed Certificate Number & Signature of Technician Performing Work	Page: 1
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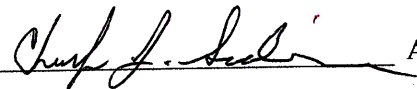
Date: June 22, 2026

Tach Time: 1775.4 TT eng: 9,370.3 SMOH eng: 1,162.4

Performed compression check immediately after ½ hour flight: 1) 79/80 2) 79/80 3) 79/80 4) 76/80. Remove, clean and replace spark plugs. Oil & filter changed with Aeroshell 15/50 IAW AD 80-04-03r2 & SAIB NE-06-31R6. Open old oil filter, no contaminants noted. Check complete exhaust system. Magneto timing checked, OK. Drain and inspect fuel strainer. Clean engine. Ground run-up OK.

I certify that this Engine has been inspected IAW and Annual inspection and was found to be airworthy.

Christopher J. Siderwicz



A&P 25506682 IA

Balance Forward

Date: July 2, 2025

Tach Time: 1738.6 TT eng: 9,333.5 SMOH eng: 1,078.2

Clean engine. Remove cylinder #3 and replace it with serviceable cylinder previously removed from #2 position. The replacement cylinder had been cleaned, inspected, cut valves, resurfaced seats and honed barrel. Reassembly included new rings and and gasket set. Replaced #3 exhaust valve cap (rotator) with new Lycoming P/N LW15316. Remove and replace dual ignition harness with Hartzell Powerup harness, P/N KA12917. Remove and replace Primer system with Lycoming 3 point primer system kit, Lycoming P/N 05K26024. Oil filter and oil changed using Phillips XC 20/50 for new cylinder break in. Ground run-up OK.

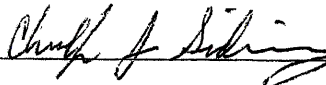
Christopher A. Siderwicz  A&P 3059639/IA

Date: October 24, 2025

Tach Time: 1754.8 TT eng: 9,349.7 SMOH eng: 1,141.8

Ground run to operating temp, performed compression check: 1) 74/80 2) 78/80 3) 80/80 4) 75/80. Remove, clean and replace spark plugs. Oil & filter changed with Aeroshell 15/50 IAW AD 80-04-03r2 & SAIB NE-06-31R6. Open old oil filter, no contaminants noted. Check complete exhaust system. Magneto timing checked, OK. Drain and inspect fuel strainer. Clean engine. Ground run-up OK.

I certify that this Engine has been inspected IAW and Annual inspection and was found to be airworthy.

Christopher J. Siderwicz  A&P 25506682 IA

Totals – Carry Forward

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Description of Work Performed
Certificate Number & Signature of Technician Performing Work

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4 Balance Forward oil & filter changed using Aeroshell 15W50 IAW AD 80-04-03-R2
oil filter opened & element inspected. NO METAL OR CONTAMINANTS FOUND.
GROUND RUN-UP, NO LEAKS FOUND. B Gnd # 2723298

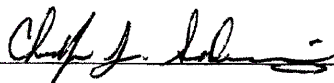
Date: October 25, 2023

Tach: 1673.5 hrs TT engine: 9,268.4 SMOH Engine: 1060.5

After flight to operating temp, performed compression check: 1) 70/80 2) 70/80 3) 80/80 4) 70/80.

Clean spark plugs. Oil and filter changed with Aeroshell 15/50 IAW AD 80-04-03R2. Open old filter, no contaminants noted. Replace air filter element with new Brackett BA-6108. Check complete exhaust system. Check & tighten baffle to cylinder head screws. Clean & inspect engine. Ground run up OK. I certify that this Engine has been inspected IAW an Annual inspection and was determined to be airworthy.

Christopher J. Siderwicz



A&P 25506682IA

Date: October 21, 2024

Tach Time: 1706.0 TT eng: 9,300.9 SMOH eng: 1093.0

Ground run to operating temp, performed compression check: 1) 76/80 2) 78/80 3) 65/80 4) 77/80. Remove, clean and replace spark plugs. Oil & filter changed with Aeroshell 15/50 IAW AD 80-04-03r2 & SAIB NE-06-31R6. Open old oil filter, no contaminants noted. Check complete exhaust system. Magneto timing checked, OK. Drain and inspect fuel strainer. Clean engine. Ground run-up OK.

I certify that this Engine has been inspected IAW and Annual inspection and was found to be airworthy.

Christopher J. Siderwicz



A&P 25506682 IA

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Description of Work Performed
Certificate Number & Signature of Technician Performing Work

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Balance Forward

Date: August 5, 2021

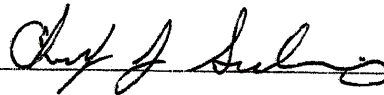
Tach 1581.4 hrs TT:eng.- 9232.6 SMOH eng. 968.4, TT: prop 4090.4

Ground run to operating temp performed Compression check, 1) 79/80 2) 77/80

3) 75/80 4) 78/80. Remove, clean, and replace spark plugs. . Oil & filter changed with Aeroshell 15/50 IAW AD 80-04-03r2, Camguard added. Open old oil filter-no contaminants noted. Replace air filter element with new Brackett BA-6108. Check complete exhaust system. Magneto timing checked, OK. Drain and inspect fuel strainer. Clean engine. Ground run-up OK

I certify that this Engine has been inspected IAW an Annual inspection an was found to be airworthy.

Christopher J. Siderwicz



A&P 25506682 IA

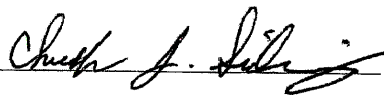
Date: October 8, 2022

Tach Time: 1626.1 TT eng: 9,277.3 SMOH eng: 1,013.1 Total Time Prop: 4,135.1

Ground run to operating temp, performed compression check: 1) 75/80 2)78/80 3)70/80 4 74/80. Remove, clean and replace spark plugs. Oil & filter changed with Aeroshell 15/50 IAW AD 80-04-03r2 & SAIB NE-06-31R6, Camguard added. Open old oil filter, no contaminants noted. Replace air filter element with new Brackett BA-6108. Check complete exhaust system. Magneto timing checked, OK. Drain and inspect fuel strainer. Added zip tie to prevent wire bundle abrasion. Clean engine. Ground run-up OK.

I certify that this Engine has been inspected IAW and Annual inspection and was found to be airworthy.

Christopher J. Siderwicz



A&P 25506682 IA

To

RESERVED

PRIP LOG

DESCRIPTION OF ALL OPERATIONS PERTAINING TO AIRWORTHINESS DIRECTIVES, SERVICE BULLETINS, SERVICE LETTERS, & MINOR ADJUSTMENTS

DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
11/1/2014	Tach 1193.7	Insp Prep For Annual Insp - OK SOH 579.7 TT 3748.6	C. Delaney ATP 25506682 IFA
5/22/2015	Tach 1240.5	Insp Prep For Annual Insp SOH 636.5 TT 3811.2	C. Delaney ATP 25506682 IFA
6/1/2016	Tach 1303.1	Insp Prep For Annual Insp SOH 687.1 TT 3870.2	C. Delaney ATP 25506682 IFA
5/12/17	1361.0	Insp Prep For Annual Insp SOH 718.1 TT 3931.5	Ch. Delaney A3P30596391A
6/1/18	1412.3	Insp Prep For Annual - OK SOH 799.4 TT 3979	Ch. Delaney ATP 25506682 IFA
6/2/19	1470.0	Insp Prep For Annual - OK SOH 856.9 TT 4031.4	Ch. Delaney ATP 25506682 IFA
7/2/20	1522.4	Insp Prep For Annual - OK SOH 909.3 TT 4090.4	Ch. Delaney ATP 25506682 IFA
8/5/21	1581.4	Insp Prep For Annual - OK SOH 968.3 TT 4135.1	Ch. Delaney ATP 25506682 IFA
10/8/22	1626.1	Insp Prep For Annual - OK SOH 1013.0 TT 4182.7	Ch. Delaney ATP 25506682 IFA
10/25/23	1673.5	Insp prep For Annual SOH 1060.4 TT 4215.2	Ch. Delaney ATP 25506682 IFA
10/21/24	1706.0	Insp prep For Annual SOH 1092.0 TT 4264.0	Ch. Delaney ATP 25506682 IFA
10/24/25	1754.8	Insp prep For Annual SOH 1141.8 TT 4284.6	Ch. Delaney ATP 25506682 IFA
6/2/26	1775.4	Insp prep For Annual SOH 1162.4	Ch. Delaney ATP 25506682 IFA

N262M Damage History

August 24, 2004

by Bruce Gordon, Owner

This incident is the only known damage to N262M. During a landing in Marlboro, MA, I over ran the runway. While the both main wheels were still on the runway pavement, the nose wheel stopped on gravel. Damage was visible in three places after inspection by the Steve Miller, A&P/IA on the field:

- A small chip in the prop, less than 1/4", most like caused by a pebble kicked up by the nose wheel; and
- A small dent in the left wing's leading edge, cause by a sumac bush branch at the runway end; and

Being a new pilot, but knowing Steve as an accomplished aircraft restoration pro, I asked his advice for the best best possible plan for my plane. His advice:

- The prop should be overhauled.
- Because the prop was damaged, the engine would have to be torn down and inspected for damage per FAA regulations. We decided that since a complete tear down was necessary, we might as well do a "0 hour" major overhaul. He sent the engine to Penn Yann Aero in New York, which he considered best in the business.
- I could either have him fill the leading edge dent or replace the edge. I asked what he'd do if it was his plane. He said he'd replace it, and he did so.

I was very pleased with his work, and to have a "new" engine in '62M. The logbook entries for the above are attached.

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
19__				
4/6/04	Febr 567			Installed new art. horizon 12-200 ATP 1338 2807 DA
				END
12/6/04	614		3122.1	Remove & Replace left wing outside leading edge. Paint To match. AIRCRAFT- see 337
				Steve Miller AR19360518

Date	Total Time In Service	Total Time Since Overhaul	Tach or Recording Meter Time	Description of Work Perform Certificate Number & Signature of Technician
				<i>Balance Forward</i>

This is to certify that the engine described hereafter has been overhauled to manufacturer's new parts tolerances and limits by Penn Yan Aero Service, Incorporated. Engine disassembled, cleaned, inspected, repaired, reassembled, and tested in accordance with data approved by and or acceptable to the FAA. All applicable Airworthiness Directives are in compliance. See A.D. list supplied.



Penn Yan Aero Service, Inc

2499 Bath Road, Penn Yan, New York 14527

Telephone: 1-315-536-2333

www.pennyanero.com

FAA Approved Repair Station: NJ1R350K

15398-04

11/8/2004

Work Order Number

Dated

O-320-H2AD

Engine Model

L-2143-76T

Serial Number

Dynamic balanced engine per FAA Approved Process Spec. AMP-4302. Installed overhauled STD Cermil Cylinders.

This engine has been remanufactured to Zero Time Tolerances by Penn Yan Aero Service, Inc.

Not supplied

Previous Time in Service

Repair Station NJ1R350K Authorized Signature

Date	Total Time In Service	Total Time Since Overhaul	Tach or Recording Meter Time	Description of Work Performed Certificate Number & Signature of Technician
				<i>Balance Forward</i>

The accessories listed are either new or were overhauled
(as indicated) and supplied with this engine:

O-320-H2AD

Engine Model

L-2143-76T

15398-04

11/8/2004

Serial Number

Work Order Number

Date

Repair Station NJ1R350K Authorized Signature



Penn Yan Aero Service, Inc

2499 Bath Road, Penn Yan, New York 14527

Telephone: 1-315-536-2333

www.pennyanero.com

FAA Approved Repair Station: NJ1R350K

10-682555-14

Right Magneto - Part Number

B269704G

Serial Number

N/A

N/A

Left Magneto - Part Number

Serial Number

10-5217

CK11604

Injector/Carburetor - Part Number

Serial Number

N/A

N/A

Fuel Pump - Part Number

Serial Number

MZ4222

E081466

Starter - Part Number

Serial Number

N/A

N/A

Turbocharger - Part Number

Serial Number

N/A

N/A

Controller - Part Number

Serial Number

N/A

N/A

Controller - Part Number

Serial Number

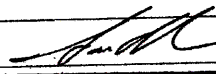
N/A

N/A

Waste Gate - Part Number

Serial Number

DESCRIPTION OF ALL OPERATIONS
PERTAINING TO AIRWORTHINESS DIRECTIVES,
SERVICE BULLETINS, SERVICE LETTERS,
& MINOR ADJUSTMENTS

DATE	TACH TIME	DESCRIPTION OF WORK	SIGNATURE
9-13-04		1C160/DTM7557M1	S/N 729537
T50	00-00		
		MAJOR OVERHAUL. BLADES REFINISHED. PROPELLER FLORESCENT PENETRANT INSPECTED. CHECKED ANGLES, TRACKED, BALANCED, ALIGNED AND PAINTED.	
		AUTHORIZED BY	W/O # CR-30569
			president
		For NEW ENGLAND PROPELLER SERVICE, INC. EAST HADDAM, CT FAA REPAIR STATION # RC2R130L	

N262M Upgrade History

June 2002	Replace McCauley wheels & brakes with Cleveland Install control wheel handles with integrated push to talk buttons
August 2007	Install Whelan LED beacon
March 2011	Install Cessna secondary seat stop on pilot side
Sept 2014	Replace Narco MK12-D NavComms with TK Michel MX300's
Dec 2017	Replace Cessna mode C transponder with Garmin GTX 335 1090 Mhz transponder Replace 121 Mhz ELT with 406 Mhz ELT Install USB Power Supply & Stratux ADS-B In receiver
Oct 2021	Remove Cessna ADF receiver & indicator. Replace with Garmin IFR GPS175 and Garmin GI-106 glide scope indicator. (This GPS can control most autopilots.)
August 2024	Replaced most plastic fairings and both main gear leg fairings Plane repainted by Prestige Aircraft, Swanton VT

N262M Maintenance Practices

This section summarizes how this plane has been maintained during current ownership.

Strategy: Preventive inspection & action precludes many failures - so find & fix problems when small!

Engine: Engine oil & filter changes are done twice per year, up to 100 hours apart early on and typically at 25 hours in recent years. I use Aeroshell 15W50, one of multiple oils that include an AD required additive for this engine. The I/A's at our field visually inspect under the cowl at each oil change to identify potential problems - which are addressed ASAP.

Rust prevention inside the engine is critical. This is continually addressed using these steps:

1. Fly the plane each week for a minimum of 30 minutes – the best prevention;
2. Tow the plane for on-field movement to minimize crankcase moisture accumulation;
3. Add Camguard at every oil change to keep parts oiled if a weekly flight is missed;
4. Install the dehydrator if the plane will be out of use for more than 2-3 weeks. By sealing the crankcase and drying the air, the dewpoint inside the engine is typically 25° below ambient air temperature: rust can't form! (The dehydrator is an included accessory.)

Airframe:

- Exterior: Each spring, repair any corrosion spots by sanding out, applying etch, alodine, and chromate primer, then blending paint in using air brush. Wax the aircraft using Rejex polymer sealant. (Rejex takes half the time that Carnauba wax does and lasts twice as long!)
- Interior: Apply Corrosion-X to the airframe every three years. (A longer schedule the 2024 paint job required by the paint shop.)
- Other: The cowl interior and cabin floor were cleaned and finished using catalyzed primer to minimize corrosion.

N262M Imperfections

by Bruce Gordon, owner

To save time for all, known imperfections in N262M are listed here.

First, when I purchased '62M in 2003, there was one skin patch on each side of the elevator. They have never been considered a safety issue, and remain in place.

During my pre-purchase inspection, cracks next to two rivets on the rear of the right wing just ahead of the flaps were found. These were "stop drilled" by my first A&P/IA just after purchase. As with the patches, they've neither progressed or been touched since.

A third item is a crack in the lower front interior panel next to the glove box, which appeared in the last year. It is aesthetically unappealing but has no functional effect.

The fourth item is a small gap between the window molding and the side panel in the baggage compartment.

The JPI EDM-700 engine monitor has two issues. Three of the 56 number segments are inop. Secondly, a low voltage warning appears intermittently, even though voltage remains normal at 13.5V. One press on the "step" button clears the warning. The OEM Amp meter always shows normal charging.

N262M Accessories

The following accessories are included with the aircraft.

- Cabin cover;
- Wing and horizontal stab/elevator covers;
- Wheel Fairings (still wrapped since being reconditioned and painted);
- Manuals from avionics upgrades
 - A Garmin coupon to update the database in the GPS175 is also included;
- Gust Locks for rudder, elevators & ailerons;
- Hardware spare parts kit; and
- An Engine Dehydrator (overview on the next page).

Pictures of everything mentioned above, are in the larger format Information Booklet available via email from the seller.