

A/C	Type	MN Wing Aircraft Discrepancies
N369CP	172S	Physical Weight and Balance required at the next Annual/100 HR inspection. W&B must be completed prior to aircraft onboarding into Planelogix Maintenance Information System. Please utilize standardized checklists located on LGM website. For questions, contact your MX Coordinator.
N377CA	182T	Oil change due 25.0 Cal oil change due 10/5
N377CA	182T	During the new/overhauled engine or cylinder break-in phase, certain operational restrictions and data collection requirements are mandatory. Only flight crew specifically authorized are permitted to operate the airplane during the break-in phase utilizing A9 sorties only. This discrepancy will be closed when CAP/LGM is satisfied that the break-in phase is concluded.
N377CA	182T	New Aircraft Registration ordered. Temporary registration is valid until 10 Nov 2025. If new registration not received, contact your MX coordinator prior to registration expiration.
N377CA	182T	Request new aircraft kit to be shipped. AMO's please work with your MX coordinator to confirm shipping locations of these kits.
N413CA	172S	50 hour inspection due 196.2 100 hour/annual inspection due 199.0
N413CA	172S	While aircraft was being pushed into the hangar with a tug the front wheel popped out of the wheel chalk striking the elevator to the ground. Causing visible damage to the training edge of the elevator.
N413CA	172S	Preventative Maintenance Action REQUIRED at next 50hr oil change! Acft identified as 172 that needs exhaust valve guide measured and reamed. Complete SI425A and ref SSP-1776-520. Exhaust valve guide valve must be measured before reaming. Record values in AMRAD.
N413CA	172S	100 hour/annual inspection due at 189.0 Calendar oil due 11/2/25
N413CA	172S	During an orientation flight, cadet the the FR seat pulled on the seat elevation knob, and not the seat distance lever and caused the end of the adjustment knob to break-off. Seat is fully functional and does affect operation of the aircraft. The seat adjustments can still be made.
N431BA	L23	This aircraft is grounded pending a glider program review decision. Aircraft shall not be ungrounded without CAP/LGM approval.
N439CP	182T	Physical Weight and Balance required at the next Annual/100 HR inspection. W&B must be completed prior to aircraft onboarding into Planelogix Maintenance Information System. Please utilize standardized checklists located on LGM website. For questions, contact your MX Coordinator.
N439CP	182T	50 hour oil change due 2319.1
N439CP	182T	The CO Guardian requires a one-time inspection by a CAP pilot or AMO to verify the system is enabled on all G1000 aircraft before the next flight. If found not enabled, please create a discrepancy in AMRAD for this condition and coordinate with an avionics shop to have it enabled before 26 Oct 25.
N445CA	172S	CO2 Detector failed. Inoperative message.
N445CA	172S	Right-side door latches, but does not lock. Wing Flap indicator in aircraft is bent, flaps work fine.

N50935	172P	Physical Weight and Balance required at the next Annual/100 HR inspection. W&B must be completed prior to aircraft onboarding into Planelogix Maintenance Information System. Please utilize standardized checklists located on LGM website. For questions, contact your MX Coordinator.
N50935	172P	Cal oil due 10/28
N5154D	172N	Physical Weight and Balance required at the next Annual/100 HR inspection. W&B must be completed prior to aircraft onboarding into Planelogix Maintenance Information System. Please utilize standardized checklists located on LGM website. For questions, contact your MX Coordinator.
N643CP	182T	Physical Weight and Balance required at the next Annual/100 HR inspection. W&B must be completed prior to aircraft onboarding into Planelogix Maintenance Information System. Please utilize standardized checklists located on LGM website. For questions, contact your MX Coordinator.
N643CP	182T	COM 2 & NAV 2 Inop - Red X for both on PFD
N695CP	172S	Physical Weight and Balance required at the next Annual/100 HR inspection. W&B must be completed prior to aircraft onboarding into Planelogix Maintenance Information System. Please utilize standardized checklists located on LGM website. For questions, contact your MX Coordinator.
N695CP	172S	Flaps circuit breaker popped and stays popped when pushed back in. Flaps stuck in the up position.
N828CP	182T	Physical Weight and Balance required at the next Annual/100 HR inspection. W&B must be completed prior to aircraft onboarding into Planelogix Maintenance Information System. Please utilize standardized checklists located on LGM website. For questions, contact your MX Coordinator.
N837CP	172S	Physical Weight and Balance required at the next Annual/100 HR inspection. W&B must be completed prior to aircraft onboarding into Planelogix Maintenance Information System. Please utilize standardized checklists located on LGM website. For questions, contact your MX Coordinator.
N837CP	172S	50 hour oil change due 2012.8
N837CP	172S	The CO Guardian requires a one-time inspection by a CAP pilot or AMO to verify the system is enabled on all G1000 aircraft before the next flight. If found not enabled, please create a discrepancy in AMRAD for this condition and coordinate with an avionics shop to have it enabled before 26 Oct 25.
N837CP	172S	EGT #1 shows red X
N837CP	172S	AD 2024-21-02 Lycoming Connecting Rod Bushings due at next oil change - requires repetitive oil screen/filter inspections for bronze metal particulates at each subsequent 4 month/50 hr oil change.
N853CP	182T	Physical Weight and Balance required at the next Annual/100 HR inspection. W&B must be completed prior to aircraft onboarding into Planelogix Maintenance Information System. Please utilize standardized checklists located on LGM website. For questions, contact your MX Coordinator.
N853CP	182T	During shutdown checklist when getting to master switch off, the PFD turn off with the standby battery still on. After waiting 30 seconds it started to reboot the PFD.

N853CP	182T	The CO Guardian requires a one-time inspection by a CAP pilot or AMO to verify the system is enabled on all G1000 aircraft before the next flight. If found not enabled, please create a discrepancy in AMRAD for this condition and coordinate with an avionics shop to have it enabled before 26 Oct 25.
N853CP	182T	Switches that control elevator trim are old and hard to operate.
N853CP	182T	100 hour/annual due 3014.9
N878CP	182T	Physical Weight and Balance required at the next Annual/100 HR inspection. W&B must be completed prior to aircraft onboarding into Planelogix Maintenance Information System. Please utilize standardized checklists located on LGM website. For questions, contact your MX Coordinator.
N878CP	182T	The CO Guardian requires a one-time inspection by a CAP pilot or AMO to verify the system is enabled on all G1000 aircraft before the next flight. If found not enabled, please create a discrepancy in AMRAD for this condition and coordinate with an avionics shop to have it enabled before 26 Oct 25.
N96579	172P	Physical Weight and Balance required at the next Annual/100 HR inspection. W&B must be completed prior to aircraft onboarding into Planelogix Maintenance Information System. Please utilize standardized checklists located on LGM website. For questions, contact your MX Coordinator.
N96579	172P	50 hour oil change due 7690.3, 100 hour/annual due 7693.6
N97465	172P	Physical Weight and Balance required at the next Annual/100 HR inspection. W&B must be completed prior to aircraft onboarding into Planelogix Maintenance Information System. Please utilize standardized checklists located on LGM website. For questions, contact your MX Coordinator.
N9834L	172P	Physical Weight and Balance required at the next Annual/100 HR inspection. W&B must be completed prior to aircraft onboarding into Planelogix Maintenance Information System. Please utilize standardized checklists located on LGM website. For questions, contact your MX Coordinator.
N9834L	172P	Cal oil due 10/17
N98824	172P	Physical Weight and Balance required at the next Annual/100 HR inspection. W&B must be completed prior to aircraft onboarding into Planelogix Maintenance Information System. Please utilize standardized checklists located on LGM website. For questions, contact your MX Coordinator.
N98824	172P	Broken nose gear assembly. Possible firewall damage,
N98824	172P	Right wing. Broken wing cap and damage to wing.
N98824	172P	Propeller bent.
N98824	172P	Mags due for overhaul at 5449.5
N98824	172P	100 hour/annual inspection due at 5450.7
N9912L	172P	Physical Weight and Balance required at the next Annual/100 HR inspection. W&B must be completed prior to aircraft onboarding into Planelogix Maintenance Information System. Please utilize standardized checklists located on LGM website. For questions, contact your MX Coordinator.
N9912L	172P	Altimeter needle occasionally jumps 50 to 100 feet, happened on climb and again on descent (like it was stuck).
N9912L	172P	50 hour oil change due 5594.8 Calendar oil change due 11/1/25