

Do not overlook your mags, especially during your annual. Some have a tendency to leak oil into the mag housing. Your engine will go flat sounding like fouled plugs. Some mags have a tendency to have the screw back out that holds the mag points in place. This screw cannot fall out because a cover will hold it in but the points will be loose, could cause a miss-fire. Have your mechanic remove both mags, disassemble and replace any and all parts that even look like they may not give trouble. Re-time the mags to factory specifications usually found on a metal tag on your engine. From time to time shut your engine down with the key only. What you are looking for is a drop on the first position then the engine shuts down on the off position. If the engine still runs with the key off you have a broken pee lead (small wire) on a mag, commonly called a hot mag. The real danger is the prop is hot! If you move the prop the engine could kick back or start. Not good.