AIRFRAME

$\qquad$ RACHEL KLEE

## ENGINE - Front

| Company | Cornerstone Aviation, LLC |  |  |
| :--- | :--- | :--- | :--- |
| Manufacturer | TELEDYNE CONTINENTAL MOTORS |  |  |
| Model | TSIO-550-K |  |  |
| Location | Front | TSMOH |  |
| Serial \# | 1004763 | Total Time | 902.9 |




## PROPELLER - Front

| Company <br> Manufacture <br> Model <br> Location <br> Tail 范 <br> Serial \# | Cornerstone Aviation, LLC <br> HARTZELL <br> PHC-J3Y1F-1N <br> Front <br> N206SM <br> NJ762B | Blade <br> TSMOH <br> Total Time | 902.9 | Tai | N | umber N20 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| AD\# Effective | Subject | Date \& Hours @ Compliance | Method Of Compliance | 0 | R | $\begin{aligned} & \text { Next Comp @ } \\ & \text { Hrs/Date } \end{aligned}$ | Authorized Signature \& Number |
| $77-12-06$ $12 / 21 / 77$ | 77-12-06 R2 IS SUPERSEDED BY AD 2002-09-08 | June 11, 2018 / TTAF 817.4 | superseded by 02-09-08 | x |  |  |  |
| $\begin{gathered} \text { *94-17-13 } \\ 09 / 15 / 94 \end{gathered}$ | EDDY CURRENT INSPECTION/ | June 11, 2018 / TTAF 817.4 | n/a per model |  | x |  |  |
| $\begin{aligned} & 01-07-03 \\ & 06 / 04 / 01 \end{aligned}$ | PROPELLERS RETURNED TO SERVICE BY BASCO | June 11, 2018 / TTAF 817.4 | n/a per maintenance facility | x |  |  |  |
| $\begin{aligned} & \hline 02-09-08 \\ & 06 / 13 / 02 \end{aligned}$ | SUPERSEDED BY AD 2007-26-09/ | June 11, 2018 / TTA'̈ㅇ 817.4 | superseded by 07-26-09 | $x$ |  |  |  |
| $\begin{gathered} \hline 03-13-17 \\ 07 / 18 / 03 \end{gathered}$ | MAINTENANCE REPAIR BY T AND W PROPELLERS, INC./ | $\text { June 11, } 2018 \text { / }$ <br> TTAF 817.4 | n/a maintenance facility | x |  |  |  |
| $\begin{aligned} & 05-14-11 \\ & 08 / 17 / 05 \end{aligned}$ | MAINTENANCE AND REPAIR BY SOUTHERN CALIFORNIA PROPELLER SERVICE/ | June 11, 2018 / TTAF 817.4 | n/a per maintenance facility | x |  |  |  |
| $\begin{gathered} \hline 07-26-09 \\ 01 / 30 / 08 \end{gathered}$ | PLACARD, PROPELLER BLADE SHANK REWORK/ | June 11, 2018 / TTAF 817.4 | n/a per blade material type | X |  |  |  |
| $\begin{aligned} & \text { *08-13-28 } \\ & 07 / 17 / 08 \end{aligned}$ | PROPELLER HUB LUBRICATION HOLES/ | $\text { June 11, } 2018 \text { / }$ $\text { TTAF } 817.4$ | n/a per hub $\mathrm{s} / \mathrm{n}$ |  | X |  |  |

## APPLIANCES

## Company Cornerstone Aviation, LLC <br> Tail \# N206SM

| AD\# Effective | Subject | Date \& Hours @ Compliance | Method Of Compliance | 0 | R | Next Comp @ Hrs/Date | Authorized Signature \& Number |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{gathered} \hline 74-26-09 \\ 12 / 24 / 74 \end{gathered}$ | S-20, -200, -1200 SERIES MAGNETOS/ | $\begin{aligned} & \text { June } 11,2018 / \\ & \text { TTAF } 817.4 \end{aligned}$ | n/a per s/n | X |  |  | 7 |
| $\begin{aligned} & \text { 78-18-04 } \\ & 09 / 09 / 78 \end{aligned}$ | D-2000, D-2200 MAGNETOS/ | $\begin{aligned} & \text { June } 11,2018 / \\ & \text { TTAF } 817.4 \end{aligned}$ | n/a per p/n | X |  |  |  |
| $\begin{aligned} & \text { *79-12-07 } \\ & 06 / 19 / 79 \end{aligned}$ | D-2000, D-2200 MAGNETOS/ | $\begin{aligned} & \text { June 11, } 2018 \text { / } \\ & \text { TTAF } 817.4 \end{aligned}$ | n/a per $\mathrm{p} / \mathrm{n}$ |  | X |  | \% |
| $\begin{aligned} & \hline 79-18-06 \\ & 09 / 17 / 79 \end{aligned}$ | [R1] D-2000, D-2200 MAGNETOS/ | $\begin{aligned} & \text { June } 11,2018 \text { / } \\ & \text { TTAF } 817.4 \end{aligned}$ | n/a per p/n | X |  |  |  |
| $\begin{aligned} & \text { *80-08-14 } \\ & 04 / 22 / 80 \end{aligned}$ | FOAM FILTER ELEMENTS/ | June 11, 2018 / TTAF 817.4 | n/a per $\mathrm{p} / \mathrm{n}$ |  | X |  | \% |
| $\begin{aligned} & 80-17-14 \\ & 08 / 21 / 80 \end{aligned}$ | D-2000, D-2200 MAGNETOS/ | $\begin{aligned} & \text { June 11, } 2018 \text { / } \\ & \text { TTAF } 817.4 \end{aligned}$ | n/a per p/n | X |  |  |  |
| $\begin{array}{r} * 81-12-06 \mathrm{RT} \\ 11 / 12 / 81 \end{array}$ | D-3000, D-3200 MAGNETO DISTRIBUTOR GEARS/ | $\begin{aligned} & \text { June } 11,2018 / \\ & \text { TTAF } 817.4 \end{aligned}$ | n/a per p/n |  | X |  |  |
| $\begin{aligned} & \hline 81-15-03 \\ & 07 / 20 / 81 \end{aligned}$ | STC SA693CE, SA71GL | $\begin{aligned} & \text { June 11, } 2018 \text { / } \\ & \text { TTAF } 817.4 \end{aligned}$ | n/a per p/n | X |  |  | $1 / m$ |
| $\begin{aligned} & * 82-11-05 \\ & 06 / 09 / 82 \end{aligned}$ | D-2000, D-2200 DISTRIBUTOR GEAR ASSEMBLIES/ | $\text { June 11, } 2018 /$ $\text { TTAF } 817.4$ | n/a per p/n |  | X |  | ym |
| $\begin{aligned} & \hline 82-13-01 \\ & 08 / 28 / 82 \end{aligned}$ | S-1200 DISTRIBUTOR BLOCK BUSHINGS/ | June 11, 2018 / TTAF 817.4 | n/a per p/n |  | X |  |  |
| $\begin{aligned} & 82-20-01 \\ & 06 / 14 / 83 \end{aligned}$ | VARIOUS MODELS - MAGNET'O IMPULSE COUPLINGS/ | June 11, 2018/ TTAF 817.4 | n/a pers/n | X |  |  | - |
| $\begin{aligned} & * 84-26-02 \\ & 01 / 29 / 85 \end{aligned}$ | PAPER INDUCTION AIR FILTERS/ | June 11, 2018 / <br> TTAF 817.4 | $n / a p e r p / n$ |  | X | - | 7 |
| $\begin{aligned} & \text { *93-05-06 } \\ & 04 / 29 / 93 \end{aligned}$ | IGNITION SWITCHES/ | $\begin{aligned} & \text { June 11, } 2018 \text { / } \\ & \text { TTAF } 817.4 \end{aligned}$ | c/w by inspection and possible replacment of switch |  | X | $\begin{aligned} & \text { TTAF } 20000.4 \\ & 2817.4 \end{aligned}$ |  |
| $\begin{aligned} & 94-01-03 \text { R2 } \\ & 06 / 28 / 95 \end{aligned}$ | S-20, S-200, S-600, S-1200 SERIES MAGNETOS/ | June 11, 2018 / TTAF 817.4 | n/a per s/n | X |  |  | 7 |
| $\begin{aligned} & 94-06-09 \\ & 03 / 09 / 94 \end{aligned}$ | SC-20, SC-200, S-1200 AND ADDIT:ONAL MODEL MAGNETOS | $\text { June } 11,20181$ $\text { TTAF } 817.4$ | n/a per s/n | X |  |  | $7$ |
| $\begin{gathered} \text { *95-03-02 } \\ 03 / 17 / 95 \end{gathered}$ | SUPERSEDED BY AD 96-09-06/ | June 11, 2018 / TTAF 817.4 | superseded by 96-09-06 |  | X |  |  |


| *96-09-06 06/07/96 | NEOPRENE GASKET/ | June 11, 2018 / <br> TTAF 817.4 | n/a per p/n |  | X | 1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & \text { *96-12-07 } \\ & 07 / 18 / 96 \end{aligned}$ | SUPERSEDED BY AD 2005-12-06/ | June 11, 201~/ <br> TTAF 817.4 | superseded by 05-12-06 |  | X |  |
| $\begin{aligned} & 02-26-03 \\ & 02 / 18 / 03 \end{aligned}$ | SINGLE SCREEN AIR FILTERS/ | June 11, 2018 / <br> TTAF 817.4 | n/a per p/n | X |  | $1$ |
| $\begin{aligned} & 05-01-19 \\ & 02 / 23 / 05 \end{aligned}$ | SOFTWARE UPGRADE/ | June 11, 2018 / TTAF 817.4 | n/a per software level | X |  |  |
| $\begin{aligned} & \text { *05-12-06 } \\ & 07 / 19 / 05 \end{aligned}$ | RIVETED OR SNAP-RING IMPULSE COUPLINGS WITH MODEL CHANGES/ | June 11, 2018 / TTAF 817.4 | n/a per magneto and engine comination |  | X |  |
| $\begin{aligned} & \hline 08-02-06 \\ & 02 / 26 / 08 \end{aligned}$ | SERVO GEARBOX FOREIGN OBJECT DEBRIS/ | $\text { June 11, } 2018 \text { / }$ $\text { TTAF } 817.4$ | n/a per p/n | X |  |  |
| $\begin{aligned} & \hline 08-08-17 \\ & 05 / 06 / 08 \end{aligned}$ | TURBINE HOUSING EXHAUST FLANGE/ | June 11, 2018 / <br> TTAF 817.4 | n/a per p/n | X |  |  |
| $\begin{aligned} & 10-07-08 \\ & 04 / 19 / 10 \end{aligned}$ | EARLY TURBINE WHEEL FAILURE/ | June 11, 2018 / <br> TTAF 817.4 | n/a per p/n | X |  |  |
| $\begin{aligned} & 11-13-03 \\ & 07 / 13 / 11 \end{aligned}$ | MACHINING DEBRIS IN TURBOCHARGER CAVITIES/ | June 11. 2018 / TTAF 817.4 | n/a per pin | X |  |  |
| $\begin{aligned} & 12-10-52 \\ & 06 / 26 / 12 \end{aligned}$ | CENTER HOUSING OIL PASSAGE/ | June 11, 2018 / TTAF 817.4 | n/a per p/n | X |  |  |
| $\begin{aligned} & \hline \text { 12-24-09 } \\ & 12 / 20 / 12 \end{aligned}$ | SUPERSEDED BY AD 2013-21-02/ | June 11, 2018 / <br> TTAF 817.4 | superseded by 13-21-02 | X |  | / |
| $\begin{array}{r} 13-21-02 \\ 11 / 13 / 13 \end{array}$ | TUREINE WHEEL HEAD AND SHAFT WELDED JOINT/ | June 11, 2018 / TTAF 817.4 | n/a per $p / n$ | X |  |  |

## APPLIANCES

Company
Tail \#

Galvin Flying, LLC

AD\#

$\qquad$ Date $\square$

| $\begin{aligned} & \text { *96-09-06 } \\ & 06 / 07 / 96 \end{aligned}$ | NEOPRENE GASKET/ | June 11, 2018 / <br> TTAF 817.4 | n/a per p/n |  | $x$ | N/A |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & * 96-12-07 \\ & 07 / 18 / 96 \end{aligned}$ | SUPERSEDED BY F D 2005-12-06/ | June 11, 2018 / TTAF 817.4 | superseded by 05-1?-06 |  | X | N/A |  |
| $\begin{aligned} & 02-26-03 \\ & 02 / 18 / 03 \end{aligned}$ | SINGLE SCREEN AIR FILTERS/ | June 11, 2018 / <br> TTAF 817.4 | n/a per p/n | X |  | N/A |  |
| $\begin{aligned} & 05-01-19 \\ & 02 / 23 / 05 \end{aligned}$ | SOFTWARE UPGRADE/ | June 11, 2.018 / TTAF 817.4 | T/a per software level | X |  | N/A |  |
| $\begin{aligned} & \text { *05-12-06 } \\ & 07 / 19 / 05 \end{aligned}$ | RIVETED OR SNAP-RING IMPULSE COUPLINGS WITH MODEL CHANGES/ | $\begin{aligned} & \text { June 11, } 2018 \text { / } \\ & \text { TTAF } 817.4 \end{aligned}$ | n/a per magneto and engine comination |  | X | N/A | $1 / a^{6}$ |
| $\begin{aligned} & 08-02-06 \\ & 02 / 26 / 08 \end{aligned}$ | SERVO GEARBOX FOREIGN OBJECT DEBRIS/ | $\begin{aligned} & \text { June 11, } 2018 \text { / } \\ & \text { TTAF } 817.4 \end{aligned}$ | n/a per p/n | X |  | N/A | $a^{a}$ |
| $\begin{aligned} & 08-08-17 \\ & 05 / 06 / 08 \end{aligned}$ | TURBINE HOUSING EXHAUST FLANGE/ | June 11, 2018 / <br> TTAF 817.4 | n/a per p/n | X |  | N/A |  |
| $\begin{aligned} & 10-07-08 \\ & 04 / 19 / 10 \end{aligned}$ | EARLY TURBINE WHEEL. FAILURE/ | $\text { June 11, } 2018 \text { / }$ $\text { TTAF } 817.4$ | n/a per p/n | X |  | N/A |  |
| $\begin{aligned} & \hline 11-13-03 \\ & 07 / 13 / 11 \end{aligned}$ | MACHINING DEBRIS IN TURBOCHARGER CAVITIES/ | June 11, 2018 / <br> TTAF 817.4 | n/a per $\mathrm{p} / \mathrm{n}$ | X |  | N/A |  |
| $\begin{aligned} & 12-10-52 \\ & 06 / 26 / 12 \end{aligned}$ | CENTER HOUSING OLL PASSAGE/ | $\begin{aligned} & \text { June 11, } 2018 / \\ & \text { TTAF } 317.4 \end{aligned}$ | n/a per pin | X |  | N/A |  |
| $\begin{aligned} & \hline 12-24-09 \\ & 12 / 20 / 12 \end{aligned}$ | SUPERSEDED BY AD 2013-21-02/ | $\begin{aligned} & \text { June } 11,2018 / \\ & \text { TTAF } 817.4 \end{aligned}$ | superseded by 13-21-02 | X |  | N/A |  |
| $\begin{aligned} & 13-21-02 \\ & 11 / 13 / 13 \end{aligned}$ | TURBINE WHEEL HEAD AND SHIAFT WELDED JOINT/ | $\begin{aligned} & \text { June } 11,2018 / \\ & \text { TTAF } 817.4 \end{aligned}$ | n/a per p/n | X |  | N/A |  |

## PROPELLER - Front


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## ENGINE - Front



## AIRFRAME

| Company | Galvin Flying, LLC |  |  |
| :--- | :--- | :--- | :--- |
| Manufacturer | CIRRUS DESIGN CORPORATION |  |  |
| Model | SR22T |  |  |
| Serial \# | 0171 | Tach Time | 973.6 |
| A/C Cert. Date | 2009 | Total Time | 973.6 |

Tail Number N206SM

| AD\# <br> Effective | Subject |  <br> Hours @ <br> Compliance | Method Of Compliance | 0 | Next Comp @ <br> Hrs/Date | Authorized Signature \& Number |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $12-01-11$ <br> $02129 / 12$ | INDUCTION AIR BOX AND SEALS/ | June $11,2018 /$ <br> TTAF 817.4 | na per serial | $\times$ | N/A |  |

$\qquad$ Date $6-3-19$

